

# THE Airstream



• 910th Gets Fired Up for Visiting German Officers  
Also Inside: Gulf Oil Spill Aerial Spray Wrap-up

# FROM THE TOP



**Col. Fritz Linsenmeyer**  
910th Airlift Wing Commander



## Commander commends wing's compliance

Compliance is becoming more and more important as competition for resources and pursuit of efficiencies are becoming a larger part of effective mission execution. The excellent performance of the 910th Airlift Wing during three major compliance inspections from April 28 to May 2 sends a clear message that our wing takes compliance seriously and your efforts enhance the compliance piece of mission execution.

I was impressed with the very positive comments that all the Unit Compliance Inspection (UCI), Logistics Compliance Assessment Program (LCAP) and Health Services Inspection (HSI) inspectors made to our leadership in daily out-briefs and passing conversation. First, they spoke highly of our people. Second, they were impressed with our facilities, working areas and organization of the inspectable documentation. From in-brief to out-brief, the 910th met or exceeded the Inspector General's (IG's) expectations and enabled, rather than hindered, the inspections.

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The 910th did have some findings and deficiencies in all three inspections. Many of the findings were identified by the wing prior to the inspections, but some of the findings were a surprise. The reasons for findings during compliance inspections are many. Some of them are within our control and some are not. Most, if not all, findings occur because of the following reasons: program manager turnover, program manager understanding, unclear guidance from headquarters, recent program changes, program manager training, lack of attention to detail, incomplete self-inspection of a program, inspectee experience,

supervision's priorities, supervision's non-engagement and inspector experience and preference. Contact your supervisor if you are a finding point of contact and are unclear as to why your program has a finding that has to be answered.

The future of compliance inspections may change. The Air Force and Air Force Reserve Command (AFRC) are looking at ways to reduce inspection visits and costs, and to ensure wings are compliant more often than every five years. Higher headquarters would like to target areas that need help, rather than mass inspect an entire base. This means that self-inspection using tools like Management Internal Control Toolkit (MICT) will become even more important. There will be less notice of an upcoming inspection and the AFRC IG will be able to see, in web systems like MICT, if a base, unit and function have a robust self-inspection program and if the command and supervision element is engaged in program compliance. Pro-activity and continuous maintenance of programs thru transparent self-inspection will allow the Air Force and AFRC to “trust but verify” in a way that will reduce formal inspections of compliant programs while increasing the hard look at programs and areas where compliance is questionable and help may be needed.

We are all glad the UCI, LCAP and HSI are over. At the same time, there is great value in thorough inspection preparation. Many of you communicated with your 22nd Air Force and AFRC Functional Area Managers (FAMs) during the last six months to get answers to compliance questions and you invested serious time and effort in ensuring compliance with Air Force Instructions and other program guidance. Many of us are more familiar with our FAMs and we have a clearer picture of where we are compliant and where we need to focus more energy in the near future to get to full compliance. Those of you with strong programs have confirmation of that, and in some cases, will be helping other wings that are preparing for compliance inspections.

In the future, expect shorter cycles for formal inspection and a more targeted approach. Stay ahead of the curve by keeping up with your program's requirements, finding answers to unclear guidance and using MICT or the self-inspection tools your program requires.

In the next issue, we'll recap the Aircrew Stan/Eval Visit inspection (ASEV) the 910th Operations Group is currently undergoing. Good luck to the 910th Ops Group!

# PRESIDENTIAL VISIT



Photo by Master Sgt. Bob Barko Jr.

## YARS commander greets commander in chief

President Barack Obama shakes hands with Col. Fritz Linsenmeyer on the Youngstown Air Reserve Station flightline, May 18. President Obama visited the Youngstown area to discuss jobs and the economy. This was the second time in the past year that the president has landed at YARS.

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**910th Airlift Wing Commander**  
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### *On the cover...*

Firefighters with the 910th Civil Engineer Fire Department conduct a simulated aircraft fire demonstration as German reserve officer Lt. Col. Patrick Hofmann, a public affairs officer with the German Joint Support Service, looks on at the wing's fire pit June 17. Colonel Hofmann and Lt. Col. Stefan Bernreider visited the Youngstown Air Reserve Station June 12-26, as part of the Department of Defense Reserve Officers Exchange Program. See the complete story and more photos on page 8. U.S. Air Force photo by Master Sgt. Bob Barko Jr.

