

# The Airstream



The Aerial Spray Team  
Takes on Katrina

# FROM THE TOP

## Every Airman, civilian employee, urged to take AF Climate Survey

**Col. Timothy J. Thomson**  
Commander

It's time for the second Air Force Climate Survey that includes the Reserve Component. Every Airman, civilian, and student hire is strongly encouraged to take the 2005 survey at <https://afclimatesurvey.af.mil> between Oct. 1 Nov. 23.

This year's survey is significant because we will be able to compare the results of this survey to the 2003 survey to see if we are still on top in our strong areas and better in our areas that needed improvement in 2003. All of our Commanders developed an action plan from the 2003 report to improve the few marginal areas we had. This year's survey will show them the effectiveness of their efforts.

Traditional reservists should take the survey as early in the day as possible on the October UTA days. The Website will be operating at its maximum speed early in the day because bases falling into the Central, Mountain and Pacific time zones won't be online yet. The Air Force Climate Survey is designed to give Airmen a

venue to convey to their unit Commanders the condition of their unit in 13 – 15 specific work related categories. Commanders are the only ones who receive the final report and cannot “look down” to units below theirs. For instance a group commander will not have access to a squadron commander's survey results but the squadron commander will be able to see how the group as a whole did. Survey results will arrive sometime in the first quarter of calendar year 2006. It is mandatory for all unit commanders to brief the final report to their units with an action plan.

All surveys are anonymous and survey takers have the opportunity to put in general comments that can reach the highest levels of the Air Force. Profanity and mention of people's names or position will be deleted prior to the final report. This survey is not intended for comments or accusations about specific persons.

The bottom line is this: This survey is a very good source for your unit commander to assess the health of your unit, at a specific point



**Col. Timothy J. Thomson**

in time, in the work related areas covered in the survey. It is not a “one source” reference in determining the condition of a unit. Take the survey seriously and help shape your unit's future. Your commander wants you to take the survey.

## Do we listen to fans and hecklers, or are our eyes on the Coach?

**Chaplain (Maj.) Daniel Rohan**  
Wing Chaplain



**Chap. (Maj.) Daniel Rohan**

Often after someone says an off-color joke or uses the name of the Lord in vain and discovers to his great embarrassment that I heard what he said, he says very apologetically, “I'm sorry, Father. I didn't know you were present.” I have always considered such moments as God-given opportunities to remind such people that regardless of whether any priest is around, The King is always in the audience. Life is lived in His

presence constantly. He and not any priest is the One Who will judge us in the end.

Paul writes in I Corinthians 4:3,4:

“But with me, it is a very small thing that I should be judged by you or by any human court... It is the Lord who judges me.”

Paul knew that the King was always in the audience. His main purpose in life was not to please people but the King! To be judged by people was a small matter to him. It was the Lord Who was the real judge.

There may be 60,000 people in the stadium either heckling or shouting advice to the football players on the field. But the players are mindful mainly of one person—the coach—whose eyes are upon them and whose game plan they are to execute. Is it not the same for us as people of God? The game of life is to be played not according to the whims of 60,000 people pulling us in 60,000 different directions, but for only one person—the King of Kings and Lord of Lords, Who is always in the audience.

### Air Force Reserve Command seeks greater climate survey participation

ROBINS AIR FORCE BASE, Ga. – Air Force Reserve Command leaders want everyone in the command – military and civilian – to participate in the 2005 Air Force Climate Survey.

The survey runs from Oct. 1 to Nov. 23.

“Last year was the first time AFRC participated in the survey, and the results were tremendous,” said Lt. Gen. John A. Bradley, AFRC commander. “The 33-percent participation rate sent a clear message that our people are committed to improving the Air Force.

“This year our goal is 100-percent participation across the command,” he said.

The purpose of the survey is to make things better for people and their organizations. The survey measures how people feel about leadership, supervision, training, recognition and other aspects of the Air Force. This year's survey also covers enduring competencies such as effective communication, teamwork, judgment and adaptation under pressure.

“Since the survey software protects one's identity, I encourage everyone to be honest and straightforward in their responses,” said Chief Master Sgt. Jackson A. Winsett, AFRC command chief master sergeant. “The survey data will be as good as the respondents make it. It's our opportunity to stand up and be counted.”

The survey can be completed online at <https://afclimatesurvey.af.mil/> anytime during the survey period from either a government or personal computer.

Results of the survey will be released in February to unit leaders. (AFRC News Service)

## Aerial Spray crews witness heart-breaking devastation

**Tech. Sgt. Shawn David McCowan**  
Public Affairs Specialist (Deployed)

DUKE FIELD, Fla.--It was the ultimate challenge for a heart-wrenching mission.

