

AIRSTREAM

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2019





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910th Airlift Wing
2019 - Vol. 6

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910th COMMANDER



Col. Joe Janik

PUBLISHER

The 2019 Airstream Almanac is the sixth annual almanac of the 910th Airlift Wing, continuing the more than 60-year tradition of the base magazine. All photos are U.S. Air Force photos unless otherwise noted. The opinions of contributors do not necessarily reflect those of the U.S. Air Force.

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ON THE COVER: A 910th Airlift Wing Airman aboard a C-130H Hercules aircraft waves the American flag for onlookers upon returning to YARS from a deployment, Sept. 18, 2019. (U.S. Air Force photo/Senior Airman Christina Russo)

IN THE BACKGROUND: A 910th Airlift Wing C-130H Hercules aircraft takes off for a local training flight here, Oct. 1, 2019. (U.S. Air Force photo/Eric M. White)

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910th AIRLIFT WING MISSION STATEMENT

Combat ready NOW... for tomorrow's fight!

VISION STATEMENT

Maximize our combat capabilities... Delivering decisive tactical airlift, aerial spray and agile combat support!

PRIORITIES

- 1. Support and encourage the readiness, professional development, and personal resilience of ALL 910th Airmen
- 2. Ensure the 910th is ready to execute its primary mission in-garrison or supporting Air Expeditionary Forces; at any time
- 3. Take calculated risk in the stewardship of scarce resources to ensure effective and efficient mission accomplishment



910th Airlift Wing Leadership



Col. Joe Janik
910th Airlift Wing Commander



Col. Casey Dodds
910th Airlift Wing Vice Commander



Chief Master Sgt. Chris Williams
910th Command Chief



Lt. Col. Jeff Shaffer
910th Operations Group Commander



Col. Sharon Johnson
910th Maintenance Group Commander



Col. Don Wren
910th Mission Support Group Commander



Youngstown Air Reserve Station Snapshot

A summary of facts and figures



910th Airlift Wing Mission

Combat ready NOW... For tomorrow's fight!

910th Airlift Wing Vision

Maximize our combat capabilities... Delivering decisive tactical airlift, aerial spray and agile combat support!

Key Leadership

910th Airlift Wing

Commander: Col. Joe Janik
Vice Commander: Col. Casey Dodds
Command Chief: Chief Master Sgt. Christopher Williams
Operations Group Commander: Lt. Col. Jeff Shaffer
Maintenance Group Commander: Col. Sharon Johnson
Mission Support Group Commander: Vacant
Medical Squadron Commander: Col. Colleen Kelley

Navy Operational Support

Center Youngstown

Commander: Cmdr. Jenni Reid

Detachment 3 • Maintenance Company

Combat Logistics Battalion 453 • USMCR

Inspector/Instructor: Chief Warrant Officer 3 Douglas Cardwell

YARS Personnel

910th Airlift Wing

Military - Traditional Reservists (TRs), Air Reserve Technicians (ARTs), Active Guard Reserve (AGRs) 1406
Civil Servants (excluding 190 ARTs) 237
NAF/AAFESS/CREDIT UNION 54
Contractors 59
Total 1756

Marines

Active Duty, Traditional Reservists 96

Navy

Active, Civilians, Reservists & Mobilized Sailors 38

Defense Logistics Agency

DLA Specialists 4

Federal Aviation Administration

Air Traffic Control Tower Staff 25

Total YARS Manning 1919

Economic Impact FY 19:

\$109.5 mil

Annual Payroll:

Military \$39,423,307
Appropriated Civilian \$23,279,569
NAF Civilians and Private Business \$3,575,503
Total \$66,278,379

Military Expenditures on Station

Construction \$3,623,553
Services \$7,310,224
Other (BX, Health CHAMPUS, Tuition) \$7,725,560
Total \$18,659,337

Indirect Effects

Local Jobs Created 548
Dollar Value \$24,869,336

Federal Assets

Acreage

YARS Owned 230 acres
YARS Leased 91 acres
Total 321 acres

Buildings and Aircraft

Total AF Buildings (Average Building Age - 30 years) 71
Plant Replacement Value \$797,603,310
Aircraft Value (C-130H - Approx. \$30M ea. x 8) \$240,000,000
Total \$1 Billion+

Who are we? Reserve Citizen Airmen...

- ARTS make up nearly half of the 910th's full time workforce and are Department of Defense (DoD) Civil Servants with an associated Air Force Reserve military position.
- DoD Civil Servants, or DoD civilians, make up more than half of the wing's full time workforce and are essential to the day-to-day operations at YARS and the military readiness of the 910th.
- AGRs are TRs serving on a short-term federal active duty tour under to provide full-time support the 910th.
- Contractors make up the remainder of the 910th's full time-force and are responsible and essential to installation operations at YARS.
- TRs make up the bulk of our manpower at YARS. In uniform, TRs work across 15 units in a variety of jobs to accomplish the 910th's mission and vision. When not in uniform, they are students, small business owners, teachers, doctors, police, firefighters, postal workers, skilled trades people and more. They are your neighbors, your co-workers, your friends and quite possibly members of your family. They are among the less than one percent of Americans who volunteer for military duty, serving one weekend a month, at least an additional two weeks a year and can be called up to deploy anywhere around the world, ready to go in as little as 72 hours.

Aircraft (8 primary aircraft assigned)

6 x C-130H2 - Modified for Modular Aerial Spray System
2 x C-130H2.5 - Modified for Modular Aerial Spray System



Col. Joe Janik
910th Airlift Wing Commander

Joseph D. Janik

Proud members of the 910th, thank you for a superb 2019. Our wing crushed this year and operated Above the Line (more on this in a moment). As the year unfolded, we welcomed home our agile combat support team; logistics, aerial port, firefighters, communications, civil engineering, security forces and our force support members. Soon thereafter, we sent our aviation package out the door to the Middle East. Our operations, maintenance, and a specialized team from the Mission Support Group, performed outstandingly in the CENTCOM AOR. The team was involved in the largest sustainment airdrop in CENTCOM history, and the maintenance team brought home several awards. The very next day after our aviation package arrived home, we welcomed the AFRC IG team here to conduct our Unit Effectiveness Inspection (UEI) Capstone. YOU earned the grade of “EFFECTIVE”. After the UEI, we then focused on Operation Frigid Penguin where we “deployed” 200 of our members to Alpena, Michigan. This exercise was our opportunity to test our readiness in a contested environment.

Recently, I and other senior leaders from the wing met to conduct a strategic alignment review. What is a strategic alignment? It is our opportunity to ensure we are aligned with our Numbered Air Force (NAF), higher headquarters, and with the 2018 National Defense Strategy (NDS). It is our opportunity to review HHQ and NDS missions and priorities. With the publication of the NDS, which was not current during the previous wing strategic alignment, we were able to craft a new mission statement for the wing:

Combat ready NOW... for tomorrow's fight!

This mission statement describes all facets of our combat power that our wing delivers to Combatant Commanders around the world; sometimes in a moment's notice. Our ability to deploy our tactical airlift, aerial spray, and agile combat support is crucial to the national defense. Everyone has a role. Every member of our wing, to include reservists, civilians, contractors, and NAF employees, is a vital link for our ability to execute our mission. Tomorrow's war will not be yesterday's conflicts. The NDS is clear about this and describes Russia and China as the United States' competitors. Our next fight will certainly be in a contested environment with no guarantee of air superiority. How we prepare today will ensure our success tomorrow. Our updated wing vision and priorities will be announced at the beginning of 2020.

Speaking of being prepared, who has heard of Urban Meyer? Not only was he the head coach of the National Championship Ohio State Buckeyes, he is also the author of “Above the Line.” From his book, he says that, “The performance of a team rises or falls on behavior.” That behavior is either above the line or below the line. Above the line behavior is intentional, on purpose, and skillful. Below the line is impulsive, on autopilot, and resistant. Below the line takes little effort and leads to being “just ok.” We are not a “just ok” organization. We are proud of our mission and of our accomplishments. This is further exemplified by the number of members that we ourselves recruit into the wing; to include our family members, friends, and coworkers.

I know the sacrifices each and every one of you make to be able to serve in the Air Force Reserve. Whether it is drill weekend, Annual Tour, or a six month deployment, your sacrifice does not go unnoticed. Our force from the 910th is made up of 28% first term Airmen, while the Air Force Reserve Command is at 41%. Our force is young. Only .5% of our U.S. population currently serves in our military force.

According to Time magazine, in the run-up to the 2018 midterm elections, 42% of Americans didn't know whether we were still at war in Afghanistan. Our 910th members know the sacrifices all too well necessary to ensure the nation's defense in what has been called “America's Forever War”.

We are a unique wing, built on the shoulders of our predecessors and from our hard-driving work ethic. But we could not serve our country without the support of our families. Our families hold down the fort while we are away, ensuring the household continues to function. They may not put on a uniform, but are no doubt the unsung heroes of our military force. Thank you to all of the families of the 910th who continue to support our Airmen.

Thank you to all of our Airmen for your service. I am proud to serve with you. For 2020, be ready, resilient, and postured for success.



Chief Master Sgt. Chris Williams
910th Airlift Wing Command Chief

Chris Williams

Where it started:

Born in 1965 to working class parents, I am the next to the youngest of four children. My parents are still living and as of this printing will have celebrated their 60th wedding anniversary. My parents gifted to us a love-filled childhood absent the dangers and drama so many of my friends and co-workers experienced. When chores were required, we had our share. When the church-house doors were open, we were there. We always sat down together for supper and at 7:00 p.m. on Tuesday nights we were in front of the TV to watch Happy Days. I was a kid in the late 1970's when life felt stable and predictable and I was truly ignorant of the world's dangers. My dog and bicycle were my best friends, I was free to roam (that is, until the street light came on) and had very few cares.

At 11 years old I started a paper route and mowed lawns and my first car (1971 Volkswagen Super Beetle) was bought with McDonald's money. Being from an area most known for cattle, oil fields and the Wishbone Offense (GO SOONERS!), the job market outlook was much different than the closed factories and assembly lines that now define The Rust Belt. Preferring a wrench in my hand to having my nose in a book, I experienced an epiphany while watching the 1978 movie Corvette Summer. I found my calling and wanted to learn how to do what Mark Hamill did to revive that junkyard Corvette. Truth be told, I was a below average student so there were no scholarships, and for some reason I didn't want to ask my parents to pay for school. So, I did what many of my friends were doing and visited a recruiter. McAlester, Oklahoma was the place, his name was Sergeant Fred Morgan and the year was 1984.