# SPRAY ON



Photo by Tech. Sgt. Adrian Cadiz

Maj. Brent Davis  
910th Airlift Wing Public Affairs

Normally, the 910th Airlift Wing (AW) based at Youngstown Air Reserve Station (YARS), Ohio, is known for its aerial spray missions to control vegetation and overpopulation of insects. However, for the first time in its history, the 910th AW deployed its aerial spray capability to disperse oil instead of annihilating insects.

More than 60 Air Force Reservists and two specially equipped C-130H aircraft traveled to Stennis International Airport in Kiln, Miss., April 30, to aid in the BP Deepwater Horizon oil spill cleanup efforts there.

For almost two decades, the wing's 757th Airlift Squadron and the U.S. Coast Guard have participated in oil spill cleanup exercises to ensure the U.S. military has a capable response in the event of a national emergency.

During the 5-week mission, the YARS aircrews flew 92 sorties and sprayed approximately 30,000 acres with nearly 149,000 gallons of oil dispersant.

"Oil dispersant is used to mitigate the environmental disaster," said Maj. Mark Breidenbaugh, an entomologist from the 757th AS. "It is like a detergent soap that breaks the oil up and moves it under the water so it stays in the water column. This speeds up the natural process that breaks down the oil."

In addition to the 910th AW's two Modular Aerial Spray System (MASS)-equipped aircraft, civilian aircraft provided the backbone of the aerial-dispersant operation.

"We have one C-130A model under contract to Marine Spill Response Corporation (MSRC) and there is a stretch version ... in Alaska," said Mr. Toenshoff, vice president of the MSRC. "Both aircraft operate using their own spray systems. We also have seven spotter aircraft that tell the C-130s when to spray on a given area of the slick."

According to Mr. Toenshoff, the oil dispersing operation required the

specially trained spotters to direct the aerial spray planes over the slick.

"We used a standard of 1,500 feet and five miles visibility in order to safely conduct the operations," said Maj. Phil Townsend, 757th AS chief of aerial spray. "This allowed us to move out of the way of ships and rigs out on the Gulf. When we disperse the oil, we fly down to 100 feet above the slick and the spotter will tell us when to spray and when to stop."

Moreover, Major Townsend added that he was in awe flying so closely to the oil spill.

"Seeing the oil the first time we flew out over the Gulf was quite an amazing thing," he said. "For 20 to 30 miles out, we were seeing different streamers of oil and slicks 10 to 12 miles in length. When flying down at 100 feet, sometimes we could smell the vapors from the oil."

The entire team from the 910th AW made a difference in how smoothly this mission was executed, said Charles Huber, Incident Command Center Dispersant Operation's group supervisor.

"The (910th AW Servicemembers) fit right into our team and everyone wanted to help out," he said. "We saw that in some of the turnaround times of (YARS) aircraft on the runways. Being able to land, reload the C-130 with dispersant and take off in about 10 to 12 minutes was unbelievable."

In addition, Mr. Huber said the marrying of the Air Force and commercial operations was vital to the mission.

"We wanted Airmen here to provide coordination (with commercial operations) and work on any issues that may come up," said Mr. Huber.

Despite the training and efforts of the Airmen and contractors, the mission was temporarily halted when an internal audit commenced to address local and state officials' concern for public safety.

Serving as a scientific advisor and aerial spray expert during the mission, Major Breidenbaugh said during the audit, he used a public domain computer model to analyze spray drift at various altitudes and wind speeds. His calculations estimated the distance drifting spray would travel under normal and severe wind conditions.

As a result of his drift model predictions and other aerial dispersant data, the internal review panel recommended that aerial dispersant operations be resumed 24 hours later May 12.

Spray operations continued for more than two weeks. On May 27, Rear Adm. Mary Landry, federal on-scene coordinator for the BP oil spill response, signed a memo that released the Air Force Reserve Servicemembers and planes from the spray mission pursuant to a transition plan.

Under this transition plan, civilian planes are slated to continue delivering oil dispersant in the Gulf waters. This plan complies with the Robert T. Stafford Disaster Relief and Emergency Assistance Act of September 2005.

According to the law, the United States should "avoid competing commercially with the private sector" and should "rely on commercial sources to supply the goods and services needed by the department."

The Deepwater Horizon mission was the first time the president of the United States and the Department of Defense used the oil dispersing capability of the 910th AW—its only large area, fixed-wing aerial spray program—in an actual spill of national significance.

"We're very proud to have supported this cleanup effort," said Col. Fritz Linsenmeyer, 910th AW commander. "Our Airmen have been training for this type of response and we are pleased to have been able to utilize their skills and capabilities to help make a difference."