Normally an aerial spray mission gets very little attention and its impact is limited to making DOD personnel on military installations and local residents more comfortable. When the 757th Airlift Squadron's aerial spray unit deployed here to assist the Hurricane Katrina relief effort, there was a whole different sense of urgency.

And a whole new set of challenges.

The first major obstacle was planning and flying in a metropolitan area. Maj. Tim Austin, chief of aerial spray, carefully planned the flight patterns, but it would be up to the aircrew to avoid the buildings – some still without power.

The missions began Sept. 12 at about 4 p.m. with two 910<sup>th</sup> aerial spray C-130s flying nearly every evening since they deployed to Duke Field. By Sept. 23, more than 1 million acres of Louisiana had been sprayed. The aircraft flew early evening missions lasting about four hours each. Mosquito activity levels are the highest just before sunset. The crews normally fly around 150 feet above the ground, but during flights over New Orleans, the crews dealt with tall buildings just 50 feet below the aircraft.

"This has been by far the most difficult aerial spray mission to date, but we know what it means to the people on the ground," said Lt. Col. Marty Davis, mission commander.

Maj. Jeff Shaffer, a navigator during the missions, immediately noticed that his target area was no deserted field.

"I wasn't prepared for what I saw when we first flew over New Orleans. It was much worse than you see on the television. It's awful down there. I'm thankful my family isn't there, and I feel for the people who live there," said Maj. Shaffer.

A motivated team of aerial spray maintenance and aircraft maintenance personnel, also deployed to Duke Field, kept the spray missions on target.



TSgt. Shawn David McCowan

**Maj. Cathy Miller, co-pilot and aircraft commander for one of the Sept. 15 aerial spray flights over part of Louisiana, goes through her pre-flight checklist before takeoff.**

Chief Master Sergeant David Weaver and his 910th Aircraft Maintenance team and Senior Master Sergeant John Daniels, spray maintenance chief, had their hands full after the second day of flying. One of the aircraft flew into a flock of birds and one of the feathered missiles penetrated the front edge of the aircraft's wing and damaged wiring. The planes were on their last pass of the night so the mission wasn't affected.

Although military installations are normally the areas sprayed, Hurricane Katrina provided more than enough reason to spray widespread areas of public property.

The aerial spray team has also conducted missions after Hurricanes Floyd in Virginia and North Carolina and Andrew in Florida.

Thanks to the dedicated team of aerial spray professionals from the 910th, the people of Louisiana are getting some relief from what Katrina left behind.

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### On the cover...

*Hurricane Katrina left a trail of destruction and an infestation of disease-carrying insects. From aerial spray and aircraft maintenance to entomology to flight crew precision, the 910<sup>th</sup>'s Aerial Spray team worked together in the "most difficult spray mission ever." The map on Page 12 shows the infested areas FEMA chose for treatment. Photo by Tech. Sgt. Shawn David McCowan.*

# Medical Squadron reservists provide caring support to South Dakota Indian Reservation

**Capt. Bonnie Heater**

910th Medical Squadron Unit Public Affairs Representative

Fifteen members of the 910<sup>th</sup> Medical Squadron took a slightly different approach to their annual tour this year. After departing from the ramp door of a Youngstown C-130 during an engines running off-load (ERO) at a small, remote civilian airport in Pierre, S.D., the group picked up rental cars and headed toward Valentine, Neb. on Aug. 6.

In Valentine they would find lodging and commute daily for the next two weeks to the Indian Service Hospital located on the Rosebud Indian Reservation in South Dakota. For most, this was the first time they had ever been on a reservation.

It was here that several people from the 910<sup>th</sup> learned that the Rosebud Sioux Tribal members are descendants of the Sicangu Oyate of the Tetonwan Division of the great Sioux Nation. The reservation is roughly about 5,961 square miles in size.

The Tribal governments maintain jurisdiction within the boundaries of the reservation, according to Maj. Patrick Ginley, a physician assistant with the 910<sup>th</sup> Medical Squadron and second-year returnee to the reservation.

“The Tribal Council President is the administrative head of the Tribe and serves a two-year term,” he explained.

During the initial briefing at the hospital the medical squadron team learned about the rules governing the hospital and aspects of Indian culture.

“Traditionalists, [Indians who have never left the reservation] won’t give you direct eye contact when they speak to you or when you address them,” said Robert Reynolds, the housing manager for the reservation. “To do so would show disrespect.”



Capt. Bonnie Heater

## Members of the Med Squadron prepare to board a 910th C-130 in South Dakota on their way home from annual tour.

He also explained about being careful not to point.

