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COMMANDER



Col. Mike Maloney

NOTICE

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ON THE COVER: Aerial spray system maintainers assigned to the 910th Maintenance Squadron load product into an aerial spray-modified C-130H Hercules aircraft assigned to the 910th Airlift Wing, Youngstown Air Reserve Station, Ohio, on March 14, 2023, at Hill Air Force Base, Utah. (U.S. Air Force photo by Tech. Sgt. Noah J. Tancer)

IN THE BACKGROUND: Reserve Citizen Airmen assigned to the 910th Operations Group tread water during a mass casualty rescue exercise on April 19, 2023, at Naval Air Station Key West, Florida. Members from the 910th OG traveled to NAS Key West to complete necessary refresher training conducted every three years to remain combat-ready. (U.S. Air Force photo by Staff Sgt. Christina Russo)

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Winger

The 910th Airlift Wing's official mascot, Winger, prepares for the big switch as his home unit gets ready to receive new C-130J-30 Super Hercules aircraft



Look for this icon throughout the almanac for stories that have video components on our public website at www.youngstown.afrc.af.mil



Col. Mike Maloney
910th Airlift Wing
Commander

In the tumultuous 1960s, Robert F. Kennedy often referenced the phrase, “may you live in interesting times.” While its origin and exact meaning is up for debate, how we perceive it, and more importantly, how we respond to the times is squarely in our control. Upon taking command, I spoke of the need to be “Ready Now.” Akin to the principle of “Fight Tonight” that is ingrained on the Airmen garrisoning the Korean peninsula, “Ready Now” are the watchwords for the 910th Airlift Wing. This was brought into sharp focus in early October of 2023 with the unfolding of events in Israel. We were ready, and we responded. As successful as our response was, it highlighted areas for improvement. Were you ready for any and all taskings that may have been assigned? You decide.

2024 is shaping up to be a year of change and action. The 910th has undertaken mission changes before, but those mission changes were in times of relative stability. No one is under the illusion that the world is in a time of relative stability. We are in the midst of rapid technological change and organizational change heretofore unseen... all taking place with the added requirement to maintain readiness and respond more rapidly than ever before. Gone are the days of predictable deployments and steady state operational postures. This wing shoulders the responsibility of rapid response matched only by our nation's nuclear commitment. We no longer have the luxury of “just in time” training, or “spin up” time. The mission is to be ready to fight tonight and to hone

and sustain the sharp edge that such a fight will require. We do not have time to waste.

Capability is not created overnight and proficiency is not sustained on its own. Both require planning and constant vigilance. To achieve this, the wing must move forward as a cohesive unit. Aristotle aptly stated, “the whole is greater than the sum of its parts.” Nothing describes the modern airlift wing better. It starts with the foundation of support, which leads to planning, then on to resourcing and training, culminating in combat readiness. If we falter in any of these, the detrimental effects weaken the whole and put the end game in jeopardy.

By its nature, a yearly almanac tends to be a record of the past... our achievements and actions. My intent is to turn that upside down. I challenge everyone to refer to this almanac, not as the historical record, but as a mariner uses theirs... as a guide to navigation. This edition showcases the multi-faceted mission of the 910th Airlift Wing to emphasize that no single unit in this wing can be successful without a common direction coupled with unified action.

It is true that past is prologue, but the prologue is useless without the following story. We have the unique honor of being, as noted Cold War diplomat George Kennan said, “Present at the creation.” The members of the 910th Airlift Wing, each and every one, hold the sacred responsibility to shape the future of the 910th Airlift Wing for decades to come. This is an opportunity denied to many, and we will deliver.

We will not falter, we will not fail.

A handwritten signature in black ink, appearing to read "Mike Maloney".

MICHAEL S. MALONEY, Col, USAF
Commander, 910th Airlift Wing



Chief Master Sgt. Jennifer McKendree 910th Airlift Wing Command Chief

Change is inevitable. Change keeps us competitive. Change is something that can impact all areas of our lives—personal, military, civilian job, family, school, and the list could go on and on. Some people can seamlessly transition with change and even thrive, while others may find it very daunting and try to avoid it at all costs. Leaning into change and developing a transition plan can facilitate walking through a change that may not be optional. Change doesn't always have to be immediate; it can be a gradual process. As we move into the new year and transition to the new C-130J's, know that we do have a transition plan and an incredible team walking through these processes. The biggest impacts for this change are within the operations and maintenance communities. Behind the scenes though, we're all impacted—whether it's ensuring training slots are available and filled, members having their orders in time to attend training and how we provide support to those most impacted by the change is the greatest way we can all contribute and navigate this change together.

We can anticipate some organizational change as well in the near future within the Air Force enterprise that will ultimately trickle down to us as well. We must prepare ourselves for Great Power Competition—the strategic environment that focuses on the People's Republic of China as our pacing threat. You'll notice and experience this as our local and global exercises shift in focus and how we train and what we're training

for. As Airmen, we are directed to remain accountable for our individual readiness, which includes AFSC qualification & currency, IMR, fitness, and ready Airmen training.

How can we get through the changes that impact us in life? This brings to mind an equation some of you may be familiar with if you were involved with the local book study *Above the Line* by Urban Meyer. $E+R=O$, which means Event + Response = Outcome, developed by Brian Kight. The biggest takeaway is that we cannot control the Events that happen in life. What we can learn to control is our Response to those events to get to a most desirable Outcome. This takes practice, some time for a pause and maybe a little patience to get good at providing a purposeful response for an ideal outcome. We also have to acknowledge we may not always get the exact outcome we're hoping for, but our response is a key factor in creating a desirable outcome.

As the year 2024 brings about some inevitable changes in my life, I'm confronting my retirement from the Air Force Reserve with grace and a plan! After 35 years of service, I can say this has been the most amazing journey of my life so far—and I say so far because my life is not over. I'm turning the page to the next chapter. It has been my greatest honor to serve with you as your Command Chief. I have so much gratitude for the people I have met and the experiences I've shared throughout my career. Always remember, YOU are the most critical part of our mission.

Thank you for your service.

A handwritten signature in black ink, appearing to read "J S McKendree".

JENNIFER S. McKENDREE, CMSgt, USAF
Command Chief, 910th Airlift Wing



VAN DOOTINGH SOARS INTO RETIREMENT

Story and photo by Tech. Sgt. Juliet Louden

As a Ford Tri-Motor aircraft takes off, a young Boy Scout looks through the window, intensely watching the wheels spin faster and faster. He glances down to see the houses below getting smaller and smaller. In that moment, at the tender age of 12, he knew that he wanted to fly for the rest of his life, and the rest is history.

Almost five decades later, that Boy Scout is flying off into retirement, wrapping up a 38-year Air Force career. As a C-130 navigator, he spent more than half of his career at the 910th Airlift Wing at Youngstown Air Reserve Station, Ohio, the place he calls home.

"I love everything about the 910th," said Col. Jeff Van Dootingh, 910th Airlift Wing commander. "It all comes down to the people. This is my Air Force home."

Van Dootingh displayed a true commitment to the military early in his life by joining the Civil Air Patrol during his freshman year of high school. He then graduated from the U.S. Air Force Academy and continued to navigator training school as a distinguished graduate. From there, he became an instructor navigator and flight safety officer.

During his six years on active duty as an instructor navigator he enjoyed watching his students grow into their own as navigators.

"The role of a trainer is very fulfilling," said Van Dootingh. "When students start, they are visibly struggling and to get to see them develop and mature is pretty amazing. When you realize that they don't need you anymore, you have done your job."

After his instructor navigator days came to an end in 1991, Van Dootingh started working at the place he would grow to call his true home...YARS. He not only found his home, but he also found the love of his life.

His wife, Diana Van Dootingh, fondly recalled her first encounter with Jeff Van Dootingh. "I was working as a bartender at the (YARS) club, and he walked in to watch a Sunday night football game," said Mrs. Van Dootingh, smiling. "We went on one date and within six months we were married. This past May was our 31st wedding anniversary."

Mrs. Van Dootingh was no stranger to the military; her father was a Vietnam veteran and she even lived in YARS base housing as a child. Much like her husband, her role as senior Key Spouse was influenced by listening, supporting and understanding Airmen.

"I tell Jeff, 'listen to your Airmen,' and he does," said Mrs. Van Dootingh. "It is important to understand Airmen and what they need. That is why we made such a good team. I supported him

by supporting his Airmen."

Around YARS, Van Dootingh is known for his big smile, positive attitude and knowing how to get a good laugh from his Airmen.

"VD is a hilarious guy to hang out with," said Lt. Col. Drew Tancer, 910th Operations Group deputy commander. "He is always doing something to make people laugh. He will purposefully do things to see the reaction he gets from Airmen, especially new ones."

There are countless humorous stunts Van Dootingh has done throughout his career to make others laugh.

"He will eat his pizza crust first all the way to the bottom point of the pizza and it totally messes with people," said Tancer, laughing. "He loves to get a reaction from the young Airmen who look completely perplexed on why he is eating his pizza this way. He will also purposefully stick toilet paper to his feet after he leaves the bathroom just to see an Airman's reaction and if they will actually say anything to him. These are all quite comical."

Lt. Col. Frank Galati, 910th Airlift Wing chief of safety who served 20 years with Van Dootingh, agreed he has quite the sense of humor. While Galati always got a kick out of watching someone take whatever bait Van Dootingh was giving out, he was fooled himself on at least one occasion.