Now, as my military biography will attest (AF Connect – 910 AW Leadership), I've been to a few places and I've done a few things. I'll confess that I've failed as much as I've succeeded, but with a measure of pride and self-respect, I believe I can say that I have walked that leadership path and I do bear the scars of lessons learned. So, if you've made it this far in the reading, please take a moment to review a few lessons I've learned from my first assignment working flight line B-52s at Minot Air Force Base to my last assignment having a seat at the Combatant Command conference table.

Preparedness + Opportunity = Success (P+O=S)

With all of our demands and distractions, Professional Development must be intentional and pre-planned. Understanding the chronology and timing of how our upgrade training, PME and promotions are zippered together is key to mapping out our careers. While mastering our AFSC is crucial, so is developing our supervisory and leadership skills. And while we're here, don't forget the CCAF degree. That degree speaks to our technical qualifications while supporting our whole Airmen concept. Here's one of my P+O=S stories: When I was a Staff Sergeant, new to the Reserve, I informed my supervisor that I was concurrently working on both my CCAF and NCOA by correspondence. In the few months following the completion of both, I was promoted to Technical Sergeant. Through the standard churn of personnel, my preparedness of having satisfied the CCAF and NCOA had met the opportunity of a position vacancy. Sometime later, my superintendent told me that since I was the only one of the five SSgts in our shop that had satisfied both the CCAF and NCOA, it was an easy promotion decision. He said that I had taken the time to separate myself from the flock and, in kind, my efforts were rewarded.

Upholding Standards

What's the difference in executing with precision and executing with military precision? My opinion is STANDARDS. The most basic tenant of our standards is AFI 1-1 Air Force Standards. In such, we find the basic references in which to measure ourselves. Ethics? It's there. Use of Social Media? It's there. Personal grooming? Dress and Appearance? Professional Relationships? There, there, there. Now, during Basic Military Training, we all received foundational training in standards. During our time on the drill pad we learned the value of immediate compliance to a given order. Later, in our tech schools, we learned the value of paying attention to the most minute of technical details. As today's leaders, it's essential that we model the behavior we expect our Airmen to exhibit. Simply put, we cannot enforce a standard upon our Airmen that we as supervisors and key senior leaders do not or cannot uphold. Standards are the mortar that cement together the building blocks of our foundation. So, what's the difference in executing with precision and military precision? You know.

“You can do this”

Throughout my career both peers and supervisors have encouraged me. I'm most grateful that they took the time to get to know me, to understand what I value and to care enough to say “Have you ever considered being a (fill in the blank)?” I wore the Diamond because someone said, “You can do this.” I became a Command Chief because someone said “You can do this.” We discussed connections during our recent Resiliency Tactical Pause, and I propose this thought: My success would not have occurred without people taking the time to get to know me. So here's my challenge to all: Make the time to sit down with your people to understand why they wear this uniform. Get to know their story and their goals. More importantly, get to know them for who they are. On her darkest day, our nation may ask us to commit violence on her behalf, to defend the homeland against an outside aggressor or to deliver humanitarian relief to her neighbors. When that time comes, our Airmen will be prepared because both peers and supervisors will have made those connections. “My fellow Airmen, you can do this.”



Col. Dan Sarachene, former 910th Airlift Wing commander, poses on top of a C-130H Hercules aircraft in Hangar 305 at Youngstown Air Reserve Station, Feb. 8, 2019. Sarachene, who has flown C-130s at YARS for 27 total years in two stints, relinquished command on Feb. 9, 2019.

Col. Dan Sarachene, former 910th Airlift Wing commander, poses with one of his favorite photos representing the 910th AW at the wing headquarters building here, Feb. 5, 2019.

A picture is a memory that lasts forever, and displayed in a large frame are many of the unforgettable memories of former 910th Airlift Wing Commander Col. Dan Sarachene's 29 years of military service.

"The pictures capture what I have done throughout the years," said Sarachene, leaning over the frame and pointing emphatically to various images. "From pilot training, to my early days of flying, meeting some people along the way and some missions of doing things around the world. Always nice to capture those moments."

Many of Sarachene's memories are rooted in the 27 years he served at Youngstown Air Reserve Station. Sarachene became a pilot with the 757th Airlift Squadron here in 1992 and worked his way through the ranks to become 910th Airlift Wing commander in 2017. Sarachene relinquished command on Feb. 9, 2019.

"The opportunity was afforded to me by the Air Force Reserve and the 910th AW to become a pilot in the Air Force, which was always a childhood dream," said Sarachene. "Once I became a pilot, it gave me more opportunities to improve my craft and go all around the world."

While assigned to the 910th AW, Sarachene visited more than 35 countries. Those experiences varied from around the world missions, including a trip to deliver humanitarian cargo to India, flying low over the Amazon jungle in South America, meeting Robin Williams in Qatar and the highlight of his career, flying Colin Powell, former secretary of defense, into Baghdad, Iraq during Operation Iraqi Freedom.

Although Sarachene has traveled around the world and earned numerous service medals and ribbons including the prestigious Legion of Merit, what he remembers most are moments he created with the people he served with on his 29-year military journey.

"I think one of the most memorable things I will leave here with is the people," said Sarachene, leaning back and looking into the distance as if reminiscing. "Coming in contact with different people. I think those are the things that stay with you the most. With the accomplishments, you get some awards, you get a trophy here or there, but I think the memories are something that sticks with you for a long time. Whether it is flying Colin Powell or just being on a crew while deployed living in tents, hanging out, watching movies, flying the missions, aircrew stories and just being with people. The comradery on the flight deck while you are flying, the cracking up, the fun and making the most out of challenging situations."

The importance of teamwork and inspiring others is woven into Sarachene's leadership approach.

"To me, being a part of the team is the most rewarding aspect," he said. "People who come together to get the mission done, and do the best for each other. I wanted to be a good teammate and never let anybody down."

Sarachene feels one of his greatest efforts was in bringing the wing together as a team and creating a unified vision.

"As the commander, I strived to provide some strategic vision," said the former commander. "I sought to align the efforts of the wing into one direction. I was able to harness the energy and talent that we have here and hopefully put in a good direction to reflect the quality of people toward what is expected of the wing."

As commander, Sarachene found communication to be the most difficult hurdle to overcome.

"When you have 1,385 people, how do you communicate a vision and what is important down to the lowest level?" said Sarachene. "The

importance of everybody in the organization and to inspire them to understand they are part of something bigger than themselves; that is where the selflessness comes in. Sometimes you have to realize it is not about me. The more you relinquish that, the more success you will have."

Inspiration is an area Sarachene feels is extremely important in helping people understand the significance of their role on the 910th team.

"Although we all come here for a lot of the same reasons, we all come from different places in our lives and different backgrounds," said Sarachene. "How do I, as the wing commander, try to instill some aspirational aspects to people, and say what you do is important? Everyone has a role. There are no positions here that are just to sit on the sidelines. Everybody is part of the team, and everybody has to give."

Just as Sarachene remembers people throughout his military career, people at YARS will remember him as a positive, funny and motivating leader who cared about each of his Airmen.

Col. Joe Janik, the new 910th AW commander, has worked with Sarachene since 2014 and thinks highly of the impact Sarachene's leadership had here. During their change of command, Janik expressed his thoughts to Sarachene and the audience at the event.

"What distinguishes a great leader from a mediocre is that a great leader has a heart for his people," said Janik. "You have certainly demonstrated that during your time here at the 910th. Commanders should strive to leave their unit better than they have found it. And in my humble opinion, you have accomplished that goal."

As the wing's senior enlisted leader, Chief Master Sgt. Bob Potts worked closely with Sarachene.

"One of the things I learned from Col. Sarachene is that there are three important traits of a leader," said Potts. "For a leader to effectively motivate a follower to action and growth mindset, a leader must be a visionary...be a broker of energy... and...be a dealer of hope."

Potts went on to say that Sarachene was energizing and used his positive attitude and enthusiasm to motivate people to do their job and achieve the mission.

Maj. Vito Abruzzino, 910th deputy staff judge advocate, expressed Sarachene's impactful role as a mentor.

"Col. Sarachene was a wonderful mentor

who truly showed me how a senior leader should interact with his subordinates and peers alike," said Abruzzino. "And how to make them feel comfortable and motivated to achieve the wing mission."

Sarachene's positive energy was evident throughout the wing.

"I will always remember, until the day I die, when I walked into Col. Sarachene's office and he was singing, dancing and tapping his pen on his desk to the beat of the Christmas music," said Tech. Sgt. Kayla Schlund, 910th AW command section administrative assistant. "He is funny and extremely energetic. He is a motivator and thrives to be a good leader. He cares about morale and each Airman. He likes to motivate Airmen to do their best."

At the end of Sarachene's change of command farewell speech, he thanked the wing's Reserve Citizen Airmen.

"I have one thing to do, and that's recognize all the Airmen behind that Legion of Merit," said Sarachene. "One person gets recognized, but there's a lot behind that. I certainly couldn't have done it without all the Airmen in the wing. So, I'm very proud to be part of your team, and to do that I have to do one thing."

As his one last thing in his final moments as commander, Sarachene created a permanent picture of his cheery and positive personality and reflecting his belief in the importance of teamwork.

While on stage during the change of command ceremony, Sarachene took out a selfie stick and captured one last smiling memory with the Airmen he led for two years.

When asked what's next for Sarachene's military career, he responded in his usual wit by quoting Dwight K. Schrute from "The Office."

"There's nothing on my horizon except everything," said Sarachene, laughing with a huge smile.

Everyone has a role. There are no positions here that are just to sit on the sidelines. Everybody is part of the team, and everybody has to give.



Col. Dan Sarachene, commander of the 910th Airlift Wing, introduces the 910th Maintenance Group to the new 910th Maintenance Group commander, Col. Sharon Johnson, during a change of command ceremony at Hangar 305, Jan. 12, 2019, here. (U.S. Air Force photo/Staff Sgt. Jeffrey Grossi)

10,000 HOURS

Story and photos by Eric M. White

Lt. Col. Barry Cupples, known around here as “JR,” rolls back his flight suit sleeve, still dripping with water from the hose-down he received upon stepping through the aircrew door a few minutes earlier. His fellow 910th Operations Group members cheer as he reveals a black-inked C-130H Hercules aircraft tattoo on his forearm with “10,000 Hours” emblazoned above it. In many ways, this flight was fairly normal—clear blue skies, a tactical route through the Blue Ridge Mountains of Tennessee, the headset-muffled rumble of the Hercules’ four turboprop engines—but for Cupples, it was among the most significant he’s flown. The navigator, assigned to the 757th Airlift Squadron here, flew his ten thousandth C-130 hour April 5, 2019.

