



DEPLOY • DELIVER • DEFEND



Official almanac of the
910th Airlift Wing
2015 - Vol. 2

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910TH COMMANDER



Colonel James Dignan

PUBLISHER

The 2015 Airstream Almanac is the second annual almanac of the 910th Airlift Wing, continuing the nearly 60-year tradition of the base magazine. All photos are U.S. Air Force photos unless otherwise noted. The opinions of contributors do not necessarily reflect those of the U.S. Air Force.

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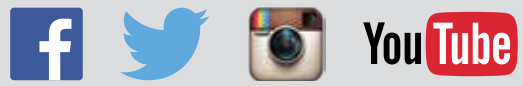
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Youngstown C-130H Hercules aircraft sit on the ramp during sunrise at Hill Air Force Base, Utah, March 17, 2015. Airmen from the 910th Airlift Wing conducted an aerial spray mission at the Utah Test and Training Range. See page 20-21 for a story on the mission.

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Colonel James D. Dignan
910th Airlift Wing Commander

Leadership is Influence and Management is Authority

“If your actions inspire others to dream more, learn more, do more and become more, you are a leader.” —John Quincy Adams

I suppose some confusion regarding the fundamental differences between leadership and management is understandable. Up until the mid 80s, many experts often regarded good management and leadership as the same thing, some even considered leadership simply as a subset of management. However, our understanding of both disciplines has improved since then, and today experts in both fields normally agree they differ from one another significantly.

In John Kotter’s book *A Force for Change*, he clearly breaks apart the separate functions of leadership and management. He states that the purpose of leadership is to bring about movement and useful change, while the role of management is to provide stability, consistency, order and efficiency. Generally speaking, good managers produce orderly and predictable results, keep things on schedule and within budget, and make things work efficiently. Clearly, organizations benefit from good management. On the other hand, good leaders produce important, positive change by providing vision, aligning people’s efforts with the organization’s direction, and keeping people focused on the mission and vision by motivating and inspiring them. Effective leadership and good management ultimately help an organization to succeed.

So, while leadership and management both have essential roles in the function and effectiveness of organizations, they are definitely not the same thing. They are in fact, distinct and separate processes that serve different purposes. Management provides the organization with predictability, consistency and stability. Leadership positions people and organizations for change. The danger of failing to make the distinction between management and leadership is that people will mistakenly begin to connect leadership with a position of authority, instead of more appropriately as a process of influence.

Leadership Develops the Vision for the Future

“Leadership is not magnetic personality. It is not ‘making friends’ and influencing people. Leadership is lifting a person’s vision to high sights, and raising performance to a higher standard.” —Peter Drucker

Great leaders develop a vision that shares a dream and direction that people in their organization want to share and follow. Henry Ford envisaged a car for every family and Steven Jobs imagined a computer in every classroom, and at the time, most cynics thought their dreams were impossible. In the face of adversity, their persistence changed the world. A true leader’s vision goes beyond the written organizational mission statement or vision statement. The vision of leadership permeates the entire workplace and is observable in the actions, beliefs, values and goals of all of the organization’s leaders.

In order for a vision to excite and motivate people to follow the leader, the vision must clearly spell out the organization’s direction and purpose. It must inspire loyalty and caring through the involvement of all employees. It should display and reflect the unique strengths, culture, values, beliefs and direction of the organization. It will inspire enthusiasm, belief, commitment and excitement in the organization’s employees and help employees believe that they are part of something bigger than themselves and their daily work. It must also be regularly communicated and shared throughout the organization and it must challenge people to outdo themselves, to stretch and engage each other toward a larger goal.

A vision is a statement about what the organization wants to become. It should resonate with all members of the organization and help them feel proud, excited, and part of something much bigger than themselves. A vision should stretch the organization’s capabilities and image of itself as it gives shape and direction to the organization’s future. Organizational visions run the gamut from a couple of words to several pages. I prefer shorter vision statements because people tend to grasp, remember and internalize a shorter organizational vision.

Leadership Energizes and Inspires People to Overcome Obstacles to Change

“Men make history and not the other way around. In periods where there is no leadership, society stands still. Progress occurs when courageous, skillful leaders seize the opportunity to change things for the better.” —Harry Truman

Achieving change successfully inescapably means overcoming obstacles, because “people always resist change” don’t they? While it might seem to be a valid generalization on the surface, it is quite often just a myth. If we look and listen a little more closely, we might find that people actually just resist change that is imposed. People want change that they believe will make their world better. They also want some involvement in how change is introduced and managed and to share in assessing whether progress is being achieved along the lines expected. The changes people want may be the same as those that would have been proposed but there is an enormous difference in having taken part in the process of deciding what to change.

“That would never work here” is another comment we might hear, and if we ask the question “why not?” it might even lead to a heated argument, so instead we lead with other questions “so, what could you do here?” If that fails to encourage ideas, we might follow up with “are you satisfied with everything as it is?” Maybe even “you mean to say that there is nothing at all that you would like to improve.” The follow up questions purposely avoid the use of the word ‘change’ which might elicit negative feelings.

Organizations, departments and individuals all have their own history of change and key words are often associated with these changes and if the change didn’t work out the use of one of these ‘sensitive’ words can quickly trigger negative feelings. The best way to discover ‘sensitive’ words associated with negative feelings is to listen carefully to a cross-section of people in the organization talking about their experiences. When dealing with change in the organization avoid the words that trigger negative feelings. Instead, try to identify and use words that are neutral or have a positive reaction and use them.

Effective Leadership Brings About Positive Change

“Be gentle and you can be bold; be frugal and you can be liberal; avoid putting yourself before others and you can become a leader among men.” —Lao Tzu

Change is in the air, I see it everywhere and in every person I seem to bump into or meet with these days. Are we turning into a culture of innovation and reinvention by design or by necessity? Or as Charles Darwin said, *“It is not the strongest of the species that survives, nor the most intelligent, but the one most responsive to change.”* Positive change can be a bittersweet experience, as there can be delight and exhilaration about the change that is coming, and at the same time, there can be a sense of loss, wrapped in admiration for what had been.

According to Webster’s, change “denotes a making or becoming distinctly different and implies either a radical transmutation of character or replacement with something else. To cause to become different, alter, transform, convert.” In individual relationships many of us make the mistake of trying to change someone else instead of ourselves and we invest all of our efforts in trying to “fix” or change the other person. Instead of accepting them and taking them as they are, we think they could be so much better if only they would act and do things our way. Well, we also tend to make the same mistakes in the organizations we are supposed to be leading.

Organizational change is a strategic imperative in today’s global and fast-paced environment. Unfortunately in the pursuit of change, of trying to be the best, of standing out from the pack, and of seeking higher and higher levels of status and power, managers and leaders in organizations instantaneously and impatiently clamor for the “latest and greatest ideas.” In our haste, we often forget the fundamental and sound principles (which are prerequisites for a successful change to occur) and wonder why they are not making progress. Although managing change can be difficult, sticking to Kotter’s tried and true principles (aka: 8 Steps) can help managers and leaders improve the chances of an organization’s successful transformation.

Leadership and Management, Separate and Distinct Processes

“The superior man is distressed by the limitations of his ability; he is not distressed by the fact that men do not recognize the ability that he has.” —Confucius

At the most basic level, management skills are primarily focused on the operations of today and leadership skills are primarily focused on the operations of tomorrow. However, successful organizations, military organizations included, need both efficient managers and inspiring leaders in order to succeed. Effective organizations competently budget, plan, organize staff, control outcomes, and solve problems to achieve desired results. However, those same successful organizations also must establish and communicate a clear direction for the future, align people’s efforts with that direction, and motivate people within the organization to overcome obstacles to change and transform the organization as necessary. Leadership establishes direction by developing a vision for the future, communicating that vision and aligning the organization’s energy with that vision. Leadership and management are separate and distinct processes, but both are essential to organizational effectiveness.

In most cases, government agencies and military organizations function as bureaucracies; or organizations typified by their formal processes, standardization and procedure. Generally speaking, bureaucracies are what Kotter calls “over-managed” and “under-led.” I would suggest that as we think about what skills we really want our young Airmen to possess, we think about things like the ability to establish and communicate a clear vision, the ability to align our efforts with the direction we need to be headed, and the ability to inspire people to overcome the obstacles that stand between them and the organization’s overall strategic vision.

