

MOHAWK

442nd Fighter Wing



**Hawgsmoke 2006
champions**

**10th AF/CC
interviewed**

President Lincoln's call to remember

Commentary by Maj. Joseph Herold
442nd Civil Engineer Squadron commander

“Four score and seven years ago our fathers brought forth on this continent, a new nation, conceived in Liberty, and dedicated to the proposition that all men are created equal.”

As soon as you hear or see those words, they connect instantly, and you likely will think to yourself – “someone famous said that and it was important for some reason.”

If you're good, you might be thinking, “That's from Lincoln's Gettysburg Address,” and if you're really good, you'll be thinking, “That's from Lincoln's Gettysburg Address when they dedicated a portion of the battleground as a cemetery in honor of the soldiers who served during the Civil War.”

In another part of this famous speech, President Abraham Lincoln explained to everyone exactly why they were there and why he had made the long trip from Washington D.C. to Gettysburg, Pa.

“We are met on a great battlefield of that war. We have come to dedicate a portion of that field, as a final resting place for those who here gave their lives that that nation might live. It is altogether fitting and proper that we should do this.

“But, in a larger sense, we can not dedicate – we can not consecrate – we can not hallow – this ground. The brave men, living and dead, who struggled here, have consecrated it, far above our poor power to add or detract. The world will little note, nor long remember what we say here, but it can never forget what they did here...”

“... it can never forget what they did here ...” – that's a powerful plea from a wartime president to his countrymen to remember and honor those who served in the military protecting and defending American ideals. It is as appropriate today for us to heed this call as it was for the people back in 1863.

Memorial Day for many is a day off from work, which gives us a three-day weekend and a great opportunity to relax with friends and family – and it is all that. But, in addition, as we take time to enjoy Memorial Day weekend, please do remember to recall what “the brave men [and women], living and dead ...” have done for you and for our country.

If you can participate in a hometown Memorial Day parade, that's fantastic. If not, how about attending a Veterans of Foreign Wars or American Legion sponsored service at your town's local cemetery or war memorial? Show up in uniform, if you can. There are other options out there as well.

However, if for whatever reason, you can't make it to an organized Memorial Day event, please do take some time and just reflect on what your predecessors in the military have done for your country, your family and you.



US AIR FORCE PHOTO

Maj. Joseph Herold
442nd CES commander



The grave of Capt. Howard Winand, 442nd Troop Carrier Group, at the US cemetery in Cambridge, England.

MOHAWK

442nd Fighter Wing

' Inside ' Inside ' Inside ' Inside '

May 2006
Charge-of-quarters

Commentary page 2



10TH AF/CC

Maj. Gen Collins speaks out on training, Total Force, 442nd
PAGES 4 & 5

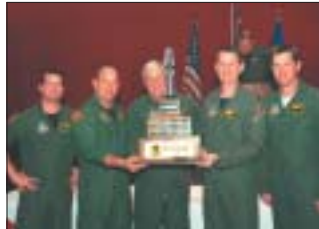
HAWGSMOKE

303rd pilots take top honors at A-10 competition
PAGES 6 & 7



INNOVATIVE READINESS TRAINING

442nd CES Chief directs school reconstruction project
PAGE 9



MASTER SGT. LARRY WASHINGTON 442ND MISSION SUPPORT FLIGHT

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COVER PHOTO: A 303rd Fighter Squadron A-10 Thunderbolt II, flown by Maj. Les Bradfield, flies formation off the left wing of a KC-135 Stratotanker as part of the 442nd Fighter Wing's and 509th Bomb Wing's combined civic leader tour April 11. Business and government leaders from around Missouri attended the tour, which featured stops at Edwards Air Force Base, Calif., and McChord AFB, Wash. (Photo by Maj. David Kurle)

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Voucher checklist designed to streamline process ... page 8
Heritage to horizon: 442nd in post-war Germany page 8
10th annual AF marathon scheduled page 10



442nd Fighter Wing Tip of the Spear

MASTER SGT. DANIEL THESSSEN 442ND AIRCRAFT MAINTENANCE SQUADRON

Master Sgt. Daniel Thessen is an Avionics System Specialist assigned to the 442nd Aircraft Maintenance Squadron, responsible for maintaining A-10 aircraft.

In his assigned career field he is certified to work on guidance, communication, navigation and electronic warfare systems. He also performs scheduled and unscheduled maintenance events, and he corrects discrepancies that pilots have found during flight.