Cupples enlisted in the Air Force Reserve while a senior in high school. He dreamed of becoming a pilot, following in the footsteps of his father, Lt. Col. Barry Cupples Sr., but first needed a college degree. So he enlisted as a loadmaster, responsible for loading and securing cargo and passengers before and during Air Force flights. After basic military training and loadmaster school at Little Rock Air Force Base, Arkansas, Cupples was assigned to his father’s home unit, the 328th Airlift Squadron, at Niagara Falls Air Reserve Station. That’s where his aviation career began.

Cupples recalls his first flight out of Niagara. “I remember, because it was a tactical training sortie, and I was flying with a Vietnam era pilot who was very aggressive,” said Cupples. “And having just come from the school at Little Rock, I wasn’t used to the flying. I remember being in the back thinking that was the first time I was going to get sick, because he was flying very aggressively.”

During the next seven years, Cupples accrued approximately 2500 flight hours as a loadmaster on both C-130As and C-130Es, models much older than the C-130Hs flown out of Youngstown. He was getting ready to graduate from college and planning his next career steps. His dream of becoming a pilot was thwarted when he learned his eyesight wasn’t good enough and that it couldn’t be waived. Intent on serving his country from the C-130’s flightdeck rather than its cargo area, Cupples changed courses slightly, deciding to become a navigator. Navigators are trained to safely route Air Force aircraft in a variety of conditions, including combat, using maps and charts, GPS, visual landmarks, radar and other tools.

Cupples went to Officer Training School in 1990 and earned his navigator wings in 1992. His career continued as a navigator at Niagara ARS until 2017. A mission change at Niagara saw their aircraft change from C-130s to KC-135s, which don’t require navigators. The change left Cupples with a difficult decision. He could remain at Niagara for the few remaining years before his retirement, but he’d have to take a non-flying position. Alternatively, he could relocate to a C-130 unit. He found an Air Reserve Technician (Air Force Reservist that works a full-time civilian job connected to their reserve position) navigator spot here and jumped at the opportunity to pursue his love of aviation until the end of his career.

Lt. Col. Jeff Shaffer is the commander of the 910th Operations Group at Youngstown ARS and also serves as a C-130 navigator.

“There are milestones for aircrew members where you can change out the number above your Air Force Reserve patch, indicating the number of hours you’ve flown,” said Shaffer. “The first is 1000, then 3000, 5000, 7500 and finally 10000.”

As Cupples’ career has progressed, his flying hours have dwindled some, so achieving 10 thousand hours wasn’t really on his radar until last fall. He was averaging a few hundred flight hours a year, but a deployment gave him a significant jump.

“I got 200 hours on a deployment last fall and

realized 10 thousand hours might be attainable,” said Cupples.

As the number drew nearer, he realized he’d hit the milestone on a paratrooper drop sortie during the April Unit Training Assembly, when the majority of the 910th Airlift Wing’s Reserve Citizen Airmen are at Youngstown ARS for training. The paratrooper requestor ended up cancelling, so the aircrew took the opportunity to fly some local training sorties, and Cupples was prepared. He printed a sign that said, “10,000 hours,” for a midflight photo opportunity to commemorate the event. His fellow aircrew members on the ground, however, had bigger plans.

Upon landing, Cupples was greeted by a crowd of 910th personnel, several of whom had water-filled fire extinguishers to give him a celebratory hose-down after de-boarding the aircraft, a tradition usually reserved for the final flight of an aviator’s career.

“There’s a lot of times along the way people tell you that you can’t do it. Anything’s attainable if you work hard enough for it.”

“It was far above what I expected,” Cupples said, referring to the greeting party. “When I got back I did not expect the reception I got.” The greeting he received is an indicator of the respect he’s earned as a master of his craft and that his wingmen know how rare it is to achieve what Cupples has done. The C-130 is

a tactical aircraft, meaning its missions are usually short, one to three-hour local flights to deliver cargo or personnel. It’s more common for aircrew members who fly strategic airlift aircraft like the C-5 Galaxy or C-17 Globemaster to achieve such a high number of flight hours, as their sorties can often have double digit lengths.

To put it into perspective, if you boarded an aircraft today, April 11, 2019, and started flying, it would take you until the morning of June 1, 2020 to gain 10 thousand hours of flight time. Only a handful of aircrew members from the 910th OG, three or four by some counts, have achieved the milestone.

Getting to such a high number is hard, if not impossible, only flying sorties from a home station. Cupples has gone on multiple deployments which helped bring his number up. He said that has been one of the biggest challenges in his Air Force career.

“For every hour, obviously, it’s time away from the family,” said Cupples.

Every flight hour also requires two to three hours of mission planning and debriefing, so the time commitment adds up quickly.

Cupples’ coworkers and peers speak highly of his record and mission contributions.

“He’s a hard worker, always on point, always on task,” said Shaffer. “One of our best instructors, great at teaching the young kids.”

As Cupples trains the next generation of aircrew members, hard work and a can do attitude are traits he hopes to pass along.

“There’s a lot of times along the way people tell you that you can’t do it,” he said. “Anything’s attainable if you work hard enough for it.”

Cupples’ flying time has given him a mental highlight reel of memorable sorties, but one stands out as particularly impactful. In 2003, he was scheduled to deliver fuel bladders into western Iraq. With little notice, his aircrew was asked to alter their mission. A service member was critically injured and needed emergency airlift out of country for urgent medical care. Getting their fellow service member to safety and seeing him survive his injuries as a result has had a lasting impact on Cupples.

Looking back on his career and the decisions that led him here, Cupples thinks of what it might have been like had he not decided to stick with flying when Niagara switched to KC-135s and said it’s likely he would have retired regretting that he got so close to ten thousand without actually hitting it.

“I’m just grateful to Youngstown for giving me the opportunity to come here and finish my career flying, cause otherwise, I may have ended up in a non-flying position,” said Cupples. “It would have been bad for me to retire with 9600 hours, knowing that goal was attainable.”

Mastery can be expected after ten thousand hours of any activity, and Cupples’ skill were on full display as the C-130 touched down at Youngstown ARS on April 5.

“I said we’d be back at 1300,” said Cupples. “And we hit that right on the minute. It was just a beautiful day.”



C-130 WEED KILLER

Story and photo by Ronald Bradshaw, 75th Air Base Wing

UTAH TEST AND TRAINING RANGE, Utah—The Air Force uses basic and specialized versions of the C-130 Hercules to perform a diverse number of missions, including airlift support, Antarctic resupply, aeromedical missions, weather reconnaissance, firefighting duties and aerial spray missions.

So how does the Air Force kill weeds to make fire breaks in hazardous areas of the Utah Test and Training Range? It uses a C-130 assigned to the U.S. Air Force Reserve 757th Airlift Squadron stationed at Youngstown Air Reserve Station, Ohio.

“We’re the only unit that does aerial spraying in the Air Force with the C-130,” said Lt. Col. Don Teig, 757th AS medical entomologist. “It’s tactical flying. We fly at about 100 feet to optimize dispersal.”

Equipped with spray arms and a 2,000-gallon tank, the squadron’s specialized aircraft treated six areas of the range from Oct. 21-24 with an herbicide to establish new and existing firebreaks in sections inaccessible to work crews due to potential unexploded ordnance hazards.

The pre-emergent herbicide used suppresses invasive vegetation without harming native species. It is non-toxic to humans or animals.

“We treated the areas for invasive weeds, mostly for cheatgrass, which is our biggest fire issue. Cheatgrass is a fast mover, it burns quickly,” said Russ Lawrence, Hill AFB’s Natural Resources program manager.

The size of the breaks treated ranged anywhere from 500 to 2,400 feet wide to more than five miles long.

“In theory, it creates a line where a fire will burn to and fizzle out or slow down dramatically and allow firefighters a way to get their equipment in there to fight it,” said Lawrence. “It gives firefighters a lot more confidence when fighting a fire to see that line.”

The 757th AS provides and maintains the Department of Defense’s only large-area fixed-wing aerial spray capability to control disease-carrying insects, pest insects, undesirable vegetation and to disperse oil spills in large bodies of water.

The unit’s unique mission keeps them busy year-round.

“We’ll be back in the springtime to spray bomb targets on the other side of the range so Explosive Ordnance Disposal can come in and clear out unexploded ordnance,” said Teig.



76th APS WINS PORT DAWG CHALLENGE

Story by Senior Airman Noah J. Tancer

DOBBINS AIR RESERVE BASE, Georgia—team of six 910th Airlift Wing Reserve Citizen Airmen won the 2019 Port Dawg Challenge at the Dobbins Air Reserve Base Transportation Proficiency Center, Georgia. Between April 22-25, 2019, the 76th Aerial Port Squadron competed against 26 other teams from active-duty, guard, reserve and foreign air forces.

The Port Dawg Challenge is held by Air Force Reserve Command every two years to competitively train aerial port squadrons and foster esprit de corps. This was the first year an active duty and a British Royal Air Force squadron participated in the challenge. The 76th APS team won the 2015 Port Dawg Challenge and took third place in the 2017 competition.

“Technically, you have all these other units here with the best of their units,” said Chief Master Sgt. Jim Masotto, 76th APS operations superintendent. “So look at the Air Force wide, what you see here are the best aerial porters in the Air Force.”

Representing Youngstown Air Reserve Station in this year’s PDC was team leader Master Sgt. Tae Choe with Master Sgt. Zach Dunkin, Tech. Sgt. Kyle Peirson, Tech. Sgt. Rebekah Sines, Tech. Sgt. Mike Nipper and Staff Sgt. Ben Rhinehart.

At this year’s competition, the 76th “Port Dawgs” were also underdogs, as they had a twenty-point reduction before the challenge began due to a last-minute roster change. They overcame the points disadvantage through grit and determination in each of the 12 graded events.

“There were little challenges here and there, but we work together so well as a group we made it happen,” said Choe. “Honestly, I’m at a loss for words. We came real close in 2017, and we just kept thinking about it ever since. We put together a real solid team, and we finally did it. I’m proud of my team.”

This year’s events were engine running on-load/off-load, air terminal operation center, cargo restraint, 10K forklift course, 25K Halvorsen driving and loading course, physical fitness, pallet build-up, joint inspection cargo load, load planning, cargo processing, passenger processing and written examination.