"We were flying from Rwanda to Sudan on election day in November of 2004," laughed Galati. "I had gotten up to go to the bathroom, and when I came back, Van Dootingh told me that John Kerry had won the presidential election. I was stunned and could not believe how that happened. I was completely dumbfounded. VD let this go on for hours before he told me that they were just messing with me. He got me pretty good."

Van Dootingh performed countless missions, but his favorite kinds are humanitarian missions.

"With humanitarian missions, you get immediate feedback that you have done something good," said Van Dootingh. "I remember being in Rwanda and we threw a party for an orphanage where the majority of the orphans had lost their parents in the genocide. We bought presents for the kids. Remembering the look in their eyes when we gave them the toys, it was some of the best money I ever spent."

Throughout his military career, Van Dootingh has many unforgettable memories with Airmen, but there is one in particular that stands out.

"I received a going away gift from an Airman, and he wanted to explain the meaning behind all of the colors," said Van Dootingh. "When he got to the color red, he told me it stood for blood, because I saved his life. I can't even describe how that made me feel. I don't know what conversation

I had that created that type of an impact. It was the most powerful thing an Airman has ever said to me."

Even as he transitions into retirement, Van Dootingh can't help but pass along words of advice to his Airmen on many subjects. For example, Van Dootingh encouraged them to be ready for their "aha" moment, because he was not.

"I was in the middle of Kyrgyzstan, and there was a situation where I was questioning the order of a superior," said Van Dootingh. "I realized that it was not fair or right to have questioned that commander if I was not willing to do that job myself. At that moment I decided I wanted to be at that rank, but I was not ready. I was behind the power curve. I wish I had done more instead of the route I had to go, which was overload. You never know when you are going to have an 'aha' moment, so be ready for it."

While passing on another bit of advice, he noted that Airmen, at times, do not see the importance of repetitive training, but in his experience, he relates that there is a method to the madness.

"You always remember your first mission, and mine was Operation Just Cause in Panama in 1989," explained Van Dootingh. "During the mission, I didn't have time to think about what I was doing, I just did it. I remember afterwards that I reflected that the boring repetitive training I had to do was what made me able to do the job automatically without thinking. I was successful because of that type of training."

In retirement, Van Dootingh plans on volunteering with the Civil Air Patrol, where his inspiration to join the Air Force began many years ago.

"I want to be the pilot that provides orientation flights to cadets," said Van Dootingh. "Like me, I hope they get hooked on flying and join the Air Force."

Van Dootingh and his wife also recently bought a plane to enjoy with their family during retirement.

"Excited to fly the grandkids from Cincinnati to my island home instead of taking the highway and the ferry," said Van Dootingh. "What a great experience for them."

The end of Van Dootingh's retirement speech brought together his love for flying and the Airmen whom he honorably served with, and for, during his military career.

"When I take my final flight west into the setting sun and look back over my shoulder, my hope is that those who knew me will be glad they did," said a teary-eyed Van Dootingh. "I can tell you, I am glad I knew each and every one of you."



NEW COMMANDER LANDS FOR DUTY

Story by Mr. Eric M. White, photos by Tech. Sgt. Noah J. Tancer

How does an Air Force Reserve wing build upon a legacy of mission success while accelerating change to meet the nation's defense demands in the dynamic global power landscape? That's the question that Col. Michael Maloney, the 910th Airlift Wing's new commander, is tasked with answering.

In front of the wing's Airmen, his family, friends and local civic leaders, Maloney assumed command of the 910th Airlift Wing at a ceremony here, presided over by Brig. Gen. Melissa Coburn, 22nd Air Force commander, July 15, 2023.

The ceremony marked the beginning of Maloney's first command of a wing. He came to the 910th from Air Force Reserve Command headquarters where he served as the programs division chief, and before that, Scott Air Force Base, Illinois, where he was the 932nd Operations Group commander.

Maloney takes command of the 910th Airlift Wing at a time of transformation. Air Force Chief of Staff Gen. Charles Q. Brown issued the challenge to "accelerate change or lose" in August 2021. That challenge is in full force.

Youngstown Air Reserve Station, which is home to an aging fleet of C-130H Hercules aircraft, was recently named as the preferred basing location for a fleet of new C-130J Super Hercules aircraft, preserving the unit's tactical airlift and aerial spray missions while enhancing and modernizing its capabilities. Cyber squadrons are changing the way the Air Force employs IT assets to master the cyber domain. The Integrated Defense Leadership Course is raising the standard of capabilities for Air Force security forces Defenders. The Innovative Readiness Training program affords real-world training opportunities for medical personnel and support staff. Each of these programs is new and based at the installation Maloney now commands. They represent a small sample of the changing landscape for Reserve forces.

Setting the tone of his leadership, Maloney stood before his wing and reiterated the prerogative of Lt. Gen. John Healy, Air Force

Reserve Command commander: "Ready now, transforming for the future." Maloney said the concept is both descriptive and directive. It describes the state of readiness expected of every Airman and unit. It also recognizes that current readiness may be insufficient for future conflicts, and thus requires transformation. Maloney sees transformation, especially in areas of long-standing comfort or complacency, as a challenge that the 910th Airlift Wing is ready to tackle.

The training rhythm for most Reservists includes monthly weekend unit training assemblies and a two-week annual tour for deeper training that often takes place in other duty locations. Most Reservists do not work in a full-time capacity for their unit. Maloney understands that this can lead to a disconnect between the training necessary to ensure readiness and the real-world operations that require that readiness.

Toward the end of September 2001, Maloney was on the rooftop patio of the hospital where his son had just been born. His B-52 navigator, a close friend, had come to congratulate him. As they looked out at the night sky, Maloney contemplating the weight and joy of becoming a father, his friend asked how things were going at the schoolhouse where Maloney was a B-52 Stratofortress instructor pilot. Maloney lamented that he no longer got to do as much of the mission flying as he preferred when his friend pointed toward the eastern horizon. There, the lights of a B-52 Stratofortress accelerated along the ground before lifting into the sky.

"That's doom nine eight, Jimmy Covelli," his friend said.

A second B-52 took off.

"That's doom zero three, Jeff Aiken."

Another took off. Another aircraft designation. Another name.

They were flying overseas in response to the September 11 terrorist attacks. They were flying to war. As each B-52 slipped the bonds of earth, Maloney was struck by the sudden weight of his instructor role.

"Well dude," his friend said, "I hope you

taught them well, cause this just got real."

Maloney went back to work with a new sense of purpose in his role as an instructor.

Maloney shared this story with his new wing to compel his Airmen to not lose sight of the mission in the profession of arms. The next conflict is unknown. The next theater or area of operations is unknown. The mission requirements are unknown. But readiness can be constantly measured, tested, evaluated and improved. That's the task the new 910th commander is giving his wing.

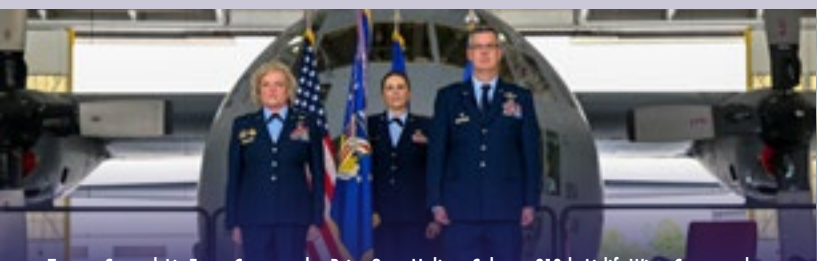
During the ceremony, before offering his remarks, Maloney stood at stage center facing Brig. Gen. Coburn. Behind them, Chief Master Sgt. Jennifer McKendree, the 910th AW command chief, held the 910th Airlift Wing's official flag. Emblazoned with the winged sword and bold letter Y reaching skyward, the flag represents the unit's mission, history and Airmen. Coburn extended the flag, hers to bestow, toward Maloney, who accepted it, symbolizing the official transfer of authority and the weight of leadership that comes with it.

For the majority of Airmen in attendance, the ceremony was their introduction to Col. Michael Maloney, the new commander of their unit. It was their first chance to hear his intentions in leadership, vision for the wing and mission prerogatives.

Given the size of the installation and number of Reservists assigned, most 910th Airmen won't see the commander every time they attend training, and perhaps the connection between a leader's public statements and their impact on the practical day-to-day work that it takes to accomplish the mission isn't always clear. That connection will be fostered by group commanders, squadron commanders and NCOs under the direction of the new wing commander.

But even as those connections are developed and implemented, Maloney is clear on what will be driving them under his leadership.

The 910th Airlift Wing must be ready now while transforming for the future.



Twenty-Second Air Force Commander Brig. Gen. Melissa Coburn, 910th Airlift Wing Commander Col. Mike Maloney and 910th Airlift Wing Command Chief Master Sgt. Jennifer McKendree prepare for the guidon exchange.



Col. Ed "Wedge" Schierberl, 910th Airlift Wing vice commander, stands at parade rest as the commander of troops before a formation of Airmen from the squadrons and groups that make up the 910th Airlift Wing.

NO



LEFT BEHIND

Story and photos by Tech. Sgt. Noah J. Tancer

The 910th Airlift Wing dispatched a maintenance recovery team to Mountain Home Air Force Base, Idaho, Jan. 9–20, 2023, on a mission to get their grounded aerial spray-capable C-130H Hercules aircraft up in the air again.

The 910th AW is tasked with the Department of Defense's only large-area fixed-wing aerial spray capability to eliminate pest insects, control undesirable vegetation and disperse oil spills in large bodies of water. The unit regularly combats the invasive cheatgrass on MHAFB's bombing range, preventing wildfires and making ordnance recovery safer.