Currently he is assigned as a team leader for the installation of the Smart Multi-function Display for 442nd Fighter Wing aircraft. This system will give pilots enhanced capabilities and greatly increase the combat effectiveness of the A-10. He is also involved with the development of the Technical Publication that will be used to support this new system.

The professionalism and technical expertise of Sergeant Thessen and his co-workers were a key reason why the 442nd was chosen to be the first A-10 unit to complete this modification. Sergeant Thessen's dedication to the Air Force Reserve and the support of the ever-changing role of the A-10 made him an obvious choice as the 442nd's "Tip of the Spear."

Maj. Gen. Richard Collins

10th AF/CC on training, Total Force, 442nd FW

Interview by Tech. Sgt. Leo Brown

Maj. Gen. Richard Collins, 10th Air Force commander, made his first visit to Whiteman Air Force Base and to the 442nd Fighter Wing where he discussed, among other items, ancillary training and Total Force Integration. The following is an interview the general granted the Mohawk.



Mohawk: Ancillary training requirements in the Air Force Reserve match those on active duty, but this seems to be an issue for reservists, who work part time for the Air Force, as opposed to active-duty Airmen who work full time for the Air Force and generally have access to computers. Do you see a need for change in this area, and, if so, what changes are needed?

General Collins: This topic of discussion has been heard in almost every organization I've visited in the last day and a half.

It seems that we go in a cyclical fashion when it comes to ancillary training.

We have to formulate teams and take a look at what's out there, and make the determination to push this or that aside, and prioritize.

Even as we speak, there's an integrated process team that Lt. Gen. John Bradley, commander of Air Force Reserve Command, put together and my

vice commander, Col. Craig Gourley is the team lead to look at all the ancillary training requirements and see what we're going to have make a lower priority.

It seems that most of the types of things we're doing are in a computer-based format, and that creates a problem, because typically, in the active duty, each individual has his own workspace and computer, and we don't necessarily have that capability in the Reserve.

There is some capability to do it from home in a telecommuting fashion and the Air Force instruction does allow for that. But that also requires an individual to have computer access at home and because some of the things we do here require such large file sizes, if you only have dial-up network, it creates some problems and frustrations.

The leadership of the Air Force Reserve is aware of these issues and we're working to come up with solutions.

It becomes, to a certain extent, a leadership issue when you have requirements that exceed your capabilities.

At the leadership level, you have to make the determination what the priorities are and what's important, and certainly I would say that giving our troops the training they require in their individual specialties is the most critical thing, so that we maintain combat capability, because the aerospace expeditionary force is job one, and we need to recognize that.

Then we'll attack those other ancillary training issues as our time permits. There's certain things we do on a regular basis as "just in time" type training. When you're getting ready to deploy

and going into harm's way, then we can focus on those skill sets.

There ought to be one focal point for ancillary training in our Air Force

Reserve and that ought to be the clearing-house for determining what is going to be levied upon units and individuals as required training.

"This is a great organization, it's got great leadership and the people I've visited with over the last two days have just incredible enthusiasm and a lot of pride in what they do. You also see that pride in the facilities and in the equipment, whether it's ground support equipment or the aircraft."

— Maj. Gen. Richard Collins

Mohawk: Total Force Integration, the mixing of Reserve,

Guard and active-duty Airmen in single units, seems to be a trend in the future. Is this a correct assessment, and, if so, what opportunities does this present to the Air Force Reserve?



General Collins: When we look 10 to 20 years from now, it's going to be a very fast-paced, fast-changing environment from the Air Force we all know today.

This is not your daddy's Air Force.

Total Force Integration is a reality that is a mandate from the chief of staff and the secretary of the Air Force to merge organizations to take advantage of efficiencies that can be gained by doing that.

Our first Total Force Integration effort is at Hill Air Force Base (Utah) with the 419th Fighter Wing and the 388th Fighter Wing, the active-duty and reserve units there. They're in the process, even as we speak, of associating those two organizations. The reserve unit will give up its airplanes to other Air Force Reserve units, but the indi-



viduals will retain their unit identity and use active-duty equipment. That, I believe, will be the wave of the future.

Right now, we're in the throes of putting together our Fiscal Year 2008 (plans) to the Air Staff and, as part of that, some of our higher priority initiatives are to integrate with active duty in pretty much any weapon system we have out there.

