

# *The Airstream*



Two-strippers  
help save time,  
money, and  
a C-130's skin...!  
Page 4

910th Leaves Joint Forge...  
...for now Page 6

## April exercise will aid in readiness

**Col. Timothy J. Thomson**  
Commander

The War on Terror has impacted our lives for over three years now. Many of you have repeatedly served with distinction in the Asian and Middle Eastern theaters. You have put your lives on hold during your activations and answered the call to duty. And amongst all this we must continue to train and be ready for any type of deployment scenario.

It's been over five years since the 910th has conducted a wing-wide deployment exercise. Certainly since the horrific events of 9/11 occurred, it's completely understandable that our priorities have shifted to answer our nation's call. However, as some of you know, we are still on the schedule for an ORI in 2008 - just three years away. Since the wing's last mobility exercise at Volk Field in 1999, there has been a large turnover in personnel bringing both fresh talent and inexperience.

I welcome this opportunity to hold a large exercise here at Youngstown Air Reserve Station for three reasons.

First, it will take us out of our comfort zones and apply what we've been learning in CONOPS training, self-aid buddy care and other numerous annual ancillary training requirements. Secondly, it will allow us to demonstrate our wartime skills that, for many of us, haven't been put into practice for a long time. In doing so, I believe that teamwork will be fostered along with a strong sense of pride. Third and most important, this is why we're here as Citizen Airmen. We train to be ready

for the fight and we must know what our strengths and weaknesses are and be willing to improve upon those weaknesses.

My expectations are simple. Take this exercise seriously. We're not being graded on this one, but it is a scrimmage in preparation for the big game in 2008. Each scrimmage will help us be more prepared for the ORI and most importantly for a deployment.

Work as a team and communicate. If you make a mistake don't dwell on it but learn from it and make every effort not to repeat it.

This will be a challenging exercise with enough realism to make it worthwhile. So get everything you can out of it.



Colonel Timothy J. Thomson

## Volunteers are priceless, much needed

**Janice Barnes**  
Family Support Center Director

One day a young woman saw a man dying in the streets. His suffering was something she couldn't ignore. She tried to find care for him, but nobody wanted anything to do with him nor seemed to sense any responsibility toward his health. So, this lady stayed with the man, beginning a legacy of care that would span decades.

Mother Teresa, the young lady, affected a great many people across the years. Her writings have revealed that she marveled at the high esteem in which people held of her. She and the women she worked with were only doing what needed to be done.

In our society, it doesn't seem to make sense to take time to do "work" for free. So why would we?

Simply put, we volunteer because the personal pay off is much better than money. As one person put it, "volunteers are not paid - not because they are worthless, but because they are priceless."

According to the Points of Light Foundation, 64.5 million Americans volunteered in 2004. The average person volunteered 52 hours in the year, a

commitment of 1 hour per week. Volunteers tended to be women who were 35 to 44. Activities needing volunteer support to raise money were in religious organizations, community organizations, and medical organizations. In addition, coaching, teaching, and refereeing; collecting, preparing, and serving food; ushering, teaching, and other church work; and general labor require volunteers. The top two reasons for not volunteering were lack of time and not knowing what volunteer opportunities existed.

Our community is fortunate to have volunteers that come from every part of a military member's family to include the member, spouse, and children.

We help in our local communities. The Family Support office has a volunteer team that works hard for the Youngstown Air Reserve Station community. Creative birthday cards, food served to the Security Forces and Fire Department during the holidays, Family Day's ultimate enjoyment as well as very important office work, phone answering/calling, and support tasks are all unsung services Youngstown volunteers graciously provide. Using a national standard, the value of our volunteer's work

last year was in excess of \$4,000.

Youngstown ARS volunteers get a lot of different personal benefits out of their work. For some, there is the opportunity to become or remain connected to the military community in a positive, helpful way. For others, it is a way to support their spouse's military career while working with a busy work and/or parenting schedule. And for others, it is an opportunity to experience a job that might be interesting building job skills that can be added to a resume.

We are expanding volunteer opportunities this year by developing some exciting new volunteer positions on base and cooperating with a local volunteer referral agency for wider community opportunities.

According to Brian O'Connell, professor of Citizenship and Public Service at Tufts University, volunteering is the core of the American experience.

"Volunteering creates a national character in which the community and nation take on a spirit of compassion, comradeship and confidence," said Mr. O'Connell.

Come join that experience. Visit Family Support and find out how you can volunteer.

## 773rd "Desert Fleagles" support embassy mission to Ethiopia

**Editor's Note:** The following is the text of a letter received Jan. 7 by Lt. Col. Richard Galante, commander of the 773rd Airlift Squadron. The letter is from Maj. Dan Sarachene, a C-130 aircraft commander from the 773rd, who, along with the rest of his aircrew, are deployed to Al Udeid Air Base, Qatar, while supporting Operation Iraqi Freedom. During deployments like this, C-130 crews are often called upon to conduct many unique missions, but this one was special.

Lt. Col. Galante,

*I commend the outstanding effort and actions demonstrated by my crew: Maj. Michael Fortunato, 1Lt Peter Chand, SMSgt. John Mckibben, SSgt. Timothy Frease and AIC Shawn Indorf on a recent mission supporting the Combined Joint Task Force - Horn of Africa (CJTF-HOA).*

*This mission launched on the evening of 30 December to Africa, flying through the night, to deliver personnel and cargo to Djibouti, and to position for the next leg supporting MG Samuel T. Helland, CJTF-HOA Commander, on a high level embassy mission down-range to Adis Ababa, Ethiopia. Additionally, we delivered repair parts for a broken C-130E aircraft at Djibouti.*