“In our culture this is a sign of disrespect,” he said.

In addition, the reservists learned that certain wild growing plants and herbs could not be picked because many of the indigenous plants are an important part of their culture and spirituality. The group from the 910<sup>th</sup> also received an invitation to attend a Pow Wow and a Sun Dance, which is a sacred ceremony.

On another occasion, members of the group were invited to participate in a special flag raising ceremony held on the reservation to honor deceased Native American veterans. Staff Sgt. Darren McClave, assigned to the logistics section of the 910<sup>th</sup> Medical Squadron, carried the American flag, and Staff Sgt. Theodore Harrell, a bioenvironmental technician, raised the flag during the ceremony.

Capt. Lance Williams, a second-time returnee to the reservation and information manager/medical administrator with the 910 MDS, helped to set up the diabetes awareness program on the reservation.

“Diabetes is a growing health concern for the population here,” said Capt. Williams. Flyers such as the “Lakota Diet in a Modern Time,” which encourages healthy eating and a physically active lifestyle, can be found throughout the hospital.

Although diabetes is a major concern to the health care providers on the reservation, there are other issues that needed attention as well.

The slimly staffed engineering department received valuable assistance from 1<sup>st</sup> Lt. Scott Tomkins and Sergeant Harrell. They observed and collected data on the number of residents on the reservation who used seat belts and child restraints. The information collected will be presented in the future to the Tribal council to demonstrate the need for a law requiring their use on the reservation. No such laws currently exist there.

Staff Sgt. Jackie Eckert, an information manager with the 910 MDS, provided valuable support not only in medical records but in the mental health clinic, and the billing office. The mental health staff had been working without a secretary and was conducting interviews to fill the position. Senior Airman Michelle Euard, also an information manager, provided temporary front office support to the psychologists and patients.

By the end of the annual tour, the 910<sup>th</sup> medical team had learned much about a different culture and provided caring hands of support to the patients and staff of the Indian Service Hospital on the reservation.



Capt. Bonnie Heater

**Tricia Morrison, head radiology technician at Rosebud Indian Reservation, and SSgt. Matt Shaw, a 910th radiology technician, review an order for a patient’s X-ray.**



TSgt. Ken Sloat

**Maj. Steven Morris pours used cooking oil from a container he keeps in his trunk directly into the fuel tank of his car.**

**Tech. Sgt. Ken Sloat**  
Public Affairs Specialist

With the recent spikes in gas prices, stopping at the pump to fuel up the family vehicle has become a painful experience for many, but one Air Force Reservist from the 910<sup>th</sup> Airlift Wing just smiles when he pulls up to the pump.

He smiles because he has found a way to simply not care about the price of gas as he drives past gas stations and watches the prices climb.

"I really don't care what OPEC does," said Maj. Steve Morris, medical readiness officer with the 910<sup>th</sup> Medical Squadron.

While looking for a second car to help limit the mileage on his primary vehicle, he discovered some people were recycling used cooking oil from restaurants to power their diesel cars on Straight Vegetable Oil (SVO.)

After almost a year of doing research, he purchased a conversion kit on the Internet, which cost him about \$675. Although he could have done the installation himself, he paid a professional mechanic \$500 to install the kit and has been driving his 1983 Mercedes Benz on vegetable oil for about six months.

"I've done a lot of my own wrench-turning, but I've never worked with a diesel so I figured I'd go ahead and shell out the \$500 for an installer," he explained.

Every two months or so, depending on his usage, he attaches a trailer with several empty barrels on it to his car, which he nicknamed "Benny," and goes out to collect oil. It usually takes him about two hours to visit three restaurants and collect close to 250 gallons of oil, he said.

He wired a 12-volt pump to his car battery that he uses to transfer the oil from the restaurant storage bins to the storage barrels on his trailer. The process is clean and easy, he said.

Once the oil is collected, he puts the plastic barrels in his back yard to bake in the sun for several weeks.

"It's important to have the oil heated to about 90 degrees Fahrenheit," said Maj. Morris. The heating helps the water and particulate matter settle to the bottom and get the oil prepared for filtering.

## *It may be bad for your diet, but it can help you at the gas pump*

"Removing the water is very important," he said. He pointed out that water might corrode the injectors and destroy the injection pump that could cost as much as \$1,500 to replace.

When the cold weather returns, he plans to use a green house to give the sun a little extra help in heating the oil, but he's hoping to avoid filtering in winter.

"I hope to collect and filter enough oil so I don't have to do any filtering or collection during the coldest winter months," he said.

Once he has left the oil sitting in the sun for several weeks it will be time to filter.

