

# THE *Airstream*



910th bids farewell to  
Wing Command Chief

# FROM THE TOP

## It's almost time for war, and we'll fight it safely

**Col. Karl McGregor**  
910th Airlift Wing Commander

The 910th Airlift Wing is now within 60 days of the largest inspection we will experience over the next five years. To put this inspection into perspective, we will plan to deploy almost 400 personnel and 55 tons of cargo in less than 24 hours, set up a fully functioning base in less than 48 hours, then survive and operate through two days of war. We will utilize the vast majority of the wing between deployment and home station

support. We know the general outline of the scenario, we know the grading criteria, and we have practiced numerous times. This is an open book test and we are very close to being 100 percent ready.

We have planned and prepared, you have practiced and sweated, and we all will continue to fine tune until the end of March.

Once again the, overall theme is to **safely** perform our wartime mission. I challenge every member to become a sensor for the next level of leadership up the chain. Fix safety violations immediately; make hearing protection, seat belts, gloves, and reflective belts a way of life. Be patient, we will be in MOPP gear many times and at least one will be for an extended period. Be proactive, energized, and willing to take input. Carefully pass all information forward; the key piece of information leadership needs will be handed to you by the IG. This inspection will verify the reputation of excel-



**Col. Karl McGregor**

lence that Youngstown is known for and I expect that we will come home a stronger, better team for the experience.

I truly believe we have done all that is reasonable within the guidelines of common sense to ensure success. Next month we will conclude our preparations with a final UTA and then we prosecute the war.

**001**  
**UTAs**  
**ORI**  
**COUNTDOWN**

## Now is a good time to challenge yourself to be a better person

**Chaplain (Capt.) Scott M. Campbell**  
910th Airlift Wing Chaplain

As we begin a new year this is a good time to reflect on the past year and to look forward to the future. We can never change what is behind us, but we can improve on what is ahead.

What are some things in the past year that makes you feel good about yourself? What are some things that you want to improve on? No, I am

not talking about your diet or even your fit to fight score. I want to encourage you to take the beginning of the new year as a challenge. Challenge yourself in all that you do to become a better person. If we don't challenge ourselves to perform at the next level, success will never come.

What type of challenge faces you in the upcoming year? I believe the biggest obstacle to a challenge is fear. Stand up to the challenge and face it with all the gusto you have.



**The Commander's Action Line...** is a way for 910th members to have questions answered or express concerns about life on the base. 910th AW commander, Col. Karl McGregor, gives these queries his personal attention. Reservists should use their chain of command when dealing with problems and concerns prior to using the Action Line. Reach the action line via e-mail at [pa@youngstown.af.mil](mailto:pa@youngstown.af.mil). When using the line, include name, unit and phone number in case additional information is needed for a timely response.

While all action line questions will be answered, The Airstream will publish questions and responses based on space availability. Questions may also be edited for space and clarity considerations. However, these edits will not alter the nature of the intended question.

**This question came to me from a recent discussion with several Air Reserve Technicians: What is the reasoning behind making technicians wear a military uniform while in civilian status?**

The wear of the military uniform was discussed during the senior leaders conference by the AFRC Wing Commanders with Lt. Gen. Bradley, AFRC/CC, and his staff. General Bradley's vision of AFRC as an unrivaled wingman to the active forces has been published and can be found at the AFRC website. I believe that much of the unrivaled wingman concept rests on the predicted view of the change in the composition of AFRC in the not so distant future. That future has a

dramatic increase in the number of associations in which we will participate. Associations will increase in traditional areas where the active duty owns the hardware and we provide additional manning (Dover, McGuire, Travis, McChord, Charleston) and into the world of reserve association, where we own the aircraft and the active forces provide additional squadrons. We have also begun mixed Air National Guard-Reserve units that share resources (Tinker.) Gen Bradley has determined that the wear of the military uniform plays an important part in how we are perceived. As a wing we have been AFI directed and so we will of course comply. Any hardships that occur as a result of this change should be brought forward and will be addressed.

## Inter-shop teamwork makes the final 'cut'

**Tech. Sgt. Dennis Kilker Jr.**  
910th Airlift Wing Public Affairs

One of the hallmarks of a successful operation is its member's ability to work as a team. Teamwork is defined as a cooperative or coordinated effort by a group of persons acting together as a team or for a common cause. Interservice as well as intraservice rivalries have been around since the inception of the different units. Friendly or not, they often bring out the best and, occasionally, the worst in the competitive spirits of all involved in the units themselves.

