

SAV coming

Quarterly winners

Heritage to horizons

MOHAWK

442nd Fighter Wing

Bombs on desert target



Pilot safely lands stricken A-10

Air Force Reserve Command
442nd Fighter Wing Online

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April 2007

Chance to show wing's character

By Col. Steve Arthur,
442nd Fighter Wing commander

The April 14 and 15 UTA will mark the final days of a staff assistance visit by our functional-area managers at 10th Air Force.

First, I would like to welcome the SAV team to Central Missouri and Whiteman Air Force Base, and charge the team members with making the 442nd Fighter Wing even better as we prepare for our unit compliance inspection in August.

Second, I would like to stress to the Citizen Airmen and civilians of the 442nd that our comrades from 10th Air Force are here to assist us and take a hard look at our processes and procedures, and ensure we're on the right track.

It's important that we make the SAV team's job as easy as possible. I encourage you to be on hand to answer questions and show our higher headquarters just how well we accomplish our mission.

This is an opportunity for our wing to show what we are capable of, and I expect, like in everything else, the men and women in our wing will shine when the SAV report is written.

Think ORI even while preparing for UCI

By Col. James Mackey
442nd Operations Group

I know what you're thinking, "what's all this talk about alarm conditions? We don't have an ORI going on, we're getting ready for the unit compliance inspection, maintenance standardization evaluation program and health services inspection."

Well, if you're thinking that, you're spot on but we also need to look over the horizon and plan for events after the UCI.

"Alarm-Green," with no mission-oriented protective posture is an awesome alarm condition to operate with but once we complete the UCI, those alarm conditions will increase rapidly and we need to be prepared for the changes.

The ORI working group has established an exercise plan to prepare the wing for an April 2008 ORI so wing members can plan their year appropriately.

- **June 2007 UTA** – We will accomplish post-attack reconnaissance, unit control center, door guard, expeditionary operations center, battle staff and wing operations center tabletop training. The objective is to teach the command and control agencies the best method to reconstruct the wing after an attack on the base.

- **Sept. 2007 UTA** – We will hold a two-day phase-one exercise (Saturday and Sunday). We will process personnel and cargo along with generating, deploying and regenerating 12 A-10s.

I urge leaders in the 442nd to take the SAV team's report to heart and use it as a tool to prepare for the July 31 UCI and our operational readiness inspection in April 2008.

We face a very busy year as we pursue "inspection excellence."

After our August UCI, we will immediately transition to operational-readiness-inspection preparation and training.

The ORI steering group has drafted a plan to get us ready, which includes exercises, starting in September, and a readiness assistance visit from our friends at 10th Air Force in November.

We also have exercises scheduled October 2007 and February 2008. These will require our traditional reservists to take annual tour days, as these exercises will not fit in a normal, two-day UTA.

I expect you to perform to the high standards that have been a hallmark of the 442nd Fighter Wing. I'm extremely proud of what you have accomplished and I know you can meet the challenges ahead.

It's time for us to show the Air Force and Air Force Reserve who we are and the quality of our character.

- **Oct. 2007 UTA** – We will hold a four-day phase-two exercise, which will require two annual-tour days plus the two UTA days. We are exercising on Friday and Saturday to allow for night flying well into the second day.

- **Nov. 1-9, 2007**- This will mark the 10th Air Force readiness assistance visit. Traditional reservists will be available Nov. 2 to 8 (five days of annual tour plus the two UTA days—totaling seven annual-tour days used for Fiscal Year 2008). This will be a combined phase-one and phase-two with 10th AF looking over our shoulder.

- **Feb 2008** – The wing will hold a combined operational readiness exercise, which will require five more days of annual tour plus the two UTA days, totaling 12 for Fiscal Year 2008.

- **April 3-11, 2008** – The inspection team will be here for the ORI. This will require an additional five days of annual tour plus the two UTA days (bringing the final total to 17 annual-tour days for Fiscal Year 2008).

