

THE Airstream



**April 14, 2008: 60th Anniversary
of the Air Force Reserve**

FROM THE TOP

President Truman's air reserve vision... 60 years later

Col. Karl McGregor

910th Airlift Wing Commander

Dateline: April 14, 1948...today President Harry S. Truman signed legislation formally establishing the Air Force Reserve as a separate organization. He envisions a program whereby Reservists would stand ready to serve as replacements for regular Air Force members during wartime.

Sixty years later...

President Truman's vision of a force in reserve was a product of the way wars were fought at that time in history. The World War I and II experiences suggested a holding action by a small full-time force, a steady build-up of forces, and then a major offensive. The Air Force Reserve concept was to provide a measure of semi-trained Airmen that could be full-up rounds in a short period of time to help with this holding action. This prevalent vision was almost immediately tested in 1948. While still transitioning to their new aircraft, five reserve C-124 units and 5,600 reservists were mobilized for a year to prosecute the Berlin Airlift. Two years later, when the Korean War erupted, the Air Force Reserve consisted of 315,800 non-drilling and 58,500 drilling members, in 20 troop carrier wings flying C-46's and C-47's (and later C-119's) and five light bombardment wings flying B-26's. Between 1950 and 1953 we mobilized nearly 147,000 Reservists from one to three years to replace or fill-out active duty units for the Korean War. During the 50's legislative changes established reserve categories, strengthened readiness and training require-



Col. Karl McGregor

ments, refined call-up procedures, added technicians to the units, and enabled the President to mobilize portions of the Ready Reserve without advanced congressional notification. In 1962 we were called again during the Cuban Missile Crisis, with over 14,200 reservists and 422 aircraft, mostly C-119's, participating. Three years later we supported the Vietnam War, though this time there were few mobilizations, and the support was done utilizing volunteers, especially strategic airlift flying C-124's and C-141's. In the 60's the Air Force reorganized and the gaining commands became more responsible for the training and readiness of the reserve units that they would gain during mobilization. As Vietnam wound down, Air Force leadership looked to the future and found that greater efficiency could be had by training reservists to the same standards as their active duty counterparts. Desiring more augmentation from the reserve, but unable to procure enough aircraft

for stand-alone units, the Air Force initiated the "associate program" where reservists trained on active duty owned aircraft. Through the 70's and 80's we grew into a larger presence in strategic airlift, tactical airlift, special operations, rescue, weather recon, air refueling, fighter, and mission support roles. In 1990, the Persian Gulf War marked a defining moment, when reserve tanker and airlift crews responded within days of the invasion and nearly 23,500 reservists were mobilized and another 15,000 volunteered including many of you. Since 1990 we have been on-line for every operation in a non-stop 24/7 capacity that now defines steady state for our operations tempo. We are no longer that force in reserve, nor are we an augmenting entity. We are the operational front line, participation expectations have increased dramatically and we train, get inspected, go to war at unprecedented levels and we do it all as reservists. I am daily amazed by the constant stream of volunteers, those members who feel it is their duty to participate in the War On Terror, to put themselves in harm's way to make the world a better place to live.

This operations tempo is possible because our reservists heed the nation's call, their families support them in this important work, and their employers generously allow them to participate. If any one of these supports is missing, we don't succeed. Every senior leader I've heard speak mentions this trifecta of reserve duty-family-employer as the true strength of the reservist and how much they appreciate all that you do for this nation.

Sexual Assault Response program assists assault victims

Janice Barnes

910th AW Sexual Assault Response Coordinator

Did you know that 1 in 6 women and 1 in 33 men have been the victim of sexual assault? Take a look around your work center, home, socializing places and figure the odds.

Did you know that 80 percent of sexual assault victims are under the age of 30? And that Post Traumatic Stress Disorder is a common outcome of being sexually victimized? A crime that keeps on affecting the victim, and thus, the victim's community.

Sexual assault is not a crime of lust, passion or hormones. It is a crime of disrespect, anger, and control. Similarly, being a victim of sexual assault is a matter of being the assaulter's target, not the result of something the victim

wore, did, or did not do.