The team placed first in the forklift course and cargo restraint events, top three in the Halvorsen course, joint inspection and written examination events and top four in the load planning event.

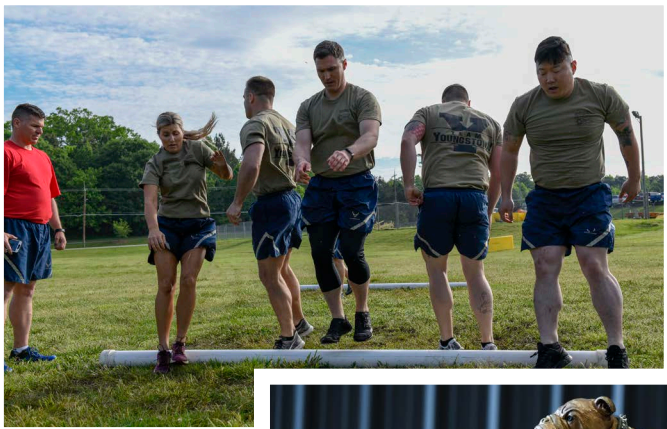
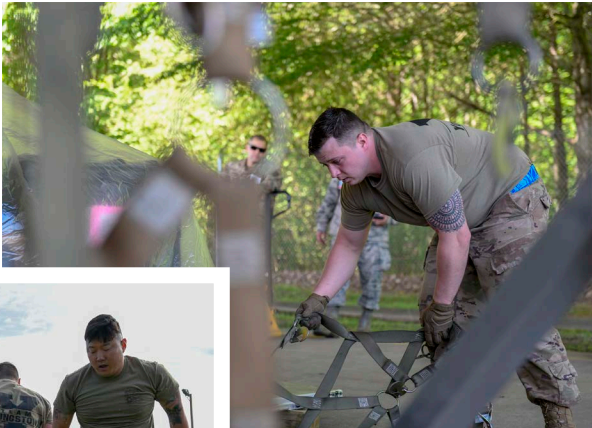
The Port Dawg Challenge trophy will stay with 76 APS until at least 2021 when they’ll have to defend their title.

Tech. Sgt. Mike Nipper, a 76th Aerial Port Squadron Reserve Citizen Airman, hand signals to his fellow 76th APS member, Tech. Sgt. Rebekah Sines, to raise a pallet during the 10K forklift course, April 23, 2019. (Senior Airman Noah J. Tancer)



The 76th Aerial Port Squadron team competes in the engine running on-load and off-load event on April 23, 2019, during the 2019 Port Dawg Challenge at Dobbins Air Reserve Base, Georgia. (Senior Airman Noah J. Tancer)

Master Sgt. Zach Dunkin, NCO in charge of load planning assigned to the 76th Aerial Port Squadron, palletizes cargo during the pallet build-up competition at the Port Dawg Challenge April 24, 2019. (Senior Airman Juliet Loudon)



Reserve Citizen Airmen assigned to the 76th Aerial Port Squadron jump over a pipe during the fitness competition at the Port Dawg Challenge April 24, 2019. (Senior Airman Juliet Loudon)

Tech. Sgt. Rebekah Sines, Master Sgt. Zach Dunkin, Tech. Sgt. Kyle Peirson, Master Sgt. Tae Choe, Tech. Sgt. Mike Nipper and Staff Sgt. Ben Rhinehart, 76th Aerial Port Squadron Reserve Citizen Airmen, pose with their 2019 Port Dawg Challenge first place trophy at the Transportation Proficiency Center at Dobbins Air Reserve Base, Georgia, on April 25, 2019. (Senior Airman Noah J. Tancer)



SECURITY FORCES TAKES A SWING AT BATON TRAINING



(Top right) Senior Airman Ashley Van Sickle, a fireteam member with the 910th Security Forces Squadron, spars with Master Sgt. Michael Skraba, training program manager, during a “Red-Man” examination.

(Bottom left) Master Sgt. Michael Skraba, training program manager for the 910th Security Forces Squadron, dons the “Red-Man” suit in preparation for a telescoping baton use of force examination.

(Bottom right) Tech. Sgt. Richard Lape, a fireteam leader with the 910th Security Forces Squadron, instructs a class of more than 20 Reserve Citizen Airmen from the 910th SFS during refresher training on use of force.

Story/photos by Staff Sgt. Jeffrey Grossi

More than 20 Reserve Citizen Airmen from the 910th Security Forces Squadron here took a swing at a use of force refresher training March 10, 2019, in the old combat arms training and maintenance building here. The focus of the training centered on how to use and strike with an 18-inch telescoping baton to deescalate a situation in a non-lethal way.

The class began with formal instruction covering offensive strikes and defensive guards the Airmen could use to subdue targets.

Instructors provided guidance on which areas of the body are “green” targets—legs, arms and other large muscle groups of the body—as well as areas considered “red” that should not be struck—the skull, spine, sternum and groin. The Airmen practiced these maneuvers in preparation for a practical examination known as “The Red-Man.”

Senior Airman Eusevius Howard, a fireteam member with the 910th SFS, said, “Red-Man is a one-on-one fight to go over the tactics learned with the baton to defend yourself, like keeping

your hands up and practicing strikes so each contact is legal. The fights don’t last long but you feel it. If you don’t have endurance, you’re not going to make it.”

During this examination, a team of two security forces Airmen enter a room and use the skills provided to deescalate a situation provided by two instructors. Each scenario is a three-minute sparring match against the instructors acting as the perpetrators. The only catch, the instructors are wearing a complete suit of red body armor and aren’t going down without

a fight.

“This allows them to interact with an individual, to actually strike an individual and get their heart rate up all while maintaining their composure,” said Tech. Sgt. Richard Lape, a fireteam leader with the 910th SFS. “This is real-life, real-world training that gets your adrenaline pumping while you’re trying to complete a job. Training is big. We always fall back on our training. We want to break any bad habits and instill a sense of muscle memory to our Airmen.”

Digital Defense

Story/photos by Staff Sgt. Jeffrey Grossi

In the modern age, it isn’t easy to remain current and qualified facing the demands of cybersecurity, but the 910th Communications Squadron is rising to that challenge. Their strategy? Recruiting and training Reserve Citizen Airmen for a Mission Defense Team (MDT).

MDTs are made up of individuals who have been assigned the mission of defending weapon systems in cyberspace, said Master Sgt. Jared Shuman, NCOIC of the 910th MDT. They are at the tactical edge as defenders of the United States Air Force’s weapon systems platforms. They communicate risk to Wing commanders for each weapon system mission operation to provide mission assurance. They also need to continue operating in a contested cyberspace environment. MDT members will achieve this by performing five core functions: Identity, protect, detect, respond and recover.

Tech. Sgt. Scott Ranostay, a cyber-security analyst and MDT team member for the 910th CS said, “Our role here is to set up a Cyber Vulnerably Assessment and Hunt (CVA-H) weapon system in order to sniff out traffic and look for potential vulnerabilities and cyber-attacks on the network. We are looking to be in constant contact with other forces, like hackers, who intend on doing illegal and potentially harmful things to the network.”

There are a number of tools hackers can use in attempts to attack DoD and civilian systems;

malware, software that is specifically designed to disrupt, damage or gain unauthorized access to a computer system; various phishing techniques that use legitimate links to “hook” into the network of a user who has taken the bait; and zero-day exploits, vulnerabilities in software/hardware that is overlooked by its developers. Without proper vigilance and guardianship, those systems can become quite vulnerable.

One of the things CVA-H allows MDTs to do is monitor network traffic in real-time, said Tech. Sgt. Lawrence Mulder, a communication-computer systems operator and MDT team member for the 910th CS. Team members are able to establish a baseline for normal network traffic and then track down any pattern outside of the norm and up-channel the findings that may result in a counter-strike or further defensive posturing.

YARS first gained experience with MDTs in 2016 in Germany while serving on annual tour with a pathfinder unit—the initial field trials for the MDT mission—from Rammstein AFB. “Rammstein has the largest CS in the Air Force, and it all started with our guys going over there to help out and reduce the workload,” said Shuman. “One thousand plus ticket queues and we had knocked it out in less than 15 days. That morphed into, ‘hey, you’re now a pathfinder unit.’ So it’s been beneficial on both sides. We smashed the cliché of a reserve unit where we have expertise from the civilian sector

and matched a lot of the skills required.”

Since then, 910th CS has returned to receive training and assist its active duty service members in Germany for three additional ATs.

Although the official launch of the YARS MDT is slated for after fiscal year 2020, more than 15 910th CS Reserve Citizen Airmen have already begun building and training on the digital battle stations they will man to protect and defend the 910th mission and its weapon systems.

The road to forming a solid MDT is no easy one. There are more than 100 training hours that aspiring MDT team members go through to familiarize themselves with toolsets, and equipment as well as to stay current and qualified on the various attacks and vulnerabilities.

“I’m just over half-way done with all my MDT training,” said Senior Airman Ben Esterly, a cyber-systems operations technician with 910th CS. “I started back in April along with my (Career Development Courses), but it takes a lot of time and practice to get familiar with how to use all the tools and set up all the equipment. It takes well over 100 hours.”

Esterly said he first became interested in cybersecurity because he recognized that computers and technology are only going to get bigger and better in the future.

“Everyone has a cell phone, everyone has a computer. The threats that cyber has are very real. Cybersecurity isn’t just for the military but for everyone in general. It’s going to be the way of the future.”

Recognizing that, the commander of 910th CS, Maj. Russell Whitlock, said their biggest priority is completing the initial qualification training for all MDT team members.

“That needs to be the first arrow in our quiver,” said Whitlock.

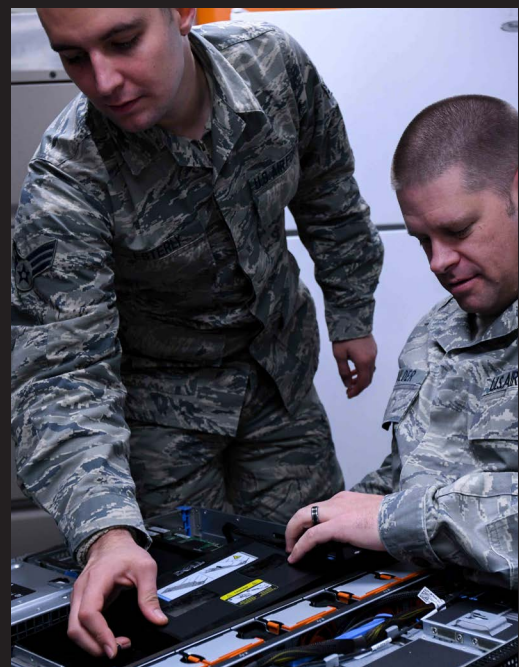
The 910th Airlift Wing is hard at work to accomplish that task.