On Sept. 27, 2022, Air Mobility Command grounded 116 C-130H Hercules aircraft after inspections raised concern about widespread defects in the propeller assemblies. As a result, Youngstown Air Reserve Station's fleet was grounded, and the aircraft that was at Mountain Home was stuck in Idaho.

"Our aircraft was incapable of making its way home until all four props were changed," said Senior Master Sgt. Tom Seger, the propulsion supervisor with the 910th Aircraft Maintenance Squadron. "So we sent our mechanics to it."

The MRT package consisted of 36 maintainers covering a multitude of career fields essential to the inspection and repair of the aircraft.

"We've all done quite a bit of training to keep our aircraft flying," said Seger. "But primarily for MRTs you send your most proficient technicians with your highest skill level to do the job as quickly and safely as possible."

After a successful engine run, test flight and final departure back to YARS, the 910th AW now has an additional operational aircraft.

"Our maintenance team was out there getting it done from the minute

they hit the ground," said Lt. Col. Drew Tancer, a pilot assigned to the 757th Airlift Squadron and flight commander for the test flight. "It was probably one of the better functional flight checks I've ever had. So yeah, props to them, pun intended."

Pilots are required to stay current on multiple flight capabilities like cargo drops, landings and formation flying. As maintainers return more aircraft to airworthiness, the 910th's aircrews have a greater capacity to train and remain combat-ready.

Tancer said they've been flying their airworthy aircraft practically every day at a 100 percent utilization rate to meet flying requirements with the limited assets.

"It's unheard of in the maintenance community," said Tancer. "Our maintenance teams are literally going out of their way to keep the aircraft flying because they know how important the situation is for us to stay current on our requirements."

Youngstown Air Reserve Station is slated for the repair of another aircraft in February and yet another in August of 2023. Returning more aircraft to service has allowed the 910th's aerial spray mission to start back up with a scheduled trip to spray for undesired vegetation at Hill Air Force Base, Utah, in March of 2023.

The team's equipment and most of the members were transported to and from MHAFB by a C-17 Globemaster III from Pittsburgh Air Reserve Station, Pennsylvania. The 911th Airlift Wing also assisted YARS in the transportation of the 910th AW's modular aerial spray system back to its home station, marking the first time in the special mission's history that the system has been transported via C-17.

ONE: Master Sgt. Dale Cleugh, 910th MXS Aerospace Propulsion Technician, drains hydraulic fluid from a C-130 prop. **TWO:** Staff Sgt. Kyle Frejofsky, an aircraft fuel system specialist assigned to the 910th Maintenance Squadron, tests the fuel in a C-130H Hercules aircraft. **THREE:** Tech. Sgt. William Wright, an aerospace propulsion technician with the 910th Aircraft Maintenance Squadron, installs a propeller onto a 910th Airlift Wing C-130H Hercules aircraft. **FOUR:** Tech. Sgt. Steven Lew, an aerospace propulsion technician assigned to the 910th Aircraft Maintenance Squadron, inspects a C-130H Hercules aircraft propeller, Jan. 17, 2023, at Mountain Home Air Force Base, Idaho. **FIVE:** Staff Sgt. Anthony Verterano, an aerospace propulsion technician with the 910th Aircraft Maintenance Squadron, guides a propeller into position for installation onto a 910th Airlift Wing C-130H Hercules. **SIX:** A maintenance recovery team from the 910th Airlift Wing tows a C-130H Hercules aircraft out of a hangar at Mountain Home Air Force Base, Idaho, Jan. 11, 2022.





MULTI CAPABLE AIRMEN

Story and photos by Tech. Sgt. Noah J. Tancer



Reserve Citizen Airmen assigned to the 910th Civil Engineer Squadron dig a defensive fighting position, April 1, 2023, at Dobbins Air Reserve Base, Georgia.



Tech. Sgt. Justin Ross, a firefighter with the 910th Civil Engineer Squadron, carries a fire and rescue service manikin down a ladder, March 30, 2023, at Dobbins Air Reserve Base, Georgia.



Senior Airman Devonte Whatley, a sustainment service specialist with the 910th Force Support Squadron, prepares lunch in a field kitchen, March 31, 2023.



910th Security Forces Squadron members train Reserve Citizen Airmen with the 910th Civil Engineer Squadron on convoying through a hostile environment, March 31, 2023.

Over 80 Reserve Citizen Airmen assigned to the 910th Civil Engineer Squadron deployed to Dobbins Air Reserve Base, Georgia, March 30–April 2, 2023, for a 96-hour contingency training with a detachment of Defenders assigned to the 910th Security Forces Squadron.

Troops and cargo were transported via two C-130H Hercules aircraft assigned to the 910th Airlift Wing, Youngstown Air Reserve Station, Ohio, to demonstrate the installation's independent mobility capabilities under simulated wartime operations.

The 96-hour contingency training event utilized Dobbins' vehicle assets and field condition facilities to prepare the 910th CES for potential near-peer or peer deployment scenarios.

"Some of our training is geared toward contingency environments where we will have to augment security forces at some point," said Senior Master Sgt. Clay Bucy, the operations superintendent with the 910th Civil Engineer Squadron. "There's a lesson plan for civil

engineers to learn and try to teach each other a good product, but why reinvent the wheel when I can just ask security forces, 'Hey do you want to come along and help out?'"

The mission of Air Force civil engineers is to provide, maintain and protect installations, infrastructure and facilities necessary to support U.S. Airpower and global reach. Provide and protect are emphasized under the Air Force's Agile Combat Employment concept as civil engineers could be forward deployed with security forces to build and secure forward operation bases in austere or hostile locations.

"Having that smaller, more capable and mobile force is what the future holds," said Master Sgt. Jeremy Bryner, a fire team leader with the 910th Security Forces Squadron. "If we follow the plan, we'll have a small force on a plane and an area that's not inhabited structurally by the military."

The 910th CES's full spectrum of career fields were taught land navigation, individual movement techniques, convoy operations and integrated defense skills. In turn, Defenders were


taught forklift operations.

"The cops are first to secure the location and then we come right in behind them to start building infrastructure," said Bucy. "We're training multi-capable Airmen for when it's just the two of us in that contingent area."

On location with limited personnel, both engineers and Defenders will have to be on alert while pulling manpower from each career field to accomplish the mission.

"It wasn't just us teaching them things about our career field, it was an absolute transference of skills our way from them as well," said Bryner. "If you and I are back-to-back, then we have 360-degree security and we can start to build together from there, but nobody can do what needs to be done until that security is established."

Along with the 910th SFS, an Airman assigned to the 910th Communications Squadron attended the training event to teach radio operation and a small group of Airmen assigned to the 910th Force Support Squadron provided troop feeding.



The DAWN of the EMASS

By Tech. Sgt. Noah J. Tancer

The Rocky Mountains split with a gradient of colors that hearken a new dawn. Pumps load, props spin and engines roar, the early birds rise again to shower the range blue, one old and one new.

The 910th Airlift Wing's aerial spray team returned to Hill Air Force Base, March 6–17, 2023, for its annual aerial spray mission at the Utah Test and Training Range to create fire breaks for wildfire prevention and safe unexploded ordnance removal.

Based out of Youngstown Air Reserve Station, Ohio, the 910th AW maintains the Department of Defense's only large area fixed-wing aerial spray capability to control disease-carrying insects, pest insects, undesirable vegetation and oil spill dispersion in large bodies of water.

The same Environmental Protection Agency-approved products with biodegradable blue dye were used for swath tracking over the largest overland contiguous special-use airspace within the continental U.S. like in previous years.

But this year's product sprayed just a bit faster out the unit's aerial spray-modified C-130H Hercules aircraft as the 910th AW's brand-new electronic modular aerial spray system made its operational debut in tandem with a legacy MASS.

The electronic MASS, conceptualized in the early 2000s, is rumored to have been birthed from notes drafted on a restaurant napkin after a successful yet problem-fraught aerial spray mission.

"It's been a long time coming," said Lt. Col. Ryan Cooley, the chief of aerial spray assigned to the 757th Airlift Squadron. "A lot of the valves that open and close on the legacy model are physical valves that you have to close by hand, whereas now a lot of the valves on the new system are controlled electronically."

The legacy MASS is full of analog parts no longer mass-produced requiring expensive specialty orders to make repairs.

Developed in the 1980s, before the peak of the computerized age, the 910th Maintenance Squadron keeps the systems operational for a smooth transition into the electronic age of military aerial spray.

"With the EMASS you program in what you need and the computer does what you want it to do," said Staff Sgt. Zachary Wilson, an aerial spray maintenance technician assigned to the 910th MXS. "That's the biggest part, the computer is a game changer. What we can do now goes so much further than what we could before. The possibilities are endless and we're just getting started with it."

Not only is the new EMASS smarter than its predecessor, it's also bigger. The legacy system has a max capacity of 2,000 gallons, flying missions at approximately 1,800 gallons to allow room for sloshing in the tank. The capacity of its successor is up to 3,500 gallons with the ability to fly missions at an estimated 3,000-gallon capacity.

The legacy model is tried and true whereas the new model has room to grow with things to learn and kinks to work out.