The Air Force Reserve will get involved in integrating with the A-10s at Davis-Monthan (AFB, Ariz.). We will integrate with the F-15 Es at Seymour-Johnson (AFB, N.C.). We've already started integration with the F-15s at Langley (AFB, Va.) and we'll integrate with the F-15s at Eglin (AFB, Fla.).

We are going to be involved as an associate organization with the F-22s at Elmendorf (AFB, Alaska) and, ultimately, I think as we see the success of those initiatives down the road that it will become intuitively obvious that we will need to integrate with organizations flying the F-35.

So, it's our opportunity to get in on the ground floor with some of the new equipment that the active duty is procuring and dealing with.

For current organizations, we are doing what we call "active associate." We are absorbing into our organizations, young, active-duty aviators from both the F-16 and A-10 world who will come to us to get some seasoning.

The active duty is struggling with

an imbalance between experienced and inexperienced aviators in their flying squadrons. They've had an imbalance for a while and it's difficult to change the dynamics of that and work your way out of it. Because the experienced individuals have to fly all the sorties for the inexperienced guys, it just becomes a situation where the rich get richer and the poor get poorer.

To work out of that dynamic, they're going to hand their young guys off to us for three or four years to give us the opportunity to season them so they go back to the active-duty ranks with experience. That period of time will balance the active duty's flying squadrons.

Having said that, just about every organization in 10th Air Force is a target, at some point in time, for an "active associate" relationship.

It may not necessarily happen right away in large numbers and whether it grows to larger numbers, is yet to be determined, but so far, so good.

All those issues are on the table right now and, as things change and we're helping them work through this problem, we may get the active duty back to a balanced state where we no longer have to absorb their pilots in our ranks.



Mohawk: What will you take back with you to 10th Air Force from the 442nd Fighter Wing? What were your impressions of the 442nd and how does our future look from where you stand?

General Collins: This is my first visit to Whiteman and the 442nd.

General Bradley, our commander who was previously the commander of the 442nd, has always spoken highly of this organization and it becomes intuitively obvious to me now that I've vis-

ited here why that is the case.

This is a great organization, it's got great leadership and the people I've visited with over the last two days have just incredible enthusiasm and a lot of pride in what they do.

You also see that pride in the facilities and in the equipment, whether it's ground support equipment or the aircraft.

I looked at some of these airplanes, '78 and '80 models and they're in pretty darn good shape.

There's just a lot of pride and professionalism in what they're doing to maintain this organization's combat capability.

So my take away is the strong leadership, the enormous pride, a lot of enthusiasm, and you see smiles on people's faces, which means they're enjoying what they're doing and that's good.

I've been around fighter planes for quite a few years, so I have an image and expectation. (The 442nd) met all my expectations.

On one of its previous deployments, the 442nd Fighter Wing was reporting a 93 percent mission capable rate for the aircraft and the reports go up through active-duty channels and the people there in the theater were just a little bit shocked and they didn't necessarily believe it.

They had to come take a look for themselves and when they walked away, they said, "They really are that good, the numbers don't lie."

What I enjoyed the most was getting out there and talking with people, and people like to tell you what it is they do and how proud they are of their product. Particularly, some of the young troops.

I always enjoy finding out about them and what motivated them to become part of this organization.

Being a traditional reservist myself, and being an airline pilot, there is nothing like the camaraderie and the singleness of purpose that you find in the military and, more specifically, in a fighter organization.

People are just really enthused about what they do and they take a lot of pride in that and it makes for a great team.

It's almost as if the leadership is doing nothing more than making sure the boat is headed in the right direction.

303rd wins big at Hawgsmoke



Above: Members of the 303rd Fighter Squadron's Hawgsmoke team accept the "Al 'Mud' Moore Trophy for Top Overall A-10 Unit" at the Hawgsmoke Awards Banquet March 25 at Davis-Monthan Air Force Base, Ariz., from Lt. Gen. Glen W. Moorhead III, commander of 16th Air Force. From left, Capt. Brian Leiter, Lt. Col. James Mackey, Lt. Col. Ronald Hankes and Maj. Stephen Nester won the award for best A-10 unit among 20 A-10 squadrons from U.S. Air Force bases throughout the world after competing in the aerial gunnery and bombing competition held every two years. (Courtesy photo)

Below: An A-10 Thunderbolt II on a strafing run at Hawgsmoke 2006. (U.S. Air Force photo by Senior Airman Christina D. Ponte)

By Maj. David Kurle

In what is the Air Force's version of the Olympic Games for A-10 pilots, the 442nd Fighter Wing's 303rd Fighter Squadron emerged as the gold-medal winner after competing against 19 other squadrons from around the world at "Hawgsmoke '06" over the Arizona desert.