Bearing this in mind, it often comes as a pleasant surprise when units that could be rivals come together and work as a team or for a common cause.

Such is the case with the 910<sup>th</sup> Maintenance Squadron. Members of the Machine Shop, Metals Technology, Paint Shop, and Sheetmetal Shop accomplished just that.

The backbone of Youngstown Air Reserve Station is the C-130 Hercules aircraft. This aircraft utilizes the Rolls Royce T-56-15 turboprop engines in its global, multi-faceted missions.

The story starts way back in 1999 when Tech. Sgt. Benjamin Sewall had the idea that it might be beneficial to have a working model of a turboprop aircraft engine. If that sounds simple, Sergeant Sewall threw in a ripple-why not make an actual working cutaway of an aircraft engine?

"There are a lot of these engines lying around not being used, so why not?" said Sergeant Sewall.

Under Sergeant Sewall's direction, the members of the maintenance squadron started cutting away sections of a Rolls Royce T-56-7 Turbo-prop engine. With the exception of a couple of different parts, "the engines are virtually identical," said Sergeant Sewall.

The project was temporarily scrapped during the 9/11 attack on America as vital manpower was devoted to the all-important 910<sup>th</sup> Airlift Wing flying mission. Since then, the project of the cutaway has been resurrected. Sergeant Sewall, who attended the Rolls Royce engine maintenance school, makes it clear that while he was the driving force behind the project, many others contributed. Every shop in aircraft maintenance contributed to the project in one way or another. Further, it was only through their contributions that the project has been such a success.



Tech. Sgt. Dennis Kilker, Jr.

**The 910th Maintenance Squadron has a working cutaway of a C-130 aircraft engine. The model is used not only for training, but also to show the average person the inner-workings of a turboprop aircraft engine.**

Upon looking closely at the model, it becomes clear that it took not only the mechanics, but Airmen from Metals Technology (M-Tech), to disassemble the engine. The Sheetmetal Shop cut many of the parts in half for better visibility, and the Paint Shop added some realistic color to define borders and add a sharpness that would have been missed if left out.

Now that it's painted up and assembled, the engine cutaway is not only cool to look at, but an excellent training aid.

"Anyone in aircraft maintenance has a reason to look at it," said Sergeant Sewall. "This is the only place to do rigging training." Still, as far as his project has come, Sergeant Sewall wants to add an electric motor and props to make the engine even more realistic.

All in all, not a bad bit of work from a group of individuals from separate shops who chose to come together as a team and put something together that is really unique.

The word teamwork can be an overused expression, but when something real and tangible is the result, it's plain to see why it works, works well and truly is the backbone of any successful project.

### 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  
Phone: (330) 609-1236  
Fax: (330) 609-1022  
Website:  
[www.youngstown.afrc.af.mil](http://www.youngstown.afrc.af.mil)  
e-mail:  
[pa@youngstown.af.mil](mailto:pa@youngstown.af.mil)

### 910th Airlift Wing Commander

Col. Karl McGregor

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### Public Affairs Staff

Tech. Sgt. Bob Barko Jr., *Airstream Editor*  
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Tech. Sgt. Rick Lisum, *NCOIC Photo Lab Operations*  
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Senior Airman Ann Wilkins Jefferson, *PA Specialist*  
Senior Airman Clint Kline, *PA Photographer*  
Mr. Eric M. White, *PA Assistant*

### On the cover...

*Chief Master Sgt. Robert V. Glus Sr., Command Chief Master Sergeant of the 910th Airlift Wing (right) stands at attention during the playing of the National Anthem alongside Col. Karl McGregor, commander of the 910th Airlift Wing, during Chief Glus' retirement ceremony Jan. 6, 2008. Chief Glus retired after a total of 33 years of military service, 26 of which were spent as a member of the 910th Airlift Wing. U.S. Air Force photo/Tech. Sgt. Bob Barko Jr.*

# Fire starter

Senior Airman Ann Wilkins Jefferson  
910th Airlift Wing Public Affairs

Master Sgt. Frances Taylor's last official day as an Air Force Reserve firefighter was Dec. 31, 2007. But it was her distinct honor of being one of the female firefighter pioneers in the Air Force that makes her career unique.