The exact pay status of each individual will be at the discretion of their supervisors, so even though we are showing 17 annual-tour days, two of those will probably be mandays.

I know this is a fast and furious schedule, and we are asking a lot from every individual shortly after the UCI is complete.

However, if we have a good plan, and execute it with a positive attitude, we will be prepared for the ORI.

MOHAWK

442nd Fighter Wing

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COVER PHOTO: Staff Sgt. Stephen Spurgeon, 442nd Aircraft Maintenance Squadron, drives a jammer with a 500-pound bomb for loading on an A-10 at Davis Monthan AFB, Ariz., during the wing's "Patriot Rattlesnake" deployment. (Photo by Master Sgt. Bill Huntington)

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Tip of the Spear

MAJOR MICHAEL LEONAS 442ND OPERATIONS GROUP

Major Michael Leonas, 442nd Operations Group, is the chief of flight standardization and evaluation for the wing. He is responsible for the tracking, certification, testing, and evaluation of all wing A-10 pilots. As one of the initial cadre instructor pilots for the smart multi-function color display A-10 modification, he has helped the 303rd Fighter Squadron qualify pilots to use the system. This system adds data link, moving map and many other features, which increase the already capable airframe's combat capability.

Recently, Major Leonas, took over the position of exercise evaluation team chief, and is responsible for the design, execution and evaluation future operational readiness exercises. Major Leonas' experience as EET on active duty will be invaluable in preparation for next April's operational readiness inspection. Major Leonas is an air reserve technician from Lee's Summit, Mo., and has only been in the wing for one and a half years. His contribution to the wing in such a short period has been invaluable.

Engine out!

Knowledge of procedures serves pilot

Story and photo by Maj. David Kurlle

Wilbur Wright, who, along with his brother Orville, invented the modern-day airplane, once said, "It is possible to fly without motors, but not without knowledge and skill."

In military flying, skill, and especially knowledge, are coveted attributes and both enable pilots to react properly when things don't go as planned.

Air Force Reserve A-10 pilot, Lt. Col. Dave Closen, 442nd Operations Group deputy commander, was leading a four-ship formation of A-10s on departure from MacDill Air Force Base, Fla., Jan. 16, when something out of the ordinary happened.

Pilots from the 442nd Fighter Wing's 303rd Fighter Squadron had been at MacDill for a week, training with special operations units on the ground using the squadron's new smart-color-multi-function display and data-link – learning how to effectively integrate the new system in their close air support role.

"We were flying a four-ship and I was the lead," Colonel Closen said. "We were meeting a tanker (for aerial re-fueling), so we had a hard take-off time."

The departure from MacDill called for an arc to the east, then north so the flight would avoid the airspace from nearby Tampa International Airport.

"We had pretty much done the end-around Tampa and were cleared to climb from 4,000 feet to 10,000 feet," the lieutenant colonel said. "As I went through 6,000 feet, at 200 knots, it felt like I had cracked the speed brakes – it was an immediate deceleration and it got a little bit quieter."

The sudden quiet was actually disquieting for Colonel Closen as he realized his number-two, or right-side, engine was not functioning. The deceleration was the loss of 50-percent of the A-10's two-engine power plant.

"I started to decrease my climb, came inside the cockpit and determined the right engine had failed," he said. "All indications were that it was engine failure or a flame out."

Subsequent investigation pointed to a gear-box failure, which means the fuel pump, providing fuel to the right engine, no

longer functioned, starving the engine of gas.

Colonel Closen determined he was not experiencing a compressor stall or an engine fire, and, after leveling off, he radioed Tampa Approach control about his situation.

After consulting his checklist and completely turning off the bad engine, Colonel Closen called his number-two, Capt. Brian Leiter, another 303rd pilot, to follow him in a chase position back to MacDill.

Captain Leiter's job was to make sure Colonel Closen maintained airspeed and altitude, as well as help him run checklists and look out for other aircraft.

