

# MOHAWK

442nd Fighter Wing



## IT'S ORI TIME!



## What YOU can do for an 'outstanding' ORI

By Col. James Mackey  
442nd Fighter Wing vice commander

Posted on Bagram Air Base's life support door is a sign that reads **"It's all about the 19 year old with a rifle – everything else is just support."** The sign reminds pilots and weapon system officers stepping to their aircraft of the reason they are about to launch into mountainous terrain, throw their jet and body at the ground and deliver weapons upon the enemy.

Simply put, we are supporting the ground battle, the infantry grunt in direct contact with the enemy.

Our operational readiness inspection scenario puts even more importance on our ability to provide close air support for the infantry. We are simulated deployed to Bagram Air Base, Afghanistan, the only U.S. and NATO troops maneuvering in Afghanistan are infantry with very little armor support, and the enemy has crossed the border, attacking our infantry with tanks and armored personnel carriers.

We need air support to provide CAS and destroy the enemy. Without CAS support, the enemy will most likely win the ground battle. **Our wing's job is to fly 98 sorties in two days** and conduct air strikes in support of our infantry being overrun by enemy tanks.

Every element of the 442nd Fighter Wing is critical to the success of the mission. The maintenance and operations groups have a direct link to the fight and the mission support group and medical squadron are major players in supporting those elements. We all need to be on our "A" game to be successful.

The Bagram scenario provides some realism for the ORI but we all know the inspector general uses AFI 90-201 to give us the real grade. Every squadron and flight in the wing has come a long way since last summer. We have developed a sound Base X plan, which we have practiced and are prepared to execute. We have refined some of our maintenance and operations procedures to better execute the 98 sorties in two days, our ability to survive and operate (ATSO) and self aid and buddy care (SABC) procedures are becoming more proficient each day, we completely changed the civil engineer and services play area, the transition-day convoy has practiced and is primed, and our medical tiger teams have prepared us for numerous SABC challenges.

Bottom line – every unit in the wing is ready, we now need to execute.

We are ready but we need to be positive and sharp when the Air Combat Command IG arrives. Approximately 50 percent of all Air Force fighter units have failed their ORI in the past year. The stakes are high and we need to be on our best game.

### What are some of the discrepancy trends the IG witnesses in other units?

The IG's trends are as follows: explosive safety; munitions support, to include breakout, buildup, delivery and storage; weapons-loading activities; aircraft maintenance (forms documentation and tech. data adherence); information operations; force protection and base defense; civil engineering; services; PERSCO; contracting; ATSO; and lack of familiarity with the Airman's Manual.

Again, these are the trends the ACC IG sees in other units, not necessarily the 442nd FW but these trends give us an indica-

tion where the IG concentrates their time and energy.

Those tendencies indicate who shoulders the most responsibility for our success. According to AFI 90-201 the wing's final grade will be no higher than the operations group's grade. That puts a lot of responsibility on operations but the IG gives other units a more detailed inspection. Like it or not, certain units have more challenges during an ORI than other units. Specifically, bomb builders and loaders, the "Maintenance-101" of turning a jet, civil engineers, and ATSO are traditionally the areas where the IG focuses. We all need to be on our "A" game, but those areas need to be extra strong.

### What can you do to better execute our plan?

1. Know your job. Job-101 is essential to a successful ORI.
2. **Load and turn jets as fast as possible but comply with all the tech. data.** Late launches are not acceptable. Launching with an incorrect SCL is not acceptable. If we launch a jet on time and we don't reference the correct tech. data, we do not get credit for that sortie. Tough duty but we have the personnel to make it happen.

3. Bombs and bullets on time, tactical, filmed, documented, and no switch errors.

4. A great attitude is contagious – as Command Chief Master Sgt. Allan Sturges continuously preaches, we all need a positive mental attitude (PMA). The IG will attempt to frustrate the most prepared and knowledgeable members of the wing. We'll all be tired, run down and in MOPP 4 so we are easy targets. Stay motivated and focused on the mission.

5. If you have a problem with the inspectors, do not argue with them – contact your supervisor and move the disagreement up the chain of command.

6. Have a sense of urgency! Quickly don masks and gloves, run to bunkers and take cover. If the insurgents are trying to breach the perimeter, engage and kill them. If we take prisoners, treat them according to the laws of armed conflict.

