

# MOHAWK

442nd Fighter Wing



## Wing experiences building boom

### UCI preparations

## CSAF's VECTOR

### CSAF's Vector: Wingmen for Life

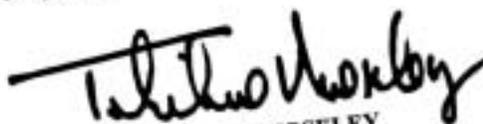
One of my top three priorities is developing our Airmen and taking care of them and their families. It's a notion that's deeply rooted in our Air Force culture and heritage. "Taking care of Airmen" means more than just providing them with the training, equipment and quality of life they deserve. It also calls for providing leadership they can trust unconditionally. The wingman concept - the bond we all share as Airmen - is at the core of this conviction. It reflects the ultimate confidence in our fellow Airmen: we trust each other, quite literally, with our lives. It may have begun at the tactical level, with pilots checking each others' six for mutual support, but it has come to transcend flying. Now it extends from taking care of our wingmen during every day routine ops - both on and off duty - to saving lives in combat, and beyond.

One of the most vivid examples of wingmen's commitment to each other began on March 10, 1967. That day a strike force of F-105s from the 388 TFW and 355 TFW and F-4s from the 8 TFW "Wolfpack" attacked an iron and steel production complex north of Hanoi at Thai Nguyen, an area considered one of the most heavily defended in the history of air warfare. Thai Nguyen was North Vietnam's only steel mill dedicated to war matériel, and intelligence sources indicated it was protected by six SAM sites and more than 1,000 AAA pieces. Seventy-five miles prior to their bomb run, AAA barrage fire hit the F-4 flown by Captain Earl Aman and 1st Lt Robert Houghton, and fuel poured out of their jet. Determined to strike this operationally important target, they continued their attack and were hit again. AAA fire also hit the F-4 flown by Captain Bob Pardo and 1st Lt. Steve Wayne. Their F-4 also began leaking fuel, and engine warning lights flashed in the cockpit.

On egress, both crews quickly realized Aman and Houghton's F-4 would not make it safely to the Laotian border and the two would have to bail out over hostile territory. Pardo and Wayne had enough fuel to limp away from the targets they'd just struck, but doing so would have forced them to abandon their 433 TFS "Satan's Angels" wingmen, possibly to be killed or captured by the enemy. Realizing the only way to save their wingmen was to somehow push the crippled F-4 out of harm's way, Pardo and Wayne first tried to nudge it with their jet's nose. This dangerous maneuver failed. With time running out, Pardo told Aman to drop his tail-hook, and then maneuvered to push his own windscreen against Aman's tail-hook. The desperate measure worked for about 30 seconds at a time before turbulence caused Pardo to lose contact. Time and again he backed off, maneuvered back into position, and tried again. Even after one of his own engines caught fire and had to be shut down, Pardo repeated this "push" until all four Airmen could eject safely over Laos. They were subsequently rescued by Airmen in HH-3 Jolly Green Giant helicopters escorted by A-1E Sandys, who also risked their lives to bring back fellow Airmen.

The story doesn't end there; the bond between Pardo and Aman outlasted the war. Pardo continued to care for his friend and wingman Aman through years of disability brought on by Lou Gehrig's disease. Pardo exemplified the commitment embodied in the phrase, "I will never leave an Airman behind," well before we captured it in our new Airman's Creed. The enduring bond between these two Airmen - and among all Airmen - reinforces the notion that, though all of us will eventually hang up our uniforms for good, we'll continue to serve our Nation, Air Force, and wingmen in myriad ways.

The wingman bonds we share today are a direct link to our proud heritage and yet another way we're standing on the shoulders of the giants who preceded us. While we fly, fight, and win, we're also obliged to treasure and foster our wingman concept, to take care of each other every day, and to never forget, "once an Airman, always an Airman."



T. MICHAEL MOSELEY  
General USAF  
Chief of Staff

# MOHAWK

442nd Fighter Wing

*' Inside ' Inside ' Inside ' Inside '*

July 2007  
Charge-of-quarters

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press seven after the prompt.