The filtering process involves passing the oil through gradually smaller filters in the hope of removing all the particles that will cause problems as the oil burns.

"The filtering process will eventually bring the grease through a five-micron filter," said Maj. Morris. A micron is one-thousandth of a millimeter.

Once filtering is complete, he transfers the filtered oil to a finishing barrel from which he will fill the tank on his car.

Since the oil is given to him, Maj. Morris uses the cost of his filters, which is the only ongoing expense, to calculate the cost per gallon. He estimates that the final cost per gallon of fuel is about four cents. When he has to commute to Cleveland, a 140-mile round-trip for him, he will use approximately four gallons of oil fuel.

"That's just about 16 cents for the round trip," he said.

The idea of fueling diesel engines on oil is actually not a new one.

When the diesel engine was first demonstrated at the 1898 World's Fair, its inventor, Rudolph Diesel used peanut oil to run it.

According to Maj. Morris, although the energy value of cooking oil is about five percent less than standard diesel fuel, it doesn't necessarily mean a reduction in performance.

"I don't really notice a performance difference," he said. He added "that most people say that is off-set by the heightened lubricating properties of the oil."

He usually has to drive his car for about four minutes on straight diesel fuel before the oil in his tank is hot enough to switch over to straight oil. Once it is hot enough to run through the engine, he flips a switch under the dashboard that begins pumping the oil instead of diesel.

Besides the wallet-friendly cost, and the earth-friendly emissions, he said he likes the smell of the exhaust.

"I think it smells like french fries," he said.

Maj. Morris admitted that most people do not notice the smell in the city. Perhaps, he speculated, because they just assume there is a hamburger joint nearby.

The story is different in rural areas he said.

Motorcycles, particularly on the highway, he said, seem to notice the smell more because there isn't any other place the smell could be coming from.

But driving an SVO vehicle may not be something everyone wants to go out and try.

When the cost of fuel started going really high, Maj. Morris noticed an increase of new visitors to the on-line Internet forums for oil burning vehicles.

"The majority of people will look at this and think it sounds great but won't do it because it involves a lot of steps," he said.

Most of them will never get to the point where they are actually driving a converted vehicle, he says. "It takes more on your part that just pulling up to the gas station, filling up and going on your way," he said.

"Part of it appeals to my cheap side," said Maj. Morris. "Beyond that, I like the fact that I'm able to take something that someone else has thrown away and use it to make my life better."

*In the aftermath of Katrina, reservists from the 910th are called upon to help out...*

## *The Big Easy*



Staff Sgt. Jacob N. Bailey

**NEW ORLEANS --** A U.S. Air Force Reserve C-130 Hercules from the 910th Airlift Wing sprays Dibrom, a pesticide approved by the U.S. Environmental Protection Agency, over the city Sept. 13. The C-130 crews sprayed the New Orleans

area first, then other affected Gulf Coast areas as required. Crews targeted primarily mosquitoes and filth flies, which are capable of transmitting diseases such as Malaria, West Nile virus, and various types of Encephalitis.

## **Aerial Spray mission team battles Katrina**

**Tech. Sgt. Shawn David McCowan**  
Public Affairs Specialist (Deployed)

DUKE FIELD, Fla. — Ever since Hurricane Katrina slammed into the Gulf Coast Aug. 29, the men and women from the Air Force Reserve's Aerial Spray mission at the 910<sup>th</sup> Airlift Wing, Youngstown Air Reserve Station, Ohio were ready for their chance to contribute.

As the northwestern Florida sun eased into the west Sep. 12, the Air Force Reservists from the aerial spray mission finally got their wish when the first missions to combat deadly diseases spread by mosquitoes and other biting insects were launched at 4 p.m. local time.

Missions are scheduled to fly early evenings, when mosquito activity levels are the highest. The crews fly around 200 knots at around 150 feet above the ground.

Right around Labor Day, the 757<sup>th</sup> Airlift Squadron's Aerial Spray crews were back at home watching the effects of Katrina. The crews knew there would be an infestation problem any day, and they knew they'd be needed to control the mosquito population.

"The bayou area around New Orleans is perfect for mosquitoes to breed because they love standing water. And all of this flooding

has made the mosquito problem much worse," said Lt. Col. Steve Olson, an entomologist with the 757<sup>th</sup> Airlift Squadron.

In fact, environmental tests have shown the mosquito population has increased 800 percent since before the hurricane according to an on-site entomologist. And the situation won't improve until something controls the breeding process.

According to Colonel Olson, these mosquitoes are more than just pests. They can carry some of the diseases that are now plaguing the New Orleans area. Although Dibrom, the chemical they use, is harmless to humans in the quantities it's being applied, the team is still careful to keep the public notified.