7. Abide by all customs and courtesies. Be on time!!

8. Be proactive to IG inputs, make decisions, and get the task done even though it may not be your normal job.

9. Every Airman is a sensor. If you see something wrong – Use SALUTE and report it.

### ATSO items to know and watch:

1. Always have your helmet's chin-strap attached even in MOPP 4,

2. Know that materials absorb chemicals at different rates. For example, sand absorbs chemicals faster than concrete, which absorbs chemicals faster than grass. Therefore, given a choice of which surface to walk upon; use sand, then concrete, then grass.

3. Know the Base X zones (see the map on page 11).

4. Know and read your Airman's Manual. Study it during down times. Specifically know how to use the items in your combat wallet. Know how to read M-8 paper, know how and when to administer Atropine injections and P-tabs.

5. Always (even in Alarm Green) enter and exit the play area via a transition control point (TCP).

6. Expect attacks during core-hour shift change, which will drive the requirement to use TCPs and transition from MOPP 4 to MOPP 2 or vice-versa.

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# MOHAWK

442nd Fighter Wing

*'inside \* inside \* inside \* inside'*

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## October 2009 Charge-of-quarters



**FOR THE UTA**  
**OCT. 3-4,**  
**MASTER SGT.**  
**ANGELA BRYANT**

**FOR THE ORI**  
**OCT. 22-29,**  
**SENIOR MASTER**  
**SGT.**

**TIM STORMS**

**MASTER SGT. ANGELA BRYANT, 442ND LOGISTICS READINESS SQUADRON WILL BE THE CHARGE OF QUARTERS FIRST SERGEANT DURING THE OCT. 3 AND 4 UTA. SENIOR MASTER SGT. TIM STORMS, 442ND MAINTENANCE SQUADRON, WILL BE THE CHARGE OF QUARTERS DURING THE OCT. 22-29 ORI.**

Call the CQ from on-base at 99-1 (660) 238-7428. From a local off-base number (i.e., Concordia, Warrensburg, Sedalia etc.), dial (660) 238-7428. To call toll free from off-base, dial (800) 260-0253 and press seven after the prompt.

### COVER PHOTO:

The men and women of the 442nd Fighter Wing have spent much of the past 18 months preparing for an operational readiness inspection, which will start Oct. 23. These photos represent just a small part of that effort. (Photos by the 442nd Fighter Wing Public Affairs staff)

## MOHAWK

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 This newspaper is printed on recycled paper.

## 442nd Fighter Wing Tip of the Spear



**MASTER SGT. CHRISTOPHER COURTER,**  
**442ND LOGISTICS READINESS SQUADRON**

Master Sgt. Christopher Courter is a vehicle-operations supervisor in the 442nd Logistics Readiness Squadron's Transportation Flight. His dedication to duty and desire for perfection make him this month's selection for Tip of the Spear.

Sergeant Courter runs the overall dispatch support operation, controlling the use of government assets assigned to the Vehicle Operations Element to include shuttle busses, taxis and "U-drive it" vehicles. He is responsible for the vehicle-operator trainer program and completed a General Services Administration defensive driver course to develop a comprehensive training program for all assigned personnel. Sergeant Courter coordinated the loading and transport of 80 tons of tools, equipment and supplies in support of Hawgsmoke 2008, saving the Air Force in excess of \$60,000 in contracted-carrier costs.

He supervises the alternate transportation control center during operational readiness exercises and was lauded as a top performer by the 10th Air Force Readiness Assistance Visit team. Sergeant Courter's overall efforts in support of the 442nd FW have resulted in the 442nd Transportation Element being considered one of the best in the Command.

PHOTO BY STAFF SGT. JOSHUA BRECKON



**Staff Sgt. Willard Bruce, 506th Expeditionary Air Support Operations Squadron, tactical air control party, delivers a right hook during boxing night at Kirkuk Regional Air Base,**

**Iraq, Aug. 29. Sergeant Bruce won the match by knock out and later became the new middleweight champion from Forward Operating Base Warrior.**

## Expeditionary Airmen at Kirkuk step 'into the ring'

By Staff Sgt. Daniel Martinez  
506th Air Expeditionary Group Public Affairs

**Kirkuk Regional Air Base, Iraq** – The corner man gets each boxer ready for the next bout, wiping the sweat and blood from their faces. They eagerly anticipate the bell while the audience prepares to witness the ferocity of a ringside battle royal.