James D. Dignan



Chief Master Sgt. Steven M. Larwood
910th Airlift Wing Command Chief

This has been another great year for the 910th Airlift Wing. We have worked hard, celebrated our successes and learned from our challenges; because that's what professionals do! This has also been a year of reflection for me as I near my retirement in December after 33 years of service to our Air Force. This is a time of mixed emotions because I've had a great career with absolutely no regrets; but now that I'm facing mandatory retirement, I can't help but think about all the people I will miss and all of the things I still want to do for my Airmen.

As I thought about writing this article, my thoughts were drawn toward two powerful messages that I want to be the focus. My first thought is about what it means to be part of this Profession of Arms. No profession asks more of its members than the Profession of Arms. As we state in our Airman's Creed, we have answered our nation's call. It is a higher calling, and it comes with a higher standard. General Ronald Fogleman, our 15th Chief of Staff, once said, "We are not engaged in just another job; we are practitioners of the Profession of Arms. We are entrusted with the security of our nation, the protection of our citizens and the preservation of its way of life. In this capacity, we serve as guardians of America's future. By its very nature, this responsibility requires us to place the needs of our service and our country before personal concerns."

That responsibility was given to each and every one of us when we raised our right hand and swore to support and defend the Constitution of the United States. When we joined our Air Force with a sacred oath, we accepted a sacred trust from the American people, one that goes beyond anything else in society. No other profession expects its members to lay down their lives for their friends, families or freedoms...but it's what our profession readily expects.

And make no mistake, this is a profession. We are professionals. As volunteers, our sworn obligation is to the Constitution. Wearing the cloth of our nation's Air Force is truly an honor and necessity, and somebody must do it and be good at it. We're good at it. Our status as the world's greatest Air Force was earned by the men and women who have gone before us, and is carried on by every Airman who wears the uniform today.

My second thought is what it has meant to me to be a leader of Airmen and to have created and developed enlisted leaders. The first realization is: the resource that truly means the most here are my Airmen. About 95% of our assets drive out the gate every evening. As leaders, it's our job to create a work environment that keeps them coming back every morning. This is not created by giving our Airmen everything they want or by shying away from making the tough decisions. It's created by instilling a sense of pride and ownership in all of our Airmen so they feel invested in the outcome. It's done by knowing our Airmen well enough to capitalize on their strengths and help them fix their weaknesses. It's done by recognizing that a struggling Airman is not disposable, but rather a future leader waiting to be mentored and grown. That's our job as leaders, not to create followers, but more leaders. It's done by setting aside our egos and humility and realizing that it's never about the role and always about the goal.

When I talk with our young Airmen and junior NCOs about their careers, I tell them to make a plan and find a mentor to help them reach their goal. Then once their goal is reached, I tell them to celebrate for a day and set another goal. As they grow in their career, they will begin to realize that their plans start to evolve more from focusing on their development and begin to focus more on the development of others. This is the moment a leader is born because before you become a leader, success is all about growing yourself. When you become a leader, success is all about growing others.

Of all the things I will miss the most about being your command chief is the time spent talking to our Airmen; finding out their goals and how I might be able to help achieve them. The last 16 years of my career have been spent as either a First Sergeant or a Command Chief and has given me the most precious gift ever: the chance to help our Airmen grow. In closing, I'd like to leave you with my favorite quote that sums up my message.

"The day soldiers (Airmen) stop bringing you their problems is the day you have stopped leading them. They have either lost confidence that you can help them or concluded that you do not care. Either case is a failure of leadership." – General Colin Powell

Steve Larwood



Youngstown Air Reserve Station Snapshot

A summary of facts and figures



910th Airlift Wing Mission

- Deploy • Deliver • Defend

910th Airlift Wing Vision

The 910th Airlift Wing is an Operational Force for Rapid Global Mobility with integrated and sustainable capabilities supporting our National Security.

Key Leadership

910th Airlift Wing

- Commander: Col James Dignan
- Vice Commander: Col Darryl Markowski
- Command Chief: CMSgt Steve Larwood
- Operations Group Commander: Col William Phillips
- Maintenance Group Commander: Col David Post
- Mission Support Gr. Comm. Col Kevin Riley
- Medical Squadron Commander: Col Rodney Waite

Navy Operational Support

Center Youngstown

- Commander: Lt Cmdr Paul Mountel

Detachment 3 • Maintenance Company

Combat Logistics Battalion 453 • USMCR

- Inspector/Instructor: CWO3 Todd Klink

Economic Impact FY 14:

\$107.8 mil

Annual Payroll:

Military	\$25,217,577
Appropriated Civilian	\$25,063,975
NAF Civilians and Private Business	\$3,991,023
Total	\$54,272,575

Military Expenditures on Station

Construction	\$7,611,976
Services	\$8,045,037
Other (BX, Health CHAMPUS, Tuition)	\$12,045,037
Total	\$28,509,857

Indirect Effects

Local Jobs Created	544
Dollar Value	\$25,091,456

Facilities Overview

Acreage

YARS Owned	230 acres
YARS Leased	91 acres
Total	321 acres

Buildings

Total AF Buildings	71
Average Building Age	30 years
Plant Replacement Value	\$797,603,310

Manning

910th Airlift Wing

Traditional Reservists (excluding ARTs)	1124
Air Reserve Technicians (ARTs)	215
AGR/Active Duty	43
Civilians Assigned (excluding ARTs)	170
Contractors	73
Total	1625

Marines

Active Duty	9
Traditional Reservists	70

Navy

Active Duty	8
Civilians	2
Selected Reservists (excluding mobilized)	71
Sailors Mobilized	14

Total YARS Manning

1799

Reservists by Unit

910th Airlift Wing	67
910th Operations Group	12
757th Airlift Squadron	156
910th Operations Support Squadron	60
910th Maintenance Group	43
910th Aircraft Maintenance Squadron	135
910th Maintenance Squadron	161
910th Civil Engineer Squadron	118
910th Security Forces Squadron	147
910th Communications Squadron	47
910th Logistics Readiness Squadron	108
76th Aerial Port Squadron	117
910th Medical Squadron	127
910th Mission Support Group	5
910th Force Support Squadron	76

Total:

1382

Aircraft (8 primary + 1 backup)

- 6 x C-130H2 Modified for Modular Aerial Spray System
- 3 x C-130H2.5

We Are Youngstown

14 UNITS

1382 AIRMEN

60-YEAR HERITAGE

8 C-130H HERCULES

2 TENANT UNITS

1 DOD-UNIQUE MISSION

\$107 MILLION ECONOMIC IMPACT

4TH LARGEST EMPLOYER IN THE VALLEY

1799 EMPLOYEES

DELIVER • DEPLOY • DEFEND



Col. James D. Dignan
910th Airlift Wing
Commander



Col. William D. Phillips
910th Operations
Group Commander



Col. Kevin C. Riley
910th Mission Support
Group Commander



Col. David C. Post
910th Maintenance
Group Commander



Col. Rodney M. Waite
910th Medical
Squadron Commander

C-130 Round-Up

Story by Mr. Eric M. White
910th Airlift Wing Public Affairs

Residents of Northeast Ohio and Western Pennsylvania had the chance to see a rare formation of nine C-130 aircraft as the culminating event of a week-long C-130 Round-Up skills competition and training event held here, Aug. 23-28. Aircrews and Aerial Porters from Youngstown Air Reserve Station (YARS); Mansfield Lahm Air National Guard Base, Ohio; Dobbins Air Reserve Base, Georgia; Bradley Air National Guard Base, Connecticut and Niagara Falls Air Reserve Station, New York, participated in the event.

Planning for the C-130 Round-Up began after Air Mobility Command's C-130 Rodeo was cancelled due to budgetary restraints. Planners from YARS wanted to create a similar event on a smaller scale that would allow personnel from the 910th and other Guard and Reserve units the chance to accomplish training requirements while engaging in a fun and friendly competition.

Maj. Ryan Cooley, a 757th Airlift Squadron navigator, was the event coordinator.

"When (the Rodeo) got cancelled, we said 'hey why not invite some of these other units to come up to our (tactical training) week and get some good training here,

since they're not going to be participating in the AMC Rodeo," said Cooley.