Tech. Sgt. Lawrence Mulder helps Airman 1st Class Ethan Edwards rack an electronics drawer into a network server cabinet during training Nov. 2, 2019, here.



Airman 1st Class Ethan Edwards connects a cable to an auxiliary power converter used in a network server rack Nov. 2, 2019, at Youngstown Air Reserve station.



Tech. Sgt. Lawrence Mulder trains Senior Airman Ben Esterly on an electronics drawer that can be found in a network server system Nov. 2, 2019,

FAILURES TO FITNESS

Story/photos by Eric M. White

Not long ago, Senior Airman Garri Johnson, commander support staff for the 910th Mission Support Group here, failed three Air Force fitness assessments. Failing a fourth fitness test would have put her in danger of being discharged from the Air Force Reserve. Instead, she scored a 93 on her next assessment, considered excellent by Air Force standards. Johnson's fitness journey changed when her squadron and group leadership introduced her to the 910th Airlift Wing's exercise physiology program.

Matthew Gruse is the exercise physiologist for the 910th AW. He works with the wing's Reserve Citizen Airmen to assess individual fitness levels, work through limiting factors, pursue individualized fitness plans and, ultimately, excel at the Air Force fitness test.

Gruse's career with the military began in 1992 when he joined the infantry of the U.S. Army. He joined the Air National Guard in 2008 and got his Bachelor of Science in exercise science. He was serving in the guard as a cardio pulmonary laboratory specialist, gaining exposure to many of the cardio and respiratory issues that contribute to or detract from fitness. While in this role, he learned the Air Force Reserve was adding exercise physiologist positions and jumped at the opportunity. He was the first to fill such a role in the Air Force Reserve when he was hired here in 2011.

When a Reserve Citizen Airman comes to Gruse following two or three fit-to-fight failures, his first step is to conduct assessments to establish a fitness baseline. These include height, weight and abdominal circumference measurements, push-ups following a metronome rhythm, sit-ups without a toe-bar to establish core strength and overhead squats. The exercises are simple, but a trained eye observing movement mechanics helps identify trouble areas.

"We can figure out, bio-mechanically, the deficiencies they have," said Gruse of the assessment exercises. "If you want to set somebody up with a run program, you have to get down to the nitty gritty, because you can predict injuries."

For example, Gruse says if a person's arms fall forward during the overhead squat, he can predict that the Airman has tight lats, the large back muscles that stretch to the sides, and is probably a little weaker in the core. Addressing those deficiencies can help improve overall fitness.

"The important part is when you start running and you don't account for all these little deficiencies you have," said Gruse. "They can compound."

Once baseline assessments are complete, Gruse can point Airmen in the right direction toward their fitness goals, recommending exercises and fitness programs.

"We're trying to capture stuff like that and set them off," said Gruse. "We're not necessarily writing the program for them, we're giving them all the tools they need when they decide on a program."

That's essentially what the exercise physiology program did for Johnson. Extended military orders gave her more consistent access to fitness facilities and exercise physiologist services. Johnson says she doesn't do anything fitness related without consulting with Gruse first, helping her maintain focus and work toward clear and productive goals.

"If I did it on my own," said Johnson, "I'd be all over the place."

Gruse loves getting to play a role in transformation stories like Johnson's.

"It's fun watching the turnarounds, because people get so excited," said Gruse. "They realize that it takes hard work, but it's really not as hard as you think it's going to be. It's just getting the consistency down."

To Airmen in danger of failing consecutive fitness tests or struggling to meet fitness goals, Johnson offers some advice: "Don't be afraid to ask." Her transformation validates her advice.



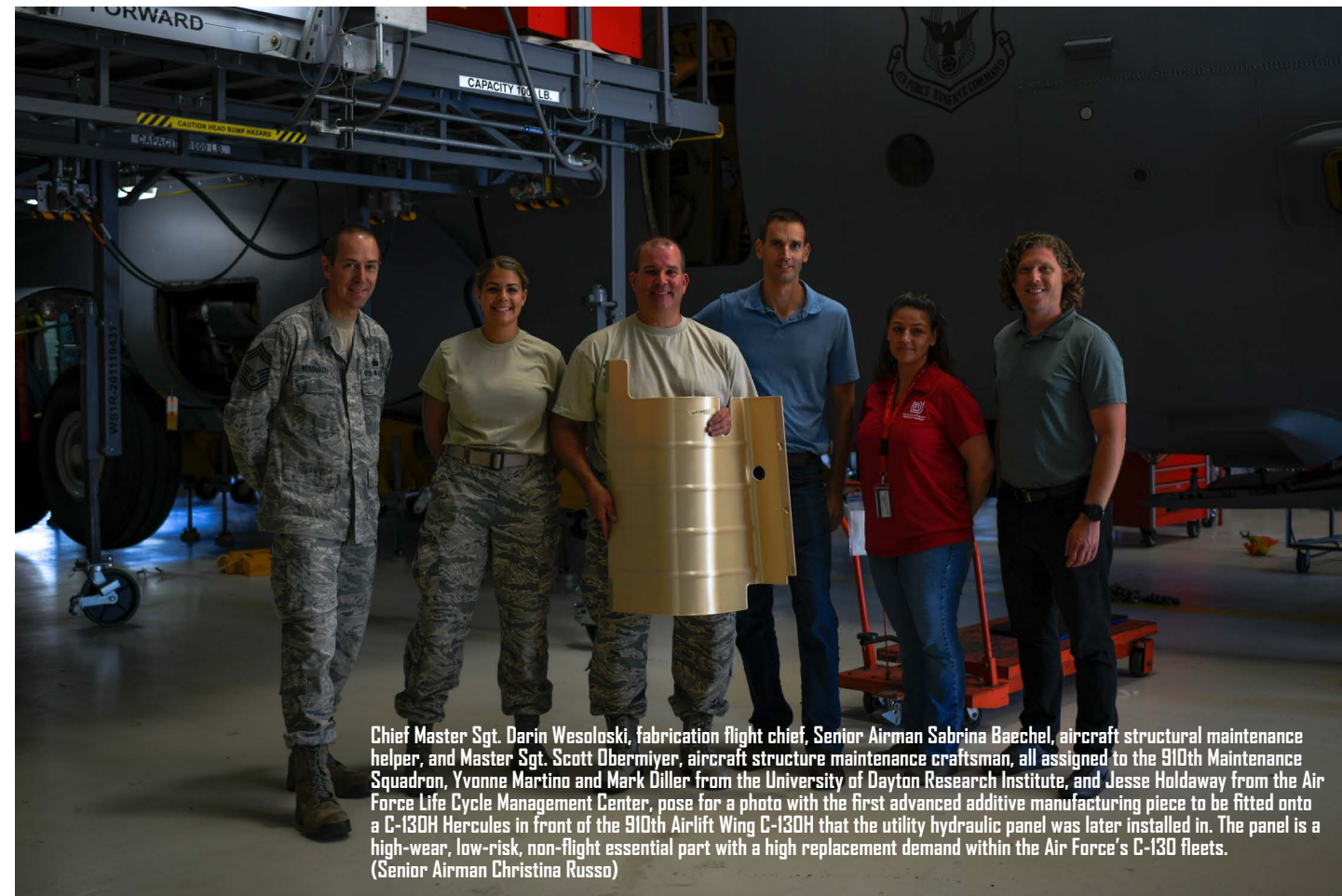
Matthew Gruse, exercise physiologist for the 910th Airlift Wing, discusses beep test results with Col. Joe Janik, 910th Airlift Wing Commander, here, April 18, 2019. The 910th AW is doing a trial run of the beep test, which requires Airmen to repeatedly run a short distance at increasing paces marked by a series of beeps played through a speaker, as an alternative to the 1.5 mile run in the Air Force fitness assessment.



Matthew Gruse puts tape on the gym floor marking the start line for a beep test here, April 18, 2019.



Matthew Gruse explains a perceived exertion chart to Col. Joe Janik, 910th AW commander here, April 18, 2019. The chart is used to correlate an exerciser's perceived level of exertion during fitness activities to their heart rate.



Chief Master Sgt. Darin Wesoloski, fabrication flight chief, Senior Airman Sabrina Baechel, aircraft structural maintenance helper, and Master Sgt. Scott Obermeyer, aircraft structure maintenance craftsman, all assigned to the 910th Maintenance Squadron, Yvonne Martino and Mark Diller from the University of Dayton Research Institute, and Jesse Holdaway from the Air Force Life Cycle Management Center, pose for a photo with the first advanced additive manufacturing piece to be fitted onto a C-130H Hercules in front of the 910th Airlift Wing C-130H that the utility hydraulic panel was later installed in. The panel is a high-wear, low-risk, non-flight essential part with a high replacement demand within the Air Force's C-130 fleets. (Senior Airman Christina Russo)

3D FUTURE INSTALLED

Story by Senior Airman Noah J. Tancer

Imagine you're camping in the woods in your favorite 1982 off-road full suite Recreational Vehicle. One day you close your kitchen cabinet door a little too hard, and it falls off the hinges and cracks in half.

You are miles away from civilization, so you make some calls and find out parts for your RV model haven't been produced for 10 years. The provider is willing to temporarily restart production, but you have to purchase at least 50 spare doors.

To make things worse, the parts will take a month to manufacture, and can't be shipped to your campsite, which means your family has to stop what they're doing to drive out to the middle of nowhere to deliver one of your 50 new cabinet doors.

Given the logistical hurdles, it'd likely be easier to tape the door back together, deal with it or go home and call the trip a loss.

This is a real issue the Air Force faces on a regular basis. Unlike your RV, a multi-million dollar military aircraft in a deployment zone

can't be safely repaired with tape, and it can't leave, because it has a mission to complete. The only option is to remain grounded until the needed parts are delivered and the necessary repairs are made. The process can greatly impede the mission.

With advanced additive manufacturing, aircraft parts can be 3D printed in the field and installed in a matter of hours for a fraction of the cost. But before a part can be field printed, someone has to test it. That's where the 910th Airlift Wing comes in.

On Aug. 5, 2019, the first AAM part to be fitted on a C-130H Hercules aircraft, a utility hydraulic panel, was installed on one of Youngstown Air Reserve Station's C-130s.