Four of the Air Force Reserve squadron's pilots competed in the event, held every two years to test the mettle of A-10 operators and their lead-spitting, bomb-dropping, close-air-support aircraft.

Lt. Col. Ronald Hankes, Lt. Col. James Mackey, Maj. Stephen Nester and Capt. Brian Leiter were selected to represent the 303rd FS at the competition and brought the title of Hawgsmoke champions to the 442nd FW at Whiteman Air Force Base despite having to fly A-10s belonging to another unit because their own aircraft are being prepared for an overseas deployment.

"We had a good, solid tactical plan that led us through and the guys were all able to execute as planned," said Colonel Hankes, the 303rd FS active-duty flight



commander and flight lead for the Hawgsmoke team. "The fact we won means this squadron has a lot of talent."

This year's "A-10 Olympics" were held at Davis-Monthan Air Force Base, Ariz., and featured a four-part tactical event pilots complete in a single sortie of just under two hours flying a four-aircraft formation.

"This is an outstanding testament to the training and skill of the pilots in the 303rd Fighter Squadron," said Col. Patrick Cord, 442nd FW commander. "By being named an Air Force outstanding unit earlier this year we proved we are one of the best at supporting the A-10's mission, and now by winning Hawgsmoke, we have proved we are the best at executing the A-10's mission."

Colonel Hanks also credits the 442nd Maintenance Group with contributing to the outstanding showing at this year's competition.

"The maintenance group provided four airplanes for an extra practice session on the Monday before the competition," he said. "If we hadn't had that, we wouldn't have had enough practice time to win. We

appreciated it big time, especially given how busy maintenance is with preparing for deployment, accepting nine additional aircraft from New Orleans and modifying our jets with new multi-function color displays. We really appreciate their efforts."

The competition is dubbed Hawgsmoke because the A-10 is referred to as the "Warthog" by its pilots and maintainers. The "smoke" is a reference to an Air Force competition to test aerial dog-fighting skills known as "Gunsmoke."

"They purposely wanted to build a realistic tactical situation," Colonel Hanks said. "The challenge was the time constraint, we were one of the few units to do it and do it well."

Pilots completed all four parts of the competition by flying from one area of the Barry Goldwater Range complex in Arizona to another, within the time limits imposed by Hawgsmoke officials. The four parts of the contest tested pilots' skill in long-range strafing, manual bombing, low-angle strafing and employing the AGM-65 "Maverick," air-to-ground missile.

See 'Hawgsmoke' next page

Above: An A-10 Thunderbolt II, fires the 30 mm gun at a low angle strafe, as part of the 2006 Hawgsmoke competition, Thursday, March 23, 2006, at the Barry-Goldwater Range, Gila Bend Air Force Auxiliary Field. There are four parts of the competition. Each team has four members in which they have 100 bullets each to use toward the target. This year's competition coincides with the 30th anniversary of the Warthog. Twenty squadrons from around the world come together to gain the honor of the "best of the best" in ground attack and target destruction. (U.S. Air Force photo by Senior Airman Christina D. Ponte)



Checklist designed to streamline voucher process

By Master Sgt. Bill Huntington

For any military order that requires a Department of Defense form 1351-2, travel voucher, to be submitted, typically for those members outside the Whiteman Air Force Base commuting area, the 509th Bomb Wing Travel office, in conjunction with the 442nd Fighter Wing finance office, has developed a checklist designed to reduce the number of vouchers being returned to the units for correction.

The checklist is the result of an extensive review of the reasons vouchers have been returned in recent months and it provides members uniform guidance to eliminate those problems.

"The process is simple," said Tim Storms, 442nd Fighter Wing financial management officer. "Check the boxes off on the checklist as you do them, then sign and date the form stating you have completed all the items."

The checklist, now a required part of the member's filed travel voucher, must be completed, signed, dated and attached to the voucher for processing.