"There're three major airports right there," Captain Leiter said. "So helping him clear for other (air) traffic was important."

"(Tampa Approach Control) basically said I had all the airspace I needed to get back," Colonel Closen said. "Then I prepared for a heavy-weight landing."

The Lieutenant Colonel's A-10 had a full load of fuel, in addition to a portion of the 30-milimeter ammunition from the week's training, making his plane heavier than normal – and a heavier airplane means more power is required to maintain speed, and provide lift.

Because the A-10's "Dash-One" (the manual the Air Force uses to fly the A-10) recommends that pilots turn in the direction of the good engine when one is not functioning, Colonel Closen made left turns toward MacDill.

"The whole time I was thinking I would have hot brakes when I landed," Colonel Closen said. When brakes on an airplane get too hot, they can heat the air in the tires causing a blow-out or even catch the tires on fire, which could spread to the rest of the aircraft.

While his still-functioning number-one engine powered the hydraulic pumps for flaps, landing gear, brakes and the brakes' anti-skid system, the non-functioning number-two engine ran the pumps for the speed brakes – flat sheets of metal, like aluminum parachutes, that unfold from the wings to slow the airplane.

He knew he wouldn't have the use of speed brakes once he landed, but would have to rely on wheel-brakes to slow down and, hopefully, come to a complete stop.

"... it felt like I had cracked the speed brakes – it was an

ot well during one-engine landing



Approaching MacDill from the south, Colonel Closen chose to make right-hand turns – toward the bad engine – to line the crippled A-10 up for its final approach.

“I elected a right-downwind (approach) to runway four,” he said. “I didn’t want to over-fly Tampa or any populated areas with a bad airplane.”

Colonel Closen touched down – hard – after a four-mile final approach.

“I knew I wouldn’t have speed brakes,” he said. “So, I decided to land firmly because that dissipates a lot of your kinetic energy.

“So, now I’m rolling pretty fast and not slowing down much,” the lieutenant colonel said. “I had 9,000 feet of runway, so I didn’t jam on the brakes – and just let the plane slow down as much as I could on its own, which wasn’t much.”

He did need to use his wheel-brakes, but by the time he rolled out with 1,000 to 2,000 feet of runway left, the A-10 was at a normal taxi speed.

The MacDill Fire Department met the A-10 at the end of the

runway in anticipation of hot brakes and everything looked fine until one of the tires on the main landing gear started to smoke.

“Hot brakes don’t reach their highest temperatures until five or 10 minutes after use,” Colonel Closen said. “But then the right tire started smoking and I egressed the airplane.”

Lucky for Colonel Closen that Tech. Sgt. Kellie Askew, a crew chief with the 442nd Maintenance Group, was on hand to help him exit the now-smoking A-10.

“It was nice that he was still there, because he had helped launch me earlier,” Colonel Closen said. “He helped me egress.”

He credits his rote memorization of emergency procedures and the constant training pilots in the 442nd receive in his handling of the situation. He also said the experience will be a valuable lesson for the wing’s younger pilots.

“I’m fortunate to be an evaluator,” Colonel Closen said. “Not only do I have to stay qualified in emergency procedures, but I can pass this on to others as well.

“Any time you can tell a war story, it adds relevance to the training,” he said.

An A-10 from the 442nd Fighter Wing lands uneventfully at Whiteman Air Force Base March 21.

***... immediate deceleration and it got a little bit quieter.”
-- Lt. Col. Dave Closen***

WILD, WILD



Arizona's huge Goldwater Range target for wild

By Staff Sgt. Tom Talbert

GILA BEND AIR FORCE AUXILIARY FIELD, Ariz. – From the ground, the Barry M. Goldwater Range looks like you've been transported to the set of a 1960's Clint Eastwood spaghetti western.

The air is dry enough to taste and the ground barely sprouts an occasional cactus. The mind can only envision what creepy kinds of scorpions slither along these barren sands near Gila Bend, Ariz.