FROM TOP TO BOTTOM – ONE: An aerial spray-modified C-130H Hercules sits on the forestry ramp of Hill Air Force Base, Utah, on March 14, 2023. **TWO & THREE:** Aerial spray system maintainers load product into the EMASS on March 14, 2023, at Hill Air Force Base, Utah. **FOUR:** Staff Sgt. Garrett Orlowski, an aerial spray system maintainer, runs a post-flight diagnostics check on the EMASS aboard a C-130H Hercules aircraft on March 14, 2023. (Tech. Sgt. Noah J. Tancer)



Gold glitters upon the South Carolina shore as dusk heeds a blue tiger's roar. Paying homage to the rare, if not mythical, beast, the 757th Airlift Squadron preyed upon the salt marsh mosquitoes of Joint Base Charleston on May 16, 2023.

Based at Youngstown Air Reserve Station, Ohio, the 910th Airlift Wing maintains the Department of Defense's only large area, fixed-wing aerial spray capability to eliminate disease-carrying insects, pest insects and undesirable or invasive vegetation and disperse oil spills in large bodies of water.

Operating an aerial spray-modified C-130H Hercules aircraft, the 757th aircrew, aka "Blue Tigers", are some of the only Reserve Citizen Airmen qualified to fly agile sorties at 300 feet altitude using night vision goggles.

"Many mosquito species start biting and are highly active at dusk and into the night," said Capt. Deanna Scheff, a medical entomologist with the 757th AS. "So we spray in that window of time to have the greatest impact on mosquitoes, with a product so microscopic that if we didn't fly low it'd evaporate before hitting its mark."

The Environmental Protection Agency-approved product is atomized during application and applied at a rate roughly equaling a shotgun shell's worth (about 1 ounce) or less per acre to counter the spread of insect-borne diseases and/or profuse and nuisance biters. Youngstown ARS's newly acquired rotary nozzle innovation optimizes the precision and impact of the hunt.

"More deaths have been caused by diseases spread via insects or arthropods than any war," said Scheff. "In fact, diseases have historically been one of the top killers during war, making disease-vectoring insects just as deadly as bullets and artillery, given the chance."

As the only unit biting the bugs back, some theorize that the 757th AS, be it unorthodox and incalculable, has one of the highest enemy kill counts in military history, at least counting pest insects. At the same time, the unit sports a pristine safety record due to the EPA-approved product's calculated use.

"If you painted our aircraft completely white then added a small gray dot for each mosquito, you'd never know the difference in color from what they look now," said Scheff. "The impact of our mission can neither be seen nor felt. What we do is preventative and dead mosquitoes can't bite."

The "Blue Tigers" are permitted to stalk insects at the invitation of DoD installations and their surrounding communities in order to assist with their pest control programs. The unit can also respond to disasters and national emergencies as declared by the President of the United States. Supporting these recurring DoD missions and disaster recovery efforts helps the unit remain mission ready to use its unique capability to protect U.S. troops in potential future conflicts.

The JB Charleston mission marks the second operational use of the 910th AW's new electronic modular aerial spray system and the first ultra-low volume pesticide mission.

The HUNT

begins at dusk

By Tech. Sgt. Noah J. Tancer



FROM TOP TO BOTTOM – ONE: Capt. Deanna Scheff, a medical entomologist with the 757th Airlift Squadron, poses for a photo on May 16, 2023, at Joint Base Charleston, South Carolina. **TWO–FOUR:** An aerial spray-modified C-130H Hercules aircraft assigned to the 910th Airlift Wing, Youngstown Air Reserve Station, Ohio, operates into the night over Joint Base Charleston, South Carolina, and surrounding areas, May 16, 2023. (1-3 by Tech. Sgt. Noah J. Tancer/4 by Staff Sgt. Christina Russo)



INTEGRATED DEFENSE LEADERSHIP COURSE

THREE YEARS IN AND SOLIDIFYING ITS PLACE AS AFRC'S PREMIERE DEFENDER TRAINING PROGRAM

1. Senior Airman Dylan Milbrand/914th Security Forces Squadron/Niagara Falls Air Reserve Station, New York/Static Defense/May 19, 2023 • 2. Staff Sgt. Frederick Roland/301st Security Forces Squadron/Carswell Field, Naval Air Station Joint Reserve Base Fort Worth, Texas/Area Security Operations/June 15, 2023 • 3. Senior Airman Nicholas Lozano/301st Security Forces Squadron/Carswell Field, Naval Air Station Joint Reserve Base Fort Worth, Texas/grenade training/June 7, 2023 • 4. Master Sgt. Keith Carter/433rd Security Forces Squadron/Joint Base San Antonio-Lackland, Texas/Area Security Operations/May 19, 2023 • 5. Senior Airman Jose Leos/Texas Air National Guard's 204th Security Forces Squadron/Grenade Training/Aug. 15, 2023 • 6. Integrated Defense Leadership Course cadre/Claymore trainer certification/June 1, 2023 • 7. Master Sgt. Anthony McDaniel/IDLIC Cadre member/914th Security Forces Squadron/Niagara Falls Air Reserve Station, New York/tactical combat casualty care exercise/Aug. 16, 2023 • 8. 301st Security Forces Squadron Defenders/Carswell Field, Naval Air Station Joint Reserve Base Fort Worth, Texas/Static Defense/June 15, 2023 • 9. Defenders from Texas Air National Guard and 919th SFS/Claymore Training/Aug. 15, 2023 • 10. A grenade detonates during grenade training/Aug. 15, 2023



6 - Staff Sgt. Christina Russo



7 - Staff Sgt. Christina Russo



8 - Staff Sgt. Christina Russo



9 - Staff Sgt. Christina Russo



10 - Staff Sgt. Christina Russo



Senior Airman Danielle Clayton, an aerospace maintenance specialist with the 910th Aircraft Maintenance Squadron, marshals in a C-130J-30 Super Hercules aircraft assigned to the 130th Airlift Wing, McLaughlin Air National Guard Base, West Virginia, on Feb. 22, 2023, at Youngstown Air Reserve Station, Ohio. (Photo by Staff Sgt. Christina Russo)



SUPER HERCULES FAMILIARIZATION

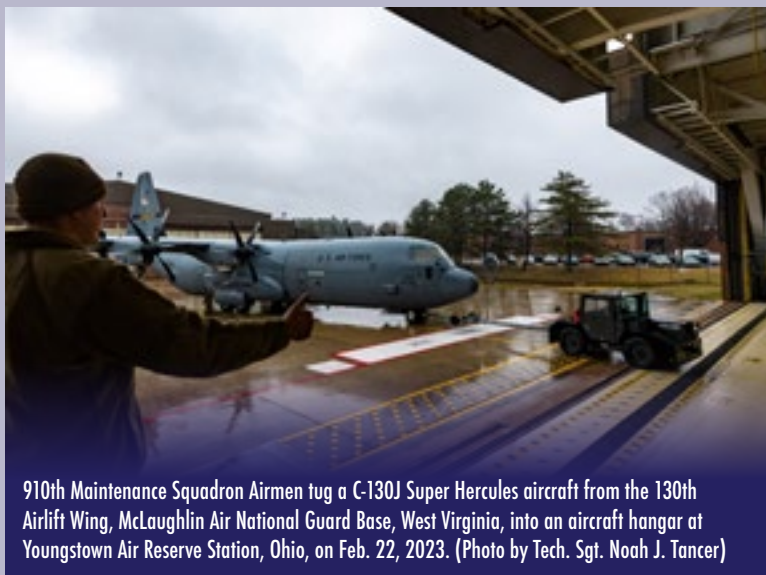
By Tech. Sgt. Noah J. Tancer

Guardsmen from the 130th Airlift Wing based out of McLaughlin Air National Guard Base, West Virginia, visited Youngstown Air Reserve Station, Ohio, on Feb. 22, 2023, with one of their C-130J Super Hercules aircraft.

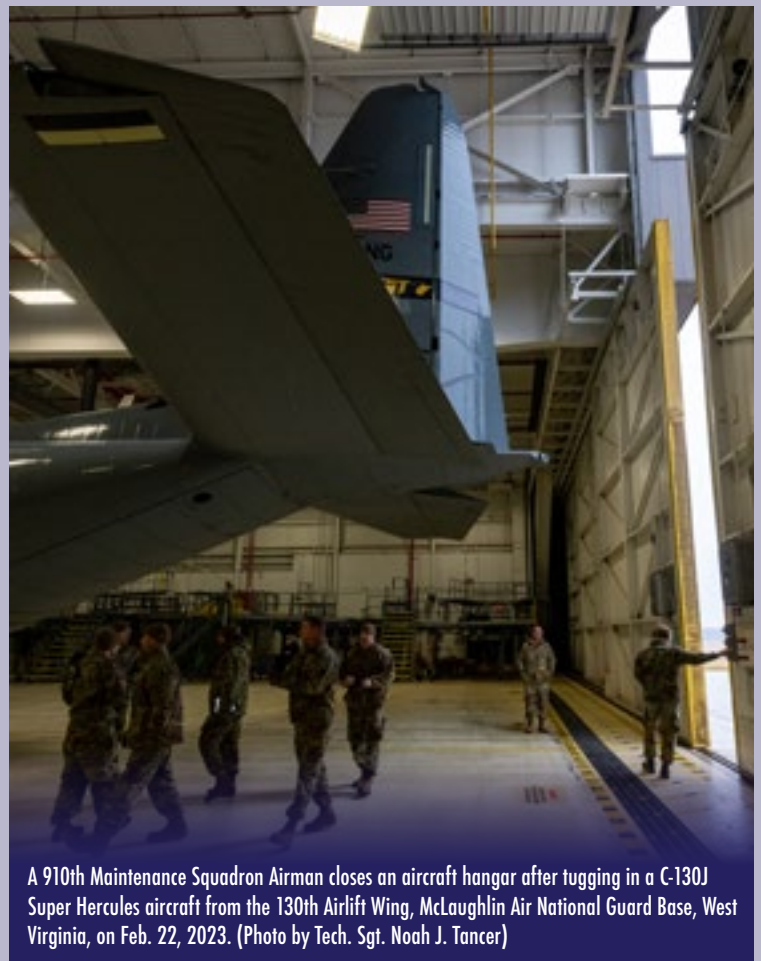
In late December 2022, Secretary of the Air Force Frank Kendall announced Youngstown ARS as the preferred location to receive eight new C-130Js.