The training sorties for aircrews during the event included low-level flying, threat reaction training, large formation flying, cargo drops, assault landings and night vision goggle flying. Many of the events were scored, challenging the aircrews to outperform one another. Adding a competitive factor motivates participants to strive for improvement.

"We always shoot for the best in (these training maneuvers)," said Cooley, "but to get them in as graded events builds a little competition, bragging rights if you will, kind of makes everyone step up their game."

Cooley said it's nice to see aircrew members come in in the morning to check how they performed in the previous day's events and consider how they can improve.

Aerial Porters, known as Port Dawgs, were busy leading up to and during the competition, palletizing cargo and packing parachutes for multiple air drops. They also participated in the competition, loading and unloading pallets as quickly as possible to secure the fastest time. The Aerial Porters went to the 910th Airlift Wing's drop zone at Camp Ravenna to recover cargo air dropped during the nine-ship sortie.

Beyond the participation of aircrew members and Aerial Porters, other organizations provided essential contributions. Maintainers from the 910th Maintenance Group ensured the aircraft were operable and safe. Current Ops helped with the logistics of hosting so many aircrews. The Force Support Squadron provided lodging and extended dining hours for participants.

Col. James Dignan, commander of the 910th Airlift Wing, spoke of YARS' ability to host such an event.

"For Youngstown Air Reserve Station, it's important to demonstrate that we have the capabilities, the air space and the facilities to pull something like this off. And it's a value to our nation and to the U.S. Air Force because we bring together these folks from around the country and other Air Force bases to practice their training."

Maj. Gen. Stayce D. Harris, commander of the 22nd Air Force, came to YARS Thursday to observe the nine-ship formation and award ceremony.

"We're our nation's defense," said Harris. "We're here to protect and defend and serve, and so these types of exercises allow us to remain mission ready."

" Was walking the dogs when they flew over - even my dogs looked up to watch them! Thanks guys!!! It was awesome!
—Bonnie Bailey Elam

" We had the opportunity to see all 9 fly over during our YSU Marching Band rehearsal yesterday! We stopped and counted each come across our line of sight/over the press box. It provided a very entertaining break.
—Brandt Payne

" We live in Hiram and they fly over daily. We love watching them. All 9 just went over a little while ago. Thanks for the service and awesome show! —Alison Risko

" Beautiful! I run to my windows every night when you guys fly low over my apartment, such a beautiful sight, and calming knowing you are up there watching over us! Thank you to all of you for all you do! I'm ready for another air show so I can walk through these planes again. —Wendy Schon

" They flew right over my house today! Awesome sight! —Christine Kalosky

*The quotes above were posted to the 910th's social media sites by area residents who saw the nine-aircraft formation.

U.S. Air Force photo/Tech. Sgt. Rick Lisum



U.S. Air Force photo/Mr. Eric M. White



U.S. Air Force photo/Mr. Eric M. White



U.S. Air Force photo/Staff Sgt. Rachel Kocin



U.S. Air Force photo/Tech Sgt. Rick Lisum



U.S. Air Force photo/Tech. Sgt. Rick Lisum



U.S. Air Force photo/Tech. Sgt. Rick Lisum



U.S. Air Force photo/Mr. Eric M. White



Aerial Porters work with loadmasters to load cargo onto a C-130 aircraft prior to a nine-aircraft formation.

Nine C-130 aircraft from four Air Force Reserve and Air National Guard units start their engines in unison.

C-130s taxi to the runway for a nine-aircraft formation training mission as part of the C-130 Round-Up.

A Youngstown C-130H Hercules aircraft takes off from the runway during a nine-aircraft formation.

C-130s from four units drop cargo over the drop zone at Camp Ravenna during a nine-aircraft formation.

757th Loadmaster Senior Airman Brad Hutchinson braids parachute cord at Camp Ravenna.

A Youngstown C-130H Hercules aircraft drops palletized cargo over the drop zone at Camp Ravenna.

C-130s taxi back to their parking spots after a nine-aircraft training mission during the C-130 Round-Up.

Where the rubber meets the road: Bike Patrol

Story and photo by Tech. Sgt. Jim Brock
910th Airlift Wing Public Affairs

The 910th Security Forces Squadron (SFS) plays a vital role in protecting Airmen, aircraft and property here. The squadron's Bike Patrol is a recent capability addition to their mission.

Staff Sgt. Adam Tyjeski, a 910th SFS response team member, performs part of his duty in Security Forces as a Bike Patrolman.

"Bike patrol duty gives us more opportunities to interact with the people that you don't normally get to do from a patrol car, to perform what is called community policing," said Tyjeski, noting bike patrols were utilized during the 2014 Thunder Over the Valley Air Show to help keep the estimated crowd of 35,000 spectators and keep a safe environment during the two-day event.

Members of the patrol ride mountain-style bicycles equipped with saddle bags and marked with the word Police. The bikes are black, equipped with red and blue lights to identify the riders as law enforcement officers. The patrolmen wear distinctive black short-sleeved shirts, shorts trimmed in white and marked with police and white helmets trimmed in black to help them stand out in a crowd.

According to 910th SFS, the training course to become certified as a bike patrolman includes completing a 20-mile bike ride and successfully negotiating an obstacle course that includes riding

around objects and down stairs. This training proves endurance and bike handling skills needed when performing an eight-hour shift on a bicycle.

"If you are in good shape it's not too intense, but it definitely wears you out," added Tyjeski. "It's also great exercise; I never realized how much elevation change is on this base until I was on a bike for 20 minutes."

According to SFS, bike patrolmen can respond anywhere on the base with the exception of the flight line. The flight line must be patrolled with weapons heavier than a sidearm which is the only firearm bike patrolmen carry.

Tyjeski said Master Sgt. Robert Plant, a 910th SFS squad leader, was instrumental in establishing the YARS bike patrol. Plant, who is also a Department of Defense police officer at YARS, worked with local police agencies to become a certified instructor and initiate the installation's bike patrolman course.

Staff Sgt. Adam Tyjeski, a security response team member assigned to the 910th Security Forces Squadron, shows the features of his patrol bike here, May 2. Tyjeski is among several squadron members qualified to perform this specialized duty as bike patrolmen and has been part of the patrol for two years.



U.S. Air Force photo/Master Sgt. Bob Barko Jr.

NDI lab keeps aircraft safe to fly

Story and photo by Tech. Sgt. Jim Brock
910th Airlift Wing Public Affairs

The mission of the 910th Airlift Wing depends upon the operability of its fleet of 9 C-130H Hercules cargo aircraft; the 910th Aircraft Maintenance Squadron (AMXS) does critical work to help keep them in the air.

One of the tools the AMXS uses to ensure the 910th's aircraft are safe to fly is the Non Destructive Inspection (NDI) lab.

The NDI lab inspects aircraft components for stress that can lead to component failure. The inspections use special equipment to detect problems that the human eye cannot.

During a recent aircraft inspection, maintainers spotted a crack above the aircrew entry door and called upon NDI's services to investigate.

Master Sgt. Aldred Redarowicz is the non-commissioned officer in charge of the NDI lab.

"NDI allows us to monitor the structural integrity of the airframe using X-ray and ultrasound," said Redarowicz. "We can see within a material's volume to determine continued serviceability and reliability."



According to Redarowicz, NDI used X-ray tools to inspect horizontal and vertical longerons (airframe supports) for cracks concealed behind doubler plates (connecting devices) on the aircraft.

Redarowicz said his shop used additional technologies to further inspect the aircraft's structure.

"Ultrasonics (similar to ultrasound technology used in hospitals) were used to verify that the longerons weren't cracked in a different orientation," said Redarowicz. "Eddy current (electrical currents used to detect discontinuities) was used for surface inspections to scan around all the fasteners on the airframe."

After NDI finished testing to determine the scope of repairs, maintainers fixed the aircraft, returning it to a fully mission capable status.

Largely due to the work of maintainers, the 910th Airlift Wing has performed more than 150 thousand accident-free flying hours dating back more than 30 years.

Staff Sgt. Derek Saros and Master Sgt. Franco Russo re-assemble the telescoping support on the crew entry door of a C-130H Hercules aircraft.