In March 1975 then-Fran Dolan was a junior at Youngstown State University in Ohio and was also working at St. Elizabeth Hospital in downtown Youngstown in radiology. Yet she said she had always wanted to be in the Air Force, hoping to attend the U.S. Air Force Academy, but no women were accepted there until 1976. So Fran decided to see a local recruiter at the 910th Airlift Wing.

"I majored in math at YSU, and I did really well on the ASVAB," Sergeant Taylor said. "The recruiter said I could do anything I wanted, so we flipped through the book (of AFSCs), and I said I wanted something different. He said we didn't have any female firefighters on base, so I said, 'That sounds cool!'"

Sergeant Taylor recalled the Reserve chief, who was working as a civilian during the week, gave her that first tour of the firehouse here, and he kept telling her she didn't want to do this. But that only made her want it more, she said.

At that time, firefighters had to be at least 5 feet, 6 inches tall and 140 pounds, so Fran gained 15 pounds to meet minimum standards, she said. After basic training, she attended the Fire Academy at Chanute AFB, Ill.

Another female attended the same technical school two months ahead of Sergeant Taylor, yet that woman was active duty, not a Reservist, Sergeant Taylor explained.

Regarding the all-male roster and instructors at tech school, Sergeant Taylor said on being the only female: "Some supported you. Some said, 'No way.' There were 1,000 men in the all-male dorm, so they had to put me in [a dorm] with a welders' unit with females."

And while some males in her class complained they weren't given enough fires to fight, on the flip side the instructors "kept giving me a lot of fires, trying to break my spirit," Sergeant Taylor said.

But obviously they didn't succeed – she did. She added, "I did well academically, too."

Tech school was also where she met John Taylor, a fellow student and her future spouse.

"My husband says I swept him off his feet – literally – because I did the fireman's carry."

Mr. Taylor, who retired from the Air Force as an E-6 in 1994, witnessed firsthand that the heat his future wife had to battle was stronger in the schoolhouse sometimes more than in the midst of fire itself.

"It was 1975, and she was entering a traditional



Tech. Sgt. Rich Lisum

**MSgt. Frances Taylor addresses the audience at her retirement ceremony after nearly 33 years of military service as a firefighter.**

**Newly retired 910th Reservist stakes claim as first female AF Reserve firefighter, ends career just shy of 33 years**



Courtesy photo

**Recently retired MSgt. Frances Taylor instructs Sandy Craghead, a civilian employee from the Eagle's Nest lodging facility the proper way to use a fire extinguisher during a class.**

male job – not too many people were happy about it. She was very slight of build, very feminine – but she fooled all of us, had a tenacity you wouldn't believe," he recalled.

Mr. Taylor said Sergeant Taylor wouldn't let any of the men help her, that she didn't ask for any breaks.

"They were out to put her out," he admitted, saying, "Our instructors even told us (men) that."

"It was a tough course, for all of us. It started at 6 a.m., in the summer, no less, and in Illinois where it can get humid. But Fran didn't ask for any special treatment."

"When I got enough courage I asked her out – courage because we were all under fire," Mr. Taylor explained – no pun intended – about the unique situation the men were in with both the difficult class and pressure from instructors. "But I'm from California, and I have four sisters. My dad taught us we're all equal."

By graduation Mr. Taylor said about 90 percent of the men had accepted their female classmate as one of the guys but not all. "There were still some die-hards that didn't."

The two firefighters married in 1976. Since Mr. Taylor was active duty at Maxwell AFB in Alabama, his wife decided to transfer from the 910th to the 908th CES Reserve unit there where she worked for the next three years, she said.

It wasn't just in the military that Sergeant Taylor was a forerunner. While living in Alabama, she took an application for the Montgomery Fire Department.

"I did well on the test, so they had no choice but to hire me. It was a big deal in the media, on TV and radio," she said, because she was the first paid female firefighter in the state. A local newspaper even had an editorial cartoon about her hiring.

*To learn more about Sergeant Taylor's career as an Air Force Reserve Firefighter and about how she was able to overcome a physical injury to complete her career, visit the 910th Airlift Wing public Web site at [www.youngstown.afrc.af.mil](http://www.youngstown.afrc.af.mil)*

# Pride of the YARS team

## MXS, CES members complete home improvement tasks for former Reservist ailing from Lou Gehrig's Disease

Senior Airman Ann Wilkins Jefferson  
910th AW Public Affairs

The camaraderie of members of the military is a special bond found in very few occupations. Being an Airman is not only a job but being part of a second family, the Air Force family. And that extends outside the base and regular working hours. Such is the case with several members of the 910th Airlift Wing who went above and beyond to help a former Reservist and coworker ailing from amyotrophic lateral sclerosis (ALS), better known as Lou Gehrig's Disease.