Though the official basing announcement has yet to be made, the 910th AW has partnered with various C-130J units to familiarize their Reserve Citizen Airmen on the newer model.

McLaughlin ANGB was the first to visit, and with their help, 910th Airmen were able to gauge how a C-10J would fit on the ramp and in a hangar as compared to the 910th AW's current C-130H Hercules aircraft.



910th Maintenance Squadron Airmen tug a C-130J Super Hercules aircraft from the 130th Airlift Wing, McLaughlin Air National Guard Base, West Virginia, into an aircraft hangar at Youngstown Air Reserve Station, Ohio, on Feb. 22, 2023. (Photo by Tech. Sgt. Noah J. Tancer)



A 910th Maintenance Squadron Airman closes an aircraft hangar after tugging in a C-130J Super Hercules aircraft from the 130th Airlift Wing, McLaughlin Air National Guard Base, West Virginia, on Feb. 22, 2023. (Photo by Tech. Sgt. Noah J. Tancer)



WINGS -N- WHEELS

Story and photos by Tech. Sgt. Juliet Louden

Airmen from the 910th Airlift Wing participated in Wings-n-Wheels fly-in and car show, Aug. 5-6, at Youngstown-Warren Regional Airport. Airmen were able to interact with the event participants and answer questions related to the various static displays featured there.

In celebration of the Air Force's 75th Anniversary, the 910th AW expanded their footprint at the event. The 910th AW displayed a C-130H Hercules aircraft, a security forces patrol car with and law enforcement gear for participants to interact with and two firetrucks. Personnel from munitions and aerial spray also had static displays, and the propulsion shop set up a cut-away C-130H engine in the cargo area of the C-130 static display.

During the event, Col. Michael Maloney, 910th AW commander, spoke to a crowd of participants, highlighting the mission and impact of the Air Force

Reserve and Youngstown Air Reserve Station.

"The event gave us the chance to showcase the hometown Air Force to the public and display the visible symbol of the Air Force to the entire region," said Maloney. "The local community interacting with Airmen allows people to see that these Airmen are your friends and neighbors who are defending this country. Reserve Citizen Airmen mean a lot to me, and we cannot do the job without them."

Wings-n-Wheels also reflects the dedicated support the local community has for YARS.

"The strength and support of the community is nothing short of amazing," said Maloney. "I continue to be astonished by the amount of support, it blows me away."



TOP: 1st Lt. Austin Large, a pilot assigned to the 758th Airlift Squadron at Pittsburgh Air Reserve Station, Pennsylvania, talks with an event guest inside of a C-17 Globemaster III aircraft at Wings-N-Wheels.

LEFT: Tech. Sgt. John Brickman, a munition storage technician, and Tech. Sgt. Hunter Powers, NCOIC of munitions operations, both with the 910th Maintenance Squadron, talk with event guests at Wings-N-Wheels.



RIGHT: Senior Airman Dylan Miller, an aerial spray technician assigned to the 757th Airlift Squadron, talks with event guest, Aug. 6, 2023, at the Wings-N-Wheels Fly-In and Car Show at Youngstown-Warren Regional Airport, Ohio.



OPERATION LIMELIGHT

Story by Staff Sgt. Christina Russo

More than 50 Reserve Citizen Airmen assigned to the 910th Airlift Wing conducted annual aircrew water survival training from April 18–21, 2023, at Naval Air Station Key West, Florida. Members from the 757th Airlift Squadron and the 910th Operations Support Squadron worked closely with each other and the Navy to coordinate the off-station training.

“Operation Limelight was executed in conjunction with annual aircrew water survival training,” said Col. Scott Lawson, 910th Operations Group commander. “The purpose was to expose reserve members to new and unexpected urban situations they may find themselves in when executing airlift missions overseas.”

In preparation for Operation Limelight, Lawson tasked his Airmen with organizing training exercises that would present aircrew with real-world situations while giving them the necessary tools to survive.

“Putting the Airmen in the ocean and an urban environment where conditions can change rapidly gives them the opportunity to think critically, work as a team and solve problems under stressful conditions,” said Lawson.

As foreign adversaries continue to test the U.S. military’s capabilities, Reserve Citizen Airmen are tasked now more than ever to be prepared to step up when called upon, which is why the 910th AW’s vision of ‘Combat Ready ALWAYS’ has leadership

pursuing training opportunities for their Airmen in the most realistic settings.

“Conflicts around the world may arise at any time; this was the perfect opportunity to place our members in an urban environment, rapidly change the conditions on them and see how they perform,” said Lawson. “Coming down to Key West allowed aircrew to refresh their skills in a real-world environment where they have to work with the conditions at hand whether it be wind, heat or swells in the ocean.”

For Lt. Col. Lisa Ballas, 910th Operations Support Squadron commander, this was her first off-station training with the 910th OG and an opportunity to test her leadership abilities.

“Taking any group off-station requires a lot of planning, coordination and clear, concise communication,” said Ballas. “Planning is crucial and you have to trust in your people and their hard work. In the end, the 910th OSS knocked it out of the park. I couldn’t be prouder of my OSS team, especially the aircrew flight equipment, intel and training sections.”

Whether it be a training exercise or a real-world contingency, extensive coordination and intel gathering is crucial to the overall success of the mission. As peer and near-peer global competitors vie for the upper hand in potential future conflicts, the 910th is following the Air Force’s lead in changing how Airmen train and remain ready for the fight.



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PAGE 18: Background: Tech. Sgt. Solomon Walker, a flight engineer assigned to the 757th Airlift Squadron, is lifted out of the water during a mass casualty rescue exercise on April 19, 2023. (Staff Sgt. Christina Russo)

PAGE 19: Top left: Maj. Shannon Baker, an instructor navigator assigned to the 757th Airlift Squadron, assembles the 20-person life raft canopy during water survival training on April 19, 2023. (Staff Sgt. Christina Russo)

Top right: Master Sgt. Zach Angel, a 910th Operations Support Squadron Survival, Evasion, Resistance and Escape specialist, instructs Airmen during water survival training on April 19, 2023. (Staff Sgt. Christina Russo)

Center: Reserve Citizen Airmen assigned to the 910th Airlift Wing carry a 20-person life raft during water survival training on April 19, 2023. (Tech. Sgt. Juliet Louden)

Bottom left: Maj. Sho Kawano, a Japanese exchange pilot assigned to the 757th Airlift Squadron, hangs in a parachute harness during water survival training on April 19, 2023. (Tech. Sgt. Juliet Louden)

Bottom right: Reserve Citizen Airmen assigned to the 910th Operations Group board life rafts in a mass casualty rescue exercise on April 19, 2023. (Tech. Sgt. Juliet Louden)



THE HEART OF IRT



Senior Airman Aaron Razayeski, a Consolidated Asset Management Site ground transport specialist, and Master Sgt. Dale Payne, CAMS warehouse manager, load a tractor-trailer, July 28, 2023, at YARS. (Eric M. White)



Senior Airman Aaron Razayeski backs a truck loaded with IRT equipment and supplies into the Monroe Civic Center, July 31, 2023, Monro, Louisiana. (Tech. Sgt. Noah J. Tancer)



Senior Airman Aaron Razayeski pulls a truck loaded with IRT equipment and supplies into the Monroe Civic Center, July 31, 2023, Monro, Louisiana. (Tech. Sgt. Noah J. Tancer)

By Tech Sgt. Noah J. Tancer

On endless roads, the fixed horizon changes as time and distance pass by. Logistics never stop; they flow through every operation with a pulse.

Innovative Readiness Training is a Department of Defense program that delivers Joint Force training to service members and incidental benefits to American communities. IRT's vision is a secure and prosperous America supported by strong civil-military relations. And at the heart of it all is the Consolidated Asset Management Site located at Youngstown Air Reserve Station, Ohio.

"CAMS is one of the biggest cogs in the wheel for IRT in my opinion," said Master Sgt. Dale Payne, the CAMS warehouse manager for IRT. "Without their equipment, these missions can't operate."

In the midst of the COVID crisis, CAMS was brought to Youngstown ARS in August of 2021 under the steady hand of Maj. Tina Hannasch, the commander of the 910th Logistics Readiness Squadron at the time.

Originally functioning out of Grissom Air Force Base, Indiana, their facilities became congestive with CAMS's growth. Youngstown's electronic slide opal storage units, climate-controlled warehouse, securable Conex yard and easy access to the interstate system made it a suitable transplant.

"Once I got into CAMS and IRT I saw that it was a way to help others and that's why I like it so much," said Payne. "It's not a humanitarian mission, it's a training program, but it in turn helps a lot of people, and I have to thank my wife and kids for putting up with me being on the road quite a bit."

CAMS circulates millions of dollars' worth of military equipment across the United States and its territories, transporting critical resources for Joint Force medical and civil engineer training.

"From Idaho to upper New York, down to Louisiana and everywhere in between we've either been, are going, or there's talks of us going," said Senior Airman Aaron Razayeski, a ground transportation specialist for CAMS. "There's really no way to describe it, it's always something different and it's always a new adventure."