**COVER PHOTO: First Lt. Terrill Eikner, 442nd Maintenance Squadron, and Greg Kropp, 509th Civil Engineer Squadron project manager, examine a tractor trailer load of steel delivered to the A-10 ramp for constructing aircraft shelters for the 442nd Fighter Wing's airplanes. See full story on pages six through eight. (Photo by Master Sgt. Bill Huntington)**

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This newspaper is printed on recycled paper.

## 442nd Fighter Wing Tip of the Spear

**TECH. SGT. MIKE CONARD**  
**442ND MEDICAL SQUADRON**

Tech. Sgt. Mike Conard works as the noncommissioned-officer-in-charge of Life Support for the 442nd Medical Squadron.

In his position, Sergeant Conard provides, facilitates and tracks the training for nursing personnel to comply with the rigid maintenance and recertification of National Registry Emergency Medical Technician licenses, as required by regulation.

Sergeant Conard and his staff oversee the competency and certification of all 442nd MDS personnel for basic and advanced life support, maintaining an above average currency rate. In addition, Sergeant Conard coordinates with wing personnel to provide basic life support and automated external defibrillator training for wing physical training liaisons as well as for 442nd Civil Engineer Squadron and 442nd Maintenance Group personnel. His expertise, experience and efficiency enable this program to run smoothly and professionally.

Sergeant Conard goes above and beyond to assure that the Medical Squadron, as well as the 442nd Fighter Wing, is prepared to provide a life-saving response when necessary.



# COMMAND POST

## 442nd Fighter Wing's nerve center

PHOTO BY MASTER SGT. BILL HUNTINGTON

*Senior Airman Adrian Walker, a Command Post Journeyman and the Air Force Reserve Command's Airman of the year in Command and Control for 2004, relays incoming information to Senior Master Sgt. Tony Fleming, Command*

*Post superintendent. The 442nd Fighter Wing's Command Post is the clearing house for much of the information coming in and leaving the Wing and is a hive of activity during exercises, contingencies and everyday events.*

By Tech. Sgt. Leo Brown

At the end of a non-descript hallway in a 442nd Fighter Wing building at Whiteman Air Force Base sits the wing's nerve center.

Known as the command post, it's staffed by 10 Citizen Airmen – continuously multi-tasking – whose jobs are to simply know everything that might affect the wing and its mission.

“During exercises and real world situations, the command post serves as a clearing house for all information, both internal and external, from higher headquarters or from the situation that's happening, so that all the actions the wing performs can be fully coordinated,” said Lt. Col. Karen Barrett, chief of the command post.

The staff, made up of three air reserve technicians and seven traditional reservists, performs a litany of tasks that frequently involve communicating with higher headquarters, senior leaders and, potentially, every other wing in Air Force Reserve Command.

They often perform these duties all at the same time.

Their successes, they say, comes from their attention to detail and their willingness to train, train and then train some more.

Since command post controllers face a multiplicity of real-world and exercise scenarios dealing with people, equipment and security, training is priority one.

“It's information flow – in and out, and we try to make sure all the group commanders know what's going on,” said Senior Master Sgt. Tony Fleming, command post superintendent. “We maintain a log of everything that happens that's significant.”

Meeting the demands of commanders and passing accurate information to wing agencies, often with tight time lines, can be very taxing, Colonel Barrett said, but she has nothing but praise for her troops.

“They're awesome,” Colonel Barrett said. “Their technical skills are just so highly refined.”

“Everything we do is checklist driven,” she said. “Every action we take when we get a notification about a bird strike or a hung ordinance or any reportable item, we immediately flip to our quick reaction checklists and that drives our behaviors.”

“From intelligence to emergency information and resource information, it's a huge undertaking,” said Senior Airman Adrian Walker, who's been with the command post since 2003 and was awarded the Air Force Reserve Command's Airman of the Year in Command and Control for 2004. “We have two people at the con-

sole, a senior controller and a junior controller. We work together well. We're training usually every month. We have refresher tests every 30 to 60 days dealing with emergency actions to general knowledge. The first thing I do here on a Saturday of a UTA is get my test out of the way."

The focus required in this job begins as soon as members show up for work.

"Imagine that to get into your office you had to have six combinations in your head and if one of them is not keyed in properly, the police show up, handcuff you and take you away," Colonel Barrett said.

Once inside the command post, the Airmen must be ready to face whatever comes their way.

"It's sometimes feast or famine," said Master Sgt. Tammy Coffman, command post controller.