"These droplets are so small they stick to the hairs on mosquitoes' legs. The volume used is only a half-ounce per acre. It's like pouring a half of a shot-glass over a whole football field. It won't hurt anyone on the ground, but we want the public to know what we're doing," said Colonel Olson.

Chief Master Sergeant David Weaver and his 910th Aircraft Maintenance team and Senior Master Sergeant John Daniels, spray maintenance chief, made sure everything was in order no matter when the aircraft were cleared to fly. Although everyone was standing ready, there was a lot of coordination to be completed before flying

# NEWS FEATURE

over a populated, metropolitan civilian area.

“This stuff can’t get put together overnight. No matter how badly we want to just run engines and fly to New Orleans right away. There are a lot of people on the ground that we need to be in communication with,” said Lt. Col. Marty Davis, mission commander.

Hurricane Katrina was the largest natural disaster in the history of the United States and the devastation provided more than enough reason to deploy the aerial spray mission.

Although there is vast devastation in the area because of Katrina, the aerial spray team has also conducted missions after Hurricanes Floyd and Andrew. The team is used to what they’re seeing.

Colonel Timothy J. Thomson, commander of the 910<sup>th</sup> Airlift Wing, was proud of the readiness of his people, but not surprised.

“We leaned forward the week before the storm to get our planes and aerial spray systems in a high state of readiness. We knew there was going to be a high probability that the Defense Department would want aerial spray capability. Our crews and maintenance personnel are eager to complete this mission and help provide a safer environment for the people in the affected areas,” said Col. Thomson.

The missions do not yet have a projected date of completion. Finishing the aerial spray task will depend on the weather, retesting of the sprayed areas, and another potential natural disaster named Rita.



**Tech. Sgt. Jim Graves and Staff Sgt. Tom Kocis, aerial spray maintenance technicians with the 910th Aircraft Maintenance Squadron, check recirculation valves during a pre-flight inspection of a Mobile Aerial Spray System (MASS).**

## Hurricane Katrina Aerial Spray sortie board

Date	Location	Acres	Flt Hrs
12 Sep	St. Bernard Parrish, La.	92,928	6.6
13 Sep	City of New Orleans, La.	58,624	8.2
14 Sep	City of New Orleans, La.	58,496	4.0
15 Sep	Washington Parish, La.	182,638	8.1
16 Sep	Washington Parish, La.	190,111	7.9
17 Sep	Safety down day		
18 Sep	Plaquemines and Jefferson Parishes	97,718	8.3
19 Sep	Tangipohoa Parish, La.	213,504	8.7
20 Sep	Tangipohoa and Ascension Parishes, La.	153,674	8.6
21 Sep	Ascension Parish and New Orleans, La.	69,108	6.9
<b>Totals:</b>		<b>1,116,801</b>	<b>67.3</b>

Source: 910th Aerial Spray Mission Reports, as of 23 Sep 05



TSGt. Shawn David McCowan

## 910th Comm Flight reservists maintain communications for aerial spray aircrews

**Tech. Sgt. Shawn David McCowan**  
Public Affairs Specialist (Deployed)

When the aerial spray team was assembled to deploy to Duke Field in support of Joint Task Force Katrina, unit commanders were asked for “the most qualified people you’ve got.”

As Tech. Sgt.’s Bob Fisher and Steven Edie, both from the 910<sup>th</sup> Communications Flight discovered, they didn’t specify whether those people had to have actually done the job before during a spray mission.

Both of them are members of the computer repair section. The usual suspects for running ground radio during aerial spray missions were all unavailable. Some of the radio team had changed job titles and others were deployed. So when there was a need for two ground radio support technicians, the two were chosen to fly to Florida.

“We got the training and we’ve even gone on aerial spray deployments, but we were assigned as computer technicians on those other missions. This is a whole new thing for us,” said Tech. Sgt. Fisher.

The first day was the most trying for the duo. Once they got the antenna set up and all the connections in place, they had to wait for the first flight to actually see if their work was successful.

“There was no way to test the long range radios until the planes were flying their missions. We did what we were trained to do and hoped for the best,” said Tech. Sgt. Edie.

Although there were some issues with the long range radio on the first night, the High-Frequency (HF) radios only used for near-base contact, were keeping contact nearly all the 250 miles to the spray sites.

According to the two, although it started a little nerve-racking it’s been an interesting on-the-job experience.



TSGt. Shawn David McCowan

SrA. Curt Groves and MSgt. Michael Klodt, members of 910th Aircraft Maintenance deployed to Duke Field to support the

JTF Katrina aerial spray mission, prepare to remove parts of a wing damaged by a bird strike in Louisiana.