The military has taken a look at this issue and put in place a program to assist victims of sexual assault, the Sexual Assault Response Program (SARP). The program, the Sexual Assault Response Coordinator (SARC), and Victims Advocates exist solely to assist a victim of sexual assault, ensuring they receive support, care, and appropriate assistance in healing from the assault and in choosing whether or not to pursue prosecuting the assaulter.

Every 2.5 minutes in America, someone is sexually assaulted. Let's help protect each other through respect, awareness, and care.

If you have questions about the Sexual Assault Response Program, I am your SARC. If you would like to help, there will be training in the future for Victim's Advocates. Let me



Janice Barnes

know if you are interested. My phone numbers are (330) 609-1930 or (330) 233-2100. I am located in Room 155 of Bldg 128.

Statistics from RAINN: Rape, Abuse, and Incest National Network, www.rainn.org.

910th Airmen launch 45th “Mission of Love”



Photo by Master Sgt. Bryan Ripple

Air Force Reservists from the 910th Airlift Wing prepare to load several pallets of supplies aboard a C-130 on the flight line here February 15, 2008. The aircraft flew to MacDill Air Force Base, Fla., and then proceeded to Coronel Enrique Soto Cano Air Base, Honduras. The cargo of medical supplies and furnishings was delivered for a hospital in a poverty-stricken and remote region of the Central American

country. The needed supplies were gathered by “The Mission of Love Foundation,” a non-profit organization that provides aid to those in need worldwide. The 910th has now participated in 45 “Mission of Love” airlifts through the Denton Program which allows private U.S. citizens and organizations to utilize space on U.S. military cargo planes to transport humanitarian goods to countries in need.

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On the cover...

Celebrating the 60th Anniversary of the AF Reserve with a look back. The top half of the cover is a 910th archival photo taken in 1960 depicting a row of C-119 “Flying Box-cars” readying for take off. The C-119 was the type of cargo transport used in 1948, the year the Air Force Reserve was founded. The bottom half of the cover is a photo by Master Sgt. Bryan Ripple featuring a row of C-130 “Hercules” readying for take off during an airdrop exercise in 2002. The C-130 is known now as the workhorse of the Air Force. Both photos were taken on the ramp here at YARS, Ohio. Cover Design by Tech. Sgt. Bob Barko Jr.

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The Final Countdown

Members of the 910th Airlift Wing spent the March UTA in a final dress rehearsal for the wing's upcoming Operational Readiness Inspection in Gulfport, Miss.



Photo by Senior Airman Ann W. Jefferson

Above: Chief Master Sgt. Gary Horton, the 910th Maintenance Superintendent pulls on his chemical overboots, part of his Mission Oriented Protective Posture (MOPP) gear during the ATSO fair held here during the March UTA.

Right: 910th Airmen review the Unexploded Ornance (UXO) chart in the Airman's Manual at the ATSO fair here during the March UTA.

Below: A 910th Airman uses his Airman's Manual to identify UXOs at the ATSO fair here during the March UTA.



Photo by Senior Airman Ann W. Jefferson

Members of the 910th Airlift Wing don their chemical masks during an Ability To Survive and Operate (ATSO) fair here during the March UTA. The fair was designed to test the involved Airmen's ability to survive and operate during wartime conditions.



Col. Bill Stephens, 910 Support Group commander, is shown wearing a protective mask during the ATSO fair here during the March UTA. This is the final ATSO fair before the Operational Readiness Inspection (ORI) at the end of March.



Photos by Senior Airman Ann W. Jefferson



Photo by Senior Airman Ann W. Jefferson



Photo by Tech. Sgt. Dennis Kilker Jr.

910th Mission Commander dons his protective gear during the ATSO fair here during the March UTA. This was the final preparation before the base's Operational Readiness Inspection in Gulfport, Miss. at the end of March.

Right: An Airman with the 910th Airlift Wing practices washing his protective gloves in bleach and water bins as part of a Contamination Control Area (CCA) exercise during the ATSO fair held here during the March UTA. The event was held as part of final preparations for the wing's ORI being held in Gulfport, Miss. at the end of March.