The travel voucher and certified order must still come through the 442nd FW Budget office, which, for tracking purposes, will continue to put them on a transmittal prior to sending them on to the 509th BW for processing.

Members should take time to look over the new checklist and become familiar with what is required on the Air Force form 938, travel orders, as well as on the vouchers before trying to submit them for settlement. It is important to note that all three copies that accompany the travel voucher must now be certified in blocks 42 to 46.

"We should all get familiar with the checklist and the process," said Col. Pat Cord, 442nd FW commander. "It helps each of us become more fiscally responsible, receive timely travel reimbursements and not face the frustration of delays because an item was overlooked prior to submission."

The 509th BW is also setting up a training time for orders clerks and others who need to screen submitted vouchers.



'Hawgsmoke' from page seven

Prior to the long-range strafing event, the four A-10 pilots flew their aircraft in a holding pattern outside the range and were provided with four envelopes, according to Colonel Hanks. Two minutes prior to their scheduled time to enter the range, the pilots were instructed to open one of the four envelopes, which provided the coordinates where four vehicles were last seen on the ground and the direction they were heading.

The four pilots then had five minutes to acquire the four targets, set up for their attack and simulate using the A-10's 30-milimeter cannon to take them out, all while flying according to strict tactical guidance to avoid ground and air threats, such as using hills and other terrain to mask their movements.

"The judges said we were the only unit to execute the tactical portion effectively," Colonel Hanks said.

After a successful strafing run it was on to the bombing event. Each aircraft dropped six BDU-33 practice bombs on fixed ground targets within a 20-minute time limit using only manual bombing techniques by turning off the A-10's targeting computer.

"Most of this competition was based on old-style manual bombing, like they did in Vietnam," Colonel Hanks said. "It's like using fixed sights on a rifle instead of a scope with a laser sight. It reduces bombing to pure pilot skill."

The third event was firing actual 30-milimeter rounds at a fixed ground target while flying at 200-feet above the ground, followed by the fourth event: the simulated launch of Maverick

missiles at moving vehicles within a 5-minute time limit.

"People were actually driving around in vehicles, making turns and trying to avoid us, so the Maverick portion was very challenging," Colonel Hanks said.

"It was a very fast-paced and challenging, but fun, profile," said Captain Leiter, the youngest member of the 303rd's Hawgsmoke team. "Getting back to the basic roots of manual bombing and manual strafing helps to solidify our other skills."

When the scores were tallied, the four pilots placed first overall and were the first place tactical team and second place Maverick team. Colonel Hanks personally finished second in level bombing and placed second as the overall individual pilot.

"When we finished, we knew we had a solid performance," he said. "By the time we got the final announcement, I had such a stack of awards on my desk; I was kind of thinking we would be a player for the overall award."

The fruits of victory also include the obligation to host the next Hawgsmoke competition scheduled for 2008.

The 303rd Fighter Squadron is looking at hosting the event either here at Whiteman AFB or in Salina, Kan., said Lt. Col. John Hoff, the 303rd FS commander.

As the 303rd prepares for actual combat operations with an overseas deployment scheduled for this summer, the victory at Hawgsmoke confirms that the Air Force Reserve squadron has been training well, according to Colonel Hanks.

"The same talent, drive and dedication that served us well for Hawgsmoke will serve us well on our upcoming deployment," he said.

Innovative Readiness Training

442nd CES Chief directs school reconstruction project

Editor's note: The following story about an Air Force Reserve Command Innovative Readiness Training project headed by Chief Master Sgt. Kenneth

Woody, 442nd Civil Engineer Squadron, is reprinted with permission from the Nevada Appeal newspaper from Carson City, Nev.

School on Stewart Indian Colony to be complete in weeks

*By Maggie O'Neill
Nevada Appeal Staff Writer*

CARSON CITY, Nev. – After a six-year delay, the Head Start school on the Stewart Indian Colony should be complete within weeks and ready to open in September, thanks to U.S. Air Force volunteers.

The 459th Civil Engineer Squadron arrived April 3 and began work immediately - replacing Sheetrock, recommending design changes and making overall improvements to the initial work started six years ago by a job corps.

Concrete had been laid and exterior walls erected before the job corps abandoned the site. Head Start leaders could not find another group to compete the work, until the fortuitous connection with the Air Force.