## Bird strike fails to slow down JTF Katrina spray mission

**Tech. Sgt. Shawn David McCowan**  
Public Affairs Specialist (Deployed)

DUKE FIELD, Fla. -- An aircraft bird strike can ground a military aircraft for days or even weeks, depending on the damage sustained. However, the 910<sup>th</sup> Aircraft Maintenance team deployed here in support of Joint Task Force Katrina took maintenance efficiency to a whole new level Sep. 14 when an aerial spray C-130 struck a bird.

Chief Master Sgt. Dave Weaver, maintenance superintendent, was thoroughly impressed by the speed at which his makeshift repair crew worked. Just a half dozen of his people and two others from the aerial spray maintenance team managed to complete a two-to-four day repair in about five hours.

The bird strike hit occurred right on a seam in the metal on the leading edge of the wing. Some of the damage was internal. No repair aircraft was on hand. With only one aircraft flying, the mission would be twice as long.

By noon the next day another 910<sup>th</sup> C-130 was preparing to fly a new wing leading edge to Duke Field. By 2 p.m. local time it was on the ground. And by the next afternoon the aircraft was ready to fly.

"These people did an incredible job on this repair. This was the fastest repair job on a leading edge I've ever seen. And those aerial spray maintainers who jumped in to help made a huge difference. Without their help this would never have been done so quickly," said Chief Weaver.

Chief Weaver attributed the unheard-of success to seamless and efficient teamwork.

"These wing edge replacements can take days. And the odds of them fitting into place are slim. This whole thing came together, from the perfect part to the fast response of our crew at home to the amazing repair time by the maintainers."



TSGt. Shawn David McCowan

Two specially-modified C-130H aerial spray aircraft from the 910th Airlift Wing prepare for their first spray mission Sept. 12 in the aftermath of Hurricane Katrina. The aircraft are being staged out of Duke Field, Fla., because of its proximity to the spray area, ability to handle C-130H aircraft and capability to support the mission without conflicting with other relief efforts. The 910th aircrews covered 92,928 acres during their first spray mission day in Louisiana.

## Fire Prevention Week slated Oct. 11-14

Fire Prevention week will be observed at the 910th from Oct. 11-14.

The week's activities will include live fire training and the ever popular smoke house at the fire training area. We are also planning a community fire event at the Eagle's Nest Club on base Oct. 12. Come over and see what area fire departments in the area are doing. There will also be a display table at the entrance to the club with pamphlets and goodies for all.

Remember this is an annual requirement for all base personnel to attend one of the training sessions. This will be looked at in the upcoming UCI. Watch your E-mail for training times.

Contact Stephen Moldenhauer, base fire inspector, at 330-609-1484, for more information.

## New school year brings bus safety reminder

It's that time of year when the future generation is boarding their big yellow school busses and the school zone flashing lights are active again. It's also time to change driving habits from summer to school. Drivers should anticipate children in, on, and around the busses on the streets early in the day and then in the afternoon. School busses make many stops along their daily routes and excited riders enter and exit without paying much attention to their surroundings.

Do the right thing. Use Operational Risk Management (ORM) as you're driving to and from work. Watch out for the kids.



Carl Bergquist

## Air Force Reservists move veterans out of harm's way

Chief Master Sgt. Mike Harper (left), a 908th Airlift Wing loadmaster, and Tech. Sgt. Daniel Barrera of the 42nd Aeromedical-Dental Operations Squadron carry an elderly patient onto an Air Force Reserve Command C-130 at Maxwell Air Force Base, Ala., Aug. 31. Sixty-two patients, all from the Air Force Village in Gulfport, Miss., arrived at Maxwell by bus and stayed in the base gym. Wing C-130s transported the patients Aug. 31 and Sept. 1 to Andrews AFB, Md. On the first day, they were met by a Veterans Administration hospital representative who arranged housing for them.

## Maintenance squadron member passes



Staff Sgt. John V. Ash

It is with deepest regrets that the men and women of the 910th Maintenance Squadron announce the tragic loss of Staff Sgt. John V. Ash, a vital member of the Avionics Flight, COMM/NAV shop.

John had been activated and deployed to Ramstein AB, Germany from March - July 2003 in support of Operations Joint Forge, Enduring Freedom, and Iraqi Freedom. He will be sadly missed by the 910th family.

## AFRC exceeds recruiting goal 5th year in a row

ROBINS AIR FORCE BASE, Ga. – For the fifth consecutive year, Air Force Reserve Command has exceeded its recruiting goal. This year is the earliest the command has achieved its annual requirement. The recruiting year ends Sept. 30.