Photo by Senior Airman Ann W. Jefferson

Right: 910th Airmen practice removing their chemical protective overboots as part of a CCA exercise during the ATSO fair held here during the March UTA.



Photo by Tech. Sgt. Dennis Kilker Jr.

Left: A 910th Airman practices donning protective gloves during an Ability To Survive and Operate fair here during the March UTA in preparation for the base's Operational Readiness Inspection in Gulfport, Miss. at the end of March.



Photo by Senior Airman Ann W. Jefferson



Photo by Tech. Sgt. Dennis Kilker Jr.

Above: 910th Airmen drop their chemical gloves into a collection bin while going through a Contamination Control Area (CCA) exercise as part of the ATSO fair held here during the March UTA.

Right: A 910th Airman receives a final contamination check process before completing the ATSO fair here during the March UTA.



Photo by Senior Airman Ann W. Jefferson

NEWS BRIEFS

Club announces new lunch menu

Beginning February 15, 2008, the Club began a new menu called the Eagles Nest Café. The Club will no longer have buffets (except for troop feedings). The new menu will feature deli sandwiches, soups, & salads.

Club guests will be able to go through the food line, select a beverage, salad (choice of side, lunch, chicken, Caesar, or chef salads), order a deli sandwich (it will be made to order on premium breads with fresh meats & toppings) and also choose from chicken & rice soup, wedding soup or the "Soup de jour."

Combo meals are also available. They are specially priced meals with combination choices including a deli sandwich, soups and salads. The meals are priced as follows:

Combo #1: Half sandwich, cup of soup & roll or chips.....\$5.50

Combo #2: Half sandwich, side salad & roll or chips.....\$5.50

Combo #3: Cup of soup, side salad & roll or chips.....\$5.50

Combo #4: Half sandwich, cup of soup, side salad, & roll or chips.....\$6.50

Club guests may also order a hot sandwich such as a cheeseburger or order chicken tenders which will be brought to your table.

It is the intention of the Eagle's Nest Club's staff to bring guests a quality dining experience and a more relaxed atmosphere. The facility is also exploring the possibility of adding another TV to the dining area and wireless internet throughout.

Please stop by the Club or contact Club Manager, Jason Cohol at 330-609-1423 for more information. The Eagles Nest Club appreciates your continued support!

Political E-mails: prohibited by law

A federal statute known as "The Hatch Act" requires that a federal civilian employee who uses government e-mail to transmit partisan political messages must be fired, unless the three members of the U.S. Merit Systems Protection Board in Washington, D.C. unanimously conclude that removal is too harsh a penalty and the employee should only be suspended without pay for at least 30 days.

Please do not send e-mails from your assigned AFRC computer or through AFRC's e-mail system seeking to promote, encourage, endorse, or discuss a political campaign or any political

candidate. The margin of error is very slim and the potential penalty (mandatory removal "unless," explained above) is very heavy.

Military members who violate the same prohibition are, of course, subject to the Uniform Code of Military Justice.

Here's the federal statute involved, a section of The Hatch Act:

Title 5 of the U.S. Code, Section 7326, "Penalties":

"An employee or individual who violates [The Hatch Act] shall be removed from his position, and funds appropriated for the position from which removed thereafter may not be used to pay the employee or individual. However, if the Merit System Protection Board finds by unanimous vote that the violation does not warrant removal, a penalty of not less than 30 days' suspension without pay shall be imposed by direction of the Board."

Please keep all your partisan political discussions "outside the fence line" and out of any e-mails you send using AFRC's e-mail system.

The risks to you if you don't are simply too great.

Battery recycling

The HAZMART has issued guidance regarding collection of used batteries for recycling. While some shops have collection containers for batteries, the HAZMART, Bldg. 205 is the base's central collection point for recycling of all types of batteries. Please utilize the container in the HAZMART office area for used battery drop off. Shops that have containers for specific types of batteries should continue to use that method for collection. If you have a battery that is damaged or leaking, call Greg Wykle, Environmental Protection Specialist, at 330-609-1173 and he will make arrangements for a pick up at your shop.