Airmen boxing for the first time stepped into the ring and had the opportunity to put their hooks and jabs to the test at the “boxing smoker” here Aug. 29.

Paul “The Wall” Gambrell, representing the 506th Expeditionary Security Forces Squadron, took part in the third match of the night in the super-heavyweight category.

Careful in his steps and attempting to duck his opponent’s blows, his counterpunches weren’t enough to quell the onslaught he was facing. He persevered through the three rounds but it wasn’t enough to sway the judges.

Despite the outcome, Gambrell said it was worth it.

“It’s something I’ve never done before and it was good to face my fear of getting in front of a crowd,” Gambrell said. “But after I did it, win or loss, I’m still glad I did it.”

The sixth match brought middleweight contender, Willard “The Hands of Stone” Bruce, representing the 72nd Expe-

ditionary Air Support Operations Squadron.

Bruce wasted little time, barraging his opponent with swift uppercuts and straight rights. He rushed his opponent, knocking him back and dazing him in the second round with a jab and overhand right combo, winning his match and moving up the bracket.

Facing a better opponent in the eleventh match, Bruce fought hard to counterpunch his opponent’s reach advantage. Bruce took a hard hit in the third round but shook it off and stood his ground. He came back swinging, getting more punches in and outdid his opponent, winning the judges’ vote for a victory.

“I was nervous, I never boxed before and in the last couple of months I learned to box, I got in the ring and it was a lot of fun,” Bruce said.

As for anyone who is interested in boxing, “It’s a blast, just put a little bit of discipline into it and pay attention to what your coach is telling you and you can learn to do well in boxing.”

*(Editor’s note: Members of the 442nd Security Forces Squadron are currently deployed to Kirkuk Regional Air Base, Iraq. It is unknown whether any of them participated in the recent boxing competition there.)*

# Safety Starts With You

## 442nd Safety Office's ORI personal safety guide

### Why Personal Safety?

By Steven Smith  
442nd Wing Safety Office

A primary reason for exercises such as an operational readiness inspection is to practice completing our mission without hurting our own people.

If you don't do your job safely, you're doing the enemy's job for them.

Completing each task in a safe and prudent manner is just as important as accurately dropping a bomb on target.

Remember, safety will be a graded item. Inspectors will watch for safety discrepancies with the same keen eyes and sharp pencils as they will for chemical-warfare defense procedures.

### Personal safety guidelines

The following list of requirements applies to a wide variety of work areas. In addition to those requirements listed, you should ensure you comply with all established Air Force standards, technical orders, and safety practices.

1. *Wear* reflective belts at all times during the ORI.
2. *Wear* safety-toed boots and leather gloves while building pallets or performing any other operation with exposure from falling objects.
3. *Wear* hearing protection when required, including during maintenance operations and when operating equipment.
4. *Do not* wear rings or jewelry when working around equipment, machinery, or when exposed to elevated surfaces or stairways.
5. *Do not* leave tines raised on parked forklifts or leave loads suspended when forklift is turned off.
6. *Ensure* maintenance stand wheels are locked and safety side rails are in place during use.
7. Eating and drinking areas: no employees shall be allowed to consume food or beverages in any areas exposed to toxic material (29CFR 1910.141 (g)(2))

### Real-world injury reporting procedures

1. Yell "knock it off" three times
  2. Call 911 and provide first aid as applicable
  3. Notify your UCC, the wing safety office (687-3838) and the 442nd Fighter Wing command post (687-3564)
  4. Transport to Western Missouri Medical Center (WMMC) in Warrensburg via ambulance or supervisor-arranged transportation
- NOTE: Ambulance personnel will determine severity of injury and establish direction for proper medical attention.

### Flightline vehicle operation

Motor vehicles operating on the flightline are essential to normal operations and maintenance. However, they present a clear and possible hazard, both to aircraft and ground personnel. Carelessness, haste or disregard of existing safety standards by flightline vehicle operators are primary sources of collisions and personal injury and are inexcusable.

Always observe the following safe vehicle operating procedures.

- Do not leave general purpose vehicles unattended with the engines running.
- Always wear your seat belt. No exceptions.
- Use parking brake when parking vehicles on the flightline. If dark, employ parking lights.
- Do not position or park vehicles in front of forward-firing munitions.
- Use wheel chocks every time they are required (munitions, AGE)
- Refer to AFOSH 91-100 or AFJMAN 24-306 for additional guidance.