AFRC Recruiting Service met its 2005 recruiting year goal Aug. 11 when it accessed its 8,800th recruit, and the numbers continue to climb.

As of Aug. 22, recruiters reported a record 9,048 accessions, moving the command closer to meeting its congressionally mandated end strength of 76,100 by the end of September.

"It's a tough recruiting environment for all the military," said Col. Francis M. Mungavin, AFRC Recruiting Service commander. "We've been able to overcome the challenges and meet the requirements. I'm very happy we were able to make goal and will continue to work toward 100 percent end strength."

Locally, the 910th Airlift Wing Recruiting staff met their adjusted goal of 158 accessions for FY 05 by the end of July. The 910th recruiters put in a total of 177 accessions overall for the fiscal year.

For FY 06, the 910th recruiters have an assigned goal of 236, because there will be seven recruiters assigned to this region, now including the Butler, Pa. satellite office.

In a congratulatory memo, Lt. Gen. John A. Bradley, AFRC commander, wrote, "You continue to amaze me with your accomplishments as the Best Recruiting Force in the Department of Defense – the first force (active and reserve) to achieve annual goal and one of only two reserve recruiting components on target to make goal by year's end."

## New TDY Mileage Rate announced

The IRS has announced a new mileage rate for TDY only. The POV rate went from 40.5 cents per mile to 48.5 cents. This change is retroactive to Sept 1. There is no change to motorcycle or airplane transportation for TDY. It also does not affect the PCS mileage.

Please contact the 910th Airlift Wing Financial Management Travel Pay office at 330-609-1336 for more information.

## Be sure to check your DD Form 214

The 910th Military Personnel Flight has stated they are aware that some information may be missing from the DD Form 214's of recently deactivated members.

Foreign Service information may not be present on all forms. Please review your DD Form 214, section 12f. If there is no foreign service reflected, and you were deployed overseas, you will need your DD Form 214 corrected.

Travel vouchers are the only source document for calculating length of foreign service. Please bring any and all travel vouchers to Master Sgt. Zola Stackhouse at the 910th MPF for correction.

Corrections to DD Form 214s are a priority.

For more information, please contact Master Sgt. Stackhouse at 330-609-1384.



TSgt. Ken Sloat

The 76 APS 76ers gridiron warriors packaged up a close 16-12 victory over the TeamMed squad.

## Esprit de Corps Flag Football gridiron players go into battle

Master Sgt. Bryan Ripple  
NCOIC, Public Affairs

The 910th Esprit De Corps Flag Football action kicked off Saturday of the September UTA with three out of four scheduled games played. The first game was a scheduled match-up between the 910th Airlift Wing "Wings" team and the Civil Engineer "CevEns." Due to a CES Bivouac occurring over the weekend, that game was cancelled and the Wings team ended up with a scrimmage against the Security Forces "The Force" team.

Apparently the scrimmage against the Wings didn't help The Force much since they got shut out 22-0 in the second scheduled game against the Maintenance "Macs."

So much for extra practice.

In the third game, the 76 APS 76ers gridiron warriors packaged up a close 16-12 victory over the 910th Team Med squad.

In the nightcap game, the Operations Support Squadron team was a little too much for the Logistics Readiness Squadron team in a higher scoring game by a 43-26 score. Dachele Bufford had an amazing interception for LRS when she stepped in front of an OSS pass, tipped it in the air to herself, made the catch and ran for a 10-yard gain. Mark McGann also returned an interception 25 yards for an LRS Touchdown. LRS quarterback Will Jones had a long TD run of 60 yards himself. Eric Vesey took it to the house two times on screen passes from Will Jones for LRS, running from end zone to end zone both times.

Unfortunately it all wasn't enough for LRS as they fell to the high-flying Operations Support Squadron team.

*Courtenay Perkins, from Security Forces' "The Force" goes airborne to bring in a pass during action against The Maintenance "Macs." Defending the play is Bryan Alfredo of the Macs.*



# PROMOTIONS



Randy P. Jones, 910th Communications Flt.



Craig V. King, 910th Logistics Readiness Sq.  
Ronald L. Logue, 910th Maintenance Sq.  
Michael C. Maffitt, 910th Maintenance Sq.  
Barney L. Millisor, 910th Medical Sq.  
John E. Sharbon Jr., 910th Maintenance Sq.



Stephen L. Edie, 910th Communications Flt.  
Joseph M. May, 910th Airlift Wing  
Marc A. White, 910th Maintenance Sq.