The 459th, with 20-30 people coming in two-week shifts, expects to finish the Head Start school in five weeks. The 5,100-square-foot building will house four classrooms, a kitchen, administrative offices and two full-size children's bathrooms. There will be a playground out back.

"I'm so excited," said Gail Brown, family service coordinator for the Washoe Tribe. "We're as happy as can be."

It's three weeks until the deadline.

"In the back of my mind, I'm skeptical it will get done because of how long it's taken," said Sharon Doan, Head Start program manager. "We've already made such progress on it though, we feel like we will have our school open for next year."

The Washoe Tribe Head Start program has been teaching 3-5 year olds for nearly 10 years. For most of that time, it's been at the community center on the Stewart Colony.

Doan said she's grateful the tribe has let them operate out of the center. The new school is next to the community center on Clear Creek Avenue.

About 25 men worked Thursday at the site, including Senior Master Sgt. Arthur "Flea" Flecker Jr., who fastened a gutter to the exterior of the building in the afternoon sun. Flecker, a full-time warehouse manager from Virginia, is one of a few men working beyond a two-week shift.

"I had my boss's permission to take off a month to be here," he said. "It's a humanitarian project. Any time it's a humanitarian project, he supports it."

The men are all Air Force reservists and while volunteers for the project, do receive government pay. "The whole thing for us is training," said Chief Master



PHOTO BY CAT ALLISON/NEVADA APPEAL

Head Start Program Manager Sharon Doan talks with Air Force Chief Master Sgt. Kenneth Woody about the construction of a 5,100-square-foot school being built in South Carson City, Nev. The new building is expected to open in September.

Sgt. Kenneth Woody, project manager of the site. "It's to get the training we need for the Air Force. We have a lot of young guys coming through, so if we're called up to go somewhere, this gives them the knowledge to know what to do."

The unit is an engineer squadron. Members have worked all over the world on similar projects.

"This is what we do," said Chief Master Sgt. Donald Ellington. "We are a construction company. There's really nothing construction that we can't do."

When the school is finished, the squadron will have three other projects to complete before its late June departure - repave the parking lot in front of the school and the community center, build a 1,400-square-foot house on the Stewart colony and build a wellness center on the Dresslerville colony in Gardnerville. About 150 people will have rotated through the four projects.

The Washoe Tribe Head Start program is the only one in Carson City and is open to all children age 3-5. Despite a small waiting list every year, Doan said they do their best to find a place for everyone.

The program offers buses to pick up students, morning and afternoon meals and basics in letters and numbers. Some children even start to learn to read.

"(The Head Start program) is kindergarten readiness," Doan said. "It's to give the children a head start for kindergarten. We have teachers in the Carson City School District who say they can tell when the kids come in from Head Start."



442nd remained in Europe after World War II

By Tech. Sgt. Mike Morrison
442nd Fighter Wing Historian

The time spent by the 442nd Fighter Wing and its antecedent organizations in an active wartime footing is but a small part of the history of the wing.

While researching the histories of the wing, I found an article, written by an ad-hoc committee of wing members committed to preserving the wing's history, which recorded the activities of the wing in the final days of World War II.

The following, culled from a retrospective Mohawk article found as a supporting document in the wing's 1985 narrative history, details the 442nd Troop Carrier Group's mission shortly before the focus of the war shifted from fighting to occupation.

During the final phase of the war in Europe, the 442nd Troop Carrier Group's primary mission was to fly gasoline and other critical supplies to the ground forces, which were driving deep into the heart of Germany.

Forward landing fields, often within range of the enemy lines, were used as delivery points for the 15,068,036 pounds of supplies, which were ferried by the group during the final three months of March, April and May (1945). The peak effort achieved by the Group came in April, when close to 10,000,000

Above: Less than three weeks before the end of the war in Europe, the 442nd Troop Carrier Group's 305th Troop Carrier Squadron operated out of airfields in occupied Germany. With the end of military operations, and through its remaining days in Europe, the 442nd saw its mission change from troop carrier to transport. It was a mission

pounds of priority air cargo was carried forward. Airfield Y-34 at Metz, France, was used as the operational base for most of the missions flown during this period.

VE-Day on May 8 was followed by significant change in the history of the 442nd Troop Carrier Group. On May 15 it was learned that the organization would remain in Europe as part of the Occupation Forces, with its eventual base designated as R-82 at Munich, Germany.