### Flightline speed limits

General purpose vehicles	15 mph
Single towed equipment	15 mph
Special purpose vehicles	10 mph
Within 25' of aircraft	5 mph
Two or more towed maintenance stands	5 mph

### Special concerns

**Heat and Cold Stress.** Heat and cold stresses can be critical factors. Supervisors must ensure that Heat and Cold Stress guidance outlined in WAFBI 48-103 is followed.

**Dehydration.** In one hour of exercise the body can lose more than a quart of water, depending on exercise intensity and air temperature. If there is not enough water for the body to cool itself through perspiration, the body enters a state of dehydration.

**It's Your Back.** There will be times during exercises when you may have to perform tasks involving pushing, pulling, lifting, lowering, or carrying heavy objects. Follow all established rules for material handling. Do not hesitate to ask for help if you feel you can not safely perform the task by yourself.

**Chem Suit Driving.** As dictated by MOPP levels, wear the full ensemble when driving inside the play area, but use extra caution. While driving from play area to play area, do not wear your mask. Bus drivers must never drive with the mask. And for passengers...these rules do not apply. Sorry!

**See It Through.** If you are unable to see through the mask lens, stop what you are doing. Do not perform hazardous tasks if you cannot operate safely.



*It's game time!*

## Your guide to an 'A'

By Maj. David Kurlle

For more than two years the will of the entire 442nd Fighter Wing has been bent toward a sole purpose – earning a grade of “outstanding” on its operational readiness inspection scheduled for Oct. 23 to 29.

Since Col. Mark Clemons took command of the wing Aug. 2, 2008, he has led the wing through the process of getting ready for what is the most rigorous, conventional evaluation an Air Force unit receives.

“We had a good foundation when I showed up here,” Colonel Clemons said. “We weren’t ready to rock and roll yet, but we’ve improved by leaps and bounds since then.”

The wing commander’s first priority, as in all 442nd operations and activities, is safety. Beyond that, Colonel Clemons stressed that following established procedures and adapting to different situations are part of the recipe for ORI success.

“I feel very comfortable at this point,” he said. “We just need to execute the way we’ve been trained and we’ll be fine.

“We don’t want to make any major changes now,” the colonel added. “Our processes are in place and we need to keep the changes to a minimum. There are going to be situations that come up we haven’t seen before in our exercises – it’s very, very important that we adapt to those.”

Lt. Col. Michael Leonas, 442nd Operations Group chief of standardization and evaluation, has been planning and coordinating the wing’s operational readiness exercises leading up to the ORI and he agrees with Colonel Clemons’ recommendations about adaptation during the evaluation.

“The big thing is when an input occurs, take it 100 percent seriously,” Colonel Leonas said. “Be positive about your actions, or make a decision and improvise if you need to.

“We need to have a positive, proactive response to every input, rather than a passive, laissez faire attitude,” he stressed.

Another key ingredient for ORI success is attitude – maintaining a positive, “can-do” attitude is extremely important, according to Colonels Clemons and Leonas, as well as the wing’s command chief master sergeant, Chief Allan Sturges.

“A positive mental attitude is having a positive attitude, doing your job correctly, not cutting corners and going the extra mile to make sure everything gets done correctly,” said Chief Sturges, a veteran of at least five ORIs in his career. “But, most importantly, it’s walking around with a smile on your face because that rubs off on everyone you come into contact with.”





# outstanding' ORI

All three men agreed the wing's attitude will help paint a picture for the inspectors as soon as they arrive.

"The first thing the IG (inspector general) needs to see is an outstanding unit right when they step on our turf," Colonel Clemons said. "The first impression goes a long way."

The first impression for the Air Combat Command IG team will come during the initial briefings and processing the wing will provide upon the team's arrival.

"Our attitude is the very first thing we need to get right," Colonel Leonas said. "We have to maintain a positive, proactive attitude regardless of the challenges the IG presents us with during the inspection."

"We want to show them what an outstanding organization we are and that we know how to execute an ORI," Colonel Clemons said. "We want to show them a little something extra, what we call 'lagniappe' in Louisiana."

The French word, lagniappe, means "something that is added" and all three men stressed that going above and beyond is another ingredient in ORI success.

"That little something extra goes a long way," Colonel Clemons said. "Always show that sense of urgency, no matter how tired you are."

"The IG team is going to challenge us beyond what may appear realistic and the scenario is not consistent with our current combat experiences," Colonel Leonas said. "So we need to be prepared for that."