Photo by Maj. Brent Davis

Staff Sgt. Luke Madison and Staff Sgt. Nicole J. Chlopecki, supply specialists with the 910th Logistics Readiness Squadron, review files used to track cargo and personnel during aerial spray operations at Stennis International Airport, Miss., May 19.

# 910th Sprayers address Capitol Hill

Col. Bob Thompson  
HQ USAF/Office of Air Force Reserve

Six Youngstown Air Reserve Station Reservists fresh from the fight to save the Gulf coast from one of the worst oil spills in American history briefed congressional members and their staff from the U.S. House of Representatives and the U.S. Senate June 7-9.

The congressional staffers from the Senate and House listened to the Reservist's brief and then asked questions about the oil dispersant and the aerial spraying equipment.

"It comes down to: Do you want to fight it on the beach or fight it on the water?" said Col. Fritz Linsenmeyer, 910th Airlift Wing commander. "The products we use are pre-approved by the EPA and Coast Guard. We want to do anything we can to protect the coast as much as possible from this disaster."

Aerial spray is a unique mission conducted

by the Air Force Reserve and the Youngstown Airmen have developed close partnerships with other first-responders and insight into disaster response operations, he said.

"After providing the first response, our military aerial spray operators have now returned to home station," Colonel Linsenmeyer said. "This is normal for these situations. The military gets things started and now civilian contractors are flying the continuing operations. But, if we're needed to go back, our team is ready at a moment's notice."

Besides oil spill cleanup, the wing has flown spray missions to fight mosquito-borne diseases since 1973.

"We've sprayed more than nine million acres during 11 humanitarian emergencies," said Maj. Mark Breidenbaugh, an entomologist from the 757th Airlift Squadron. "We're proud of what we have contributed to our nation."

(Master Sgt. Bob Barko Jr. contributed to this story.)



Photo by Maj. Brent Davis

Tech Sgt. Philip Walsh, an aircrew flight equipment technician with the 910th Operations Support Squadron, conducts an operational check of a quick-don mask May 19, at Stennis International Airport in Kiln, Miss.

“Our Airmen have been training for this type of response and we are pleased to have been able to utilize their skills and capabilities to help make a difference.”

- Col. Fritz Linsenmeyer



Photo by Master Sgt. Bob Barko Jr.

Col. Fritz Linsenmeyer, commander of the 910th Airlift Wing, talks to Congressman Tim Ryan and Congressman John Boccieri about the YARS aerial spray program and equipment in the Rayburn Room of the Capitol Building, Washington, D.C., June 9. Col. Linsenmeyer was among a small team of YARS Citizen Airmen that spoke to Congress and the House about the unit's recent operations in the Gulf of Mexico.



Photo by Tech. Sgt. Prentice Colter

Staff Sgt. David Vanwinkle, a C-130H aircraft aerial spray maintainer with the 910th Aircraft Maintenance Squadron, prepares to refill an airplane with oil dispersant at Stennis International Airport May 8.



Photo by Tech. Sgt. Adrian Cadiz

## 910th SFS reminds Airmen to pay respect to flag

Staff Sgt. Thomas Withem  
910th Security Forces Squadron

You have probably heard music coming from “the giant voice” at 4:30 p.m. on an occasion or two. When the music starts playing everything and everyone on Youngstown Air Reserve Station should be at a perfect standstill, as if looking at a picture. However, many times I have witnessed people walking to their cars or even out for a smoke break when the music begins and they run inside just so they can avoid an interruption in their day. I have even observed people speeding up in their cars so they can get off base before the music starts. I have been victim to that “bird on your shoulder” whispering to get inside like there is a hurricane getting ready to sweep through when that music starts to play. After I found my shelter from the storm, I stopped and thought about why I did that. I couldn’t come up with an answer, because there isn’t one.

Air Force Manual 36-2203 states that Retreat serves a twofold purpose. It signals the end of the official duty day and serves as a ceremony for paying respect to the flag, current Servicemembers and those who died serving. Most people have probably never thought about what paying respect to the flag means. In my opinion, it means taking a couple minutes out of my day to thank the men and women who have shed their blood for the freedoms that I enjoy. If it weren’t for them we would not be what or who we are today. Our job in the military has not changed that much since the American Revolutionary War and the Continental Army. The bottom line is, as Airmen, we have signed up to give our lives for our country in defense of our flag and the freedoms it represents.

## Top 10 PT uniform violations noted

The following have been noted as the top 10 Physical Training Uniform (PTU) violations by command chiefs from across Air Education and Training Command since the enforcement of the new wear policies.