Vern Boozer, now 68-years-old, had retired from the Air Force in 1994 after a 35-year career, 12 on active duty and the rest as a Reservist and Air Reserve Technician at the 910th. He worked mainly in the Communications Navigation shop here and remained close to the 910th family after retirement, especially through motorcycle rides with other enthusiasts from the base and through his wife, Chief Master Sgt. M. Arlene Boozer, of the 910th Airlift Wing Performance Planning office.

Just two years ago in April 2006 Vern was diagnosed with ALS, and his life has changed completely. But his close friends back at the 910th have not. The Boozers informed them of Vern's diagnosis soon after it was made. They responded by helping him and his wife deal with the continuing challenges and adjustments of living with the disease by donating their time, talents and companionship at the Boozers' home.

ALS was first identified as a disease in 1869, but doctors still don't know what causes it nor how it can be prevented, effectively treated or cured, according to the ALS Association ([www.alsa.org](http://www.alsa.org)). ALS is a progressive, neurodegenerative disease that attacks nerve cells and pathways in the brain and spinal cord. As the disease progresses, motor neurons that control muscles cease to function and die, ultimately resulting in total paralysis in the later stages. What makes the ALS "particularly devastating is that as people progressively lose the ability to walk, move their arms, talk and even breathe, their minds remain sharp, acutely aware of the limits ALS has imposed on their lives," the ALS Association states.

By June 2007, when the disease had progressed to the point it interfered with Vern's physical agility, Chief Master Sgt. Lou Cox, chief of readiness for the 910th Civil Engineer Squadron, offered to lend a hand helping with home improvement tasks for the Boozers. Chief Boozer initially declined, she said. But a few weeks later she called back to Chief Cox to say she did think of one project he could help coordinate. A creek runs in the back of the Boozers' yard and behind it are some woods. Vern needed a more accommodating way to cross the creek to dump grass clippings in the woods after he cut the lawn. So, Chief Cox, his two sons, Joshua and Jacob, and Tech. Sgt. George Telshaw, a structural specialist from CES, built a bridge over the creek. They shopped for all the supplies and built the bridge that month, with Chief Boozer having to do nothing but pay for the materials needed.

Vern's friends in the 910th Maintenance Group were also aware of his declining health.

"Boy, they really stepped up when Vern wasn't able to get out," Chief Boozer said.



Courtesy Photo

**On the ramp they built in Fall 2007 for Vern Boozer, former 910th Avionics shop Reservist, are Master Sgt. Bob Viers, Vern, Staff Sgt. Andy Ford, Senior Master Sgt. John Daniels, Staff Sgt. Corey Repko, Senior Master Sgt. Kirk Neuleib, and Ron Froats, Vern's neighbor and an FAA employee. All 910th members are with the Avionics shop except Senior Master Sgt. Daniels, who is part of the Aerial Spray team.**

Senior Master Sgt. Kirk Neuleib, 910th avionics superintendent, is Vern's former coworker and one of the fellow motorcyclists who rode with Vern. "We've know each other for 21 years," Sergeant Neuleib said.

He had been visiting Vern one or two times a week and in the fall of 2007 started fixing up Vern's 1978 Corvette to prepare it for sale to make space in the Boozers' garage.

"I started to see Vern had a hard time getting around," in and out of the house, he said, so he thought about building Vern a ramp from outside into the house. What he didn't know was at the same time, Chief Boozer was asking around for bids from outside professionals for a ramp; one estimate was \$5,500, she said. Coincidentally, just after she sent out that request, Sergeant Neuleib approached her about building a ramp in the garage.

"Vern was always one of those guys who did something for someone else: his ailing mother-in-law, his brother-in-law who died from cancer – this was just a matter of getting a few people together. I needed help," Sergeant Neuleib said.

He found help via several other Airmen from the 910th Maintenance Group: Aerial Spray's Senior Master Sgt. John Daniels; and Avionics' Master Sgt. Bob Viers, avionics guidance control systems NCOIC; Staff Sgt. Andy Ford, avionics guidance and control journeyman; and Staff Sgt. Corey Repko, communication and navigation systems journeyman.