"What you have to remember is we're not in Bagram, we're not in Iraq – we're fighting through an ORI and we have to fight it according to AFI 90-201," said Chief Sturges, referring to the Air Force regulation that governs the inspection process. "Don't argue with inspectors. If you have an issue with an inspector, run that up through your supervisory chain."

Colonel Clemons agreed and said it's important for the wing to communicate through its chain of command.

"If you don't have the answer, the chain of command can get that for you," he said. "We've got to make sure we communicate about what's going on out there and ask questions if we don't understand what the IG is telling us."

What the entire inspection exercise boils down to is 98 A-10 combat sorties in two days, according to Colonel Clemons.

"Sortie generation and mission effectiveness," he said. "All this stuff we're doing is focused on those two objectives."

"All the hard work is past us," Colonel Clemons said. "Now we need to show up well rested the third week in October and execute."



# Year One ...

## Col. Mark Clemons discusses his first year as 442nd FW commander

By Maj. David Kurle

Col. Mark Clemons became the 442nd Fighter Wing's 25th commander Aug. 2, 2008, in the midst of one of the busiest periods in the history of the 442nd since World War II.

Just a month prior to the wing change-of-command ceremony, more than 250 of the wing's reservists arrived at Whiteman from a 51-day deployment to Bagram Air Base, Afghanistan – just in time for preparations to begin in earnest for an operational readiness inspection.

While most of the wing's primary focus in Colonel Clemons' first year has been to prepare for the ORI, scheduled Oct. 23 through 29, there have been numerous other demands on his time – not the least of which was keeping an entire wing ready for combat on a moment's notice.

One of the colonel's first big events was last October when

the wing hosted Hawgsmoke 2008, a biennial competition among A-10 pilots and maintenance crews in Salina, Kan.

Complicating Hawgsmoke, as well as the wing's own flying operations, was the Air Force's discovery of cracks in some A-10s, forcing the issuance of a time-compliance technical order that limited the flying time on the aircraft across the Air Force.

Another milestone was the standup of the 476th Fighter Group at Moody Air Force Base, Ga., a geographically-separated, associate unit with more than 200 authorized positions.

In early September, Colonel Clemons sat down and shared a few of his thoughts regarding his first year of command for the wing's monthly magazine, *The Mohawk*.

**Mohawk:** Sir, you've been the wing commander for a little more than a year. What have you learned about this wing and its people during that year?

**Colonel Clemons:** "What really stands out about this wing and its people is the core values we exemplify. We say 'excellence in all we do,' but people in the 442nd live, breathe and eat that every day. I was quite astounded when I got here, with the ORI we have coming up, that people don't want just a passing grade – they want to get an 'outstanding.' That tells me a lot about the people here.

"What really makes this organization stand out is the Midwestern work ethic of all our people – in how they approach and attack their jobs and how they interact with all the people around them.

"People in this wing take personal responsibility for their jobs and are accountable – I've seen more experts in so many different areas, be it in the support group, maintenance group, medical squadron and on the staff, where people are at the top of their career fields throughout the command."

**Mohawk:** What sets the 442nd apart from other wings in AFRC?

**Colonel Clemons:** "It doesn't matter what the mission is, when we get a tasking, we get it done in an outstanding manner. That's the facts Jack!

"Our community involvement also stands out – we have more members involved in their communities because of that Midwestern ethic.

"Most of our people live within a 100-mile radius of this base. That helps out a whole lot with unit cohesion, or the sense of family we have here in the 442nd.

"I'm not the only one who talks about the professionalism of the reservists in the 442nd, Tenth Air Force and AFRC also talk about us. There's not a week that goes by when the numbered air force or AFRC doesn't ask for one of our people to help with a program because our people know how these programs are supposed to work."



Col. Mark Clemons, 442nd Fighter Wing commander, stands at attention during the change of command ceremony that officially made him the unit's new leader Aug. 2, 2008.



**Mohawk:** Did you set any goals for the wing in your first year, and if so, what were they? Did the wing meet your expectations?

**Colonel Clemons:** “My number one priority is always safety, no matter what we’re focused on. Besides that, I think when you go into an organization you need to look at the organizational goals, as well as your personal goals. My personal goals are not just to maintain the status quo but to always leave an organization better than when I come to it.

“The first organizational goal I had was to maintain readiness. We are in the midst of a current war and it’s my job to make sure we’re ready to go at any time.