- 1. Untucked shirts:** Long- or short-sleeved shirts will be tucked in at all times.
  - 2. Hats:** Wear of black or dark blue baseball caps with the Air Force symbol or U.S. Air Force insignia is only permitted outdoors if approved by the installation commander.
  - 3. Incorrect color spandex:** Short- or full-length solid black or dark blue spandex is allowed.
  - 4. Unzipped jackets:** Jackets must be zipped halfway between the waistband and collar.
  - 5. Cold weather items worn indoors:** Any cold weather items are permitted outdoors only. Scarves and earmuffs may be solid black or dark blue and may wrap around the top or rear of the head.
  - 6. Grooming standards breaches:** All personal grooming standards, in Air Force Instruction 36-2903, Table 2.5, apply except secured long female hair may have loose ends.
  - 7. Bright, neon or highly ornamented shoes:** Athletic shoes will be plain and conservative.
  - 8. Incorrect color cold weather gloves:** Cold weather gloves are to be plain, solid black or dark blue without logos.
  - 9. Sagging pants/shorts:** When wearing the PTU/IPTU running pants or shorts, the waistband is to rest at or within two inches of the natural waistline. Both pant legs are required to extend below the ankles and be zipped within one inch of the bottom.
  - 10. Incorrect color/logo watchcap or stocking caps:** Watchcaps are required to be plain, solid black, dark blue or sage green without logos.
- Airmen should also remember that although saluting is not required when in PTU/IPTU, proper customs and courtesies will be rendered to the flag during Reveille and Retreat when outdoors.

Not only is avoiding Retreat a show of disrespect to the flag, it breaks every core value of the Air Force. We all learned these core values within the first two hours of basic training and have been preached to about them ever since. Integrity first—doing what’s right even when nobody’s around. If the music starts and you flick your smoke and step back inside, is that really the right thing to do? Service before self—by running for cover, you are putting yourself before your service. Excellence in all we do—that’s a no-brainer. You broke the first two core values, what’s excellent about that?

Not only is it the right thing to do, but it is also a violation of Air Force Instruction 34-1201, paragraph 2.21, which states:

*Flags on stationary flag staffs are only saluted during Reveille, Retreat or special ceremonies. In these cases, when outside and in uniform, face the flag (if visible) or face the music. Stand at attention and salute on the first note of the music (or if no music, when you see the flag first being raised or lowered). Drop your salute after the last note is played, or when the flag has been fully raised or lowered, depending on the ceremony (during the playing of “Sound Retreat” which precedes the lowering of the flag, stand at Parade Rest). If in a vehicle during Reveille or Retreat, pull the car to the side of the road and stop. All occupants sit quietly at attention until the last note of the music has played.*

Therefore, if you are outside walking or driving, remember that at 4:30 p.m., the sounds of Retreat are going to play. All of those serving should not run away from anything, let alone the sound of the greatest song this country has to offer. It should be a way of life for all Airmen and we should be honored to stand there for two minutes and salute the stars and stripes.

August 7, 2010

**Youngstown Has Talent!**

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Sponsored by the 910th Airman's Council.  
Contact SrA Anthony Chavez for tickets.

# THE 910 AWS WINGER in "The Return of The Purple Globe!"



Illustration by Master Sgt. Bob Barko Jr.

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## NEWCOMERS

- Tech. Sgt. Matthew McDonnell, 910th CES
- Tech. Sgt. David Rings, 910th MXS
- Tech. Sgt. Kevin J. Thomas, 910th OSS
- Senior Airman Eric R. George, 910th AMXS
- Senior Airman Kyle A. King, 910th SFS
- Senior Airman Joseph Pasquarella III, 773rd AS
- Senior Airman Robert A. Sense II, 910th SFS
- Senior Airman Andrew J. Sites, 910th CF
- Airman 1st Class Robert Comstock III, 910th MXS
- Airman 1st Class Eric Manzella, 910th AMXS
- Airman 1st Class Jarrett R. Scott, 910th SFS
- Airman Alex M. McFarland, 910th MXS
- Airman Natasha D. Mells, 910th MDS
- Airman Brandi L. Zehnder, 910th SFS
- Airman Basic Bryan M. Chanson, 910th MXS
- Airman Basic Elisa J. Gemik, 910th LRS
- Airman Basic Ryan J. Gruda, 910th Recruiting
- Airman Basic Nicholas A. Lafferty, 910th CES
- Airman Basic Kelly S. Pennington, 910th MOF
- Airman Basic Lamar N. Thomas, 910th LRS