*Originally, our itinerary called for us to drop off MG Helland, and then return to Djibouti, completing our duty day there after approximately fifteen hours. However, MG Helland requested, through me, additional support for his flight back due to the planned return aircraft being broken and waiting repair. The crew met this request enthusiastically, despite knowing the task would extend the already lengthy crew duty day. Once in Ethiopia, an embassy staffer requested me to deliver some humanitarian items waiting transportation to Djibouti. These items included writing tablets, notebooks and soccer balls destined for distribution to the citizens of Djibouti with the intentions to "win the hearts and minds." This cargo would have to be palletized and loaded. Once again, my crew met my instruction to honor this request with enthusiasm. While we waited for MG Helland to complete his meeting, we offloaded, by hand, over five tons of this material from a truck and built three pallets. My loadmasters oversaw the weighing of the pallets and safely directed the loading of the pallets with materials handling equipment not often used with C-130s. Their flexibility and knowledge were key components to the efficient completion of this task.*

*Once MG Helland returned to the aircraft, the airplane was loaded and my crew was ready to depart for the return trip to Djibouti. We safely and successfully returned MG Helland within our coordinated crew extension time and we were in place for our return to Al Udeid.*



Courtesy photo

**The crew of Flash 08, some of the 773rd 'Desert Fleagles' who are deployed to Al Udeid Air Base, Qatar.**

*The next morning we departed on-time again, with a fully loaded airplane back to Al Udeid after spending New Years Eve "on the road" in Djibouti.*

*On this mission alone we transported nineteen essential personnel and four tons of cargo to the HOA. We delivered aircraft parts to repair a C-130E, enabling it's mission accomplishment and return to home station. We provided DV support to the CJTF-HOA Commander for a high-level meeting at the U.S. Embassy in Ethiopia. We palletized, loaded, and airlifted humanitarian cargo for distribution to the citizens of Djibouti. We returned to Al Udeid loaded with five cargo pallets, weighing six tons, destined for utilization in Afghanistan. Each leg departed on-time, and accomplished in a safe and outstanding manner while operating into and out of foreign countries and airspace. Each crewmembers' effort directly supported the safe and efficient mission completion.*

*The outstanding effort of my crew on this mission reflects great credit to themselves and to our efforts here. These individuals reflect a selfless commitment to our mission and it's success. Semper strive! -- Maj. Dan Sarachene, aircraft commander, Flash 08.*

### The Airstream is published monthly by:

910th Airlift Wing Public Affairs Office  
Youngstown Air Reserve Station  
3976 King Graves Rd., Unit 12  
Vienna, OH 44473-5912  
Voice (330) 609-1236  
Fax (330) 609-1022  
pa@youngstown.af.mil

### 910th Airlift Wing Commander

Col. Timothy J. Thomson

### Public Affairs Officer

Capt. Brent J. Davis

### NCOIC

Master Sgt. Bryan S. Ripple

### Public Affairs Staff

Tech. Sgt. Shawn David McCowan, *Editor*  
Tech. Sgt. Kenneth E. Sloat

### PA Assistant

Tia M. Symcheck

*This funded Air Force Reserve newspaper is an authorized publication for members of the U.S. military services. Contents of the Airstream are not necessarily the official view of, or endorsed by, the U.S. Department of Defense, or the Department of the Air Force. The editorial content is edited, prepared, and provided by the Public Affairs Office of the 910th Airlift Wing. All photos are Air Force photos, unless otherwise indicated.*

### On the cover...

**Airmen 1st Class Chad Miller, foreground, and Eric Drda, both from the 910th Maintenance Squadron Structural Repair Shop played a major role in repairing a damaged C-130 elevator, helping to fabricate the repair parts themselves, saving the Air Force more than \$7,000 in the process and ensuring the aircraft was back in commission on time. Photo by MSgt. Bryan Ripple.**

# New mechanics work hard for healthy skin and bones

**MSgt. Bryan Ripple**  
Public Affairs NCOIC

When a servicemember gets a broken rib or tears their skin in the perils of war, medical personnel do anything they can to provide proper care as soon as possible. When an aircraft is “injured,” aircraft maintenance technicians are trained to respond in much the same way.

C-130s also have skin and ribs. The “ribs” are in the aircraft elevator, a primary flight control surface on the aircraft. The C-130’s skin and ribs can be damaged as a result of the stress of combat flying. Sometimes C-130 aircrew members in combat flying situations are forced to use

---

*“To come here as a 3-level and be asked to be a real part of the team makes you feel pretty good,” said Airman Miller.*

---

flight maneuvers that add stress to the airframe, engines and hydraulic systems.

All these elements add up to the need for a C-130 to undergo a post-desert deployment aircraft maintenance inspection upon its return to home station.

The entire process, normally lasting about 15 working days, involves the technical expertise of most of the personnel from the 910th Maintenance Squadron.

In December, C-130 aircraft “022” returned from a 120-day deployment to Kuwait. During inspection two 4-inch cracks on the right elevator were discovered.

“The elevator is an important of keeping the plane in the air, so this isn’t a good thing,” said Chief Master Sgt. Dave Weaver, maintenance squadron superintendent.

The elevator was delivered to the structural maintenance work center. Inside the damaged lower inboard skin panel, three internal ribs were found to be damaged beyond repair. The maintenance supply section found a supply source but the delivery time would be up to 120 days at a cost of \$2,800 per rib.

Structural maintenance technicians came up with a plan to fabricate new ribs themselves.

Engineering approval was granted. Permission was also granted by Maintenance Quality Assurance to replace the damaged skin with a

heavier gauge metal.

The entire project was led by structural repair technician Tech. Sgt. Ed Miller. Assisting him were other members of the shop including Staff Sgt. Mike Ferricci, Airman 1<sup>st</sup> Class Chad Miller Ed’s son, and Airman 1<sup>st</sup> Class Eric Drda.

“At tech school, you’re given the impression you won’t be asked to do very much meaningful work in the beginning of training,” said Airman Miller. “To come here as a 3-level and be asked to be a real part of the team makes you feel pretty good,” he said.

According to Tech. Sgt. Dominic Peluso, an Air Reserve Technician at the Structural Repair Shop, the team worked tirelessly to fabricate the replacement ribs and skin panel.