Gen. McDew visits YARS

Story and photo by Master Sgt. Bob Barko Jr.
910th Airlift Wing Public Affairs

The Air Force Reserve's 910th Airlift Wing welcomed Air Mobility Command (AMC) Commander Gen. Darren W. McDew for an installation visit here, March 9, 2015.

McDew, a four-star general, met with wing leadership, toured the installation and got an up close look at the 910th's mission and capabilities.

According to the 910th's fact sheet, the wing uses their C-130H Hercules tactical cargo transport aircraft during combat, including low-level infiltration flights, to deliver personnel and materials by airdrop or air-land methods as part of their wartime tasking, during humanitarian operations and for the wing's mission as the Department of Defense's only large-area fixed-wing aerial spray capability. In the event of mobilization, the unit's personnel and aircraft would be assigned to AMC.

During his meeting with 910th leadership, McDew received a detailed overview of the wing's unique aerial spray capability. Soon after, McDew toured a C-130H Hercules aircraft, equipped with the modular system required to carry out spray missions.

The general said after visiting YARS, hearing the briefing, meeting the personnel and seeing the equipment, he had a better understanding and a strong appreciation for the one-of-a-kind military mission.

Addressing a group of 910th Citizen Airmen, McDew said, "Thanks for doing this (aerial spray) and keeping it a high professional level and doing it so safely."

During his brief visit to YARS, the general also talked about his vision of AMC and stressed its importance to the nation's defense.

According to the its fact sheet, AMC is a major Air Force command at Scott Air Force Base, Illinois. AMC provides worldwide cargo and passenger delivery, air refueling and aeromedical evacuation. The command also transports humanitarian supplies to hurricane, flood and earthquake victims both at home and around the world. More than 133,700 active-duty, Air National Guard, Air Force Reserve Command and DoD civilians make the command's rapid global mobility operations possible.

"There is a good reason why we have active duty, (Air) National Guard and (Air Force) Reserve (components in AMC)," said McDew. "There should be seamless operation and movement between components but there should be stark differences... The difference must be where and when they are used."

The AMC commander said he appreciated the unique skill sets reserve component Airmen bring to the Air Force total force concept.

"The beauty of the Guard and Reserve are your other experiences and (you) are part of the fabric of your communities," said McDew.

Col. Darryl Markowski, 910th Airlift Wing vice commander, said he was pleased the general was able to visit YARS and learn more about the role the 910th continues to play in AMC's missions at home and around the world.

"We were excited to host Gen. McDew and give him his first tour of Youngstown and provide him an opportunity to see the aerial spray mission and the impact it provides," Markowski said. "It was important for him to visit so he has a clear understanding of the mission and the value it brings to DoD and the nation as a whole."

910th Airlift Wing Aerial Spray Flight Chief Lt. Col. John Kochansky explains aerial spray flight indicators to Air Mobility Command Commander Gen. Darren W. McDew and 910th Vice Commander Col. Darryl Markowski.

Ohio Fire Academy instructor Dave Torsell instructs firefighters from local fire departments on the risks of rescuing someone trapped in a grain storage bin as Damascus Fire Department firefighter Zack Coker portrays a victim.

A 910th firefighter pulls a rope attached to a wooden disk buried in a bin of grain. The training apparatus is designed to demonstrate the tremendous pressure on a victim trapped in a grain storage unit, adding complexity and risk to rescue operations.

A firefighter from a local fire department simulates a victim trapped in a grain storage bin. Entrapped in grain up to her waste, the firefighter uses a grain vacuum to remove the grain around her.

Firefighters use a drill powered auger to remove grain from a grain bin where a simulated victim is trapped. The firefighters first constructed a metal cylinder to keep grain from flowing back onto the victim.



GRAIN BIN RESCUE Partnership Brings Innovative Training

Story and photos by Mr. Eric M. White
910th Airlift Wing Public Affairs



The first product of the Air Force Community Partnership Program (AFCPP) at Youngstown Air Reserve Station came to fruition here, Oct. 17, 2014, with a daylong first responder training event.

Working with the Ohio Bureau of Worker's Compensation, the Ohio State Fire Academy brought their innovative grain bin rescue training platform to YARS, allowing first responders to gain potentially life-saving skills. Approximately 50 firefighters from several local fire departments, including 14 from the 910th Civil Engineer Fire Department here, participated.

The Grain C.A.R.T. (Comprehensive Agricultural Rescue Training) training platform was designed and built as a capstone project by students of The Ohio State University's engineering program under the direction of Dee Jepsen, PhD. The Ohio State Fire Academy travels with the cart to provide training in areas where firefighters may be called upon to rescue workers trapped in grain bins. The weight and free-flowing nature of stored grain, along with the oftentimes compact size of storage units, make rescue operations both difficult and dangerous.

The Grain C.A.R.T. features a mock grain silo and wagon. A first responder from each training group stood in the silo while facilitators filled the silo with dried corn up to the simulated victim's waist. First responders then worked to extract the victim. They placed plastic milk crates into the grain to disperse body weight and provide a safe place to stand. After calming the victim and checking vitals, the firefighters began constructing a modular metal cylinder around the victim. They lowered the cylinder into the grain, allowing for safe removal of the grain around the trapped victim while preventing more grain from flowing in. They used heavy duty vacuums and drill-powered augers to remove the grain.

The training also included classroom instruction, demonstrations of various rescue devices and familiarization with the augers used in grain bins. The augers often pose additional risk in rescue operations. David Costantino, an employer management supervisor with the Ohio Bureau of Worker's Compensation (OBWC), represented the OBWC at the training.

"We've been working for a couple years to put together this grain bin rescue training," said Costantino. "It's important up here because in 2010, we had 51 people entrapped in storage bins (in the U.S.), and out of that 51, 26 of them passed away. So there's just a real need to have this training for the first responders, so that if somebody does get trapped in a storage bin, they have the training to get them out."

The training program is the first product to emerge from the AFCPP here, which has been ongoing for approximately one year and had its first full meeting last June. The AFCPP is designed to identify and develop mutually beneficial partnerships between Air Force installations and surrounding communities.

The aim is to leverage the intellectual capital, resources and entrepreneurial spirit of the installation and community to improve cost effective operations and quality of life programs, all while supporting local economic goals and interests.

Col. James Dignan, 910th Airlift Wing commander, called the grain bin training an easy win for all parties.

"So we have state, federal and local folks working together to provide training that normally wouldn't take place on an Air Force base," said Dignan. "This is just the first of many projects, we hope, as we move forward, to train our first responders and our firefighters."

Training facilitators attended the first AFCPP meeting hoping to secure a location, with a large covered area and high ceilings. Hangar 305 here fit the bill perfectly, and the partnership quickly fell into place.

YARS is one of 17 wings in the Air Force and the first of only two wings across the Air Force Reserve participating in the AFCPP to explore cost-saving opportunities through partnerships and shared services with local communities, government agencies and the private sector.

The 910th Airlift Wing has a mutual aid agreement with local townships, and may be called upon to assist in real-world grain bin rescues considering the agrarian composition of areas surrounding YARS.



Master Sgt. Ed Shaffer, an aircraft maintenance craftsman with the 910th Aircraft Maintenance Squadron, examines a new armor plating system with a contractor in the flight deck of a C-130 Hercules aircraft.



Firefighters from the 910th Airlift Wing Civil Engineer Fire Department fight a controlled fire on a mock aircraft as part of an emergency response capabilities demonstration during the American Red Cross' Feel the Heat event.

FEEL THE HEAT

910TH AND RED CROSS TEAM UP FOR TRAINING

Story by Master Sgt. Bob Barko Jr., 910th Airlift Wing Public Affairs

Maintainers from the 910th Maintenance Squadron worked with contractors the week of Nov. 2, 2014 to install a test version of a new C-130 armor plating system here. Youngstown Air Reserve Station volunteered to be the second base to receive the system, which is designed for easier installation and better protection for aircrew members.

The system is designed for a 25-manhour installation, featuring an A kit and B kit. The A kit includes connecting hardware that is permanently installed on the aircraft. The B kit features composite plating that can be attached to the A kit components as needed. This modular system allows maintainers to install the B kit, providing armor plating to the aircraft in any location where the kit is available and needed. The system design requires fewer B kits, as not every aircraft with an A kit installed will be in constant need of the armor plating, reducing weight and providing a cost savings.