All CAMS equipment and supplies are military-owned and kept up by an existing DoD budget. The basic health care or civil projects provided at no cost to the communities that qualify for IRT training are paid for by Americans for Americans through taxes as a mutually beneficial by-product of training medics and engineers for future conflicts or natural disasters.

"Everybody has a gift and you're supposed to use that gift to help others," said Payne. "We have to be good stewards of what we've been given at CAMS as we store about 17 million dollars' worth of equipment, and to replace it is even more expensive."

Under the Air Force Reserve Command's care, CAMS is slated to operate out of Youngstown ARS for at least seven years according to Payne, who hopes to keep it there longer as he believes it's not only a good training program for medical and civil engineering but also a good training program for ground transportation and vehicle maintenance members.

EXERCISE PA+RIOT MEDIC

Exercise Patriot Medic combined medical personnel from more than a dozen Air Force Reserve units to help build a robust and ready medical force capable of providing trauma, en route care, return-to-duty and evacuation while developing resilient Airmen able to support the warfighter. (Photos by Eric M. White)

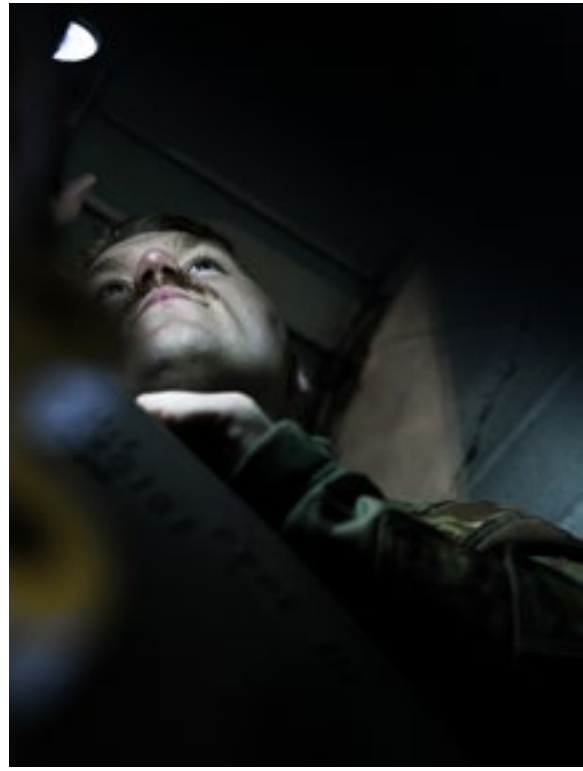
ONE: Internist Maj. Aneesh George and critical care nurse Capt. Erika Green/433rd Medical Squadron, Joint Base San Antonio-Lackland, Texas/Discussing patient outcome/Aug. 17, 2023 • **TWO:** Aerospace medical service craftsman Master Sgt. Manuel Cordova/433rd Medical Squadron, Joint Base San Antonio-Lackland, Texas/Performing CPR on a patient/Aug. 17, 2023 • **THREE:** Internist Maj. Aneesh George/433rd Medical Squadron, Joint Base San Antonio-Lackland, Texas/Documenting patient information/Aug. 17, 2023 • **FOUR:** Staff Sgt. Brent Goddu/99th Medical Support Squadron, Nellis Air Force Base, Nevada/Making a radio call at a security checkpoint/Aug. 17, 2023 • **FIVE:** Critical care nurse Capt. Denise Covell/433rd Medical Squadron, Joint Base San Antonio-Lackland, Texas/Assessing a patient/Aug. 17, 2023 • **SIX:** Air Force Reserve medic/Assisting a wingman in donning MOPP gear/Aug. 16, 2023 • **SEVEN:** Medical technician Staff Sgt. Aimee Moore/433rd Medical Squadron, Joint Base San Antonio-Lackland, Texas/Adjusting MOPP gear/Aug. 16, 2023 • **EIGHT:** Air Force Reserve Medical Personnel/Discussing emergency medical care/Aug. 16, 2023





MAINTAINING THE MISSION

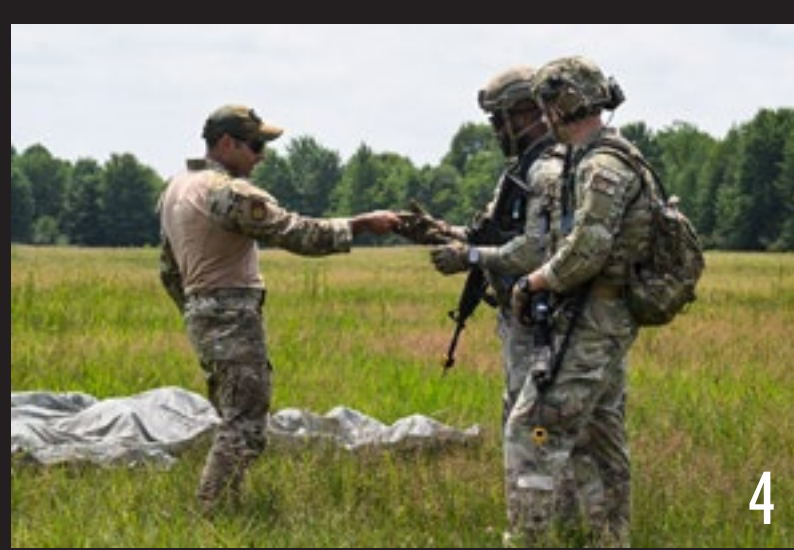
In these photos, Staff Sgt. Austin Gayhart, an aerospace maintenance journeyman with the 910th Maintenance Squadron, performs routine maintenance checks on a C-130H Hercules aircraft at Youngstown Air Reserve Station, Ohio, Dec. 26, 2023. (Photos by Staff Sgt. Christina Russo)



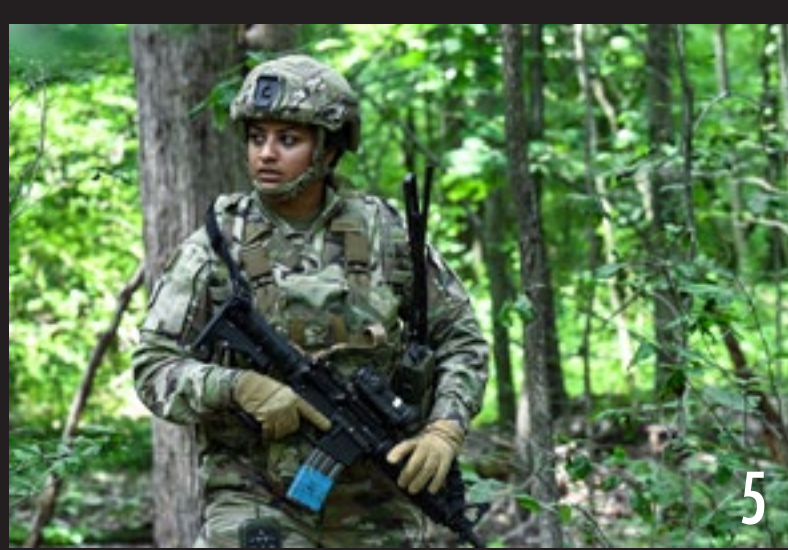


Defenders assigned to the 910th Security Forces Squadron participated in a training exercise focused on combat readiness and their ability to transform tactical skills to adapt to their mission at Camp James A. Garfield Joint Military Training Center, Ohio, July 25, 2023. The members flew to CJAG from Youngstown Air Reserve Station on an Ohio National Guard CH-47 Chinook helicopter. Upon landing, they secured the area and began litter training for aeromedical evacuation utilizing a 3rd Battalion, 238th Air Regiment UH-60 Blackhawk helicopter. The Defenders then began a tactical training mission that required them to use land navigation to locate and secure a contested objective while avoiding or engaging with opposing force members using blank fire. PHOTO DETAILS: 1. Defenders arrive at CJAG. 2. Staff Sgt. Anthony Piper holds a defensive posture. 3. Defenders work with ONG aircrew members to load a patient litter onto a UH-60 Blackhawk. 4. Defenders interact with a simulated civilian after military equipment landed on his property in the exercise. 5. Senior Airman Manjinder Kaur treks through the woods during the land navigation portion of the exercise. 6. A Defender watches a Chinook land at CJAG during the exercise. 7. An ONG aircrew member flies aboard a Chinook between YARS and CJAG. 8. Defenders disembark the Chinook after returning to YARS. (U.S. Air Force photos by Staff Sgt. Christina Russo)





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CBRNE EXERCISE

TESTS ATTACK RESPONSE PROFICIENCY

Members of the 76th Aerial Port Squadron and 910th Medical Squadron participated in a chemical, biological, radiological, nuclear and high-yield explosives response exercise during a unit training assembly on Dec. 3, 2023. The exercise tested the Airmen's ability to execute the mission under the threat of attack and while wearing escalating levels of protective equipment. Photos by Staff Sgt. Christina Russo.

LEFT PAGE: A 910th Medical Squadron Airman removes his personal protective equipment at the end of the exercise. RIGHT PAGE: ONE: A member of the 76th Aerial Port Squadron operates a forklift to load an aircraft. TWO: Members of the 76th APS prepare to offload cargo from a C-130H Hercules aircraft. THREE: Members of the 76th APS palletize cargo. FOUR: Members of the 76th APS await instructions to offload cargo from a C-130H Hercules aircraft. FIVE: Members of the 76th APS use a forklift to move cargo. SIX: A 76th APS member carries a wheel chock to secure a forklift. SEVEN: Members of the 76th APS direct and drive cargo vehicles while wearing protective equipment. EIGHT: A 910th MDS Airman removes personal protective equipment at the end of the exercise.