YARS participated as a proof-of-concept testing base for the University of Dayton Research Institute, which was contracted by the Air Force Life Cycle Management Center at Wright Patterson Air Force Base, Ohio.

The AFLCMC is responsible for tech transition for Air Force sustainment. The panel was printed through fused deposition modeling

at the Air Force Advanced Technology and Training Center in Middle, Georgia. UDRI designed, prepped and delivered the panel. Fused deposition modeling uses thermoplastics heated to their melting point to create a three-dimensional object layer by layer.

The utility hydraulic panel is a high-wear, low-risk, non-flight essential part with a high replacement demand within the Air Force's C-130 fleets.

Chief Master Sgt. Darin Wesoloski, the fabrication flight chief assigned to the 910th Maintenance Squadron, helped bring AAM to the 910th MXS's fabrication shop.

"The ability to print the parts we need enables us to meet the demand of the customer now, versus waiting for the process of finding a manufacturer capable of producing the part," said Wesoloski. "The typical way of manufacturing is costly and time-consuming."

The Air Force's 3D capability is still in its infancy, but with the 910th Airlift Wing and other installations' help, it's starting to take its first steps.



ANNUAL BANQUET RECOGNIZES OUTSTANDING AIRMEN

Story/photos by Staff Sgt. Jeffrey Grossi

The 910th Airlift Wing held its annual awards banquet at the Community Activity Center here, April 6, 2019. The Airman of the Year award program is designed to recognize Airmen who display superior leadership, job performance and personal achievement.

The following individuals received awards during the event's marquee presentation:

- Senior Airman Marina Samuels, 910th Medical Squadron, Airman of the Year
- Staff Sgt. Nicole Briggs, 910th Medical Squadron, Non-Commissioned Officer of the Year
- Master Sgt. Brian Cales, 910th Security Forces Squadron, Senior Non-Commissioned Officer of the Year
- Master Sgt. Jessica Syverson, 910th Operations Support Squadron, First Sergeant of the Year
- Capt. Jennifer Denton, 910th Medical Squadron, Company Grade Officer of the Year
- Tech. Sgt. Anthony Brown, 910th Security Forces Squadron, Base Honor Guard Member of the Year

Other event highlights included a Prisoner Of War/Missing In Action ceremony performed by five YARS Reserve Citizen Airmen,

Award winners pose for a photo at the 910th Airlift Wing annual awards banquet here, April 6, 2019. Award winners shown here (left to right) are Senior Master Sgt. Jessica Syverson, First Sergeant of the Year; Master Sgt. Brian Cales, Senior Non-Commissioned Officer of the Year; Tech. Sgt. Anthony Brown, Base Honor Guard Member of the Year; Senior Airman Marina Samuels, Airman of the Year; and Capt. Jennifer Denton, Company Grade Officer of the Year. Also pictured are Gen. (retired) Norton Schwartz, former chief of staff of the Air Force, Col. Joe Janik, 910th Airlift Wing commander, and Chief Master Sgt. Chris Williams, 910th Airlift Wing command chief.



Chief Master Sgt. Robert Potts, former command chief of the 910th Airlift Wing, receives a round of applause after being recognized by Col. Joe Janik, the commander of the 910th AW, during the annual awards banquet in the Community Activity Center here, April 6, 2019. Potts helped plan the awards banquet and select honorees each year while assigned to YARS.

dinner catered by the CAC and a presentation by guest speaker Gen. (retired) Norton A. Schwartz, 19th Chief of Staff of the U.S. Air Force.

"You exemplify the excellence and reliability the American people have come to expect," said Schwartz. "Be proud of your achievements, and recognize the importance of your roles. Every day, unique contributions are in high demand and you represent the very best Reserve Citizen Airmen."

Before the night came to a close, Col. Joe Janik, commander of the 910th AW, recognized the volunteers behind the awards banquet, namely, Chief Master Sgt. Bob Potts, the previous 910th AW command chief.

Although the awards banquet is meant to celebrate the achievements and excellence of the Airmen of here and now, it also sets the standard for the Reserve Citizen Airmen of the future.

Schwartz said, "What lies ahead of us requires sharp minds, innovative spirit and excellent leadership right here and right now."

WELCOME HOME!

Youngstown Air Reserve Station Reserve Citizen Airmen and four aircraft assigned to the 757th Airlift Squadron returned home on Sept. 18, 2019, from a four-month deployment to Southwest Asia. The following are images captured of their homecoming.



Family and friends of the 910th Airlift Wing wave at Reserve Citizen Airmen of the 910th AW during a deployment homecoming Sept. 18, 2019, on the flightline here. (Senior Airman Juliet Louden)



A C-130H Hercules prepares to land on the flightline at Youngstown Air Reserve Station on Sept. 18, 2019. (Senior Airman Christina Russo)

Four C-130H Hercules aircraft take part in an elephant walk after landing on the flightline at Youngstown Air Reserve Station on Sept. 18, 2019. (Senior Airman Christina Russo)



A Reserve Citizen Airman from Youngstown Air Reserve Station embraces her children upon returning home from a deployment on Sept. 18, 2019, on the flightline here. (Senior Airman Christina Russo)

A Reserve Citizen Airman from the 910th Airlift Wing reunites with family members during a deployment homecoming Sept. 18, 2019, on the flightline here. (Senior Airman Juliet Louden)



Story/photos by Senior Airman Christina Russo

GETTYSBURG, Pennsylvania—
More than 25 Reserve Citizen Airmen and civilian personnel from Youngstown Air Reserve Station traveled to Gettysburg on Oct.10, 2019, for a three-day leadership staff ride.

Facilitated by Col. Don Wren, 910th Mission Support Group commander at YARS, and Col. Barry Crane, individual mobilization augmentee to the director for Life Cycle Management Center at Wright-Patterson Air Force Base, the staff ride followed the events that unfolded over the three-day Battle of Gettysburg that took place in July 1863.

“Why are we at Gettysburg now?” asked Crane. “It is simple. Gettysburg is a fantastic leadership laboratory.”

The staff ride was not just focused on the historical events, but rather, the leadership and command tactics used during the Battle of Gettysburg.

“In 1906, the Army began the practice of staff rides to help provide practical studies into tactics, leadership, communication, and terrain studies,” said Crane, addressing attendees. “Staff rides were a way to add to the military educational experience and to put in place the human side of historical perspectives and events. Our trip to Gettysburg is a new take on staff rides, one which will add to your own educational experience and continued self-improvement.”

Much like Crane, Wren also describes Gettysburg as a laboratory for learning.

“When you take this terrain, the political environment of the time, as well as the leaders, and you put that all together, we can learn something from that,” said Wren.

For Wren, American history has always been a topic of interest. His respect for it invokes a sense of determination to educate those around him.

“If you don’t know your history, you don’t know your country,” said Wren.

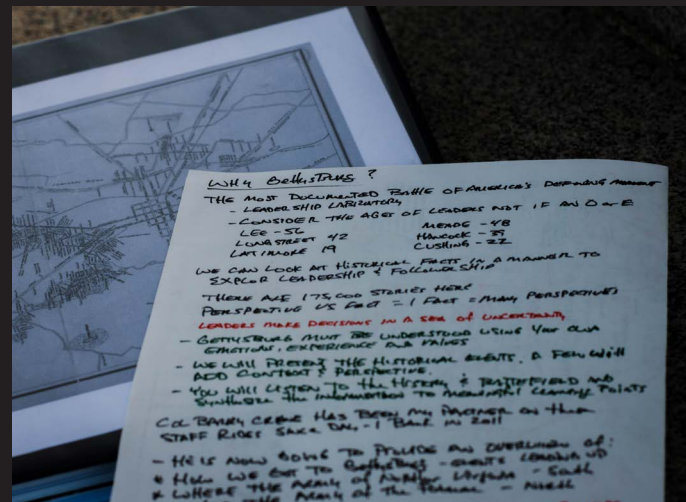
Throughout the three-day staff ride, Crane and Wren took the Airmen and civilians from YARS on a personal journey which provided the chance to allow the battlegrounds to speak to them.

“Gettysburg is ripe for teaching us leadership through critical analysis of decisions made during this crisis, and applying that learning and understanding to our own style and methods,” said Wren.

The staff ride concluded with YARS personnel walking the same ground that soldiers charged on during the third and final day of battle. Crane and Wren asked the Airmen and civilians from the installation to reflect on the ultimate sacrifice that was made during those three days. They also challenged them to take in the examples of leadership shown during the Battle of Gettysburg and to use it as motivation to strengthen their own leadership skills.

President Abraham Lincoln stated in his Gettysburg Address that we have a great task remaining before us—that these dead shall not have died in vain. Through the use of staff rides, Crane and Wren are doing their part ensuring those dead did not die in vain by educating military and civilians on the importance of leadership and command. Both men understand and value the significant role Gettysburg played during the Civil War and in the history of our nation.

The Great Task Remaining Before Us



U.S. Air Force Col. Don Wren, 910th Mission Support Group commander at Youngstown Air Reserve Station, displays a script on Oct. 10, 2019, at Gettysburg National Military Park.



Reserve Citizen Airmen and civilian personnel from Youngstown Air Reserve Station listen to Col. Don Wren, 910th Mission Support Group commander at YARS, discuss leadership and command tactics used during the Civil War on Oct. 11, 2019, on the battlefields at Gettysburg National Military Park.



Reserve Citizen Airmen and civilian personnel from Youngstown Air Reserve Station listen to Col. Barry Crane, individual mobilization augmentee to the director of logistics for Life Cycle Management Center at Wright-Patterson Air Force Base, discuss leadership and command tactics used during the Civil War on Oct. 12, 2019, on Little Round Top at Gettysburg National Military Park.

PILOT FOR A DAY

Photo album from Donovan Stringer's Pilot for a Day event—July 26, 2019
By Senior Airman Christina Russo



Col. Casey Dodds, 910th Airlift Wing vice commander, reads the commissioning oath to Donovan Stringer on July 26, 2019, at Youngstown Air Reserve Station. Stringer was commissioned as an honorary 2nd Lt. and made Pilot for a Day for his courageous battle against liver cancer. The 910th AW began the Pilot for a Day program in 2000 as a community partnership with Akron Children's Hospital and has since welcomed 66 children with chronic or life-threatening illnesses as honorees.