Nickel-cadmium, nickel-metal hydride, lithium and lead-acid batteries are considered hazardous waste and must be collected. Alkaline and zinc batteries can be thrown in the trash since they are not considered hazardous waste. However, recycling of these battery types is encouraged as well.

Contact Mr. Wykle if you believe you accumulate enough batteries in your shop to have a collection container or if you have any questions about used batteries or recycling overall.

Cold weather wear with ABU

Col. Karl McGregor, 910th Airlift Wing com-

mander, has issued guidance regarding the wear of Cold-Weather Outer Garments with the Airmen Battle Uniform (ABU), effective January 19, 2008.

The commander has authorized the wear of the Battle Dress Uniform (BDU) Gortex and/or field jacket with ABUs since the All Purpose Environmental Clothing System (APECS) are currently unavailable or unsuitable for duty.

Members must make every reasonable effort to minimize the wear of mix/match uniforms.

BDU outer garments will no longer be authorized for wear with ABUs effective June 1, 2008 in accordance with a HQ USAF message dated January 2008.

The directions of this guidance become void 180 days after the effective date of this guidance or upon publication of an Interim Change or rewrite of the affected publication, whichever is earlier.

Increased IDT retirement points

The 2008 National Defense Authorization Act increased the number of inactive duty points that could be accrued for retirement in a year from 90 to 130. This law is not retroactive and allows accrual of 130 points for the retirement/retention year that includes Oct. 30, 2007. If Airmen have a retirement/retention year that ends on or before Oct. 29, 2007, then they can earn a maximum of 90 days. If their retention/retirement year ends on or after Oct. 30, 2007, they can earn up to 130 points.

Updated vRED info due by April 15th

Not only is April 15th known as Tax Day across the United States, it has now become an additional deadline for Reservists as well.

It is an annual requirement for all Air Force members to review and update their virtual Record of Emergency Data (vRED/DD Form 93). To date, records indicate about 38,000 Air Force Reserve members have not completed this annual requirement in 2008. It is mandatory that all Reservists update and have a current vRed on file by April 15, 2008.

This can be accomplished by visiting the Air Force Portal and logging on to the Virtual MPF. Reservists can review their information and update it as necessary. Whether information was changed or not, members must click the "submit" button to complete the update and ensure a current vRed is documented and on file.

NEWCOMERS

Please welcome the following new members of the 910th Airlift Wing family:

Master Sgt. Jamey Weaver, 910th Medical Squadron
Tech. Sgt. Matthew K. Bentley, 910th Civil Engineer Squadron
Tech. Sgt. Jeffrey A. DeCarlo, 910th Medical Squadron
Staff Sgt. Ryan L. Gregory, 910th Logistics Readiness Squadron
Staff Sgt. Dامتريس Springfield, 76th Aerial Port Squadron
Staff Sgt. Matthew E. Williams, 910th Civil Engineer Squadron
Senior Airman John R. Shaver, 910th Security Forces Squadron
Airman 1st Class Richard C. Woolf, 910th Medical Squadron
Airman Joshua M. Price, 910th Medical Squadron
Airman Basic Gregory Hriczo, 910th Airlift Wing

CONGRATULATIONS

The following 910th Airlift Wing members scored 90 percent or better on their Career Development Course tests completed since January 1, 2008: Tech. Sgt. Bob Barko Jr., 910th Airlift Wing, Public Affairs Journeyman course, Staff Sgt. J.D. Fisher, 910th Maintenance Squadron, Integrated Avionics System Craftsman course and Staff Sgt. David J. Harvischak, 910th Civil Engineer Squadron, Fire Protection Crash Truck course. Congratulations to them for their hard work and professionalism.

PROMOTIONS



Korene R. Rooks, 910th Mission Support Flight



Matthew C. Matulka, 910th Communications Flight
John M. Patterson, 910th Security Forces Squadron
Chris H. Rilling Jr., 773rd Airlift Squadron



Christopher T. Bednar, 910th Security Forces Sq.
Mark P. McGann, 910th Logistics Readiness Sq.
Shannon L. McHugh, 910th Operations Support Sq.