## PROMOTIONS

- Master Sgt. Dorothy Lenhart, 910th Services Squadron
- Tech. Sgt. Cassandra Smith, 910th Services Squadron
- Tech. Sgt. Gerald Hickernell, 910th Logistics Readiness Squadron
- Staff Sgt. Nadia Costick, 76th Aerial Port Squadron
- Staff Sgt. Justin Johnson, 910th Aircraft Maintenance Squadron
- Staff Sgt. Larry Kelley, 757th Airlift Squadron
- Staff Sgt. Anthony Martinez, 910th Maintenance Squadron
- Staff Sgt. Nathan Martinez, 910th Operations Support Squadron
- Staff Sgt. Michelle McGovern, 910th Medical Squadron
- Staff Sgt. John Rumbell, 910th Maintenance Squadron
- Staff Sgt. Brooke Sica, 76th Aerial Port Squadron
- Staff Sgt. Jessica Strumbly, 910th Aircraft Maintenance Squadron
- Staff Sgt. Kristopher Trackler, 910th Maintenance Squadron
- Staff Sgt. Alex Warner, 910th Civil Engineer Squadron
- Senior Airman Kaylin Celedonia, 910th Maintenance Squadron
- Senior Airman Robert Comstock, 910th Aircraft
- Senior Airman Marcus Gilmore, 910th Service Squadron

- Senior Airman Timothy Hammonds, 910th Maintenance Squadron
- Senior Airman James Haupt, 910th Operations Support Squadron
- Senior Airman Eric Manzella, 910th Aircraft Maintenance Squadron
- Senior Airman Zachary McLeish, 76th Aerial Port Squadron
- Senior Airman Kelly Overstreet, 910th Maintenance Squadron
- Senior Airman David Price, 910th Civil Engineer Squadron
- Senior Airman Timothy Ruetenik, 910th Maintenance Squadron
- Airman 1st Class Frank Collenette, 910th Security Forces Squadron
- Airman 1st Class Rizaldy Costa, 910th Logistics Readiness Squadron
- Airman 1st Class Benjamin Davis-Phillips, 910th Operations Support Sq.
- Airman 1st Class Anisha McCloud, 910th Medical Squadron
- Airman 1st Class Matthew Wilcox, 910th Security Forces Squadron
- Airman Amanda Cameron, 910th Security Forces Squadron
- Airman Bryan Chanson, 910th Maintenance Squadron
- Airman Edward Davis, 910th Services Squadron
- Airman Elisa Gemik, 910th Logistics Readiness Squadron
- Airman Manuel Rodriguez, 910th Civil Engineer Squadron



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# YARS hosts German military reserve officers

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

The Youngstown Air Reserve Station hosted two German reserve officers June 12-26 to exchange ideas and experiences with their U.S. Air Force Reserve counterparts here.

The primary purpose of the Department of Defense Reserve Officers Foreign Exchange Program is to provide National Guard and Reserve officers training associated with mobilization duties while enhancing their ability to work and communicate with the military members of the host nation.

The visiting officers, Lt. Col. Stefan Bernreider, a judge advocate, and Lt. Col. Patrick Hofmann, a public affairs officer, learned about the 910th Airlift Wing's overall mission, worked in their career fields and witnessed demonstrations by the base's fire department and Marine Corp.

In addition to networking with 910th Servicemembers, the officers toured northeastern Ohio, attended a Mahoning Valley Scrappers game and flew on a C-130H to the U.S. Air Force Museum at Wright-Patterson Air Force Base, Ohio.



Photo by Master Sgt. Bob Barko Jr.

**Members of the 910th Civil Engineer Fire Department conduct a simulated aircraft fire demonstration for German reserve officers Lt. Col. Patrick Hofmann and Lt. Col. Stefan Bernreider at the wing's fire pit June 17. The officers visited the Youngstown Air Reserve Station June 12-26.**

Reserve officers who participate in the exchange program receive valuable training, which they are able to share with their home units. They gain an appreciation of allied Reserve forces, which facilitates an effective working relationship with those forces upon mobilization. The Office of the Assistant Secretary of Defense (Reserve Affairs) has overseen this program since 1985.

"This is a great opportunity to enhance international relations and gain experience from foreign officers," said Capt. Christopher Brown, a pilot with the 773rd Airlift Squadron, who is acting as a host base escort for the visiting officers during their stay.

Captain Brown said the 910th is hoping to send officers to a German C-130 unit as part of the program in the near future.



Photo by Master Sgt. Bob Barko Jr.

**The Naval and Marine Corp Reserve Center First Sergeant gives a weapon demonstration to the visiting officers and Capt. Chris Brown, 773rd Airlift Squadron pilot, at YARS June 18.**