"One of the biggest misconceptions about the command post is that we don't do anything but watch CNN and that's very wrong," Colonel Barrett said. "It's a very stressful job. You have to listen to radios, watch screens, answer telephones and they'll throw scenarios at you – an A-10 bird strike, an ejection, a crash – and you have to respond in seconds.

"When one thing starts to happen, all kinds of things happen," she said. "The telephones ring at once and everyone wants to know what happened. You've got to prioritize your actions so you can accomplish the required tasks in the time allotted."

Sergeant Fleming said the command post staff must brief unit commanders each unit training assembly.

"We have 10 units that are required to report to us things like how many personnel they have, how much equipment they have and whether it's working," he said. "That report goes to the Pentagon and as that information is changed, we brief the commanders on each UTA."

The command post staff also noted that when A-10s are in the air, their work gets busy.

"Whenever there's flying, we're open," Sergeant Fleming said. "We're required to monitor all flight activity. If there's a downed or missing aircraft, we would initiate search and rescue procedures."

"In our flight following data base, we have to put in every arrival and landing time, and there's people monitoring what we're doing," Sergeant Coffman said. "If it's not done timely, we have to explain what went wrong."

Staff Sgt. Elaine Birch has been with the command post for

six months and previously worked as an active-duty Air Force member in the Kadena Air Base, Japan, and Incirlik Air Base, Turkey, command posts.

"It's an interesting job," she said. "You get more of an overview of the wing and people's jobs as opposed to other career fields. You get to learn about each section, especially when you go to battle staff. You're usually responsible for the information commanders need from you, all the emergency action messages. You're the eyes and ears for the base."

Colonel Barrett stressed that wing members should know that they can and should call the command post when they see "anything that is out of the ordinary."

"A big challenge we have is getting people to understand that things they might see as they perform their duties might be reportable to us, such as a co-worker being injured or extremely sick," she said. "If the situation is dire enough, we have to forward that information to Air Force Reserve Command and 10th Air Force. When in doubt, call the command post."

"It's my favorite job since I've been in the Air Force," said Sergeant Coffman, who joined the Air Force in 1987. "I kind of like 'being in the know.' Everyone reports to us and we disseminate that information to the wings and to the commanders."

The staff, which also consists of Maj. Gordon Kucera, Tech. Sgts. Gerald Thompson, Craig Burton

and Julie Burges, and Amn. Devin Smith, have banded together to form a unique "family" and support each other to accomplish their mission. Their experience ranges from 20-plus years in the Air Force to just a few months.

"I like how we kind of have our own little home here," Sergeant Coffman said.

"I like the people I work with. It's a great group of people. This is like a second family here," said Airman Walker, who works as a civilian for the Kansas City, Missouri's office of emergency management. "I love coming here. It's been a great opportunity. This job opened the door to my current job. It's something new every day, depending on the information we get."

"An interesting aspect of this job is always knowing what's going on and who the key players are," Sergeant Birch said. "With all that comes a great deal of responsibility not to disclose anything you shouldn't. If people get access to that information, the effects could be devastating."



PHOTO BY MASTER SGT. BILL HUNTINGTON

**Senior Master Sgt. Tony Fleming, Senior Airman Adrian Walker and Airman Devin Smith man the phones in the 442nd FW Command Post. Communications, both secure and unsecure, along with banks of monitors, status boards and displays keep the controllers constantly informed.**

# UNDER CONSTRUCTION

## Fighter wing experiences post



PHOTO BY MASTER SGT. BILL HUNTINGTON

**Jimmy Coffland shovels broken concrete into the bucket of a front-end loader driven by Dustin Draper while working on a project to replace tie down and grounding points on the Wing's A-10 parking ramp. Both work for Larry Brandt Construction Company of Warrensburg, which is contracted to do the work.**

*By Tech. Sgt. Leo Brown*

The Base Realignment and Closure Commission (BRAC) mandates in 2006 sent nearly 100 A-10s and roughly 200 Citizen Airmen from the 442nd Fighter Wing and the battle for creating space for them is being joined at many locations on Whiteman Air Force Base.

Nineteen construction projects, totaling \$17 million, are at various stages of completion. Three of the projects – two munitions igloos, a new building for the 303rd Fighter Squadron and a two-bay munitions maintenance structure – total roughly \$11 million and are mandated by BRAC legislation.