Mark W. Gehri, 910th Civil Engineer Sq.  
Mark A. Margroff, 910th Maintenance Sq.  
Phillip V. Marzano Jr., 910th Airlift Wing  
John G. Ridler, 910th Maintenance Sq.  
Gloria J. Robbins, 910th Security Forces Sq.  
Kent G. Thornton, 76th Aerial Port Sq.



Aisha S. Graham, 910th Logistics Readiness Sq.  
Christina M. Helscel, 757th Airlift Sq.  
Christopher M. Holben, 910th Security Forces Sq.  
Mark P. McGann, 910th Logistics Readiness Sq.  
Samuel J. Miner, 910th Maintenance Sq.  
Cathryn F. Rock, 910th Aircraft Maintenance Sq.  
Mem D. Sanders, 910th Civil Engineer Sq.  
Cassandra M. Smith, 910th Services Sq.  
Christopher A. Tsai, 910th Logistics Readiness Sq.  
Nicholas R. Villani, 910th Security Forces Sq.



Sean A. Flynn, 910th Maintenance Sq.  
Ryan A. Grubaugh, 76th Aerial Port Sq.  
Amber R. Hurton, 910th Civil Engineer Sq.  
Sherri K. Parker, 910th Logistics Readiness Sq.

# NEWCOMERS

Staff Sgt. James B. Smith, 910th Maintenance Sq.  
Senior Airman Quinton L. Alcorn, 910th Logistics Readiness Sq.  
Senior Airman Anthony W. Behanna, 910th Services Sq.  
Senior Airman Anthony P. Cardelli, 910th Civil Engineer Sq.  
Senior Airman Gabriel B. Hite, 910th Maintenance Sq.  
Senior Airman Robin M. McBride-Beal, 910th Services Sq.  
Senior Airman Stephen G. Pontera, 910th Security Forces Sq.  
Airman 1st Class Kiet M. Chung, 910th Maintenance Sq.  
Airman 1st Class Orlandis M. Dunn, 76th Aerial Port Sq.  
Airman 1st Class Michelle A. Kennedy, 910th Aircraft Maintenance Sq.  
Airman 1st Class Nader H. Nawar, 910th Medical Sq.  
Airman 1st Class Eric A. Porth, 910th Maintenance Sq.  
Airman 1st Class Zola Richards, 910th Maintenance Sq.  
Airman 1st Class Aaron J. Sargent, 910th Aircraft Maintenance Sq.  
Airman 1st Class Asia C. Triplett, 910th Services Sq.  
Airman 1st Class Rocco D. Welsh, 910th Maintenance Sq.  
Airman Thomas A. Burke, 910th Services Sq.  
Airman Erin E. Hall, 76th Aerial Port Sq.  
Airman Derrick W. McAdoo, 910th Airlift Wing  
Airman Steven P. Murray, 910th Medical Sq.  
Airman Nathan R. Ziegler, 76th Aerial Port Sq.



Courtesy Photo

## Comic Relief

Staff Sgt. Angela Hoffman, a loadmaster with the 773rd Airlift Squadron, got to meet comedian Drew Carey when he visited a forward operating location this summer.



MSgt. Bryan Ripple

## Aerial Spray Fact

Part of the Modular Aerial Spray System (MASS) are the Ultra Low Volume Spray boom nozzles that can spray a half ounce of insecticide over an acre of land. From Sept. 12 to Sept. 23, Aerial Spray aircrews had treated more than 1 million acres of Louisiana in the aftermath of Hurricane Katrina.



MSgt. Bryan Ripple

About 100 Marine Corps and Naval Reservists were part of a formation at a 9/11 Memorial Program Sept. 11 at Naval/Marine Corps

Reserve Center Youngstown. The reservists gathered to honor the memory of all innocent victims who lost their lives that day.

# Naval, Marine Corps Reservists remember 9/11

**MSgt. Bryan Ripple**  
NCOIC, Public Affairs

About 100 Marine Corps and Naval Reservists were called to formation during a 9/11 Memorial observance as part of September UTA weekend activities.

Col. Tim Thomson, commander of the 910th Airlift Wing, was a guest speaker during the event.

“Let us never forget those who lost their lives on a morning much like this one,” said Col. Thomson.

“Our nation was ruthlessly attacked by terrorists four years ago. Your service to our country honors the memory of the people we remember today. “I am proud to serve along with you all,” he said.

Marine Corps. Reserve Sgt. John Burrell played Taps as the U.S. Flag was lowered near the end of the ceremony by a Joint Service Color Guard.



MSgt. Bryan Ripple

**A Joint Service Color Guard raises the U.S. Flag during a 9/11 Memorial Ceremony held at Naval/Marine Corps Reserve Center Youngstown.**

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