Home for rattlesnakes, gila monsters and more recently, a target for many of the 442nd A-10 Thunderbolt II pilots, the range is a place tingily called Patriot Rattlesnake.

The range is more than 1.7 million acres in southwest Arizona some 40 miles north of Phoenix. For the 303rd Fighter Squadron's pilots, it is one of the best States to practice their craft. *(Continued)*



Photo by Master Sgt. Bill Hunsicker

Its underside streaked with gunsmoke residue from its GAU-8, 30 millimeter, Avenger cannon, a 442nd A-10 Thunderbolt II passes over the Barry M. Goldwater Range during live-ordnance training Feb. 26. After completing the pass, the pilot fired the live air-to-ground, AGM-65 Maverick missile toward one of the range's many targets.

Erupting like a small volcano, a 50th A-10 Thunderbolt II from the 303rd Fighter Squadron flies over Hill on the Barry M. Goldwater Range.

LD,

WEST

ng's pilots, A-10s

, road runners, some endangered antelope and,
2nd Fighter Wing's bombs in an operation fit-

res of relatively undisturbed Sonoran Desert in
of the Mexican border. According to many of the
of the best places in the continental United
(next page)



5000-pound Mark-82 bomb dropped by an A-10 Thunderbolt II of the 442nd Fighter Squadron, hits its target at High Explosive Range.

PHOTO BY MASTER SER. BILL HUMPHREYS



An air-to-ground, AGM-65 Maverick missile speeds toward its target on the High Explosive Range after being fired by a 303rd Fighter Squadron pilot.

PHOTO BY MASTER SER. BILL HUMPHREYS



PHOTO BY MASTER SGT. BILL HUNTINGTON

In Davis-Monthan Air Force Base's munitions storage area, and far from the noise and activity of the flightline, 442nd Maintenance Squadron munitions troops busily build 500-pound bombs for the Wing's pilots to drop at western Arizona's Barry M. Goldwater Range near Gila Bend.



PHOTO BY MASTER SGT. BILL HUNTINGTON

Senior Airman Stephanie Couch, a 442nd Maintenance Squadron munitions systems technician, works on a 500-pound Mark 82 bomb at the Davis-Monthan Air Force Base munitions storage area. Couch and her fellow ammo troops provided a steady flow of bombs for the Wing's pilots to drop at the range.

“The training environment is truly phenomenal,” said Lt. Col. Paul Caulwell, 303rd Fighter Squadron. “The desert floor and the mountains enable us to drop ordnance we don’t normally get to use on sorties back home.”

The type of maneuvers Colonel Caulwell referred to were difficult ridge crossings, simulated air-to-air combat with F-16s from nearby Luke Air Force Base and shooting live rockets – things only possible because of the immense size of the range and its miles of overhead air-space.

“We’re required to do live weapons drops once a year anyway,” Colonel Caulwell said. “The flying, the live drops, the different air space makes for a great flying environment all the way around.”

According to Teresa Walker, Public Affairs Specialist with the 56th Fighter Wing's Range Management Office at Luke AFB, it’s a popular location for military aviators.

“Nearly every pilot in the military at one time or another does a portion of their training here at Barry M. Goldwater Range,” Ms. Walker said. “More than 50 aircraft may operate simultaneously on the range while performing many independent training operations,”

While pilots of the 303rd Fighter Squadron were blasting, bombing and strafing targets on this barren desert ground, Senior Airman Stephanie Couch, a munitions systems technician with the 442nd Maintenance Squadron’s munitions flight was back at Davis-Monthan Air Force Base, near Tucson, experiencing her first annual tour building bombs.

“It’s been a real learning experience for me,” Airman Couch said. “I’ve never



PHOTO BY MASTER SGT. BILL HUNTINGTON

Even busy while taking a break, Master Sgt. John Kuiper, a 442nd Aircraft Maintenance Squadron crew chief, pores over paper work while seated on a tool box in the Arizona sunshine.

dealt with live munitions until now. I've had a fun time learning my job – everyone is so helpful in teaching me.”