“The other goal, of course, is to prepare for the ORI. We’ve got an outstanding exercise and evaluation team (EET) headed up by Col Mackey who’s done a phenomenal job to prepare us over the past months for the ORI.

“I also want to do a review of all the programs we have – particularly the people programs – and make sure we have ‘value-added’ in these programs – not just having a program in place but to make sure it’s working. If a program isn’t value-added we need to modify it. We also need to make sure we get more bang for our buck – looking at ways we can cut waste.

“When we did the climate assessment survey last fall, one of the things people brought to my attention is that it seems like we are doing more with less resources. It does have that appearance – because budgets get smaller and the resources we have to accomplish the mission are shrinking. We need to make sure we get more bang for our buck – looking at ways we can cut waste. The group commanders are really good at doing that. One of the things we’re looking at is working closer with the 509th so they can help us do our mission better and vice versa.

“The last thing I wanted to do was a review of our facilities. Air Force Reserve Command completed a review of all our facilities and we’ve found where we have some shortcomings. I’ve been working on getting facilities projects started. We’ve been very, very successful this year in getting resources for new facilities.”

**Mohawk:** Every commander has their own leadership and management styles. How would you characterize yours and how has the wing responded?

**Colonel Clemons:** “I always promote that you do the right things for the right reasons at the right time to accomplish everything we need to do. I basically adapt to the situation because every situation changes. You can be anything from a *laissez faire* to a strong, bold ‘Type-A’ leader. I believe you need to adapt your leadership style to fit the situation. I believe if you always remain focused on the mission and the people that you will succeed in what you’re doing.

“You also have to make sure you have transparency. If you don’t have transparency there will be issues. The key to transparency is communication. I push that to the group commanders and down the chain of command. You need to listen to people and take care of people.

“I also advocate is to eliminating waste. There are a lot of programs aimed at eliminating waste but we usually hear about those in terms of dollars. Where you make the biggest bang for your buck is to eliminate time waste. Are there things we don’t need to be doing that waste people’s time? Are there things that we need to be doing that we’re not?”



**Colonel Clemons shares a laugh in the 5-Bay Hangar during a dedicated crew chief ceremony for the 442nd Maintenance Group in April.**

“So, I want to be transparent in what I’m doing and I try to adapt appropriately to each situation.”

**Mohawk:** What is going to be the wing’s focus after the ORI is completed?

**Colonel Clemons:** “We always, always, always need to make sure we’re ready to support the combatant commands in whatever theater they need us. We need to maintain our focus on readiness for the current war effort because we will continue to support the Aerospace Expeditionary Force cycle.

“We’re also looking at a deployment to Hawaii early next summer – and that’s going to be a wing-wide effort among all the groups and squadrons.

“We have some force-structure issues coming up that have yet to be announced. We could possibly pick up a group at Barksdale Air Force Base, La., with 500 people and there’s also a possibility of picking up 300 to 400 more people at Davis-Monthan AFB, Ariz.

“Air Combat Command is also working at going ahead with the active-association here at Whiteman – we would own the airframes and the Regular Air Force would provide additional manning to us. We would be getting more Regular Air Force pilots, in addition to the seven we have already, as well as a substantial amount of maintenance folks.

“In addition we will need to get through the precision-engagement modifications to our A-10s – to convert to the A-10C, which will start in November and roll through June or July of next year. We will have to get all of our maintenance and operations folks trained, but by this time next year we should be over that hump.

“We’re going to work hard but we’re going to play hard too.”

**Continued on Page 10**

## Continued from Page 2

7. Double-cover everything. This includes actually covering personal items along with simulating covering vehicles and equipment.

8. Stay attentive to alarms and attacks. Know what type of attack it is and how to respond. There is some confusion on the initial response to the different alarm conditions – see numbers nine and 10 below.

9. Initial missile attack response – personnel should don chem. gear to the appropriate MOPP level and get in a bunker. If in a vehicle, don the appropriate chem. gear, stay in the vehicle, drive it to a bunker and **stay inside the vehicle**. The assumption is the missile is a chemical weapon and staying in the vehicle will keep personnel covered in the deposition phase. If you are in a no-play area (for example driving the bus to work outside the play area), simply pull over, do not don MOPP gear and return to the processing center (PC). If the bus

is going to the PC, they can continue as long as they are outside the play area.