A host of agencies are involved in this process, which began in 2005, including the U.S. Army Corps of Engineers, the 509th Civil Engineer Squadron, Air Force Reserve Command, the 442nd Fighter Wing Safety office and civilian construction companies.

Getting the agencies on the same page has been a trying experience at times, said Col. Stephen Arthur, 442nd Fighter Wing commander. However, the process is smoothing out.

"I think we've got everybody coordinating at the right times," he said. "Most of the wing is aware that construction is under way and I'm asking for everyone's patience while we expand parking lots and get bigger facilities to operate out of."

"Everything is mission driven," Col. Arthur said. "There are some projects that directly affect our ability for battle and there are obviously common-sense projects, like the BRAC projects. All the projects are going to help us do our job better."

"Everything's in motion," said 1st Lt. Terrence Eikner, 442nd Maintenance Squadron operations officer. "Some projects are a little behind, but most of them are on track."

Two of the most visible projects will be the new fighter squadron's operations building and 10 shelters for the A-10s it flies.

"I'm excited about the new fighter squadron facility," Col. Arthur said. "It's going to be state of the art. It's really going to be a showcase for the Air Force Reserve."

According to information provided by Master Sgt. Randy White, chief civil engineer with the 509th CES, the 31,000 square-foot building, which cost \$8.3 million, will sit on the northwest corner of

# CONSTRUCTION

## BRAC building boom

flight line road and 9th Street. The two-story structure will house administrative and command suites, a pilot equipment storage area and simulator rooms, among other features.

Mr. White said the building will be completed in 14 to 15 months once construction starts, which will probably be in 2008.

He noted that the two-part installation of the aircraft shelters, which also

involves repainting stripes on part of the flight line, is going well. The first phase was scheduled to be completed in mid-July and the second phase should be done Sept. 16.

"They're installing the tie downs and grounds, and the September date shouldn't be in jeopardy," he said.

Lieutenant Eikner said the shelters, which will look like giant metal carports, are going to benefit both man and ma-

chine, as they will give Citizen Airmen at least some protection from the elements and help extend the service life of the A-10s.

"When you park an aircraft in the shade, it prolongs the life of the aircraft," he said. "The canopies mean we won't

**See 'Construction' next page ...**

## Fourteen projects underway

By Tech. Sgt. Leo Brown

A host of construction projects coming down the road for the 442nd Fighter Wing may not be as high profile as the new 303rd Fighter Squadron's building and the installation of 12 flight line shelters for A-10s, but they will help ensure the 442nd can continue to deliver combat capability. They are listed below:

### Operations and Maintenance projects include:

- Renovation of the 303rd Fighter Squadron's briefing room with sound deadening, security features, and improvements in lighting, electrical and communications features, as well as heating, ventilation and air conditioning (HVAC).
- Construction of a 1,560-square foot shop for A-10 balancing tables and storage. This will be attached to the 5-bay hangar.
- Repair of the composite maintenance facility's aerospace ground equipment corrosion control room's interior walls, lighting and HVAC, as well as improved plumbing and electrical features.
- Renovation of the 3-bay hangar's clean room with the addition of showers, a changing area, and locker space for men and women.

### BRAC Operations and Maintenance and Sustainment, Repair and Modernization projects include:

- Construction of a parking lot southwest of the 5-Bay hangar and southeast of the security forces building. This lot will be used during construction of other BRAC-mandated projects.
- Construction of a 20-space overflow parking lot

for the 442nd Maintenance Group's back shop and support facility.

■ Creating an alternative fuel cell in the 3-bay hangar. The alternate fuel system maintenance hangar will allow for partial or total de-fueling and refueling of aircraft, de-puddling or purging of fuel tanks, cells and components, fuel transfers in aircraft, and pressurization testing.

■ Construction of a 100- by 225-foot ancillary concrete explosives pad for the loading and unloading of trucks. This will be southeast of the wing's munitions area.

■ Preparing two sites for three temporary trailers with water, sanitation, storm sewer, electrical, security and communications services, sidewalks, access stairs, a landing, and walkways.

■ Construction of a three-sided liquid oxygen (LOX) storage facility with access pavement to supplement the existing LOX storage building near the south end of the flight line road.