With a team in place, the Airmen put their plan into action ...

*For continuation of this story, including a photo of the bridge, how Vern learned he had an incurable disease, ALS affecting the military, who Lou Gehrig was, and more who've helped the Boozers, visit the 910th Airlift Wing public Web site at [www.youngstown.afrc.af.mil](http://www.youngstown.afrc.af.mil)*

# NEWS BRIEFS

## vPC-GR accounts mandatory Jan. 31

As of Jan. 31, 2008, it will be mandatory that all traditional Reservists and Air Reserve Technicians establish a v/PC-GR account.

Your v/PC-GR account will enable you to access personnel services from anywhere with internet access, 24 hours a day, 7 days a week. With this account, you can access your: 20 - year letter, DD 214 Records copy, Personnel Data Update, RCSBP (Survivor's Benefit Plan) Election, Retired Pay Assistance, Secure Web Application and Tricare Reserve Select Information.

Establish your account by visiting the website, <http://arpc.afrc.af.mil/vPC-GR>. Your account is also used for processing Awards and Decorations, Duty History, Evaluations, Military Service Dates Change/Corrections, Mortgage Letter, Promotion Board Letters, if needed, and Retirements.

If you require further assistance or have any questions regarding your v/PC-GR account, contact Staff Sgt. Fedno Trompe, Customer Service Chief at Ext. 1095 or Maj. Carolyn M. Milkovich, 910th Military Personnel Flight Commander at Ext. 1125.

## RC seeks recruiters

**ROBINS AIR FORCE BASE, Ga.** — The Air Force Reserve Command Recruiting Service is now seeking applicants to fill recruiting positions in locations across the globe.

In addition to finding qualified applicants for careers in the Air Force Reserve, a recruiter interacts with the community and serves as a representative of the Reserve 24 hours a day.

"We're always looking for enthusiastic, qualified people. If you are motivated to excel, perform above the status quo, and are physically and morally fit this could be the career move you've been looking for," said Chief Master Sgt. Dave Schoch, chief of the AFRC Recruiting Service training branch.

The application process begins with a face-to-face interview with the local senior recruiter. "If you meet the qualifications you will be asked to complete a packet, to include a current physical," Chief Schoch said. "The packet will be sent to our headquarters at Robins Air Force Base, Ga., to the recruiter selection board for evaluation."

If selected, applicants attend an evaluation and selection course at the recruiting service headquarters here. Applicants are evaluated on "potential to become a successful recruiter. The course is five-days long designed to introduce prospective candidates to reserve recruiting. During this course, candidates will undergo an open-ranks inspection, participate in physical training, give speeches, and complete memorization work. Challenges are progres-

sive. The top candidates are afforded the opportunity to attend the recruiter class.

The recruiting course at Lackland AFB, Texas, is six-weeks long.

"This is one of the most challenging technical schools in the Air Force. These six weeks will prepare you to be a mission-ready recruiter," said Senior Master Sgt. Barry Kowald, an instructor at the school. "Standards here are high."

Instruction includes Air Force Reserve benefits and entitlements, program selection criteria, advertising, and promotion, community relations, speech, and salesmanship. Course emphasis is on student performance and practical application.

An initial recruiting tour of extended active duty can last up to four years.

For more information, contact Senior Master Sgt. Alex Brown, 910th Senior Recruiter, at (330) 609-1394, or call Master Sgt. Briana Ontiveros, the training NCO at the headquarters, at DSN 497-0630 or commercial (478) 327-0630.

## Fetal Protection Class now required

All pregnant workers must inform their supervisors of a confirmed pregnancy as soon as possible. The fetus is most susceptible to occupational health hazards during the first trimester. Pregnant members must immediately report to the Medical Squadron and bring documentation from their doctor.) The member will report to the front office (Physical Exams,) then proceed to Environmental/Public Health for Fetal Protection Training. The member will then report to Bioenvironmental for a workplace evaluation and then will report back to the Physical Exams front office to be put on a profile.

Supervisors of pregnant workers should be aware of their responsibilities regarding the Fetal Protection Program as covered in AFRCI41-104.

For more information about this required program, contact Cindy Brode at Ext. 1483.