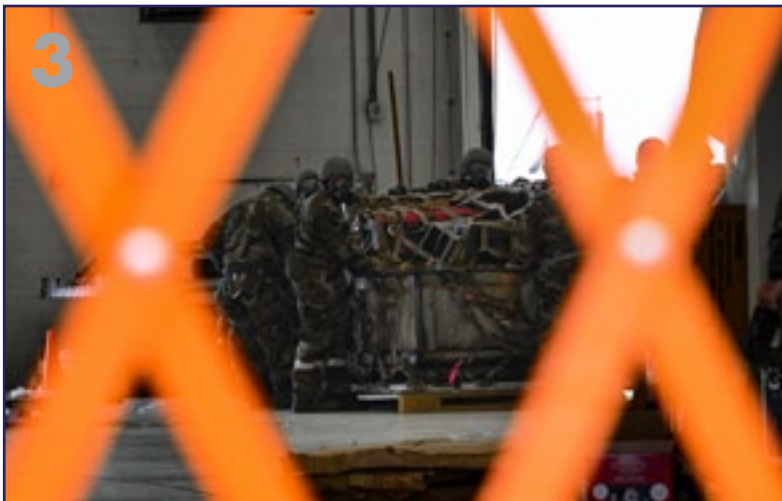
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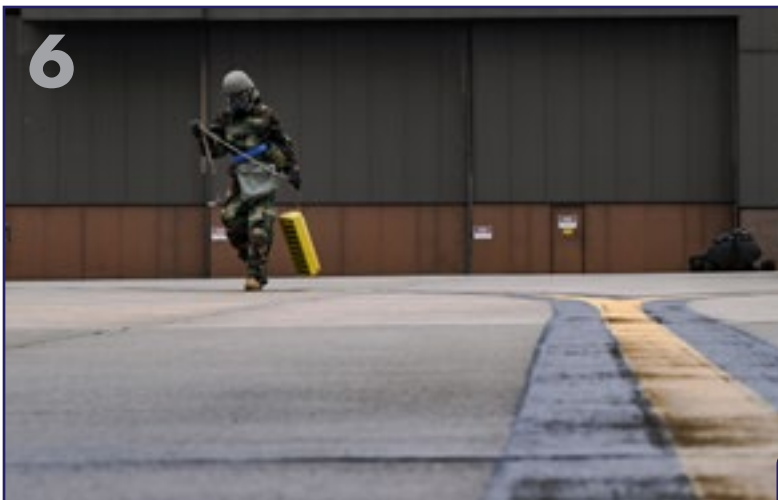
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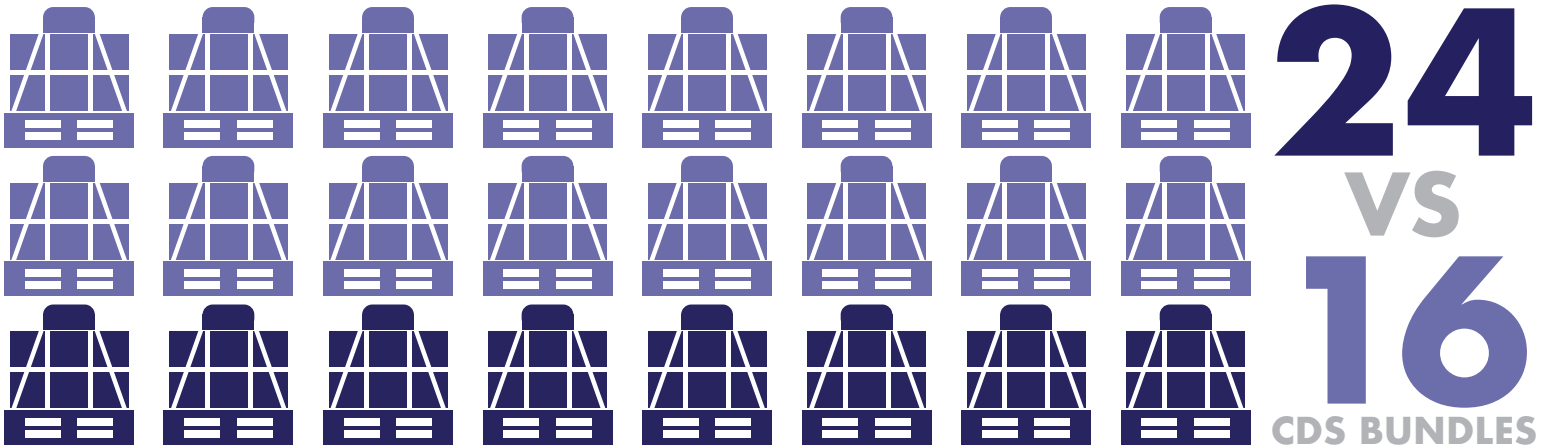
AN ENDURING LEGACY

The 910th Airlift Wing's employment of C-130 aircraft began in 1981 with the arrival of its fleet of C-130Bs, converting the unit from the 910th Tactical Fighter Group to the 910th Tactical Airlift Group. The airlift legacy continued in 1994 as the unit converted to C-130H Hercules aircraft.

The 910th Airlift Wing has used its fleet of C-130H Hercules aircraft, varying in strength from 16 to 8 assigned aircraft, to perform tactical airlift

missions and aerial spray operations around the United States and abroad. As the 910th Airlift Wing has been selected to receive eight new C-130J-30 Super Hercules aircraft, the unit is preparing to divest itself of its legacy C-130H Hercules aircraft while honoring their legacy of service. Here is a summary of missions that the 910th Airlift Wing has completed as a C-130H Hercules unit:

- **1981:** The 910th is redesignated as the 910th Tactical Airlift Group and receives its first C-130B aircraft.
- **MAY 1994:** Three aircraft from the 910th deliver pallets of humanitarian cargo to Mother Teresa in India, becoming the first U.S. military aircraft to operate there in 22 years.
- **1994:** The 910th Airlift Group is redesignated the 910th Airlift Wing, with 16 permanently assigned and authorized C-130H Hercules aircraft.
- **MAY 1995:** The 773rd Airlift Squadron is activated as a unit of the 910th Airlift Wing.
- **2003-2014:** Air Force structure changes reduce the 910th's Primary Assigned Aircraft from 12 to eight, with one Back-up Inventory Aircraft. The reduction in aircraft results in the deactivation of the 773rd Airlift Squadron, which was activated as a unit of the 910th in 1995.
- **JULY 2005:** More than 90 Air Force Reservists from the 910th's 757th Airlift Squadron are honored for combat missions their unit flew while supporting the ongoing War on Terrorism. The C-130 aircrews transported more than 26,000 people and more than 5,000 tons of cargo on at least 3,400 flying missions, of which at least 2,300 were combat missions.
- **SEPTEMBER-OCTOBER 2005:** The 910th Airlift Wing is tasked to combat the potential deadly spread of infectious diseases from insect bites due to the flooding in the aftermath of Hurricanes Katrina and Rita, treating more than 2.8 million acres.
- **SEPTEMBER 2008:** The 910th Airlift Wing sprays nearly 750K acres in Louisiana due to the flooding in the aftermath of Hurricane Gustav
- **DECEMBER 2008:** The 910th transports seven pallets (approx. 45,000 pounds) during a humanitarian relief mission to people in the Dominican Republic in the aftermath of a hurricane.
- **JANUARY-FEBRUARY 2010:** 910th Aircraft and aircrews provide airlift support to Operation Unified Response, an international relief effort in the aftermath of the earthquake in Haiti.
- **MAY-JUNE 2010:** The 910th's 757th Airlift Squadron is directed to conduct aerial spray for Operation Deep Water Horizon, using dispersing agents to neutralize the oil spill caused by the April 2010 sinking of the Deepwater Horizon drilling platform in the Gulf of Mexico.
- **OCTOBER 2011-JANUARY 2012:** Four aircraft and approximately 140 Airmen assigned to the the 910th Airlift Wing deploy to Southwest Asia for four months to support airlift operations to various military installations throughout the U.S. Central Command Area of Operations, completing 2,562 flying hours during 354 missions.
- **JUNE 2014-SEPT. 2014:** More than 110 members from the 910th Airlift Wing's flying and maintenance squadrons support airlift operations to various military installations throughout the U.S. Central Command Area of Operations, completing 1,275 flying hours during the course of 300 missions.
- **SEPTEMBER 2017:** The 757th Airlift Squadron performs 28 sorties to treat more than 2.7 million acres in Texas with insecticide in the wake of Hurricane Harvey, marking the first emergency mosquito-control mission performed using Night Vision Goggles at dusk hours when mosquitos are most active.
- **OCTOBER 2020:** 85 Reserve Citizen Airmen and three C-130s assigned to the 910th deploy to conduct Aerial Spray operations to treat more than 900,000 acres in southern Louisiana for mosquito control in the aftermath of Hurricanes Laura and Delta.
- **FEBRUARY-MAY 2022:** More than 140 members from the 910th's flying, maintenance and other ground support squadrons deploy to provide airlift operations to military installations and operations including East Africa Response Force and Joint Special Operations Task Force Somalia, in support of Combined Joint Task Force-Horn of Africa Area of Operations.