Maryssa Boskoski, 910th Security Forces Squadron
Megan A. Demos, 910th Medical Squadron
Chelsea A. Plauger, 773rd Airlift Squadron
Eunice A. Walters, 76th Aerial Port Squadron



Sean A. Cesareo, 910th Security Forces Squadron

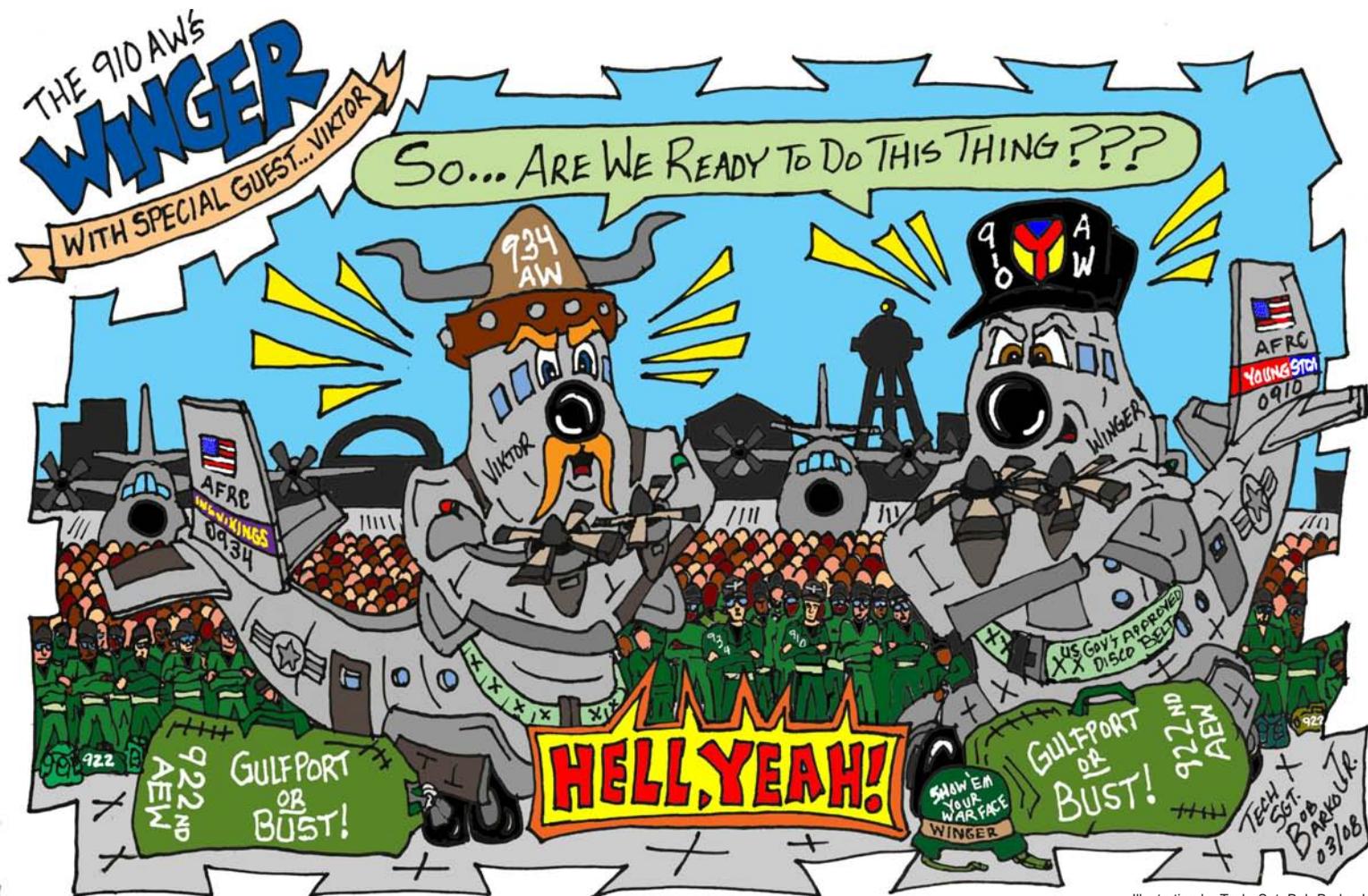


Illustration by Tech. Sgt. Bob Barko Jr.