## Air Force Reserve Command to operate with fewer reservists in 2008

**WASHINGTON (AFPN)** — Air Force Reserve Command will operate with a smaller force in 2008.

The fiscal 2008 Defense Appropriations Act signed by President George W. Bush Nov. 13 funds an end-strength of 67,500 reservists. Last year the projected end strength was 74,900.

The new legislation also approves 9,999 full-time Air Reserve Technicians and 2,721 full-time Active Guard and Reserve reservists.

The defense bill provides DOD with nearly \$460 billion in discretionary funding and funds a 3.5-percent, across-the-board military pay raise for active and reserve forces.

From this act, AFRC receives about \$1.36 billion for its reserve personnel appropriation and about \$2.82 billion in operation and maintenance funds to run the command.

The amount for military construction funding will be finalized when the Military Construction/Veterans Affairs bill is passed.

## 910th AW Airman's Council meetings

The Airman's Council meets at 1 p.m. for one hour in the Building 208 break room on Saturdays of all UTA's. Meetings are open to all Airmen (E-1 to E-4). This is an opportunity for Airmen to voice their opinions, make positive changes in the wing, gain a bullet on their Enlisted Performance Report (EPR) and be recognized for council involvement. Questions? Call Staff Sgt. Courtenay Perkins at Ext. 1453.

## In Memoriam



**Chief Master Sgt.  
(USAF Ret.)  
Jimmie Deal,  
former 910th Airlift Wing  
Senior Enlisted Advisor**

Retired 910th Airlift Wing Chief Master Sgt. Jimmie L. Deal passed away on Christmas Eve as the result of cancer. He was a former 910th AW Senior Enlisted Advisor. He had been diagnosed with the disease this past March and was being treated aggressively for it. Chief Deal was living with his family near Spartanburg, S.C. He had moved there from the Akron area after retiring from the Akron Police Department.

A memorial service was held January 5 at the American Legion Post 28, Spartanburg, where he had served as the Post Commander. Condolences can be sent to his family via Mrs. Sandra Deal, 128 Stonewood Crossing Drive, Boiling Springs, SC, 29316.

After a period of active duty, Chief Deal came to the 910th and served with the 910<sup>th</sup> Security Forces Squadron and the 910<sup>th</sup> Maintenance Squadron. He was later given his long term assignment as the Wing Senior Enlisted Advisor.

# NEWCOMERS

Please welcome the following new members of the 910th AW:

Lt. Col. James B. Rosenfield, 910th Medical Squadron  
Chief Master Sgt. Troy K. Rhoades, 910th Airlift Wing  
Tech. Sgt. Mark E. Beers, 910th Operations Support Squadron  
Staff Sgt. Steven A. McKnew, 910th Security Forces Squadron  
Staff Sgt. Terri J. Morrison, 910th Mission Support Flight  
Senior Airman Sara A. Hofmeister, 910th Airlift Wing  
Senior Airman Larry C. Kelley, 757th Airlift Squadron  
Senior Airman Sametra McKnew, 757th Airlift Squadron  
Senior Airman Renee M. Mihoci, 910th Services Squadron  
Senior Airman Candace R. Potter, 910th Medical Squadron  
Senior Airman Lugelia M. Vaughn, 910th Logistics Readiness Sq.  
Airman 1st Class Megan A. Demos, 910th Medical Squadron  
Airman 1st Class Michael A. Ward, 910th Security Forces Squadron  
Airman Kimberly T. Robinson, 910th Services Squadron  
Airman Basic Jessica L. Gilmore, 910th Medical Squadron



Abby L. Charboneau, 76th Aerial Port Squadron  
Kevin F. Chester, 757th Airlift Squadron  
Jeffrey M. Dulak, 76th Aerial Port Squadron  
Christopher A. Hornick, 76th Aerial Port Squadron  
Brennen J. Johnson, 910th Logistics Readiness Sq.  
Angela M. Kotouch, 773rd Airlift Squadron  
Edward L. McLean, 910th Security Forces Squadron  
Miguel A. Mercado, 910th Security Forces Squadron  
Madeline L. Moon, 910th Mission Support Flight  
Jacqueline Smicklevich, 76th Aerial Port Squadron