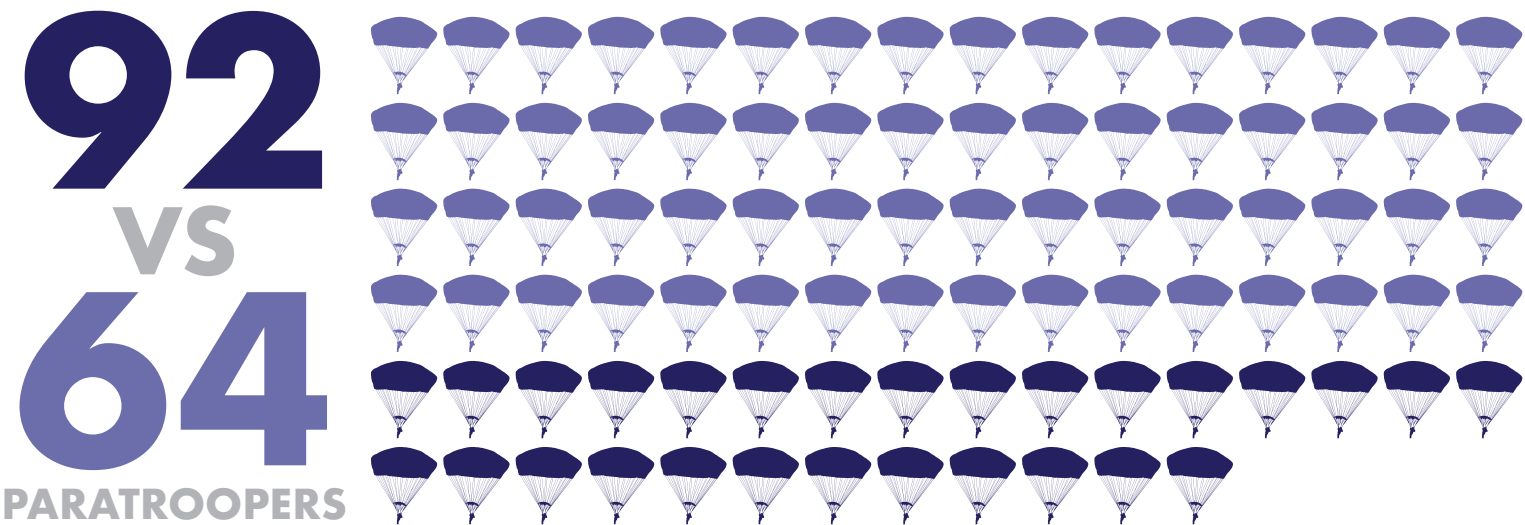
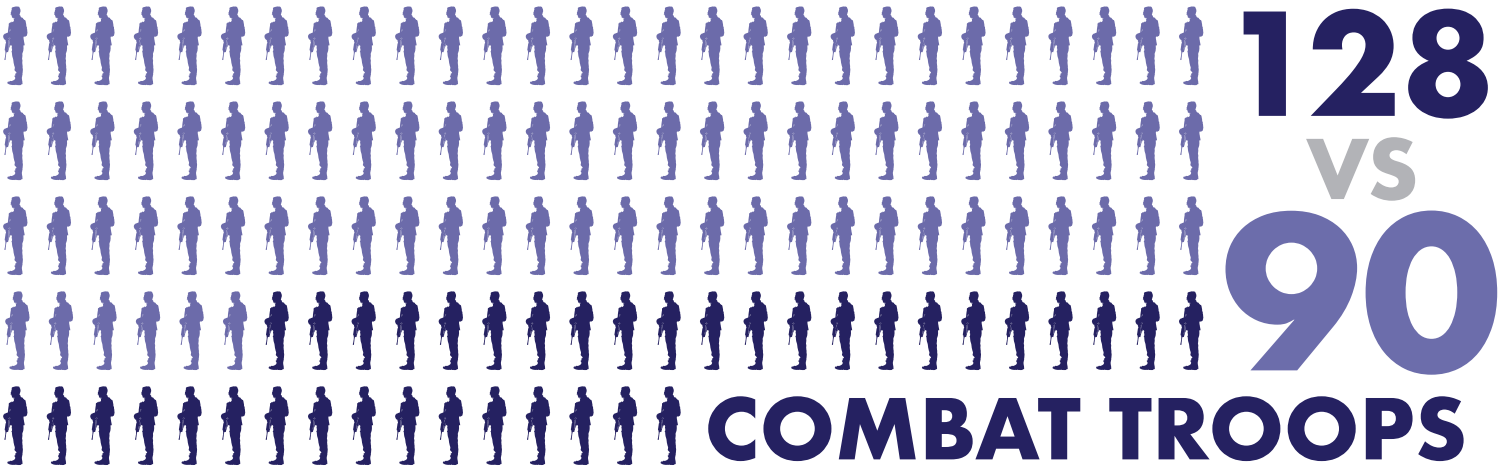
8 vs 6 PALLETS



A PROMISING FUTURE

The C-130J is the latest addition to the C-130 fleet and has replaced aging C-130Es and some of the high-time C-130Hs. The C-130J incorporates state-of-the-art technology, which reduces manpower requirements, lowers operating and support costs, and provides life-cycle cost savings over earlier C-130 models. Compared to older C-130s, the J model climbs faster and higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. The C-130J-30 is a stretch version, adding 15 feet to the fuselage, increasing usable space in the cargo compartment.

C-130J/J-30 major system improvements include an advanced two-pilot flight station with fully integrated digital avionics, color multifunctional liquid crystal and head-up displays and state-of-the-art navigation that includes a dual inertial navigation system and GPS. The aircraft also features fully integrated defensive systems, low-power color radar, digital moving map display, new turboprop engines with six-bladed all-composite propellers and a digital auto pilot. The C-130J/J-30 also includes improved fuel, environmental and ice-protection and an enhanced cargo-handling system.



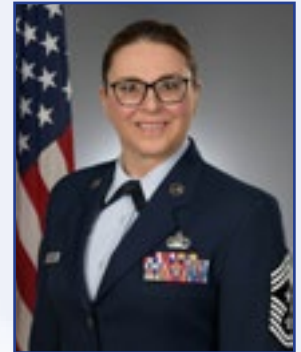
WING AND GROUP LEADERS



Col. Mike Maloney
910th Airlift Wing
Commander



Col. Ed Schierberl
910th Airlift Wing
Vice Commander



Chief Master Sgt.
Jennifer McKendree
910th Command Chief



Col. John Sebastia
910th Operations Group
Commander



Col. Joe Winchester
910th Maintenance Group
Commander



Col. Greg Meyer (until Dec. 2023)
910th Mission Support Group
Commander



/youngstownars



@910AW



/youngstownars



@910AW

The work you do is part of the 910th Airlift Wing story. Stay connected with your unit by joining the conversation on Facebook, X (formerly Twitter), Instagram, YouTube and our public website at youngstown.afrc.af.mil. We frequently post fresh content including articles, photos, news video pieces and more, to help tell the world your story.



MISSION

Provide Agile Combat Support & Employment, Tactical Airlift, and Aerial Spray

VISION

Combat Ready ALWAYS!

PRIORITIES

DEPLOY

Airmen who are fully qualified and prepared to carry out the mission whenever and wherever they are called upon to do so.

TRAIN

Airmen who are qualified in their primary AFSC and have ample opportunities for advanced training, both at home station and abroad.

DEVELOP

Resilient Airmen who have dynamic and powerful opportunities to excel and grow as service members and leaders.

Fostered via empowerment and innovation.
Founded on a culture of compliance, inclusion, and open communication.

THE 2023 AIRSTREAM ALMANAC

is presented by the Eastern Ohio Military Affairs Commission
and the Youngstown Air Reserve Base Community Council

Launched in 2015, the Eastern Ohio Military Affairs Commission's mission is to preserve and promote the value of military operations between Cleveland and Pittsburgh, with an emphasis on YARS and nearby Camp James A. Garfield Joint Military Training Center, a 21,000-acre advanced training site for thousands of troops in the Ohio National Guard and the U.S. Air Force Reserve. EOMAC is a proud member of the Association of Defense Communities and part of the Ohio military commission network, with peers around the state, including Task Force Lima, Toledo Military Affairs Commission, the Ohio National Guard Association and Dayton Development Coalition.

Since 2018, EOMAC's legislative advocacy has brought over \$25 million in Federal Military Construction Funding to YARS and also ensured that YARS is one of two finalists for the basing

of eight C-130J aircraft, valued at \$878 million.

The Youngstown Air Reserve Base-Community Council, a not-for-profit organization, was formed about 35 years ago to provide public education of the mission, vision and economic impact of Youngstown Air Reserve Station on the region while actively and financially supporting base activities and base members.

Since 2016, the YARBCC has given more than \$50,000 in support of 910th morale and community engagement programs and aid to Airmen in need. Additionally, the YARBCC financially supports the work of EOMAC.

EOMAC and the YARBCC's indispensable efforts boost the military value and the future viability of YARS.

Thank you to EOMAC and the YARBCC from the Airmen of the 910th Airlift Wing for your ongoing work on our behalf.



As soon as the news dropped that YARS would be the home of eight brand new C-130J-30 Super Hercules aircraft (new airplane smell included), a question immediately begged to be answered: How would the heart and soul of the 910th Airlift Wing's official mascot, Winger, get moved from his C-130H 'body' to a new C-130J 'body?' The artist behind Winger turned to

two of his all time favorite movies for inspiration. The Airstream Almanac editorial team hopes you find the proposed solution to the quandary as entertaining as we did. But now for the next question: Will the 'Big Switch' work? Stay tuned to find out. (U.S. Air Force illustration by Senior Master Sgt. Bob Barko Jr.)

Combat ready ALWAYS!