### 442nd Fighter Wing military construction projects include:

- Constructing the second of two munitions igloos. The project includes site preparation, earthwork, seeding, utilities, security and alarm systems.
- Construction of a facility in the wing's munitions area. This includes concrete floors, a structural steel frame, masonry block walls, a standing seam metal roof, a secure area, fire detection and protection, fixtures, HVAC, site work, pavements, water storage, communication, a mezzanine, roll up doors for bay access, and supporting utilities.

# Quarterly winners announced



**AIRMAN OF THE QUARTER**  
**SENIOR AIRMAN BERNARD CONRAD**  
**442ND AIRCRAFT**  
**MAINTENANCE SQUADRON**



**NCO OF THE QUARTER**  
**STAFF SGT. JENNIFER IANNO**  
**303RD FIGHTER SQUADRON**



**SEMI-ANNUAL SENIOR NCO**  
**MASTER SGT. AARON McROBERTS**  
**442ND MAINTENANCE SQUADRON**

## Construction projects slated for completion in 2009

### Continued from page 7 ...

always have to park aircraft in a hangar when it snows. The roofs will be ready for snow loads."

The two other BRAC-mandated projects are two munitions igloos, which will hold 80 tons of explosives and satisfy training, storage and administrative requirements, as well as construction of a near 4,000-square foot, two-bay maintenance and munitions facility, which will feature a secure area, fire protection and detection, and air conditioning.

"BRAC told us we needed two igloos, but they funded us for just one," Lieutenant Eikner said. "I think at the time, they believed they had money for two."

"The most frustrating part of this has been the disconnect between authority and dollars," Mr. White said. "But we're about to solve that. In general, the BRAC funding was about 52 cents on the dollar, so you have a requirement, but the funding doesn't match it."

"That's why there's such a tug of war with money and I have to say, 'This is what you need? Are you sure?'" he said. "There are some real limitations with this, but I'd like

the wing to know people we're really for them and we're not working against them."

Mr. White said the construction projects have felt the pinch of higher oil prices.

"Oil prices went up and that caused gas at the pump to go up, causing transportation costs to rise," he said. "Then, because steel prices went up, the price of concrete went up, because there's rebar in concrete."

The project involving the 3-bay hangar's clean room has doubled from the initial estimate of \$230,000 to \$460,000.

"We haven't seen an inflation and construction cost issue like this in about 12 years," Mr. White said.

He also noted that there's talk of labor unions demanding more money in negotiations.

"I got a quote from the Association of General Contractors about this and in my 30 years in this work, I can't remember seeing a warning like this," he said.

Regardless of money concerns, he added, "We've got the money situation back in hand where we can forecast things. But it's been difficult. It's all tied to the oil."

Mr. White said he hopes the projects will be completed sometime in 2009.

# 442nd Fighter Wing goes under magnifying glass July 31 Wing makes final preparations for UCI

By Master Sgt. Bill Huntington

As if prepping for a final exam, 442nd Fighter Wing members have spent the last few months examining the findings of a 10th Air Force staff assistance visit and making needed corrections in advance of a scheduled Unit Compliance Inspection July 31.

When the 10th AF SAV team left in April they gave a clear idea of what the Wing needed to do to face the upcoming inspection.

"I don't think there were any surprises," Col. Mark Culbertson, 442nd Mission Support Squadron commander, said of the 10th AF visit. "It's been a long time since we've had a compliance inspection and they found some things, which is not surprising and not a show stopper in my opinion."

According to Colonel Culbertson, the SAV findings were along the classic areas, particularly, formal training, family care plans, outdated letters of appointments and some ancillary training not up to date and members should do their best to get those areas polished up.

Colonel Culbertson also believes the UCI, like the SAV, is a fairly open book and our success will depend on our actions. He outlined some things feels will help members during the inspection.

"The first, and most important, thing is professionalism," he said. "Even if you don't think the inspectors are right (about certain issue), you have to maintain your professionalism. That to me is the most (important) thing."

"The second thing is that sometimes we are too helpful and we go way out of our way in the 442nd to be helpful," he said. "If the inspector asks you a question about a program and you are not the regular crew chief on that program, don't try to give the answer that you 'think' is right. Find the regular crew chief for that program."