Joshua A. Carr, 910th Logistics Readiness Squadron  
Denver J. Craddock, 910th Maintenance Squadron  
Jeffrey A. Eastern, 910th Medical Squadron  
Jason L. Kirk, 910th Logistics Readiness Squadron  
Keith J. Maloney, 910th Maintenance Squadron  
Richard D. Miazga, 76th Aerial Port Squadron  
Courtenay N. Perkins, 910th Security Forces Squadron  
Stephen G. Pontera, 910th Security Forces Squadron  
Cody G. Snyder, 910th Aircraft Maintenance Squadron

# PROMOTIONS



David R. Delisio, 910th Maintenance Squadron



Jeffrey A. Lauper, 910th Security Forces Squadron  
David A. Oesch, 910th Medical Squadron



Sherae L. Blair, 910th Medical Squadron  
Ashley T. Challis, 910th Medical Squadron  
Andrew J. Seifert, 76th Aerial Port Squadron

# THANK YOU

Due to the generosity of 910th personnel, the Toys for Tots program had another outstanding year. Along with monetary donations of more than \$3,500, two full-size cargo van loads of toys were collected from base distribution points on December 12. A special thanks to the units and civilian personnel at YARS, the Toys For Tots committee as well as the military costumed volunteers for your continued support and a job well done.

Also, thank you to the entire base for this year's efforts towards the Combined Federal Campaign. The base goal was \$14,500. Personnel at YARS exceeded the goal by raising \$18,220 with a combination of individual donations and group collections.



# 910th AW Command Chief retires at YARS ceremony

**Tech. Sgt. Bob Barko Jr.**  
910th Airlift Wing Public Affairs

Chief Master Sgt. Robert V. Glus Sr., the Command Chief of the 910<sup>th</sup> Airlift Wing, retired from the Air Force Reserve at a ceremony held in his honor here at 2 p.m., January 6. The ceremony was held in Hangar 295 with many members of the 910th in attendance. The ceremony was also attended by many of Chief Glus' family members as well as his friends including two former wing commanders.

Chief Glus retired after 26 years of service here at the 910<sup>th</sup> Airlift Wing and 33 years of total military service. He has held his position, the highest enlisted member of the 910<sup>th</sup> Airlift Wing, since January 2003. The Command Chief advises the commander on matters concerning the health, morale, welfare and the effective use of reserve members within the wing. He also serves as the commander's representative to numerous committees, councils, boards and military as well as civilian functions.

Chief Glus was born in Erie, Pa. Prior to joining the Air Force Reserve, he was on active duty for three years with the United States Army. He enlisted in February 1971, attended basic training at Fort Polk, La., and later graduated from Stock Control and Accounting School at Fort Lee, Va. in August 1971. Chief Glus joined the Air Force Reserve at the 910<sup>th</sup> Airlift Wing in January 1982 as an Inventory Management Specialist.

During his career at the 910th, Chief Glus has held assignments including the Chief of Supply and Fuels as well as First Sergeant of both the 910th Logistics Support and Maintenance Squadrons. He was appointed to his current position as Command Chief by then wing commander, Brig. Gen. Michael F. Gjede on January 1, 2003.



Tech Sgt. Bob Barko Jr.

**Chief Master Sgt. Robert V. Glus Sr., Command Chief of the 910th Airlift Wing, accepts a United States flag from Staff Sgt. Courtenay Perkins, a member of the 910th Base Honor Guard, during a January 6 ceremony marking the chief's retirement from the Air Force Reserve. Chief Glus retired after 26 years of service with the 910th and 33 total years of military service.**

Chief Glus has served as the wing command chief under Brig. Gen. Gjede, Col. Tim Thomson, commander of the 910<sup>th</sup> from June 2004 to July 2006 and Col. Karl McGregor, the present commander of the 910th Airlift Wing. Both Gen. Gjede (ret.) and Col. Thomson (ret.) returned to Youngstown Air Reserve Station to attend the retirement ceremony.

The ceremony included the performance of the National Anthem and the presentation of awards and certificates to Chief Glus. Col. McGregor took the podium to give his remarks during the retirement proceedings.

"The retirement of a Command Chief is a life changing moment in the history of a wing," said Col. McGregor, 910th Airlift Wing commander, who presided over the retirement ceremony. He said the command chief is the ears, eyes and sometimes mouthpiece of the wing commander...

*For the continuation of this story,  
please visit the 910th Airlift Wing  
public Web site at  
[www.youngstown.afrc.af.mil](http://www.youngstown.afrc.af.mil)*

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