10. Initial mortar or ground attack response – first know what zone is being attacked and determine if it affects you. If the attack is in your zone (Alarm Red ground attack in your zone), personnel should take cover in a bunker and be prepared to defend your area. If in a vehicle, drive the vehicle to a bunker but **get out of the vehicle** and be prepared to defend the area. Driving outside the play area is the same response as a missile attack but if driving to a non-affected zone, continue into the play area.

11. Know the duress word and chemical code.

12. Know your battle buddy!

### What can everyone expect during the ORI?

We have had several small OREs, a lot of part-task training and two major OREs (May and September), which should replicate the actual ORI. When the ORI team arrives, we should see a similar

inspection as our OREs. The ORI's activities should be as follows:

**Oct 22 - All wing personnel arrive at Whiteman Air Force Base**

**Oct 23 - IG team arrival**

**Oct 24 - Transition Day**

**Oct 25-26 ORI Phase Two**

**Oct 27 - Weather back up day**

**Oct 28 - Base clean up, IG writes report**

**Oct 29 - IG out brief (not a mandatory AT day for the wing)**

Sucking on a rubber mask isn't fun but when you're asked to perform your job in MOPP 4, during the deposition phase, we should be prepared to do it and willing to accept the risk so we can support the grunt with a rifle. Our goal is to launch 98 sorties in two days, kill the enemy and support the infantry. The wing is ready; you are prepared, so let's show the ACC IG our abilities and get an OUTSTANDING in this ORI.

## Commander discusses upcoming changes

### Continued from Page 9

**Mohawk:** Is there anything else you want to address?

**Colonel Clemons:** "One thing we didn't address is some changes that will happen in the next year. We may or may not see changes to the Fit to Fight program – that's being considered at AFRC headquarters right now.

"Force Development is also a big deal. As long as I've been in the Air Force there have been certain things you need to do in order to move up or be promoted. Those rules are changing – people need to stay on top of what they need to do in order to further their own careers. For example, officers, more and more, need to have master's degrees.

"We are truly a more operational force now than we are a strategic reserve. However, we still want to protect our identity as a strategic reserve because we're tied to our communities. Regular Air Force people are only here for a few years because they cycle in and out while we're in the same communities all the time because of our employers. I think we need to preserve that.

"We also need to preserve our experience level. Eighty-five percent of our people are prior service and we need to retain that in order to be effective. We need to stay portable in what we're doing – so that reservists can integrate into, or

command, an organization with the same abilities as a Regular Airman.

"Air Force Reserve Command is moving toward being a force provider to the combatant commands. We're probably not going to be ACC-gained anymore, we're going to be AFRC-gained and we're going to be providing forces directly to the combat commanders.

"Another thing that may change is the numbered air forces. AFRC is evaluating the make-up of the NAFs to be either more operationally or administratively oriented.

"The 442nd could lose some aircraft in 2010 – it's yet to be approved, but if it happens we could lose some positions – primarily in maintenance.

"I would urge everyone in this wing to be proactive or if they are proactive, to continue to be proactive. Always be part of the solution, not part of the problem. If you see things that are broken, help get them fixed or elevate them to get them fixed. Continue to bring inputs to the fight to execute the mission because people are listening to you.