The Arizona exercise, as with any military training had lessons for everyone.

“This is real experience for our younger troops, getting to pack up and work in a different environment in which you're not familiar,” said Tech. Sgt. Brad Fidler, 442nd Aircraft Maintenance Squadron A-10 crew chief. “This is always great training and great preparation for an overseas deployment.”

Fidler says the desert training also presents new challenges.

“The environment is dry and there's a 40-degree difference between day and night,” he said. “Seals expand and contract giving you different kinds of maintenance problems and my job depends on what breaks.”

For Tech. Sgt. Michael Estrada, a loader for the 442nd AMXS, the Arizona desert's winter climate and lack of humidity affected his endurance.

“The weather is much dryer, but it's cool too, which has a physical effect on you,” Sergeant Estrada said. “Since you aren't perspiring you don't realize you're dehydrating. If you forget to drink water, your mouth starts to get dry and you start to make mistakes. You get nose bleeds and you have to apply lots of sun screen and moisturizer.”

Despite the climactic concerns, Colonel Caulwell summed up the entire exercise with precision.

“It's nice to have a real desert environment to train in and at the end of the day, getting to go to downtown Tucson and eat instead of the chow hall – well you can't beat it,” he said.

GOLDWATER RANGE BALANCES MISSION, ENVIRONMENT

By Staff Sgt. Tom Talbert

GILABEND AIR FORCE AUXILIARY FIELD, Ariz. – With the advantages the military enjoys from such a mammoth training facility like the Barry M. Goldwater Range here, come some unique environmental considerations for its operation.

According to Aaron Alvidrez, wildlife biologist for environmental science management at the range, “the goal is to create a training environment, while at the same time preserving the natural resources.”

That means protecting, among other things, the Sonoran pronghorn antelope, an endangered species unique to this area.

“We have the only herd of Sonoran pronghorn antelope in the United States,” Alvidrez said. “In 2002 the rare antelope numbered only 17; today there are between 50 and 60 in the herd.”

Besides the delicate balance of nature, with more than two thousand miles of sparse desert bordering Mexico, undocumented aliens or UDAs, also present a real concern to the Air Force.

“Undocumented aliens can also impact operations, requiring occasional diverting of missions,” Mr. Alvidrez said.

To protect the wildlife and the occasional UDA, constant monitoring and observation are going on throughout the range.

Below: Parked in revetments at Davis-Monthan Air Force Base, Ariz., 442nd Fighter Wing A-10 Thunderbolt IIs wait for their next missions.

PHOTO BY MASTER SGT. BILL HUNTINGTON





442ND FIGHTER WING AIRMAN OF THE QUARTER
SENIOR AIRMAN JACOB NICHOLLS
442ND SECURITY FORCES SQUADRON



442ND FIGHTER WING NCO OF THE QUARTER
TECH. SGT. REGECCA SMITH
442ND MAINTENANCE OPERATIONS FLIGHT

Wing prepares for 10th AF SAV

By Master Sgt. Bill Huntington

The 442nd Fighter Wing will be a hive of activity during the April UTA as the 10th Air Force Staff Assistance Visit team continues to pore over the Wing's records and practices in preparation for the upcoming Unit Compliance Inspection.

The UCI, scheduled for July 31 to Aug. 5, will inspect the wing's processes to ensure compliance with Air Force standards.

Some work centers have already seen the 10th AF hat hanging in their offices. The 442nd FW Safety saw one of its former members, Senior Master Sgt. Dan Maham, 10th AF Safety, review their processes. Another 10th AF member, Senior Master Sgt. Bill Goblen, scrutinized the activities of Wing's Public Affairs office during his recent visit.

"It is my responsibility to provide customer-oriented feedback on the wing public affairs processes," Sergeant Goblen said. "This feedback, which the public affairs staff has identified, is based upon functional areas which may need improvement."