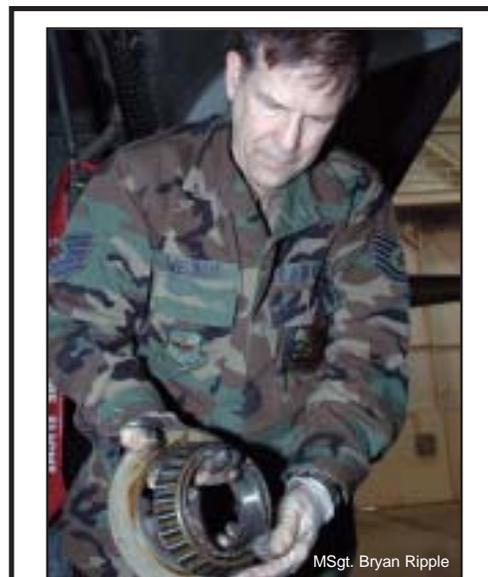
“They riveted the ribs in place, riveted the new skin panel and repaired a beam cap. They also repainted the repair surfaces with all the work being done within the estimated time in commission,” he said.

The creative efforts of the young Airmen saved the Air Force an estimated \$7,200, and by upgrading the skin panel thickness from .020 to .032 thickness, a recurring problem of skin cracks may also be avoided.

“These Airmen demonstrated that the “Can Do” attitude is alive and well at the 910th,” said Sergeant Peluso.



**Airmen Miller and Drda measure a template for the new skin before fabrication got started.**



## Military bearing

**TSgt. Tom Weldon, a crew chief with the 910th Maintenance Squadron, removes main landing gear wheel bearings during a post desert deployment inspection.**

**Tech. Sgt. Ed Miller supervised the process. He said his trainees were thrilled to see their efforts make a difference.**

# Forging Ahead

***Since before 9/11, 910th Reservists have called “home” a base nestled near a small town in Germany. As January came to a close, so did their role in a busy but very successful mission.***

**TSgt. Shawn David McCowan**  
Public Affairs Specialist

The 910<sup>th</sup> Airlift Wing’s recent mission with Operation Joint Forge in Germany has been a busy one right through the final days. As January brought a close to that assignment, Youngstown’s aircrews at the 86<sup>th</sup> Airlift Wing there met with some unusual challenges right to the end.

A final batch of 910th Reservists boarded a Youngstown C-130 bound for Ramstein AB, Germany Jan. 11. This final deployment was piloted by the commander of the 910th, Col. Tim Thomson. He traveled with his deployed troops to meet with the leaders of Joint Forge and personally discuss the success of the 910th mission there.

Meanwhile, another Youngstown aircrew aboard a C-130 assigned to the 86th was landing in Kiev, the Ukrainian capital, carrying nine coffins. Just days before, eight Ukrainian and one Kazakh troop were killed in the line of duty in Iraq.

In a solemn ceremony, with hundreds of people gathered at the airport as the coffins draped in their country’s flags, the bodies were moved from the C-130 to separate planes, each bound for the soldiers’ hometowns. The crew returned to Germany for another assignment.

Col. Thomson brought his aircraft into Germany and began a couple of days of meeting the 86th Airlift Wing leadership and visiting his troops. His visit inspired his confidence in his troops and even brought back some memories.

Although operations were conducted at Ramstein AB, 86th

personnel enjoyed the hospitality of evenings at nearby Sembach AB’s lodging.

“I was actually assigned at Sembach many years ago. It’s amazing to see some of the area and buildings all over again. It’s also great to see our own troops here making us all proud of the job they do,” said Colonel Thomson.

While visiting their operations building, he heard more stories detailing how busy but interesting the job can get.

SMSgt. Patrick McMenamin, a maintenance flight chief back in Youngstown, and production superintendent for the 86th, knows better than many how busy things can get.

“Just a few days ago we got a call around 11:30 a.m. about an in-flight engine shut down and they had to land in Italy. By 2 p.m. we had two mechanics on a C-21 on their way to do repairs. Two days later the aircraft was on it’s way back here. Things happen pretty fast here, and our people have been more than ready to get things done,” said Sergeant McMenamin.

During Colonel Thomson’s visit, yet another emergency came up that delayed their return to Youngstown; an Airman’s wife was having a problem pregnancy and was stranded in Sicily.

The first aircraft available to send to her rescue was a C-21. A small plane, it was too small to hold the emergency personnel and equipment needed to assist the expectant mother on her journey to Germany.

The only other aircrew available to leave was also the crew preparing to take the commander back to the U.S.

They immediately delayed

# Tribulation, Tragedy and Triumph

The story of the  
773rd Airlift Squadron

773ALS

TSgt. Shawn David McCowan

**TSgt. Shawn David McCowan**  
Public Affairs Specialist

**Editor's Note:** *This is the first of a three-part series about the people, glory and tragedies of the 773rd Airlift Squadron. Part one introduces the Squadron's beginnings and rich history.*

On March 15, 1944, during the dark days of WWII, personnel for a newly-organized squadron arrived at Celone Air Field, Italy. They settled into their new home and met their new Army Air Force family. They spent two weeks preparing to begin their duties, and fifteen days after they arrived, the B-17s of the 773rd Bombardment Squadron flew their first combat mission.

The 773rd is one of the oldest airlift squadrons in existence today. Although currently a C-130 squadron assigned to the 910th Airlift Wing in Vienna, Ohio, the 773rd AS was originally designated as a Bombardment Squadron, flying the B-17 Flying Fortress bomber. Initially activated at Geiger Field, Wash., on August 1, 1943, the squadron has since moved to various locales around the world.

The squadron participated in the liberation of Rome and the invasion of Southern France.

**March 2005**

In May 1944, they earned their first Distinguished Unit Citation for the bombing of Ploesti, Rumania.

At the close of the war the squadron was deactivated in September 1945. Eight years later the squadron was reborn as the 773rd Troop Carrier Squadron with C-119 "Fling Boxcars" in January 1953.