The Group was also transferred from the 50th Troop Carrier Wing to the IX Air Force Service Command, under an arrangement whereby operational commitments were received from Combined Air Transport Operations at SHAEF...

The type of work accomplished by the 442nd following the victory in Europe consisted chiefly of ferrying displaced persons, allied POWs, and redeployment personnel. In May and June, 45,525 passengers in these categories were lifted by aircraft of the Group.

It is evident by the 442nd Troop Carrier Group's continued participation in the post-war occupation of Germany that many vital, if not exciting, missions remained. As time would prove, this first taste of war and reconstruction would not be the 442nd's last experience defending liberty.

that the 442nd, as a Reserve unit, would do until 1982. Below left: Medical personnel load a litter patient aboard a 442nd TCG C-47.

Below right: Five-gallon "jerry" cans containing gasoline or diesel fuel were a regular cargo item on 442nd TCG aircraft.



10th annual AF marathon scheduled

By Master Sgt. Bill Huntington

The 10th annual U. S. Air Force Marathon will be held Sept. 16, at Wright-Patterson Air Force Base, Ohio, and this year, the venerable A-10 Thunderbolt II, on its 30th anniversary, is the featured aircraft.

Events include the 26.2-mile marathon, a wheel-chair marathon, a team relay, a half marathon and five-kilometer races.

Last year's marathon, which included 442nd Fighter Wing members, saw 3,454 runners from all 50 U.S. states and seven countries participating.

Participants were aided by nearly 1,800 volunteers and aid stations at every mile along the marathon route and at the finish-line area.

Hendrik Vanloon of the Belgian Air Force won that race with a time of two hours 41 minutes 15.9 seconds. He became the second man to claim two overall marathon wins here. He won the race in 2003 and was second in 2004 by just four seconds.

Wright-Patterson's Lt. Col. Mike Michno took second place overall and was the men's military winner in 2:45:33.25. He was seventh in the initial 26.2-mile race in 1997.

Capt. Kori Delwiche, of McGuire Air Force Base, N.J., won the women's race in 3:02:22.75, upsetting two-time defending champion Capt. Jill Metzger. Captain Metzger, who is stationed at

Moody AFB, Ga., took second overall for women in 3:06:38.55.

Captain Delwiche, who ran the marathon for the first time since 1999, is the fourth Air Force woman to win the women's overall division. She follows Lori Eppard in 1997; Heidi McKenna in 1998; and Captain Metzger in 2003 and 2004.

Second Lt. William Bohlke, of St. Croix, Virgin Islands and a member of the Air National Guard team, took the half marathon race in 1:11:47.15. Senior Airman Rebecca Oldenhouse, of Robins AFB, Ga., won the women's half marathon in 1:30:15.45.

The National Guard Stars and Stripes relay team won its race in 2:31:05.6. Airman 1st Class Brett Still of Shaw AFB, S.C., won the overall 5k race in 15:34.31, and Kelly Donahue, of Fairborn, took the women's division in 20:45.51.

The U. S. Air Force Marathon is about much more than who finishes first, officials said. Many enter just to see if they can finish.

The first Air Force Marathon was held in 1997 in conjunction with the 50th anniversary of the Air Force. It is run on the Saturday nearest the anniversary on Sept. 18 every year.

More information on the marathon can be found at www.afmarathon.com.

(Brett Turner, 88th Air Base Wing Public Affairs, contributed to this story.)



C5 crash site



This C-5 Galaxy lies in a field on the south side of Dover Air Force Base, Del., after it crashed Monday, April 3, 2006. Specialists roped off the area with caution tape to preserve the scene until a safety investigation board completes its task. (U.S. Air Force photo/Doug Curran)

Below: Maj. Les Bradfield, A-10 Thunderbolt II pilot, flies a 303rd Fighter Squadron A-10 over Whiteman Air Force Base in formation behind a KC-135 Stratotanker April 11 for the combined 442nd Fighter Wing and 509th Bomb Wing civic leader tour. Twenty-seven business and government leaders from throughout Missouri participated in the tour, which showcased Edwards AFB, Calif., and McChord AFB, Wash. (Photo by Maj. Joe DellaVedova, 509th BW public affairs)

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

TO THE FAMILY OF:



**"I've been around fighter planes for quite a few years, so I have an image and an expectation. (The 442nd) met all my expectations."
-- Maj. Gen. Richard Collins, 10th Air Force commander**