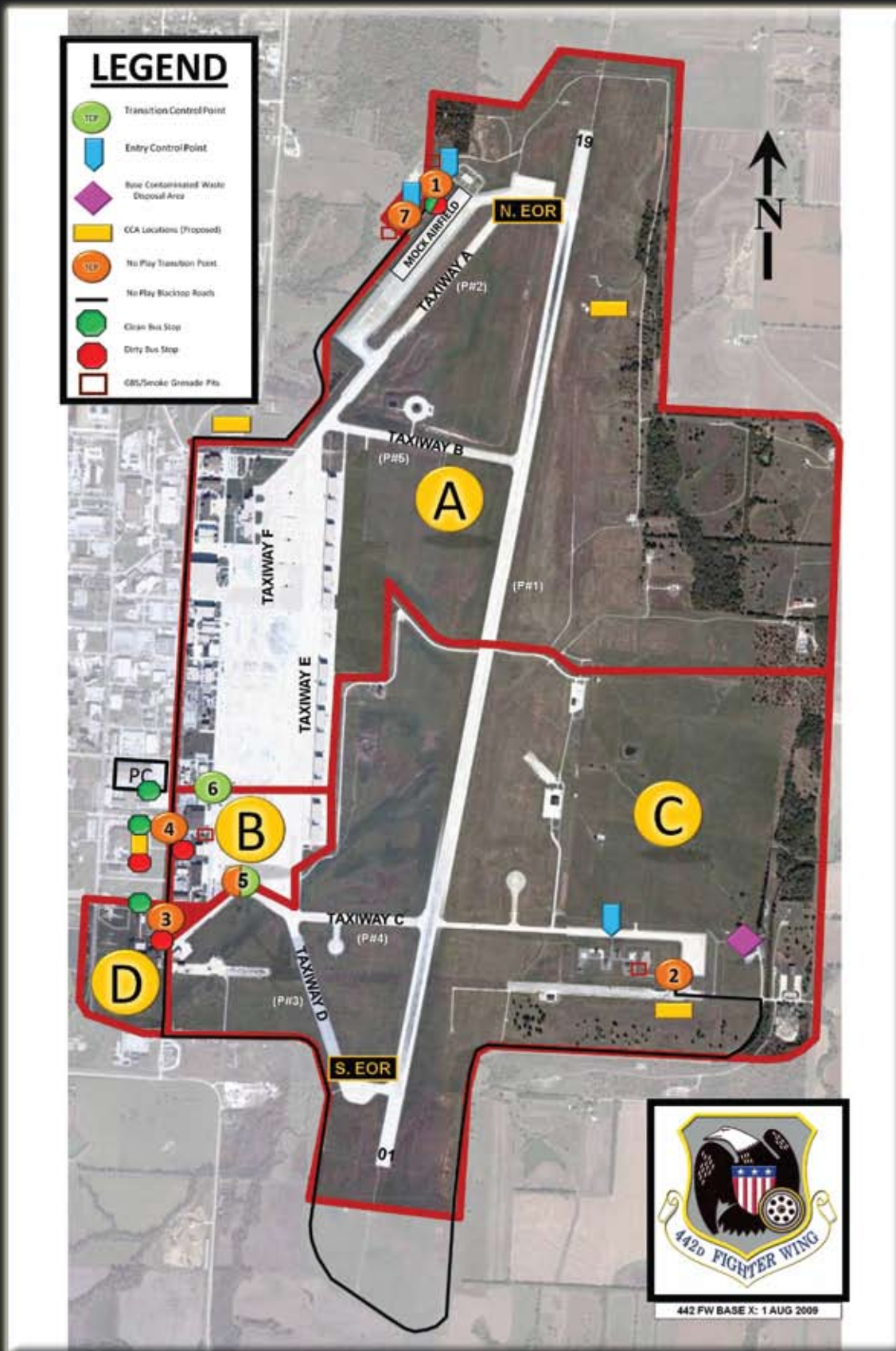
"I see a very bright future for the 442nd. I think that as we go along we'll see a day when this wing owns all the A-10s in the Air Force Reserve – we'll probably be able to say that two years down the road. The 442nd is in good health and the wing is leading the way in AFRC and that's a tribute to all the men and women of the 442nd and their constant professionalism."



**Colonel Mark Clemons, 442nd Fighter Wing commander, makes a speech at the 476th Fighter Group activation ceremony July 11.**

For your ORI awareness

# Know your zone, transition points



A graphic representation of Whiteman Air Force Base, which will be better known as "Base X" during the 442nd Fighter Wing's operational readiness inspection scheduled to start Oct. 23. Wing members should be familiar with the primary zone they work in, as well as the transition points that lead from one zone to the other. In addition, other locations, such as bus stops, are also represented. (Graphic courtesy of the 442nd Civil Engineer Squadron)

DEPARTMENT OF THE AIR FORCE  
442ND FIGHTER WING PUBLIC AFFAIRS  
931 ARNOLD AVE.  
WHITEMAN AFB MO 65305-5070

## TO THE FAMILY OF:

Just a few of the many photos taken by the 442nd Fighter Wing Public Affairs staff during the exercises leading up to this month's operational readiness inspection.



**“What really stands out about this wing and its people is the core values we exemplify. We say ‘excellence in all we do,’ but people in the 442nd live, breathe and eat that every day.”**

**-- Col. Mark Clemons,  
442nd Fighter Wing commander**

**442nd Fighter Wing on line -- [www.442fw.afrc.af.mil](http://www.442fw.afrc.af.mil)**