Kim Stringer, Donovan Stringer's aunt, and Ashley Chicatelli, a registered nurse at Akron Children's Hospital, pin the rank of 2nd Lt. onto the shoulders of Donovan Stringer, the 910th AW's 66th Pilot for a Day program honoree, on July 26, 2019.



Reserve Citizen Airmen and civilian employees at Youngstown Air Reserve Station applaud honorary 2nd Lt. and the 910th's 66th Pilot for a Day honoree Donovan Stringer as he exits the headquarters building after his commissioning ceremony.

Donovan Stringer, an honorary 2nd Lt. and Pilot for a Day, sits in the co-pilot seat on a C-130H Hercules on July 26, 2019, at Youngstown Air Reserve Station.



Ashley Chicatelli, a registered nurse at Akron Children's Hospital, holds up a parachute cord for Donovan Stringer, an honorary 2nd Lt. and the 910th AW's 66th Pilot for a Day honoree.

Honorary 2nd Lt. Donovan Stringer climbs out of a single-person life raft with the help of 910th Maintenance Group Commander Col. Sharon Johnson and 757th Airlift Squadron Pilot Lt. Col. Phil Townsend.



Donovan Stringer, an honorary 2nd Lt. and Pilot for a Day, and Staff Sgt. Steven Belfi, a fire team member with the 910th Security Forces Squadron, conduct a simulated arrest of Senior Airman Emmanuel Kreise.



Donovan Stringer, an honorary 2nd Lt. and Pilot for a Day, positions himself in the warrior stance while wearing 910th Security Forces Squadron gear.



Donovan Stringer, an honorary 2nd Lt. and Pilot for a Day, operates switches inside a fire truck to trigger the release of water on July 26, 2019.



AIRMEN AT WORK

1.) A Reserve Citizen Airman from the 910th Medical Squadron looks through a phoropter on Dec. 7, 2019, at Youngstown Air Reserve Station. (U.S. Air Force photo/Senior Airman Christina Russo)

2.) Chief Master Sgt. Christopher Marino, the chief loadmaster for the 757th Airlift Squadron, watches the cargo area of a C-130H Hercules aircraft Aug. 8, 2019, during an orientation flight. Orientation flights are offered to Airmen and civilians who serve at Youngstown Air Reserve Station to provide them with a better understanding of the wing's flying capabilities. (U.S. Air Force photo/Senior Airman Christina Russo)

3.) Airman James Taylor, an emergency management apprentice assigned to the 910th Civil Engineer Squadron here, processes through the decontamination shower station during a Weapons of Mass Destruction exercise here, May 5, 2019. The goal of the exercise is to respond and recover from a simulated terrorist attack using WMD here. (U.S. Air Force photo/Senior Airman Juliet Louden)

4.) A Reserve Citizen Airman from Youngstown Air Reserve Station marshalls the pilots on a C-130J Super Hercules June 19, 2019, on the flightline here. Aircraft marshaling is visual signaling between ground personnel and pilots aboard an aircraft prior to take-off. (U.S. Air Force photo/Senior Airman Christina Russo)

5.) Master Sgt. Dan Scott, a crew chief with the 910th Aircraft Maintenance Squadron, and Airman Michael Zannetakis, an aircraft maintenance apprentice with the 910th AMXS, review the step-by-step procedures of replacing a tire on a C-130H Hercules on Sept. 5, 2019, on the flightline at Youngstown Air Reserve Station. Scott and Zannetakis spent the morning changing a tire on the aircraft which was worn down due to normal wear and tear of routine takeoffs and landings. (U.S. Air Force photo/Senior Airman Christina Russo)

6.) Reserve Citizen Airmen assigned to the 910th Civil Engineer Squadron train on a 2.5 ton Light Medium Tactical Vehicle, Nov. 2-3, 2019, at Youngstown Air Reserve Station. The 910th CES's Airmen are required to be trained annually on the operation, capabilities and variants of the "Deuce and a Half" LMTV. (U.S. Air Force photo/Senior Airman Noah J. Tancer)

7.) Master Sgt. Ambriel Sears, a member of the 910th Airlift Wing's base honor guard, holds a ceremonially folded flag for presentation during a retirement ceremony here, Aug. 11, 2019. The base honor guard provides presentations and postings of colors for ceremonies, military funeral details and flag folding ceremonies. (U.S. Air Force photo/Staff Sgt. Jeffrey Grossi)

8.) Tech. Sgt. Jessica Strumbly, aircraft maintenance craftsman with the 910th Aircraft Maintenance Squadron, tows a C-130H Hercules aircraft with a tow motor here, July 17, 2019. Aircraft are commonly towed to and from maintenance hangars for work. (U.S. Air Force photo/Staff Sgt. Jeffrey Grossi)

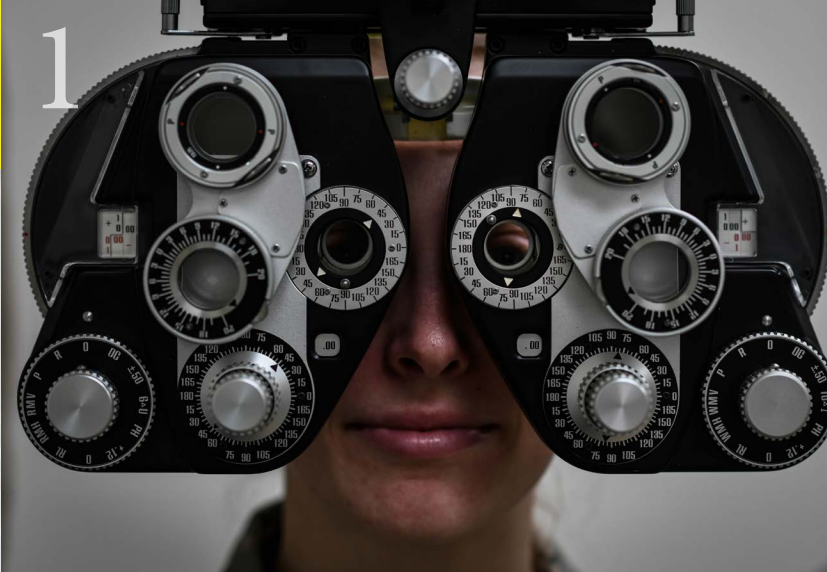
9.) (From left) Senior Airman Daniel Phillis and Tech. Sgt. Daniel Slepisky, both aerospace propulsion technicians from the 910th Aircraft Maintenance Squadron, apply safety wire to a C-130H propeller assembly here July 15, 2019. The safety wire ensures the propeller's hardware is able to resist vibrations and stay in place during flight. (U.S. Air Force Photo/Staff Sgt. Jeffrey Grossi)

10.) Tech. Sgt. Rob Runnion, an aircrew flight equipment technician assigned to the 910th Operations Support Squadron, gives instructions for the next step in the processing line to Senior Airman Kaleb Walker, a loadmaster assigned to the 757th Airlift Squadron on May 4, 2019. Walker and other aircrew members here took part in an aircrew chemical, biological, radiological, nuclear defense training to practice operating in a chemical threat area. (U.S. Air Force photo/Senior Airman Juliet Louden)

11.) The 910th Airlift Wing's Personnel Support for Contingency Operations team, made up of 910th Force Support Squadron Reserve Citizen Airmen, simulates a deployment processing line, Aug. 11, 2019, for Youngstown Air Reserve Station's base-wide training exercise. (U.S. Air Force photo/Senior Airman Noah J. Tancer)

12.) Staff Sgt. Matthew Nunemaker, a journeyman with the 910th Security Forces Squadron here, helps an Ohio State Highway Patrol firearms instructor hang a target during shooting drills at the Combat Arms Training and Maintenance firing range here, March 27, 2019. (U.S. Air Force photo/Eric M. White)

13.) Maj. Gen. Craig La Fave, commander of 22nd Air Force, Col. Dan Sarachene, outgoing commander of the 910th Airlift Wing, and Col. Joseph Janik, previous Vice Commander of the 910th AW and now incoming commander, walk through an honor cordon held by the 910th AW Base Honor Guard at the beginning of the 910th AW change of command ceremony on Feb. 10, 2019. (U.S. Air Force photo/Staff Sgt. Jeffrey Grossi)





STRATEGIC ALIGNMENT

In 2019, leaders from a cross-section of the 910th Airlift Wing met for a strategic alignment event at the direction of 910th Airlift Wing Commander Col. Joe Janik. The result of the event was a newly-minted wing mission statement, vision statement and priorities. The mission statement reflects the ultimate goal of the 910th Airlift Wing, while the vision statement and priorities provide a strategic path to fulfill that mission.

OUR MISSION

COMBAT READY NOW... FOR TOMORROW'S FIGHT!

The 910th Airlift Wing's primary focus as an entity that exists to provide for the national defense must be combat readiness. Every 910th Airman, whether uniformed or civilian, must be ready to perform their function in a way that helps the U.S. win every fight. This includes the fights we don't yet know about. In today's rapidly changing geopolitical landscape, the 910th Airlift Wing must be ready, not just for the battles of today, but the battles of tomorrow. This will require relentless commitment, innovation, focus and preparation.

OUR VISION

MAXIMIZE OUR COMBAT CAPABILITIES...DELIVERING DECISIVE TACTICAL AIRLIFT, AERIAL SPRAY AND AGILE COMBAT SUPPORT!

Battles are often decided by minutia, the little details that may seem insignificant in the moment, but when added together, make a monumental difference. The 910th will maximize its combat capabilities in every respect. This vision doesn't just apply to the front line war fighter, but the entirety of the 910th Airlift Wing's force. Delivering decisive tactical airlift, aerial spray and agile combat support requires much more than an aircraft and someone to fly it. Every Airman contributes to the mission. Every Airman must reach their maximum capability and provide their best efforts to the fight.

OUR PRIORITIES

1. SUPPORT AND ENCOURAGE THE READINESS, PROFESSIONAL DEVELOPMENT, AND PERSONAL RESILIENCE OF ALL 910TH AIRMEN

The Airmen that make up the 910th Airlift Wing are the unit's most valuable asset. Without the professional excellence of our Airmen, the aircraft can't get off the flight line. To be combat ready now... for tomorrow's fight, we must prioritize the readiness, professional development and resilience of every Airman.

2. ENSURE THE 910TH IS READY TO EXECUTE ITS PRIMARY MISSION IN-GARRISON OR SUPPORTING AIR EXPEDITIONARY FORCES; AT ANY TIME

Whether serving at Youngstown Air Reserve Station or in theater, we must be ready to execute the mission with professional excellence. Our responsibility as Reserve Citizen Airmen is to maintain as near a constant state of total readiness as possible, always prepared to answer the call to go.