According to 910th maintainers, each piece of the armor is labeled and identified in a technical order, giving them exact directions on where each piece belongs. The armor pieces are also lighter and smaller, allowing a one or two person crew to complete installation. The armor snaps together in a modular fashion, saving time

(Top right) Tech. Sgt. Ross Gordon, an aircraft metals tech craftsman with the 910th Maintenance Squadron, operates a water jet cutting machine to trim a piece of metal for a better fit as part of the new C-130 armor system.

NEW SYSTEM
ARMORS
HERC

Story and photos by Mr. Eric M. White

and adding ruggedness compared to the previous Velcro-fastened version.

The old Velcro attachments could wear out and become unstable over time. Once the Velcro wore out, armor pieces could rub on the aircraft's nose wheel. The Velcro issue could also create an unsafe environment for aircrew members as armor pieces could detach and fall during flight.

The new system uses a quick-release locking pin mechanism to secure the heavy plating to the aircraft. Master Sgt. Ed Shaffer, a crew chief with the 910th Aircraft Maintenance Squadron, took part in the installation.

"The install went very well," said Shaffer. "The crew that came in were true professionals, they took the time to ensure that even the smallest details were covered and took great pride of work when it came to the aircraft and the needs of the unit, often requesting input from the maintainers."

Once beyond this initial testing phase, Air Force maintainers will test installation processes without assistance from contractors to ensure real-world installation capabilities.

"This enhanced armor system will not only ensure our aircrews increased safety from airborne and ground threats," said Col. David Post, 910th Maintenance Group commander, "but is lighter and easier to install for our maintainers."

(Bottom right) Master Sgt. Ed Shaffer, an aircraft maintenance craftsman with the 910th Aircraft Maintenance Squadron, secures safety wire under the nose of a C-130 Hercules aircraft to help secure a piece of the new armor.



The 910th Airlift Wing and American Red Cross of the Mahoning Valley teamed up to conduct a mock aircraft crash disaster response training event here, Oct. 27, 2014.

The "Feel the Heat" event included a simulated aircraft crash during which a small charter plane developed engine trouble, fell short of the Youngstown-Warren Regional Airport's runway and crashed into a nearby house. In the scenario, the 910th Civil Engineer Fire Department responded to contain the aircraft fire while the American Red Cross acted as secondary responders to provide care and comfort to simulated survivors. This included CPR demonstrations and the use of the agency's Emergency Response Vehicle (ERV) to distribute water, coffee and snacks. Event participants also had the opportunity to go through the 910th Fire Department's "Smoke House," a building designed to aid in strengthening one's confidence while trying to navigate through a smoke-filled structure.

The exercise was designed to demonstrate the high level of readiness of the air station's first responders and the everyday work of the area's American Red Cross staff and volunteers who respond to the plight of those in need of their services in the local community. An audience of more than 80 Red Cross staff and volunteers, invited guests and area media outlets were on hand to observe the exercise.

American Red Cross of the Mahoning Valley Executive Director Karen Conklin said the event was also designed to showcase the partnership between the military and the Red Cross.

"We are the only organization authorized by the DoD (Department of Defense) to find a

Servicemember (during a time of need at home) anywhere in the world, so we already work well with the military," Conklin said. "The whole idea (of this exercise) is to showcase what we do here in the valley every single day and the fact we are ready should a disaster occur."

Col. James Dignan, 910th Airlift Wing commander, said the exercise is another great opportunity for the 910th Airlift Wing to team up with a community agency to receive mutually beneficial and potentially life-saving training. "This is a way to give back to an agency that is always here to support us," said Dignan. "We are working with our partners in the local community to practice coming together in the event of an emergency at the Youngstown-Warren regional airport here."

The Red Cross executive director echoed the wing commander's take on the exercise's importance.

"This is what would happen should a tragic event happen here," Conklin added. "We would cooperate with the local authorities and provide the help that is needed. This event really is a win-win for all of us."

The 910th's commander also said the exercise is an opportunity for the wing to get to know neighboring agencies long before they would need to work together in a disaster situation.

"Sometimes out here at YARS, as with all military installations, we seem to be pretty happy inside the fence. But, it's more and more important for us to be part of the community both inside and outside the base," Dignan said. "So, this is an opportunity for us to reach out to the local community because it's better to

practice in peace time, as we say, then have to... exchange business cards in an emergency."

The training exercise is the second event to take place as part of the Air Force Community Partnership Program (AFCPP) at Youngstown Air Reserve Station (YARS), which has been ongoing since June 23, 2014.

The AFCPP is designed to identify and develop mutually beneficial partnerships between Air Force installations and surrounding communities. The aim of the program is to leverage the intellectual capital, resources and entrepreneurial spirit of our installation and community to improve cost effective operations and quality of life programs; all while supporting local economic goals and interests.

YARS is one of 17 installations in the Air Force and the first of only two wings in Air Force Reserve Command participating in the AFCPP to explore cost-saving opportunities through partnerships and shared services with local communities, government agencies and the private sector.

Although the partnership program is less than a year old at YARS, the "Feel the Heat" exercise reinforced long-standing mutual aid packages the 910th has in place with neighboring first response agencies.

"The Youngstown Air Reserve Station firefighters are responsible for responding to any potential incidents here at the airfield," said Capt. Kevin Brichetto of the 910th Civil Engineer Fire Department. "We have agreements with the outside departments to respond to their needs and for them to respond to our needs, it all works together, we can't do it alone."

Tech. Sgt. Tom Neiswanger, 910th Airlift Wing Aerial Spray Maintainer, operates the control panel of the Modular Aerial Spray System (MASS) on a C-130H Hercules tactical cargo aircraft in preparation for an aerial spray sortie.

A C-130 conducts aerial spray operations approximately 100 feet above the ground over a target site on the Utah Test and Training Range.

Lt. Col. Karl Haagsma, 910th Aerial Spray Flight Entomologist, talks on a radio while standing on an access road to a target site on the Utah Test and Training Range.

Tech. Sgt. Tom Kocis, Aerial Spray Maintainer, prepares to connect a hose to a Modular Aerial Spray System (MASS) aboard a C-130.

AERIAL SPRAY

UTAH MISSION AIDS EOD

Story and photos by Master Sgt. Bob Barko Jr.
910th Airlift Wing Public Affairs



Explosive Ordnance Disposal (EOD) personnel based at Hill Air Force Base, Utah, and working at nearby Utah Test and Training Range (UTTR) have had a long-time nemesis in their efforts to keep the ground clear of Unexploded Ordnance (UXO).

Their persistent enemy is an invasive weed named Halogeton, an unwanted ground covering which can obscure target sites on the bombing range and make locating UXOs difficult and dangerous for EOD teams.

EOD also has a long-time ally assisting their work at UTTR in the 910th Airlift Wing's Aerial Spray Flight based at Youngstown Air Reserve Station, Ohio. Since taking over the Department of Defense's only large-area, fixed wing aerial spray capability in 1992, the 910th has taken on the task of eliminating Halogeton from the target areas at UTTR. According to the 910th Aerial Spray Mission Fact Sheet, the UTTR aerial spray mission started in 1983.

The 910th returned to Hill AFB and conducted 24 sorties, or flights, applying approximately 32,075 gallons of herbicide to more than 1,539 acres of ground to eradicate invasive

weeds from the bombing ranges, March, 9–20, 2015, according to the flight's post mission report.

910th Aerial Spray Flight Deputy Chief Capt. Steve Stroney said the UTTR mission not only helps EOD personnel with their work but also allows for on-the-job training opportunities for the 910th's aerial spray aircrews.

"These sorties provide training for our pilots, navigators and loadmasters for them to stay current in their aerial spray qualifications," he said.

Stroney said the only way for the aircrews to receive the specialized training required for their aerial spray qualifications is to participate in real world spray application missions.

"We're not authorized to fly at these low levels (100 to 150 feet above the ground for aerial spray application) unless we are dispensing product," Stroney said. "We have to do a real mission to train - there has to be a benefit associated with any potential risks."

Stroney said although there are risks associated with the wing's unique mission, the aerial spray flight personnel are highly trained and work very hard to mitigate any problems before they can happen. Additionally, the

"THERE IS A GREAT COST SAVINGS ASSOCIATED WITH US DOING THIS MISSION."