During the Vietnam War, the 773rd flew throughout Southeast Asia and was chosen to bring POW's home from Hanoi. As the war drew to a close, the 773rd evacuated the last Americans from Saigon during the pullout.

The squadron moved to Dyess AFB, Texas, routinely deploying to Europe in support of NATO forces and participated in such events as the Israeli Airlift in 1973 and drought relief in the African countries of Mali, Mauritania and Chad in 1974.

In the early 1980's a series of crashes rocked the re-designated 773rd Tactical Airlift Squadron family. The first crash occurred on March 14, 1980 when a C-130 went down near Incirlik Air Base, Turkey, killing six Dyess crewmen and 12 passengers.

In Sept. 1981 another crash occurred in the Nevada desert on a special night mission. The Dyess crew escaped injury, but seven Army personnel in the plane were killed, and in June

1983 another 773rd C-130 crashed at Nellis Air Force Base, near Las Vegas, Nev., killing six.

During the crisis in the Middle East, the squadron deployed to Al Kharj Air Base, Saudi Arabia for Operation Desert Storm, and the Liberation of Kuwait in 1991.

On October 1, 1993, the 773rd was deactivated once again. Then on April 1, 1995 the Department of Defense reactivated the 773rd at Youngstown Air Reserve Station, joining the 910th Airlift Wing and the 757th Airlift Squadron. Since then the 773rd has flown numerous humanitarian missions and airlift support for Central and South America, Southeast Asia and the Far East.

Beginning in 2001, the 773rd was assigned to the 86th Airlift Squadron at Ramstein AB, Germany, in support of Joint Forge. From there they have been able to provide support for Operations Iraqi Freedom and Enduring Freedom as well as humanitarian relief to Russia after the Chechen terrorist attack, and troop and supply deliveries to Sudan during the Darfur conflict.

Twenty-five years after the Incirlik crash, many past and present squadron personnel are taking time to remember the history of the squadron, and honor those who died while serving with it.

# FEATURES

the trip back to the states, prepared the aircraft and launched for Sicily.

That night in the 86th first sergeant's office at Sembach, the leadership was coordinating a delayed return home while the crew was on their way. Lt. Col. Dan Gabler, the Joint Forge mission commander, was quick to compliment the 910th's willingness to step up.

"The 86th is an augmented unit by design, but the fact is that they're doing it all. I tell these folks all the time; 'you're running the whole show right now,'" said Col. Randy Kee, commander of the 86th Operations Group.

Early on the morning of Jan. 14, the aircrew had returned. They reported that mother and child were both safely at the Landstuhl Regional Medical Facility, known as the best medical facility in Europe.

Hard work and dedication paid off as the first sergeants group funded a bi-weekly event; a German-style barbeque dinner complete with bratwurst and "swine-burgers."



TSgt. Shawn David McCowan

**Aircrew members SSgt. Scott Pates and SMSgt. Ron Sevako meet with Col. Tim Thomson minutes after returning from bringing a woman with pregnancy complications back to Germany.**

Nights at the 86th offered a chance to relax as nightly events include cook-out, karaoke at the club and "club night" with pulse pounding music and a friendly crowd.

Once the crew got a chance to rest and Colonel Thomson completed his rounds with the working troops, the C-130 was loaded and started back toward the homeland.

For at least the better part of the year, Joint Forge will be under the wing of another C-130 base. The next on the horizon for Youngstown is a return to an old assignment; Coronet Oak.

**What, no emergencies on the schedule?... 910th AW Commander Col. Tim Thomson met with most of his deployed troops while in country.**



TSgt. Shawn David McCowan



TSgt. Shawn David McCowan

**All work and no play... Deployed Airmen quickly found favorite regional dinner spots, like "Idyll Haus," in the local area.**

**You can't make an omelet without breaking a few... Colonel Kee frequently expressed his happiness with the 910th troops' dedication and willingness to give their all. He showed up early to help make breakfast before the redeployment home.**



TSgt. Shawn David McCowan



TSgt. Shawn David McCowan

**It was all great but... Even an action-filled and interesting place like Ramstein and Sembach doesn't take away homesickness. SSgt. Scott Pates, an aircraft loadmaster, anxiously watched the snowy ground of Youngstown get closer as the return trip came to an end.**

## History project looking for basic-training photos

Maj. Rich Curry

507th Air Refueling Wing Public Affairs

TINKER AIR FORCE BASE, Okla. (AFPN) — It is not often when someone has a chance to peer into the past, present and future at the same time. Fortunately, the vision of an Air Force historian has done just that with the creation of an online repository of Air Force basic training flight graduation photos.

Tech. Sgt. Tracy English, a 37th Training Wing historian at Lackland Air Force Base, Texas, said he recognized that a part of the Air Force's history, basic training flights photos, was becoming lost to the ravages of time. Knowing this, he decided to try and retrieve as many images as possible before they were lost forever. Sergeant English set out to find the contractors who were hired to take each flight graduation photo.

"It took several months of searching and going through the Better Business Bureau to (find) some of the original contractors. After spending all that time searching, we learned that the contractor policy was to only keep original photographs for 90 days before throwing them away," he said.

Back to square one, the historian took a different tact and established a Web site to announce the project as well as to solicit photographs. After 12 months, Sergeant English has collected roughly 2,000 photos, and estimates there are only 117,000 to go.

He said his two-person office is receiving a steady stream of submissions and they are working weekends to keep up to date.

The project is a way to help the Air Force and Airmen alike trace their roots, he said. It seeks to collect all of about 119,000 U.S. Air Force basic training flight photos from the inception of the Air Force in 1947 to present.

The collection includes photos from all the bases that conducted Air Force basic training including Lackland; Sampson AFB, N. Y.; Parks AFB, Calif.; Amarillo AFB, Texas; and Sheppard AFB, Texas.

Since the project started, Sergeant English said his office has received roughly 120 pieces of mail and 600 e-mail messages every month with people asking for specific photographs or sending photos to be published on the Web site.