3. TAKE CALCULATED RISK IN THE STEWARDSHIP OF SCARCE RESOURCES TO ENSURE EFFECTIVE AND EFFICIENT MISSION ACCOMPLISHMENT

We cannot compromise our mission efficiency and effectiveness based on the scarcity of resources. The 910th Airlift Wing must remain committed to completing the mission on-target and on-time, every time, by doing the best we can with whatever resources are available to us.

Air Force Social Media Guidance for Airmen

Social media can be an excellent tool for communication and connection, and the Air Force actively engages in social media to help tell the Air Force story. Social media can also pose a risk to operational and personal security. Every Airman should be aware of and apply the following guidelines from Air Force Public Affairs when engaging in social media.

In general, the Air Force views social media sites positively and respects your rights as Americans to use them to express yourself. However, by the nature of your profession, you are always on the record and must represent our core values. Air Force Instruction 1-1 Air Force Standards chapter 2 includes information on how Airmen should conduct themselves on social networking websites. Here are a few things to remember when communicating online via social media as an Airman:

- You are personally responsible for what you say and post on social networking services and any other medium.
- Consider how a post can be interpreted by the public.
- Be cautious about crossing the line between funny and distasteful.
- If you have doubts about whether you should post something, err on the side of caution.
- If the post in question concerns the Air Force, discuss the proposed post with your supervisor or your local public affairs office.
- Maintain appropriate communication and conduct with officer and enlisted personnel, peers, superiors and subordinates (to include civilian superiors and subordinates).

For Eagle's Nest lodging reservations:
Call 330-609-1268 and press "0"

SAPR & Behavioral Health Resources

DoD

Safe Helpline

Sexual Assault Support for the DoD Community

safehelpline.org | 877-995-5247

About Department of Defense (DoD) Safe Helpline
Department of Defense (DoD) Safe Helpline is a ground-breaking crisis support service for members of the DoD community affected by sexual assault. Safe Helpline provides live, one-on-one support and information to the worldwide DoD community. The service is confidential, anonymous, secure, and available worldwide, 24/7 by click, call or text — providing victims with the help they need anytime, anywhere.

PSYCHOLOGICAL HEALTH

The Youngstown Air Reserve Station Psychological Health office offers confidential counseling and referral services for the 910th Airlift Wing and their families, working with depression, anxiety, stress, divorce, relationships, parenting, crises, substance abuse, child/adolescent behavioral issues, couples counseling, deployment, work/life balance and more.

Contact Information:

Behavioral Health
Office: 330-609-1500
DSN: 346-1500
Mobile: 330-559-3512



@910AW

Follow the 910th Airlift Wing's official Instagram account @910aw for regular posts highlighting the unit's mission and personnel.



910aw

Edit Profile



143 posts

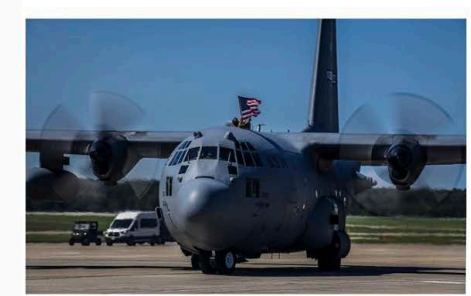
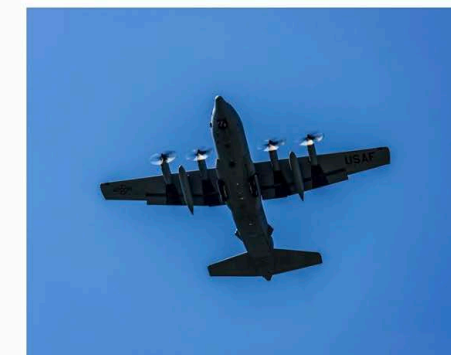
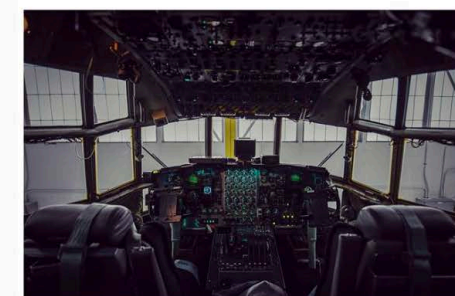
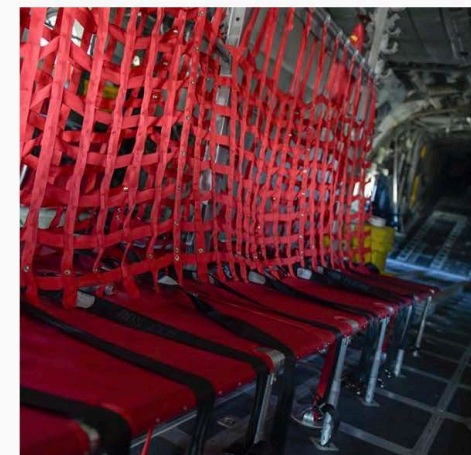
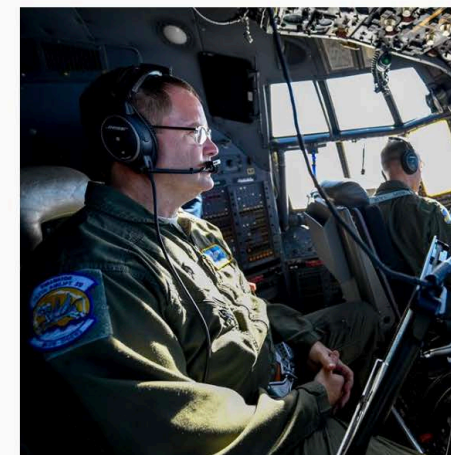
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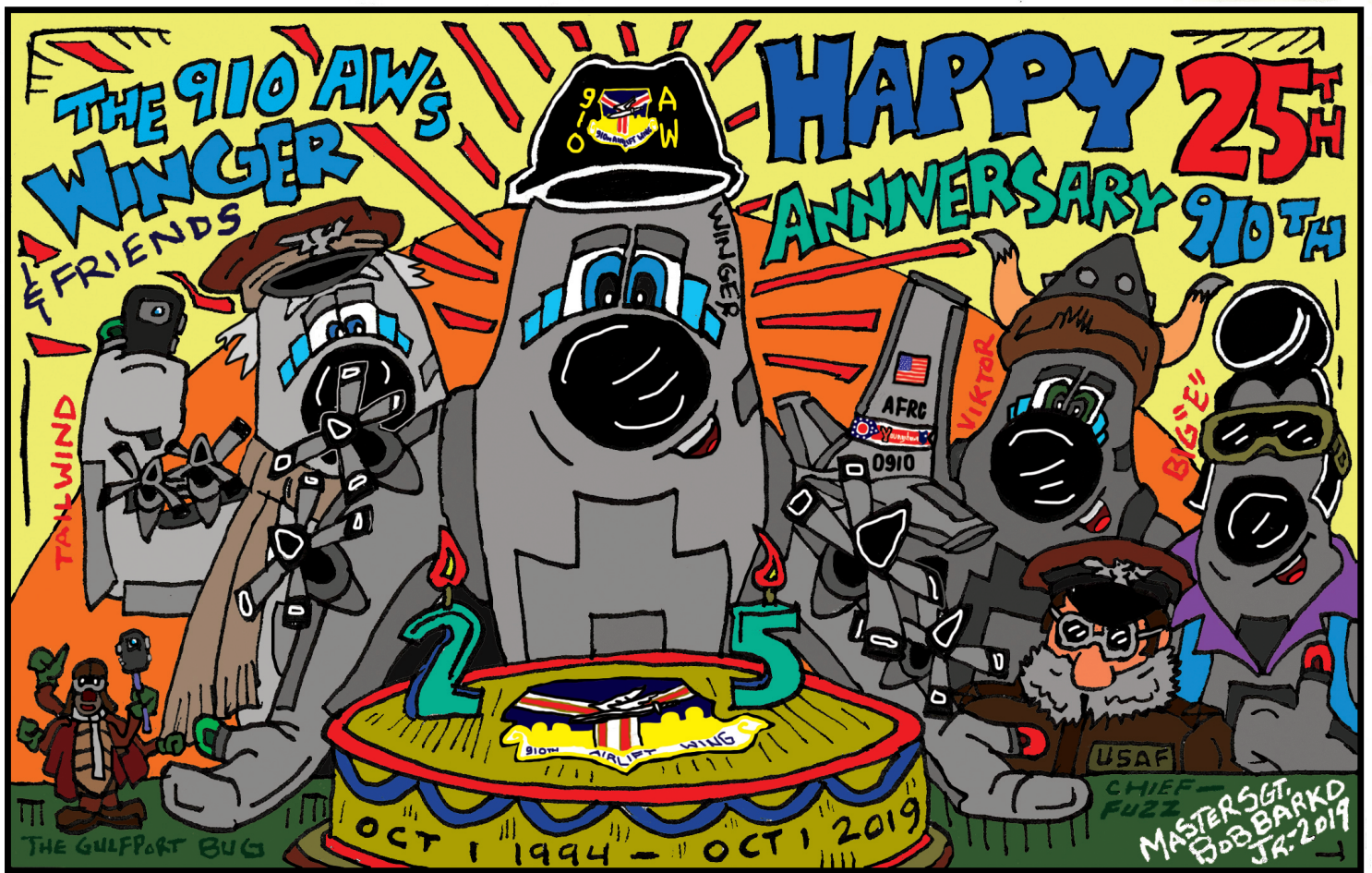
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910th Airlift Wing

The official Instagram of the 910th Airlift Wing, Youngstown Air Reserve Station, Ohio. Combat ready NOW...for tomorrow's fight!

www.youngstown.afrc.af.mil





The 910th Airlift Wing's official mascot, Winger, (center) is depicted in this illustration as he is joined by his friends (from left to right), the Gulfport Bug, Tailwind, Viktor, Chief Fuzz and Big "E", to celebrate the 25th Anniversary of the 910th Airlift Wing. The 910th, based at Youngstown Air Reserve Station, Ohio, received its designation as an

airlift wing on October 1, 1994. To see more of the adventures of Winger and his friends over the years, visit the 910th's public website at www.youngstown.afrc.af.mil and enter 'Winger' into the search box in the upper right hand corner of the website page. (U.S. Air Force illustration/Master Sgt. Bob Barko Jr.)



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

Combat ready NOW... for tomorrow's fight!