910th's aerial spray mission provides benefits including the elimination of target insects, unwanted vegetation and the dispersing of oil spills in bodies of water. The aerial spray mission also provides a financial benefit.

"There is a great cost savings (to the government) associated with us doing this mission," Stroney said. In fact, the UTTR aerial spray mission saves the U.S. government \$1.5 million annually, or \$34.5 million since the 910th took over the mission in 1992, according to the 910th Aerial Spray Mission Fact Sheet.

910th Aerial Spray Flight Entomologist Lt. Col. Karl Haagsma said the product used in the wing's UTTR aerial spray mission also aids in keeping the range target area clear of other unwanted ground cover that can hinder bombing practice and the recovery of unexploded munitions.

"We use a soil sterilant," said Haagsma. "We use just enough so nothing will grow on the areas we spray at the direction of range control. We eliminate any ground cover that makes EOD kind of a nightmare out here."

"Aerial Spray has been coming out here every year for more than 30 years and we'll keep coming out as long as they need us," concluded Haagsma.



(Top) 910th Airlift Wing Commander Col. James Dignan talks with Congressman Bill Johnson, Ohio 6th district (far left); Congressman Tim Ryan, Ohio 13th district (second from left) and Congressman David Joyce, Ohio 14th district (third from left), during a meeting on Capitol Hill in Washington D.C., June 25. Also listening to the 910th commander is Mr. Ryan Keating, Congressman Ryan's Deputy Chief of Staff (fourth from left); Mr. Felix Castro, Congressman Ryan's Defense Legislative Fellow (fifth from left), and 910th Airlift Wing Vice Commander Col. Darryl Markowski (second from right).

910th Airlift Wing Commander Col. James Dignan talks with Ohio Senator Rob Portman on Capitol Hill here, June 25. Dignan visited with the senator to discuss the 910th's mission and several issues concerning the unit and installation as part of the commander's Air Force Reserve Capitol Hill Visit program.

910th Airlift Wing Commander Col. James Dignan visited the congressional offices of 11 states during his third annual Capitol Hill visit, June 24 and 25, 2015. Dignan discussed the wing's mission and several issues concerning the unit and installation during visits to the offices of the Ohio and Pennsylvania congressional delegations. The commander met with both Ohio senators, staff members for both Pennsylvania senators and members or staffers from House offices representing eight districts in the Buckeye state and two in the Keystone state. Hundreds of Servicemembers and Department of Defense civilian employees assigned to YARS are constituents in these congressional districts.

The commander also visited congressional offices for Arizona, Florida, Idaho, Kansas, Mississippi, North Dakota, South Carolina, Utah and Virginia during the two-day trip. These visits highlighted the unit's large-area, fixed-wing aerial spray

capability. The commander wanted to make the legislators aware of the wing's Department of Defense (DoD)-unique mission. He also shared what the 910th brings to the Air Force Reserve and the DoD as well as how the wing's mission contributes to the well-being of the populations of their states.

"It is my job to tell them how YARS benefits all these states across the country," said Dignan. "I want everyone to know why this little base in a cornfield in Northeast Ohio is militarily important to the United States."

According to Air Force Reserve Office of Policy Integration, the Capitol Hill Visit program enables wing commanders to meet annually with congressmen representing their areas.

The primary purpose of the program is to assist commanders in improving and building on relationships established with congressional delegations and to increase their unit's visibility with members of Congress.

YARS CUTS RIBBON ON USO LOUNGE

Story by Master Sgt. Bob Barko Jr.
910th Airlift Wing Public Affairs

The 910th Airlift Wing and the USO of Northern Ohio hosted a ribbon cutting ceremony for the new USO Lounge here April 11.

The USO Lounge at YARS is the first on an Air Reserve Station in the continental United States. The facility was envisioned by 910th leadership to support servicemembers who, for personal, financial, medical or religious reasons, wanted an alcohol-free alternative to the installation's all services club.

The lounge features a non-alcoholic atmosphere and provides ping pong, air hockey, gaming consoles, computers stations, a big-screen TV viewing area, high-top tables for snacking or table games and a brand-name gourmet coffee bar. The facility will be staffed by volunteers from the community and YARS military members during hours of operation over Unit Training Assembly. The lounge will be open 3:30 p.m. to 11 p.m. on Fridays and Saturdays as well as noon to 5:30 p.m. on Sundays.

"Creating an alternative activity area for these servicemembers is important to maintain morale, readiness, and camaraderie," said Bruce

Bille, YARS USO Support Office director.

The wing's senior enlisted member also commented to the near-capacity crowd gathered for the ribbon cutting ceremony on the end result of a shared vision for the creation of the facility.

"What an amazing end result it is when an idea is placed in the hands of caring and generous people," said Chief Master Sgt. Steven Larwood, 910th Airlift Wing command chief. "This came out of concern for our youngest Airmen... (We asked) what do we have them do (after duty hours) on a drill weekend that is safe and motivational and let them grow."

A wing junior enlisted member, representing the group whose needs inspired the project, was impressed by what the facility had to offer.

"It's a place to get away after the duty day," said Senior Airman Lauren Porter, a cargo handling specialist assigned to the wing's 76th Aerial Port Squadron. "I think I'll be here a lot."

Bille said the USO of Northern Ohio took the lead from the wing's vision, with support from the local community, and championed the project of transforming YARS Building 201 into this alternative activity area. He

added many wing personnel volunteered their personal time to assist the USO's demanding project requirements, helping to complete the lounge in an accelerated timeframe.

"This vision has been realized only because of the financial and material support from the local community organizations and businesses, the selfless efforts of many volunteers as well as coordination and cooperation of the skilled contractors at YARS," Bille added.

"People in this community care, and this is a part of that."

The former head coach of both the Ohio State University and Youngstown State University football teams was invited to say a few words on behalf of the local community at the ribbon cutting

ceremony as if to confirm Bille's statement.

"Every time I'm around men and women who serve and the people who care about those men and women who serve, we get so inspired and so excited," said Youngstown State University President James Tressel.

Col. James Dignan, 910th AW commander echoed the sentiments of Bille and the YSU president about the community's efforts to aid in completing the project.

"People in this community care and this (USO Lounge) is part of that," said Dignan.



A group of dignitaries cut a ribbon to celebrate the opening of the USO Lounge April 11. From left are 910th Airlift Wing Commander Col. James Dignan, YARS USO Support Office Director Mr. Bruce Bille, USO of Northern Ohio Board of Directors Vice President Ralph Burr, Youngstown State University President James Tressel and 910th Airlift Wing Command Chief Master Sgt. Steven Larwood.

Commander talks up YARS on Capitol Hill

Story and photos by Master Sgt. Bob Barko Jr., 910th Airlift Wing Public Affairs

BATTLE ON BLIGHT

Story by Mr. Eric M. White & Master Sgt. Bob Barko Jr. 910th Airlift Wing Public Affairs

The Air Force Community Partnership Program (AFCPP) has been official policy for about a year since Secretary of the Air Force Deborah Lee James issued a July 2014 directive. A new collaboration between the 910th Airlift Wing and the City of Youngstown is the first of its kind under the program.

Members of the 910th Civil Engineer Squadron (CES), based at Youngstown Air Reserve Station (YARS), Ohio teamed up with a City of Youngstown Street Department team to kick off a joint blight removal project in a south side neighborhood here, July 23, 2015.

This kickoff was the start of a larger project between the City of Youngstown and the 910th working together to demolish at least a dozen vacant, deteriorating structures as part of the AFCPP, which began locally June 23, 2014. The program is designed to identify and develop mutually beneficial partnerships between Air Force installations and surrounding communities.

The joint blight removal project has been in the works since it was identified as one of the first goals during AFCPP meetings and required extensive efforts between the Air Force Reserve and city officials to coordinate details such as associated costs, project liability and more.

According to city officials, the number of blighted homes requiring demolition in Youngstown far exceeds the city's available manpower. In the joint effort with Youngstown, the city gets skilled labor from the civil engineers, while the civil engineers gain valuable training opportunities that are hard to find under normal circumstances.

910th Airlift Wing commander Col. James Dignan said the wing was looking forward to this partnership.