Colonel Culbertson suspects that some of the SAV write-ups were actually a result of an inspector asking questions of "helpful" but not necessarily the correct member who, in turn, did their

best to provide an answer in an effort to accommodate the question as quickly as possible.

"They were doing the right thing by being ambitious, being helpful and being proactive," Colonel Culbertson said. "Don't try to guess; find the person that knows the answer."

According to Colonel Culbertson, the third key to a successful inspection is house keeping. He believes that if the inspectors see areas that look like "rat holes" they will dig even deeper during their inspection than they might have otherwise.

"If we keep all of these things in mind," Colonel Culbertson said. "If we are professional and friendly ... and don't be nervous around the inspectors ... I think we'll be okay. I believe we will be found to be in compliance."

The colonel said that, unlike the past when grades were assigned to inspection results, the Wing is simply either in compliance or it is not. He added that if an area still needed to be brought up to date that there are resources available, such as mandays, for members to reach the level of compliance.

"The other thing that comes with that," Colonel Culbertson said, "is that if there is something that you know is wrong with your program and you know that it is beyond the capability for you to fix, you have to let your supervisor or your commander know. Don't just say, 'well I can't fix it.'"

He emphasized getting help if it's needed, but looking back at the SAV, Colonel Culbertson doesn't think there are programs in the Wing that would fall into that category.

Being in compliance demonstrates the Wing's accountability in the use of the government's resources, in getting people trained properly and in safeguarding its people and assets.

"Make no mistake," Colonel Culbertson said, "(the UCI) may not be as sexy as running around in gas masks, bombs going off, flying airplanes (and other things that we do) but accountability, safety and training are pretty important things"



**Starting July 31, a team of inspectors from Air Force Reserve Command will put the 442nd Fighter Wing under its magnifying glass while conducting a unit compliance inspection.**

PHOTO ILLUSTRATION BY MAJ. DAVID KURLE AND TECH. SGT. LEO BROWN



PHOTO BY MASTER SER. BILL HUNTINGTON

*The A-10C upgrade program is being placed on a fast track to provide warfighters, eventually including the 442nd Fighter Wing, with the most capable A-10s ever. The*

*modification will give the A-10 precision weapons capability through significant rewiring and the addition of modern avionics upgrades.*

## ***A-10C upgrades full-speed ahead***

By Bill Orndorff  
309th Maintenance Wing

**HILL AIR FORCE BASE, Utah (AFNEWS)** — The Air Force will soon benefit from an A-10 Thunderbolt II milestone achieved here in March. Personnel from the 571st Aircraft Maintenance Squadron completed a precision engagement modification on an A-10 14 days ahead of schedule.

The modification gives the A-10 precision weapons capability through significant rewiring and the addition of modern avionics upgrades. The A-10C precision engagement program was accelerated by 18 months to meet the needs of the warfighter, causing the program to undergo concurrent fielding and development.

“We’re delivering airplanes to Air Combat Command, Air National Guard and Air Force Reserve units, while we’re still finishing the development and design of the modification,” said Greg Hoffman, the 571st AMXS director.

“The program is being pushed on a fast track. You start to do the modifications as you go and you don’t have time to sit there and flow out how to best lay it out, so you get a couple of airplanes under your belt and then make changes as you go. It’s part of continuous process improvement — we’re always looking for ways to do things better.”

As with many new and accelerated programs, there were challenges with parts supportability from vendors as well as maintenance procedures.

Lockheed Martin Systems Integration from Owego, N.Y., is the prime contractor,” Mr. Hoffman said.

“When you accelerate a program on us and accelerate our aircraft flow, it accelerates the delivery schedule as well. Initially, we had some points where we were waiting for components from Lockheed, but they’ve done a tremendous job rising to meet every challenge and give us the support we need,” he said.

To add to the challenges, the A-10s lost six production docks to another workload. Additionally, nearly 100 new technicians hired over the past year needed training.

“Our squadron almost doubled in size with the addition of this modification,” said Mr. Hoffman. “We had a lot of new people who had never worked in the aircraft business before, so the training curve was pretty steep. A lot of them still have less than a year at the center and they’re still learning the weapon system.”

As a way to ensure the program’s success, a 12-member lean team was formed in October to establish a standard work package that logically flows every step of this new program from wheels down to wheels up.