"We didn't see all the ramifications of this project when we started it," Sergeant English said. "We have people looking for some memento of deceased parents, or people who have lost all of their military records (in) a fire or flood and just want to provide some form of evidence that they had served in the Air Force.

## Reservists switch to myPay; LES becomes paperless

ROBINS AIR FORCE BASE, Ga. — Jan. 1 was the deadline for Air Force reservists to start using myPay, the Internet method for managing pay.

If they didn't sign up, they may find it difficult to know how much they are getting paid. The Feb. 1 leave and earning statement is the last paper copy reservists will receive through the mail. The change for Air Force Reserve Command civilian employees depends on local bargaining obligations at their units, but eventually they too are to use myPay.

Under the myPay program, people view their LES online. If they don't have access to the Web at home or at work, they should contact their respective reserve or civilian pay offices.

To use their myPay account, reservists were supposed to activate their personal identification number by Dec. 31.

If reservists don't have a PIN or need a new one, they can obtain a temporary PIN through their reserve pay office or the local Air Force finance office, said Mike Bilbrey, chief of the management and finance branch



U.S. Air Force file photo

People can submit images to [37trw.ho@lackland.af.mil](mailto:37trw.ho@lackland.af.mil)

"A lot of people had their military records destroyed during a military records warehouse fire in St. Louis in the 1970s. We've even had people trying to look up and meet with members from their training flight from 50 years ago," he said.

Airmen may look for their graduation photo online at <http://www.lackland.af.mil/info/photos.asp> "If you don't see your flight photo, we may not have it yet," Sergeant English said.

A lot of photographs were missing from the 1980s and 1990s. If the photo is not there, people can check back at a later date. If people have photos not currently online, they can submit them, he said.

People can submit high-quality scanned images via e-mail to [37TRW.HO@Lackland.af.mil](mailto:37TRW.HO@Lackland.af.mil). Hard copies can be sent through the U.S. mail system to: 37TRW/HO, 1650 Carswell Ave., Lackland AFB, TX 78236.

People who have an oversized photo can scan it in halves (or copy both halves) and send them in. The history office staff said they can put them together and get them into the archives and online.

Sergeant English said they prefer photos in a digital format known as joint photographic experts group, or JPG; however, they will accept any format provided. Sergeant English said it may take time to get the photos posted online.

"We only have two people assigned to our office. We're excited about this project and are even working lots of extra time to keep it going, but we have to sleep sometime," he joked.

at Headquarters AFRC.

"These offices have 'trusted agent' access and can assign a PIN," he said.

Another way to obtain a temporary PIN is by going to the myPay Website at <https://mypay.dfas.mil> and selecting the "new pin" button on the homepage. It may take 10 business days from the date of the request for mail delivery of the new PIN.

In addition, reservists can ask for a new PIN by fax or mail. They need to sign their request and give their full name, social security account number, a copy of their military photo identification and a daytime telephone number.

The fax number is (216) 522-5800 or DSN 580-5800. The mailing address is: DFAS-Cleveland/Code PMMCCA, Attn: myPay, 1240 East 9th Street, Cleveland OH 44199-2055.

The new temporary PIN will contain the last five digits of the person's social security account number.

People should wait at least two business days before using their PIN if they got it by fax and four days if by mail. They will not receive confirmation that their PIN has changed. (AFRC News Service)

## Citizen Airman award deadline soon

April 1 is the deadline to nominate reservists and their employers for Air Force Reserve Command's Citizen Airman Award and Employer of the Year Award.

The awards recognize both an enlisted person and an officer who deployed in support of current operations in 2004. The employer award honors the person who strongly supported the activation and deployment of one or more Citizen Airmen.

Nominees submit a one-page narrative of the reservist's contribution, a one-page narrative of how the employer helped his or her reservist and the Air Force Reserve, and a biography on the reservist or employer.

Nominations should be mailed to Chief Master Sgt. Troy McIntosh, 12313 Manchester Way, Woodbridge, VA 22192; faxed to DSN 227-9103 or commercial 703-697-9103; or e-mailed to Troy.McIntosh@pentagon.af.mil to arrive no later than April 1.

After a panel reviews the nominations, AFRC Commander Lt. Gen. John A. Bradley will select the winning entries.

The Air Force Association will recognize the selected reservists and employers at its annual convention in Washington in September. The reservists will receive a command plaque, and the employers will get an AFRC eagle trophy.

The awards program will pay the travel expenses of the employers and their spouses. Units will fund the selected reservists' trips.

## Readiness Flight receives award

TYNDALL AIR FORCE BASE, Fla. – Air Force Reserve Command picked up three Air Force civil engineering awards here.

The Society of American Military Engineers, the National Society of Professional Engineers, the Northeast Chapter of the American Association of Airport Executives and Air Force officials work together to select the annual award winners.

The 910th Mission Support Group's Readiness Flight, Youngstown Air Reserve Station, Ohio, earned the Col. Frederick J. Riemer Award for best Air Force reserve-component civil engineer readiness flight.

Tech. Sgt. Charles Newsome of the 315th Civil Engineering Squadron, Charleston Air Force Base, S.C., was named the top reserve component civil engineer NCO manager.

Master Sgt. Judy Whidbee of Headquarters AFRC, Robins AFB, Ga., received the Society of American Engineers' Goddard Medal in the reserve component category. (AFRC News Service)

## Simple ways to protect your identity

When making an online purchase (either with your Government Purchase Card (GPC) or your personal credit card), look in the lower right hand corner of your Web browser window. If you see the icon of a lock, it means you're dealing with a secure site. If you don't see one, you'll be safer finding another merchant. Also, check out Web site privacy policies. Try to stay away from sites that don't specifically say that they won't pass your name and information around to others.

Also, as a reminder to all personnel: All 910th computer assets are for "Official Business Use Only." All actions utilizing computers on the AFRC Network may be tracked at any time.

Don't share your User ID and Password with anyone else. This violation is identified in several of the 33 series of Air Force Instructions including AFIs, 33-119, 33-202, 33-204.