"This RMT (Realistic Military Training) project is truly a win-win for the 910th and Youngstown. Our Citizen Airmen will receive real-world training they require to do their jobs anywhere in the world right here in our own backyard," Dignan said. "And, the city is able to have access to Air Force Reserve resources to help them battle blight in Youngstown by demolishing these properties."

During this project kickoff, 910th CES Heavy Equipment Noncommissioned Officer in Charge Tech. Sgt. Casey Klein operated the excavator to take down the dilapidated house which had been vacant for about nine years.

"I think it's an outstanding opportunity. And a lot of fun to boot," Klein said. "It's going to be excellent for my men to get out here and get some hands on training. To go ahead and do some of the demolition and hands on work, and... do something

positive to enhance the Air Force image and do something for our local community."

In addition to the AFCPP policy directive, authority for the 910th to complete the demolition work in Youngstown is granted by a section of the U.S. Code and the Department of Defense Instruction outlining RMT Off Federal Real Property.

The houses 910th CES members are scheduled to take down are located near Youngstown's Taft Elementary School. The vacant houses, frequented by squatters, pose risks to area children, many of whom pass by these houses while walking to school.

A neighborhood resident, Alexander Reece, living a few doors down from the vacant house being demolished, said he was glad the work was being done.

"My kids can't even walk by here with the weeds, broken glass, animals and who knows what being in these abandoned houses," said Reece. "It will make it much safer for my kids and the rest of the neighborhood kids."

Members of the 910th CES are scheduled to resume demolition work on the remaining structures by the middle of next month.

"For the things we're trained to do, to deploy worldwide in any scenario, and support global air power," said Klein. "It's nice to be able to come home and to make an impact to the local community."

An excavator, operated by Tech. Sgt. Casey Klein, 910th Civil Engineer Squadron heavy equipment noncommissioned officer in charge, tears into a vacant, dilapidated house in the Taft School neighborhood on the city's south side, July 23.



PATRIOT PENGUIN PREPS AIRMEN

Story and photos by Tech. Sgt. James Brock
910th Airlift Wing Public Affairs

The 910th Airlift Wing held a mobilization exercise called Patriot Penguin here, April 11, to prepare 910th units for deployment by sharpening readiness skills and testing skills to expose and repair deficiencies.

Senior Master Sgt. Robert George, Chief of War Plans and Mobilization for the 910th Logistics Readiness Squadron (LRS), helped coordinate the exercise.

“The exercise pushes the capabilities of the wing’s deployment machine,” said George. “(It makes us ask) how far can we push the deployment machine without breaking it, also known as the worst case.”

George explained that the Installation Deployment Officer (IDO) writes the Installation Deployment Plan (IDP) which directs how cargo and personnel are mobilized and deployed. LRS Commander Lt. Col. Dawn Sturdevant serves as the wing’s IDO and determined the scope of the exercise, including number of participants, objectives, destination and simulated aviation activities.

“The IDO will also decide weapons requirements for the exercise, including how weapons will be carried and how they will be shipped,” said George.

Logistics Planners then create the Deployment Schedule of Events (DSEO), tasking the cargo and personnel to support the mission parameters set forth by the IDO. Once the Cargo and personnel footprints are complete, Logistics Planners will create Load Plans for weight and balance of the cargo aircraft.

LRS’ primary job is to prepare the 910th’s Citizen Airmen to conduct their mission to deploy, deliver, and defend anytime, anywhere around the world, and base exercises are a primary tool for success.



Senior Airman Rachel Kocin, a photojournalist with the 910th Public Affairs Office, processes through the deployment line during the Operation Patriot Penguin mobilization exercise.



Unit Deployment Manager Master Sgt. Sarah Hofmeister places simulated M4 chemical agent detection tape on Photojournalist Tech. Sgt. Rick Lisum’s arm.

U.S. SEN. PORTMAN VISITS YARS

Story and photo by Master Sgt. Bob Barko Jr.
910th Airlift Wing Public Affairs



Lt. Col. Thomas “Wes” White (second from right) reviews plans for a new state-of-the-art firing range with Ohio U.S. Senator Rob Portman (second from left).

The 910th Airlift Wing welcomed Ohio’s U.S. Senator Rob Portman for an installation visit here, July 17.

During the visit, Portman met with wing leadership, took a bus tour of the installation including a stop at the firing range which is slated for replacement, viewed one of the unit’s Modular Aerial Spray Systems and walked through one of the wing’s C-130H Hercules tactical cargo transport aircraft. The visit concluded with time for local media outlets to conduct interviews with Sen. Portman and 910th Airlift Wing commander Col. James Dignan.

Portman’s office requested the visit to meet with YARS leadership and get an up close view of installation assets and the unit’s equipment including the C-130 and the wing’s unique mission as operators and maintainers of the Department of Defense’s only large-area, fixed wing aerial spray capability. The visit was a follow-up to Dignan’s Capitol Hill Visit in June.

During news interviews, the senator touted the wing’s role in national defense.

“The 910th is providing a vital capability across the country with their aerial spray mission,” said Portman. “They are controlling insects, clearing unwanted vegetation from bombing ranges and also helped disperse the oil spill in the Gulf of Mexico back in 2010. They also air dropped humanitarian supplies in Iraq last year to refugees displaced by ISIS.”

He also stressed the importance of equipping the 910th and YARS with the latest equipment.

“In order for them to continue performing these missions that are important for our country,” Portman said, “We need to concentrate on getting next generation aircraft, the C-130J, for the 910th.”

The senator also said it is important in today’s security climate to invest in YARS facilities such as the proposed state-of-the-art firing range.

“The new range will allow area Airmen, Marines and other law enforcement agencies to practice using their full array of weapons and ammunition,” said Portman. “This is critical so they can be ready, because we live in a dangerous world.”

Dignan said the wing looked forward to the senator’s installation visit.

“We are pleased Sen. Portman accepted our invitation,” Dignan said. “We were able to show the senator and his staff what YARS, the best small installation in the Air Force, contributes to national security and defense.”

The wing commander also echoed the senator’s comments regarding recapitalization of the 910th’s aircraft fleet.

“Getting next generation C-130Js would be ideal because that will keep us operating well beyond 2020 and probably at least until 2050,” Dignan said. “That will make us viable well into the future and keep us strong for our nation’s defense.”

U.S. SEN. BROWN VISITS YARS

Story and photos by Master Sgt. Bob Barko Jr.
910th Airlift Wing Public Affairs

The Air Force Reserve’s 910th Airlift Wing, based here, welcomed Ohio’s U.S. Senator Sherrod Brown for an installation visit Nov. 24, 2014.

During the visit, Brown met with wing leadership, took a windshield tour of the installation, visited the 910th’s Avionics Shop, viewed one of the unit’s Modular Aerial Spray Systems and walked through one of the wing’s C-130H Hercules tactical cargo transport aircraft. The YARS visit concluded with time for local media outlets to conduct interviews with Brown and 910th Airlift Wing commander Col. James Dignan.

Brown’s office requested the visit to meet with YARS leadership and discuss his legislation to ensure upgrades are made to Ohio’s Air Force Reserve and Air National Guard C-130 fleet by 2020 to meet federal and international standards.

“I am working on legislation to make sure the C-130 will continue to fly and we can accelerate the modernization (of these planes),” said Brown.

According to a press release from the senator’s office, the C-130H fleet will be largely inoperable unless major updates are made by 2020 because of Federal Aviation Administration (FAA) and international airspace regulatory constraints.

“We have to have plans to operate in the airspace so we don’t have restrictions when we operate anywhere around the world,” said Dignan. “And, we can be called upon, just like our active duty counterparts, so we can respond to our nation’s requirements. So, without these upgrades, without making some plans for the future, we’ll be dead in the water.”

In addition to outlining his bill that would allow the Air Force to use a less expensive communication and navigation overhaul without sacrificing safety and effectiveness, the YARS visit gave Ohio’s senior U.S. senator an up-close look at the 910th’s mission and assets.

During his interview with local media outlets, Brown noted some of the wing’s mission accomplishments including aerial spray missions after Hurricanes Katrina and Rita, supporting clean-up operations in the aftermath of the Deepwater Horizon oil spill in the Gulf of Mexico and flying recent humanitarian airdrops over northern Iraq. He also touted the fact the 910th Airlift Wing is home to the Department of Defense’s only large-area, fixed-wing aerial spray capability.

