

# MOHAWK

442nd Fighter Wing



**Wing  
holds  
Family  
Day**

## Too many Airmen opting out of SGLI

By Master Sgt. Tom Kimball  
Air Reserve Personnel Office Public Affairs

**DENVER** — For less than one dollar a day, Airmen can prevent financial hardship for their families if they die unexpectedly.

Although the \$27 a month Servicemembers' Group Life Insurance premium provides \$400,000 in coverage and automatically comes out of military paychecks, some people are opting out of coverage. An airman basic recently turned down the insurance and later died.

"It was tough," said Senior Master Sgt. Ramon Roldan, chief of the Air Reserve Personnel Center's entitlements and benefits. "We discovered while handling the case for the grieving family that a recruiter or his unit had talked him into opting out of SGLI because he was single, not making much money yet and was so young.

"Unfortunately, neither knew his time would come sooner than expected," Sergeant Roldan said. "The consequence was the family missed the financial benefit SGLI could have provided."

SGLI would have covered the Airman even though he was not on duty or deployed, said Sergeant Roldan.

Talking about SGLI benefits can be uncomfortable for some people. However, whether they are pulling combat duty or kitchen duty or just driving around town, reservists never know when their time might come. The question for them is: Where will opting out of coverage leave their family?

ARPC officials are concerned that Airmen are not taking this question seriously enough. Many are opting out of SGLI coverage. In fact, more than 6,800 Airmen don't have any SGLI coverage, and many more carry partial benefits. SGLI coverage is automatic from the time of enlistment. Coverage only stops when people submit a form to decline it.

Gloria Goodgain, deputy director of personnel programs management at ARPC, urges Airmen to "make an informed decision about SGLI coverage."

For Ms. Goodgain, the legacy those who opt out leave their loved ones is not a happy one.

"When folks are young, they think they're going to live forever," she said. "But, of course, they don't. And all too often the tragedy we see here is that when a member passes away without any SGLI coverage, their loved ones are left with an expensive heartbreak on top of the loss of life."

Ms. Goodgain and Sergeant Roldan both want Airmen to understand the consequences of terminating their coverage and the benefits of serving in uniform on or off duty with SGLI coverage.

"It's a mystery to me why you wouldn't want it," Sergeant Roldan said. "It's automatic when you are appointed or enlisted unless you otherwise decline. For just \$27 a month, you have \$400,000 in life insurance coverage. That rate rarely changes, and you're covered for your entire career."

Getting SGLI back after declining it or increasing coverage to full benefits requires a commander's approval and sometimes a medical screening.

If people don't opt out of coverage, they pay about \$6,480 for life insurance during a 20-year career without taking a medical examination. Sergeant Roldan said \$1 of the monthly premium provides up to an additional

\$100,000 in traumatic injury coverage whether people die or suffer a traumatic injury on or off duty.

For a small additional amount, spouses can enroll in Family SGLI.

People can get more information or to speak with a counselor by calling toll free 800-525-0102 and asking for the entitlements and benefits office. (*Air Force Reserve Command News Service*)

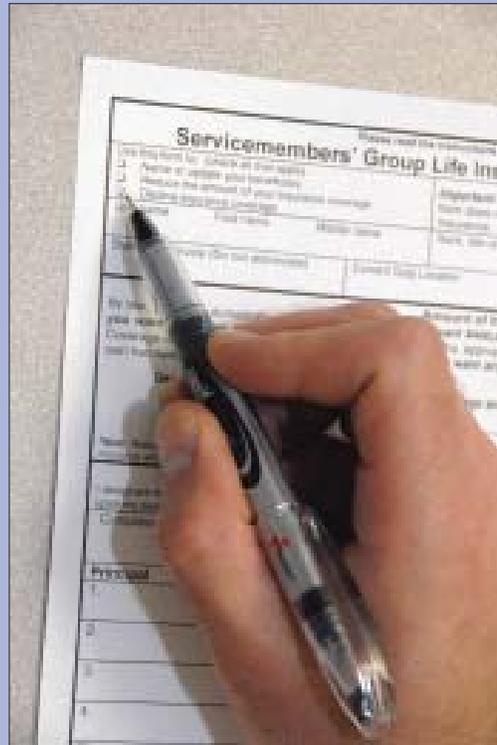


PHOTO BY MASTER SGT. BILL HUNTINGTON

**Air Reserve Personnel Center officials are concerned that too many Airmen are not taking advantage of Servicemembers' Group Life Insurance and are opting out of the up to \$400,000 coverage it provides. They want Airmen to understand the benefits of serving in uniform on or off duty with SGLI coverage and the consequences of terminating their coverage.**

# MOHAWK

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Charge-of-quarters



### SENIOR MASTER SGT. TIM STORMS 442ND MAINTENANCE SQUADRON

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

**COVER PHOTO: 442nd Fighter Wing members and their families gathered in Skelton Park for the annual wing picnic for food, fun and games during the June UTA. For more on the event see pages six and seven. (Photo by Maj. David Kurle)**

## MOHAWK

Vol. 61, No. 6  
July 2009

This funded Air Force Reserve newspaper is an authorized publication for members of the U.S. military services.