Col. Rebecca Oroukin, 10th AF SAV team chief, echoed Sergeant Goblen's posture on the nature of the SAV and wants

members to understand that the visit is not punitive but ultimately beneficial to the Wing as it prepares for the UCI. It is a point that she feels should be emphasized.

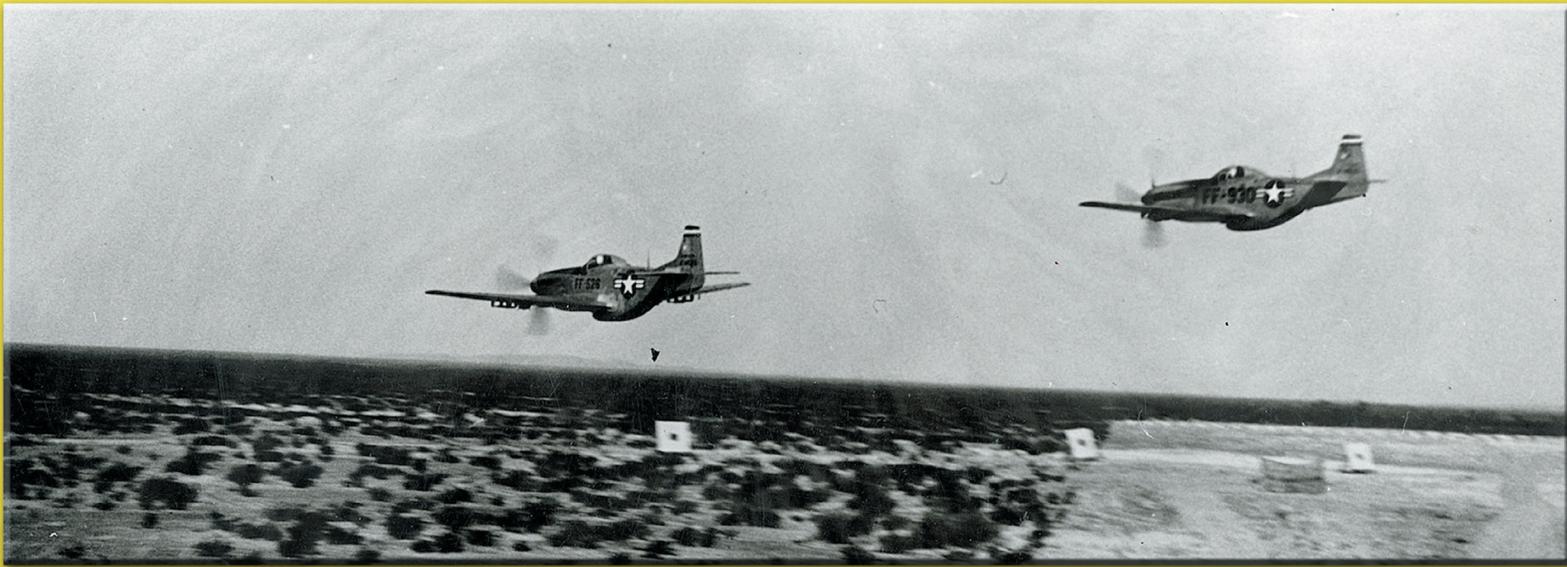
"My perspective as Team Chief is that we are not the Inspector General," Colonel Oroukin said with an emphasis on the word "not." "The SAV philosophy is to help the unit find solutions to those problems you help us identify, refine processes and programs, and help ensure the unit is in compliance."

Colonel Oroukin further explained that the 10th AF SAV team members will provide references and guidance on policy, not opinion or speculation.

"The SAV and Maintenance Standardization Evaluation Program reports are intended to help units help themselves," she said.

Col. Steve Arthur, 442nd FW commander, sees the SAV as an opportunity to show the Wing's capabilities and he said he feels positive about the Wing's performance.