Youngstown Air Reserve Station has a proud heritage

Master Sgt. Kenneth E. Sloat
910th Airlift Wing Historian

The proud heritage of the today's 910th Airlift Wing traces back to the 757th Bombardment Squadron (Heavy), activated for the first time at Alamogordo, New Mexico in July 1943.

Within its first year of existence, the 757th was deployed to the European Theater of Operations to fly combat missions in the B-24 "Liberator." After 18 months, and 242 combat missions against strategic targets in Italy, Southern France, Austria, the Balkans and Germany, the 910th returned to the United States and was deactivated. Youngstown Municipal Airport became the 757th Troop Carrier Squadron's home on November 16, 1957 when the unit, which was assigned to Byrd Field, Sandston, Va., was relocated to Youngstown. The initial aircraft inventory consisted of 16 C-119 "Flying Boxcars".

The 910th was officially born on January 17, 1963, when a reorganization of the Air Force Reserve troop carrier missions created a Troop Carrier Group at Youngstown Municipal Airport. The 757th was assigned to the new carrier group. The 757th had been assigned to the 459th Troop Carrier Group based at Andrews AFB, Md. At its birth, just five squadrons made up the 910th: the 757th TCS, the 910th Combat Support Squadron, the 910th Material Squadron, the 910th Headquarters Squadron and the 910th Tactical Dispensary.

In July 1967, the 910th was redesignated as the 910th Tactical Airlift Group and assigned to the Continental Air Command. By this time, the 910th had grown to include seven squadrons; the 757th Tactical Airlift Squadron, 910th Aerial Port Flight, 910th Consolidated Aircraft Maintenance Squadron, 910th Supply Squadron, 910th Combat Support Squadron, 910th Communications Flight, and the 910th Tactical Dispensary. The unit's motto was "Ready Now – Second to None."

The 910th aircraft inventory consisted of 16 C-119s, one C-47, and one U-3. The C-47 and U-3 aircraft were used to provide Combat Readiness Training for regular Air Force officers assigned to recruiting and ROTC duty in Northeastern Ohio and Pennsylvania. The total value of the aircraft resources was approximately \$10.5 million.

After months of heavy recruiting to meet the larger personnel authorizations of a Tactical Airlift Group, the 910th obtained about 90 percent of its authorized personnel levels and reported its first "C-1 rating, indicating it was combat ready with no deficiencies.

In January 1970, the 910th Tactical Airlift Group became the 910th Tactical Air Support Group. This change was much more pervasive than just in name. The unit was to convert from an airlift mission to a forward



Courtesy photo

A-37s from Youngstown Air Reserve Station sit on the flightline at Gulfport, Miss., while TDY there in this July 1973 photo provided by the 910th Maintenance Squadron.

air support role. The C-119 aircraft were transferred out and 15 U-3A aircraft were brought in. Although the new mission called for O-2 aircraft, none were available at the time so the U-3 was given as an "interim" aircraft.

Less than 12 months later rumors began to circulate that yet another conversion was pending.

The announcement came in February of 1971. Although it was already well into training for its new FAC mission, the 910th would be converting to the

A-37 "Dragonfly." The A-37 was, at the time, being used in Southeast Asia as a very effective air-to-ground operations and counter-insurgency aircraft. Its armament included sidewinder missiles, rocket launchers, 50 caliber gun pods and an internal 7.62 "minigun." After training to observe ground situations, the pilots of the 910th would now be on the aerial-response end of the operation. Switching to a close air support mission meant staffing levels were to increase by nearly 26 percent to 775 Airmen.

A little more than a decade later, the now renamed 910th Tactical Fighter Group would release the A-37s to the Michigan Air National Guard to make room for the first C-130...

To learn more about the proud heritage of the 910th Airlift Wing, continue reading this story by visiting the 910th Airlift Wing public Web site at www.youngstown.afrc.af.mil

2008 • Celebrating the 60th Anniversary of the Air Force Reserve