The team used critical chain process management, also known as buffer management, to create a daily “hot list” of operations that need to be accomplished. The team further enhanced the process by breaking the technicians into cells to improve training, quality and cost.

“The cells we established were to focus on a couple issues,” Mr. Hoffman said. “One was to keep our process moving. More importantly, it was to ensure our training curve was accelerated. Instead of technicians getting assigned to an airplane and having to work the entire airplane, they can focus on the gun bay area or the cockpit area so the skills build up much quicker. We keep them in that area, and when everybody gets to a certain level, then we can start swapping personnel around to expand their abilities.”

These efforts will allow the 571st AMXS to meet its goal of 70 A-10 Precision Engagement modifications this year.

“The 571st mechanics are well on their way to successfully executing the A-10 Precision Engagement program,” Mr. Hoffman said. “They have reduced overtime from more than 1,400 hours per aircraft to an average of 600 hours. Overall modification time was reduced from a high of 5,400 hours to consistently less than 4,000 hours and is well on its way to the 3,512-hour target.

“Focusing on these aspects will not only ensure the warfighter gets a quality product on time, but reducing overtime and installation hours will, in essence, be giving money back to our customer to keep pushing additional aircraft to us within the program.”

# Recruiting's 'Knights'

## Wing recruiters lead Command

By Master Sgt. Bill Huntington

The 442nd Fighter Wing recruiting team has demonstrated its boldness by becoming the first operating location in Air Force Reserve Command to surpass its annual recruiting goal May 10 and its members were "knighted" for their efforts.

Master Sgt. Jerry Hancock, in-service and line recruiter, Tech. Sgt. Randy Matthews, line recruiter, and Staff Sgt. Robert Fuller, line recruiter, all led by Senior Master Sgt. James Fritzen, beat out 45 other AFRC recruiting teams worldwide.

Team leader, and senior recruiter, Sergeant Fritzen rewarded his team by having them each knighted in a special ceremony honoring their warrior spirit.

"I wanted to do something special for my guys," Sergeant Fritzen said. "Since our theme here is 'Warriors of Whiteman, first into battle, last to leave,' I thought what better way to recognize them than to have them knighted as warriors and then present each of them with swords for their outstanding effort."

Maj David Kurle, 442nd FW Public Affairs officer, knighted the three.

"I asked Major Kurle to do the honors," Sergeant Fritzen said, "because he had just received the award as top PA officer in AFRC and then in the Air Force."

The competition to reach their recruiting goal first has been tough, but most of the time the Whiteman Reserve recruiters have been leading the pack.

"We lead the way all year long in 10th Air Force and have traded places back in forth in AFRC," Sergeant Fritzen said. "We've had some tough competition from (the recruiters) at Hill Air Force Base, (Utah), who have been striving to take the lead from us. The competition has been nerve racking, but it's all in fun."

Leading the way in accessions for the team has been the Sergeant Hancock who, according to Sergeant Fritzen, was the first recruiter to make annual goal this year and the first to achieve the Command's highest award in recruiting, the Century Club.

"We have done this as a team," Sergeant Hancock said. "Tech. Sgt. Matthews and Staff Sgt. Fuller have been working hard to contribute as much as they can, putting in extra hours and working many events."



**Tech. Sgt. Randy Matthews, Master Sgt. Jerry Hancock and Staff Sgt. Robert Fuller are members of the 442nd Fighter Wing recruiting team that is the first in Air Force Reserve Command to surpass its recruiting goal for the fiscal year. The three were recently "knighted" for their accomplishment. (Photo by Master Sgt. Bill Huntington)**

*Under the watchful eye of Senior Airman Charlotte Allen, Senior Master Sgt. James Hamby drags a refueling hose to a waiting A-10 Thunderbolt II during a hot-pit refueling on Whiteman's north ramp. The two 442nd Logistics Readiness Squadron Airmen helped service eight A-10's as the aircraft landed, refueled and took off again during an exercise designed to enable pilots to quickly return to the fight. (U.S. Air Force photo by Master Sgt. Bill Huntington)*

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

## **TO THE FAMILY OF:**



**"While we fly, fight, and win,  
we're also obliged to treasure and foster  
our wingman concept, to take care of each other every day,  
and to never forget, once an Airman, always an Airman."**

**General T. Michael Moseley**

**USAF Chief of Staff**

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