Contact Mr. Dave Simms, chief, information systems flight, at 330-609-1087 for more information regarding information assurance.

## AF EMS improves mission performance

The Environmental Management System (EMS) is a method to achieve the improvement of mission performance by minimizing environmental impacts and costs. The Plan-Do-Check-Act cycle of EMS focuses on continual improvement in order to develop a sustainable environment and enhanced operational capability.

EMS, which is mandated under Executive Order 13148, "Greening the Government Through Leadership in Environmental Management," is similar to the International Organization of Standards' ISO 14001 protocol.

The success of EMS begins with each member of the Youngstown Air Reserve Station community. In the months to come, the entire base populace will receive EMS Awareness Training. Details to follow.

## Base firing range trespass notice

The base firing range is located at Building 530 on Twining Road. There is a flag pole and a rotating beacon located at the entry to the facility. Whenever the 18-foot red streamer is flying and/or the rotating red beacon is on, firing is in progress, and entry to the firing range is prohibited. If you approach the facility when firing is in progress you must first check in at the Combat Arms office and classroom prior to proceeding to the firing range. Hearing protection must be worn at all times when going to the firing line during live fire. For more information, contact Senior Master Sgt. Tom Kisel, NCOIC, Combat Arms at extension 1287. This announcement is to fulfill a requirement from Paragraph 5.4.4. of AFI 36-2266, Combat Arms Program.

## Air Force One Source helps with problems

Air Force One Source is designed to help you cope with life's problems. Whether you're preparing for deployment or redeployment, preparing for a new baby, or getting out of debt, One Source consultants are available 24 hours a day, 7 days a week, 365 days a year. You can call to speak to a master's level consultant, or go on-line to access the service.

Air Force One Source provides personalized consultation, referrals to military and community resources, online articles, educational materials (life articles, booklets, audio recordings), translations into 150 different languages, online workshops, and customized research at no cost to Air Force active duty, Guard and Reserve members and their families. Also, One Source respects your privacy. All calls are answered live.

From the United States: 1-800-707-5784

From outside the United States ONLY: 800-7075-7844

To view the Air Force One Source website go to <http://www.airforceonesource.com>.

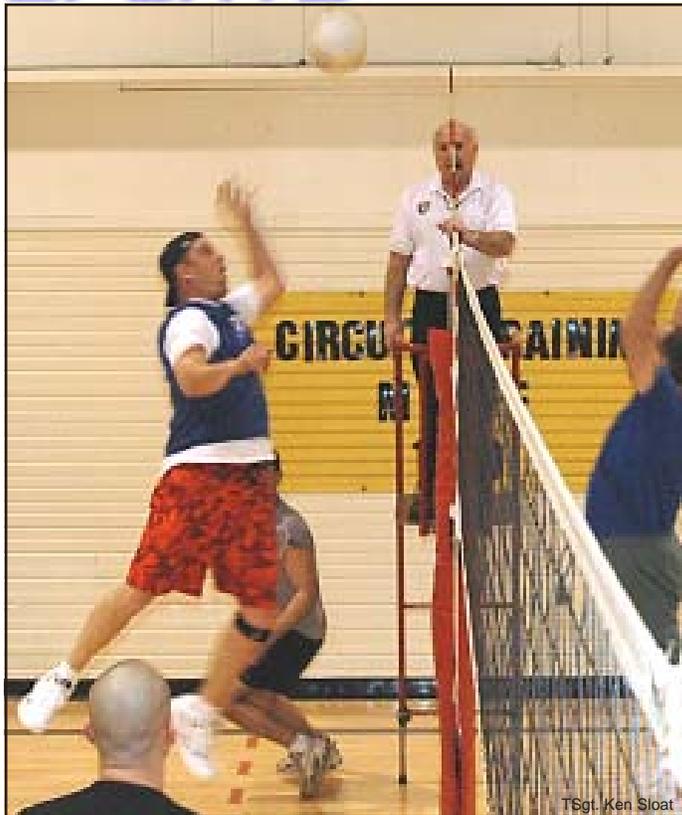
## Enlisted Force Structure AFI revised

A revised Air Force Instruction 36-2618, Enlisted Force Structure, was recently released and lays out concise standards, expectations and opportunities for every enlisted Airman.

One of the most visible aspects of this version of the AFI is the standardization of enlisted duty titles. Titles are based on a person's primary duties, level of responsibility and rank. The new structure applies a consistent, standard approach to give the title universal meaning.

AFI 36-2618 establishes general Airmen responsibilities and refines both general and specific responsibilities for each level of the enlisted force.

As Airmen are called to action in many different capacities, it's vital all Airmen know and understand their role in the Air Force structure.



TSGt. Ken Sloat

76er Scott Spackman leads the league with scores from spikes for the past three years.

# Esprit de Corps volleyball sets up for great tournament

**TSGt. Ken Sloat**  
Public Affairs Specialist

The Esprit de Corps volleyball series opened with an unsurprising two-game victory for the reigning volleyball champs as they romped past the energetic defenses of the CES team.

The 76th Aerial Port Squadron's 76ers seemed on the verge of losing their volleyball prowess when the CES "Sevens" showed up well-staffed and ready to play. During their warm-up, the casual observer might easily have picked CES to win the opening round event.

However, like playing hopscotch in freeway traffic, that would have been wrong.

The sparing began slowly, each team warming up to the threat across the net. But as the game progressed, the championship blood flowed hot and the 76ers closed the first game with a 21-10 victory.

CES came back quickly, fighting for the win in game two, diving for saves and jumping at the net to block the Sixer's brutal attack.

But, in the end, the 76ers closed the game quickly by marching over CES for a 21-11 victory to earn their place in the next round.

# OSS bumps LRS out of volleyball competition

**TSGt. Ken Sloat**  
Public Affairs Specialist

The Operations Support Squadron and Logistics Readiness Squadrons fought for a position in the volleyball finals and OSS narrowly escaped the hammer of the LRS by winning two of their three games for the position.