"This is an opportunity for our wing to show what we are capable of," Colonel Arthur said. "I urge leaders in the 442nd to take the SAV team's report to heart and use it as a tool to prepare for the July 31 UCI and our operational readiness inspection in April 2008."



Two U.S. P-51 Mustangs conduct a low strafing pass over the Arizona desert at what is now the Barry M. Goldwater Range.

Heritage to Horizons:

Ghosts of past roam range pilots fly today

By Staff Sgt. Tom Talbert

GILABEND AIR FORCE AUXILIARY FIELD, Ariz. —

The colorful history of the Barry M. Goldwater Range as an Air Force training asset dates back long before its namesake, the late Arizona U.S. Senator, rose to prominence.

While pilots and A-10s from the 442nd Fighter Wing were some of the latest Airmen to train on the range in February and March, it has been in use for more than 60 years.

In September of 1941, just prior to the U.S. entering World War II, the then, Yuma Aerial Gunnery and Bombing Range was opened and soon became crucial to the Army Air Corps for training all single engine aircraft pilots of the Greatest Generation.

In 1943, the range had grown from its initial 1.1 million acres to an expanded 2.1 million acres, as a result of Franklin Roosevelt taking public lands and reserving them for use by the War Department.

During World War II, more than 17,000 pilots got their wings at Luke Field, making it the largest single-engine, advanced flying-school in the U.S.

Using the Gila Bend range for aerial, bombing and gunnery training, more than a million hours of flying were logged, primarily in the AT-6 Texan, along with the P-40 Warhawk and later the P-51 Mustang and other aircraft.

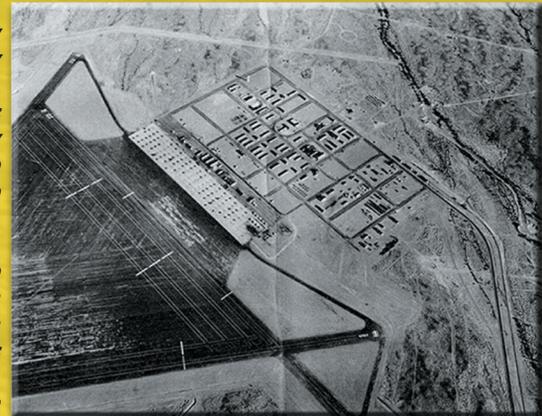
By 1944, student pilots from bases throughout Arizona, Nevada and California were being sent to the Gilda Bend range for gunnery training, including some Chinese pilots.

Following World War II, the range was renamed the Williams Bombing and Gunnery Range and eventually grew to its present size of 2,664,423 acres in 1962.

In 1986, the range was renamed in honor of Senator Barry M. Goldwater, who had served as director of ground training at Luke during part of World War II.

As the 442nd Fighter Wing pilots of today fly above the range, it's probably difficult not to honor the great pilots of the past who once occupied the same airspace.

Right: An aerial view of Gila Bend Army Airfield, Ariz., in 1943. The air base is adjacent to the Barry M. Goldwater range and is still in use today.



Below: An Air Force F-86 conducts a strafing run to a target on what is now the Barry M. Goldwater range in the Arizona desert.



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A 442nd Fighter Wing A-10 Thunderbolt II flies low over the Barry M. Goldwater Range in Arizona after dropping its payload during a training exercise Feb. 26, 2007. Based from Davis-Monthan Air Force Base, Ariz., the reservists used the range's more than 2,700 square miles to practice tactics and drop live ordnance. Photo by Staff Sgt. Tom Talbert

TO THE FAMILY OF:



The Combat Search and Rescue mission is a huge deal to me. We are the only service that is organized, trained, and equipped to conduct that role, and I consider it a moral and ethical imperative that we do so. Other services fly personnel recovery missions, but only our Air Force conducts CSAR.
-- General T. Michael Moseley, Air Force Chief of Staff