“It’s in our domestic interest, our national interest and Youngstown’s interest this base continues to prosper,” Brown said.

Col. Dignan said the wing welcomed this opportunity for interaction with the senator regarding C-130 modernization.

“Having a plan, like the senator does, to modernize these older legacy aircraft will make us stronger in the future and make us viable as we go into the next century,” Dignan said. “That’s what it really comes down to, is being strong for our nation’s defense.”



Lt. Col. John Bocciari, 757th Airlift Squadron Commander, listens as Ohio U.S. Senator Sherrod Brown talks with Col. Bill Phillips, 910th Operations Group Commander.

76APS PACKS CARGO FOR HONDURAS

Story and photo by Staff Sgt. Rachel Kocin
910th Airlift Wing Public Affairs



Tech. Sgt. Patrick McCurdy and Senior Airman Tiffany Inhot, air transportation technicians assigned to the 76th Aerial Port Squadron (APS), measure a stick to aid in determining the height of pallets during the Unit Training Assembly here, Feb. 7. The pallets were measured for an upcoming Denton Mission to Honduras.

The 76th Aerial Port Squadron (APS) is using its expertise in cargo handling to help send humanitarian assistance to Honduras. Airmen palletized medical supplies including hospital beds and mattresses and a Bobcat utility vehicle to transport the equipment once it reaches its destination, during the February Unit Training Assembly here, Feb. 7. The pallets are scheduled for transport to Honduras via a KC-10 aircraft Feb. 18.

This medical equipment is being transported as humanitarian airlift using the Denton program.

“This equipment would either be recycled or put into a landfill,” said Master Sgt. Kevin Massie, 76th Aerial Port Squadron Superintendent. “This way, it has a chance to be repurposed.”

The cargo was collected by MedWish International, a non-profit organization based in Cleveland, Ohio. MedWish spokespersons said the items were donated by the Cleveland Clinic and other local hospitals. During the last seven years, 76th APS personnel have assembled and sent nearly 250 pallets to countries such as Honduras, Guatemala and Haiti via the Denton program.

According to its website, the Denton Program allows U.S. citizens and organizations to use space available on U.S. military cargo planes to transport humanitarian goods, such as clothing, food, medical and educational supplies, and agricultural equipment and vehicles, to countries in need. The program is jointly administered by USAID, the Department of State and the Department of Defense.

Shipping humanitarian airlift via the Denton program allows otherwise unavailable training opportunities for Aerial Port personnel. 76th APS members primarily train for cargo transport via C-130s as the primary aircraft of the 910th Airlift Wing. Denton airlift missions allow Airmen to train with different aircraft such as the C-5 Galaxy, C-17 Globemaster III and KC-10 Extender.

“This is great, real-world training that is key for YARS personnel who do not always have the opportunity,” said Massie.

FRAME BY FRAME: 2015 IMAGE HIGHLIGHTS

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Tech. Sgt. Tim Wertz, a firefighter for the 910th Civil Engineer Squadron, guides **Tech. Sgt. James Hammond**, also a firefighter during his rappel training here, Aug. 1.



U.S. Air Force photo/Staff Sgt. Rachel Kocin

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910th Airlift Wing members throw colored powder into the air to start a color run 5k fun race here, Aug. 2.



U.S. Air Force photo/Staff Sgt. Rachel Kocin

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 Members of the 910th Airlift Wing Honor Guard present the colors during the opening ceremony of the annual Summer Festival of the Arts at Youngstown State University.



U.S. Air Force photo/Master Sgt. Bob Barko Jr.

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Master Sgt. Jamie Purola, section chief of cyber transport for the 910th Communications Squadron, crushes the most prodigious home run in the history of YARS softball.



U.S. Air Force photo/Tech. Sgt. Rick Lisum

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Senior Master Sgt. Bob Pierce, aerospace propulsion superintendent with the 910th Maintenance Squadron, exhibits a cutaway C-130H Hercules aircraft during a tour here, July 10.



U.S. Air Force photo/Mr. Eric M. White

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910th Security Forces Squadron members approach an enemy-occupied building during a force-on-force training exercise here, May 16.



U.S. Air Force photo/Chief Master Sgt. Dave Prokop

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Capt. Donald Singleton, aircraft maintenance officer with the 910th Aircraft Maintenance Squadron, leads unit members in the oath of enlistment, March 7.



U.S. Air Force photo/Tech Sgt. Rick Lisum



U.S. Air Force photo/Tech. Sgt. Stephen D. Schaefer



U.S. Air Force photo/Tech. Sgt. Jim Brock

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76th Aerial Port Squadron members pose for photographs for winning the "Top Dawg" award as best overall aerial port squadron at the Port Dawg Challenge at Dobbins Air Reserve Base, Georgia, June 18.

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Capt. Chris Kang performs a dental examination on Senior Airman **Christine Francis** here June 6.

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Airman Basic Monica White, a line cook assigned to the 910th Force Support Squadron, cooks burgers for the lunch meal on an outdoor grill just outside the Community Activity Center here, May 2.



U.S. Air Force photo/Tech. Sgt. Jim Brock



U.S. Air Force photo/Tech. Sgt. Rick Lisum

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Senior Airman Adam Srock, an aerospace ground equipment mechanic for the 910th Maintenance Squadron, works on removing an 86 generator from its car here, July 31.

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910th Airlift Wing Chaplain Lt. Col. Klavens Noel talks with a participant during registration at a local Yellow Ribbon Program event at the Kalahari resort here, May 8.



U.S. Air Force photo/Master Sgt. Bob Barko Jr.



U.S. Air Force photo/Staff Sgt. Rachel Kocin

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Staff Sgt. Michael Korosec, 910th Communications Squadron radio frequency technician, refurbishes the speakers in a public address kit here, June 7.



**THIS IS YOUR UNIT,
STAY CONNECTED.**



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The work you do is part of the 910th Airlift Wing story. Stay connected with your unit by joining the conversation on Facebook, Twitter, Instagram, YouTube and our public website at youngstown.afrc.af.mil. We post fresh content including articles, photos, news video pieces and more, to help tell the world your story.

Need to Know

FY16 UTA Schedule

2015	October	3-4
2015	November	7-8
2015	December	5-6
2016	January	9-10
2016	February	6-7
2016	March	5-6
2016	April	2-0
2016	May	13-15
2016	June	4-5
2016	August	5-7
2016	September	10-11

*Three-day UTAs appear in red.

FY16 UTA Shuttle

The UTA shuttle is available on the following UTAs:

2015	December	5-6
2016	February	7-8
2016	May	1-3
2016	July/August	31/1-2

**For ALRS reservations:
Call 330-609-1923**

SAPR & Behavioral Health Resources

DoD Safe Helpline
Sexual Assault Support for the DoD Community

safehelpline.org | 877-995-5247

About Department of Defense (DoD) Safe Helpline
Department of Defense (DoD) Safe Helpline is a ground-breaking crisis support service for members of the DoD community affected by sexual assault. Safe Helpline provides live, one-on-one support and information to the worldwide DoD community. The service is confidential, anonymous, secure, and available worldwide, 24/7 by click, call or text — providing victims with the help they need anytime, anywhere.

BEHAVIORAL HEALTH

The Youngstown Air Reserve Station Behavioral Health office offers confidential counseling and referral services for the 910th Airlift Wing and their families. Working with depression, anxiety, stress, divorce, parenting issues, crisis situations, substance abuse, child/adolescent behavioral issues, couples counseling and more.

Contact Information:

Erin Martin LISW-S
Behavioral Health
Office: 330-609-1500
DSN: 346-1500
Mobile: 330-559-3512



THE 910th AIRCRAFT WING'S

"WHERE IN THE HELL ARE THE WEEDS?!"
(OR HOW IT ALL BEGAN)
AT UTRAI.*



The 910th Aircrew Wing's 'Winger' is a feature cartoon character from the 910th Aircrew Wing Public Affairs office. 'Winger' is portrayed as a C-130 assigned to Youngstown Air Reserve Station and has been on many adventures involving the 910th's many missions including airlift, aerial spray, medical, security forces, maintenance, communications and more. This Winger features the 910th Aircrew Wing's Department of Defense unique aerial spray mission. Air Force artwork/Master Sgt. Bob Barco Jr.



Deploy. Deliver. Defend.