The first game was a heated battle. Back and forth they sent the ball back at each other, until LRS took the first game with a 22-20 victory.

LRS came back strong in game two, but not quickly enough to slow the momentum of the OSS who won the second game 23-21.

Their playoff now tied, each team began the third game warmed up and ready to battle for the win. It played out like a sea saw on the playground, back and forth, each of these worthy teams struggling to hold the lead position for more than just a point or two.

In the end, by as narrow of a victory as possible, OSS took the third game in a 23-21 victory.



TSGt. Ken Sloat

William Cunningham jumps into action during the last of their three games against LRS as the rest of the OSS team looks on.

## Esprit de Corps: By the numbers

### Current Standings

<b>MXS "Macks"</b>	475	<b>APS "76ers"</b>	175
<b>Services</b>	395	<b>OSS</b>	165
<b>LRS</b>	305	<b>MDS "TeamMed"</b>	85
<b>SFS "The Force"</b>	240	<b>AW "Wingers"</b>	85
<b>CES "CvEnS"</b>	210	<b>CF</b>	55

### Previous teams that APS defeated...

2004	76ers over LRS
2003	76ers over LRS
2002	76ers over MXS
2001	76ers over CES
2000	76ers over SVS

### 76ers Dynasty?:

*Forget the New England Patriots. With this year's first-round win, the APS "76ers" have won 26 straight volleyball games since 2000.*

## NEWCOMERS

Please welcome the following new members of the Air Force Reserve's 910th Airlift Wing:

Maj. David A. Hardic, 910th Medical Squadron  
Capt. James A. Delullo, 910th Medical Squadron  
Senior Airman Matthew C. Matulka, 910th Logistics Readiness Squadron  
Senior Airman Robert A. Pope, 910th Maintenance Squadron  
Airman 1st Class Jerry R. Hubbard Jr., 76th Aerial Port Squadron  
Airman 1st Class Antonyo E. Huggins, 910th Security Forces Squadron  
Airman 1st Class Kelly M. Kuzminski, 910th Aircraft Maint. Squadron  
Airman 1st Class Eric A. Porth, 910th Maintenance Squadron  
Airman 1st Class Jason P. Scriven, 910th Aircraft Maint. Squadron  
Airman 1st Class Alex T. Warner, 910th Maintenance Squadron  
Airman Robert D. Beacham, 910th Airlift Wing  
Airman Autumn J.A. Hicks, 910th Services Squadron  
Airman Amber r. Hurton, 910th Civil Engineer Squadron  
Airman Leon Jones Jr., 910th Medical Squadron  
Airman Steven P. Murray, 910th Medical Squadron

## PROMOTIONS

The following officers have been selected for promotion to the rank of Colonel pending presidential approval and confirmation by the U.S. Senate.



Lt. Col. Mary E. Burke, 910th Medical Squadron  
Lt. Col. Daryl J. Hartman, 910th Operations Group

## RETIREMENTS

Lt. Col. Walter G. Kyle, 757th Airlift Squadron  
Senior Master Sgt. Dale R. Conner, 910th Logistics Readiness Squadron  
Master Sgt. Gregory Broennle, 910th Maintenance Squadron  
Master Sgt. James N. Siebenaller, 910th Logistics Readiness Squadron  
Tech. Sgt. Laszlo J. Kovacs Jr., 76th Aerial Port Squadron  
Tech. Sgt. William N. Panning, 76th Aerial Port Squadron  
Tech. Sgt. Dean T. Robinson, 910th Maintenance Operations Flight

# Darts competition sharper than ever



Raphael Zuniga (throwing) and teammate Jeremy Barker (looking on) tore through opponents, including this two-bullseye throw by Zuniga.

**TSgt. Shawn David McCowan**  
Public Affairs Specialist

Last year's darts finalists entered the room, greeted each other and then the taunts started flying.

Raphael Zuniga was immediately talking about revenge from last year's loss to Michael Lee in the individual finals.

Last season, the first semi-final game was re-played after a late contender arrived. Zuniga defeated Lee in that first game, but then Lee won in the second game. When Lee won in the title, he and Zuniga's final statistics ended up identical.

The eight teams and 16 individuals played for tournament

spots during the February UTA at the base club. It was clear early which teams would likely dominate during March and April's tournament.

Zuniga and his "MAX" teammate, Jeremy Barker, missed last month's qualifying. Even with the make-up games, they went undefeated.

"I waited all year for this. Mike [Lee] is a great player, but I bet even he knows I'll get him this time," said Zuniga.

Lee's "MedOne" team was all business, decimating all but one opponent; Zuniga's team. Lee's partner from last season, Lee Courtney, formed a second team, "MedTwo," with Larry Felts, and hopes to meet his former partner in the finals.

This year's darts season is a combined military and civilian competition, so last year's individual champion and team champion captain, Shawn David McCowan, formed a military team with Steve Edie and Charles Baird from Comm Flight. Their team is in a tight 3<sup>rd</sup> behind Lee and Zuniga.

Another hybrid team, Brad Franken from Ops, and Dave Philips, from Medical, also joined in the chase for the cup.

On Saturday night of the March UTA, the 1st and 2nd rounds of the tournaments are scheduled to get underway.

### The 2005 910th Airlift Wing Darts Tournament

#### Teams:

- 8 teams
- Double-elimination

#### Individuals:

- 8 to 16 players
- Single-elimination

# YARS 2004 'Fit to Fight' stats: most complete in AFRC

**TSgt. Ken Sloat**  
Public Affairs Specialist

A year-end review of the Air Force Fitness Management program Web site revealed some great news about the Youngstown Air Reserve Station Fitness Management Program results for 2004. The air base took its place at the top of Air Force Reserve Command's Fit to Fight program by getting more than 99 percent of assigned members either tested or entered as exempt from testing before the end of the first year of the new fitness program.

In addition, the Web site also indicated that 59 percent of the reservists from Youngstown Air Reserve Station scored in the Excellent or Good categories of the fitness test; second only to reservists from Westover Air Reserve Base, Mass.

Of the more than 1,450 military members assigned at Youngstown, just 18 people remained "untested" on the Dec. 31 deadline, according to the AFFM Website.

"We were just one percentage point behind Pittsburgh for a while there," said Capt. Paul D. Hoerig, 910th Airlift Wing fitness monitor.

"Heading into the last few weeks we still had a few people who had not tested," he said.

"Thanks to the support of the various units around base, we were able to get quite a few people tested in December just days before the deadline."

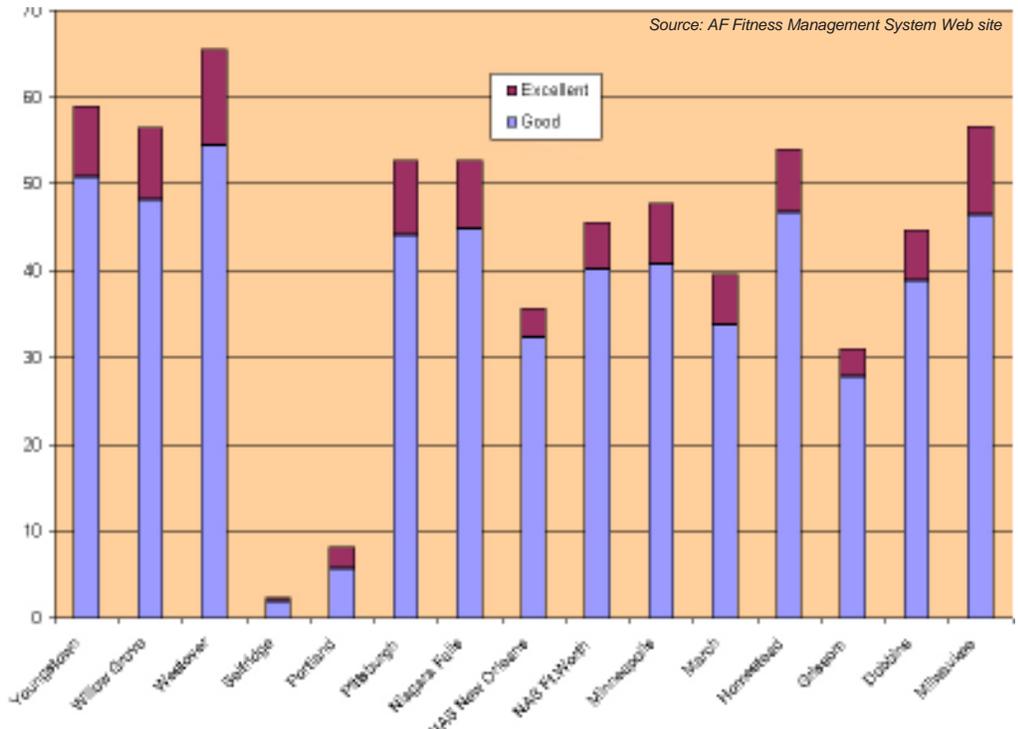
The captain also pointed out that without the emergency medical support of the fire department or the support of the base fitness center the goal of 100 percent testing would not have been possible.

"Capt. Hoerig worked very hard to get this done," said Senior Master Sgt. Christine Bianco, assistant wing fitness monitor. "He put a lot of time into keeping the units motivated and on the right track, she said. "Rain or shine, he'd be out there spot checking unit fitness monitors," said Sergeant Bianco.

"The commanders and unit fitness monitors are the ones who really made this happen," said Capt. Hoerig. "They were the ones who got their people motivated to complete the test before the deadline."

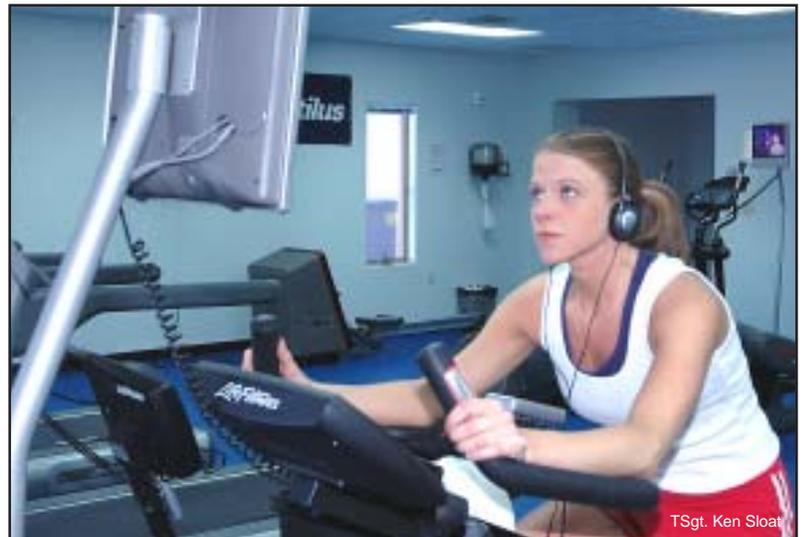
"Our commander mentioned it at every commander's call," said Senior Airman Crystal Gibson, a medical technician with the 910th Medical Squadron.

Every month someone would announce the names of the members who still needed to test. Toward the end of the year, our first sergeant took some of those people aside and reminded them how important being tested really is, said Airman Gibson.



**Fifty-nine percent of Youngstown's reservists scored in the Excellent or Good categories of the Fitness Test during 2004. Only nine percent scored poorly.**

**SrA. Crystal Gibson, a medical technician with the 910th Medical Squadron, enjoys watching television while working out on one of the stationary bicycles at the fitness center.**



**910 AW/PA  
YOUNGSTOWN AIR RESERVE STA  
3976 KING GRAVES RD UNIT 12  
VIENNA OH 44473-5912  
OFFICIAL BUSINESS**

**PRESORTED  
STANDARD  
U.S. POSTAGE  
PAID**