Contents of the Mohawk are not necessarily the official views of the U.S. Government, the Department of Defense or the Department of the Air Force.

The editorial content is edited, prepared and provided by the 442nd Fighter Wing Public Affairs Office, 931 Arnold Ave., Whiteman AFB, MO 65305-5070.

All photographs are Air Force photographs unless otherwise indicated.

Deadline for article submission is 12:30 p.m. Sunday during the unit training assembly preceding the desired month of publication.

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## 442nd Fighter Wing Tip of the Spear

STAFF SGT. MELISSA COLLAZO  
303RD FIGHTER SQUADRON

Staff Sgt. Melissa Collazo is an aviation-resource manager and was recently assigned to the 303rd Fighter Squadron. Her impact has been immediate, direct and positive.

Sergeant Collazo's performance during Operational Readiness Exercises in February, March and May was outstanding and lauded by 10th Air Force evaluators. She served as the right-hand person to the commander at the squadron-operations center, the nucleus of combat-flying activities. Sergeant Collazo kept the SOC commander apprised of aircraft movement and status and aircrew accountability. In addition, she ensured all information regarding the status of flying resources and combat capability was current and up-channeled to the mission director.

Sergeant Collazo provided expert assistance during a real-world, in-flight emergency involving a unit aircraft during air refueling. Throughout the incident, she remained calm and poised while assisting the supervisor of flying in accomplishing checklists, making notifications, monitoring radios and telephones until the aircraft and pilot landed safely. She has impressed her supervisor with her job performance, work ethic, professionalism and positive attitude.

Sergeant Collazo is an integral component in our drive for perfection and readiness. The Operations Group is proud to honor her with the July "Tip of the Spear."



# STAYING Fit to fight

*Commentary by Senior Airman  
Danielle Wolf*

Airmen have probably known for a while now that the days of testing one's aerobic conditioning on an exercise bike are long gone.

Pedaling until your heart reaches and maintains the required rate, is no longer the way to find out if the military is fit to fight.

Within months after my last couple physical training tests, I no longer felt confident of my ability to pass it at a moment's notice. As reservists, we usually know when our annual test will take place, and can plan accordingly to ensure success. If I tested in July, I would start running in May.

This year, when I found I would have to test early so as to set a guaranteed technical-school date, I felt a rush of anxiety.

I had only five weeks to get back in shape. I have always worked out occasionally – a few times a month if nothing else – but I was certainly in no position to pass a P.T. test.

My days were filled with college classes, running an online newspaper and working as a student-hire. I was lucky to get six hours a sleep at night, let alone find time to work out.

Out of desperation, I started running after my night shift ended. I wore ankle weights up three flights of stairs several times a day, and did push-ups every time I went to the bathroom (it was a good way to get in 60-70 a day.)

When the day of my test came around, I passed with an 86 percent.

The day after my P.T. test was the ultimate challenge though. Would I take the next nine months off and let the anxiety fester, for yet another year – or would

I continue running and strength training throughout the year to keep my confidence and fitness level in tact?

A week after my test, I already needed motivation again. That's when I signed up for a 5K. I've never been a great runner, but my goal was just to finish – and I did. That single race boosted my confidence enough to sign up for another one on the Fourth of July – and hopefully a third this summer. With several races ahead of me, I have little room for excuses.

So for once, when I read the details of the new Air Force Instruction, I felt no anxiety.

The run will now account for 60 percent, body composition for 20 percent, and sit-ups and push-ups will remain at 10 percent each. Anyone who does not meet a 75 percent will receive down-grades on his or her Enlisted or Officer Performance Reports.



## FITNESS, CONDITIONING AND CAFFEINE

By Senior Airman Danielle Wolf

Whether it is for a physical training test or a marathon, most runners have a goal of improving their endurance, time and stamina.

Some train several days a week, running up hills and on rough terrain; others incorporate sprints into their runs in hopes of increasing their lung capacity and speed. Regardless of the reason, both beginners and advanced runners have begun looking into different methods for which to improve their athleticism.

Conditioning is the key, according to Dr. Nita Hawk, health promotion director of Whiteman's health and wellness center.

"People should be preparing (for their P.T. tests) by using 'FITT': frequency intensity, time, and type," Dr. Hawk said.

Frequency, she said, means exercising at least 30-45 minutes per day, five days per week. While this may seem overwhelming for those with full-time careers and

families, Dr. Hawk has some good news when it comes to exercising on a time crunch.

"The research has recently told us it can be three sets of ten minutes (rather than 30 minutes all at once)," Dr. Hawke said. "You have to find a way to carve it in to your work schedule."

She suggests trying to get 10 minutes of exercise in the morning, on your lunch break, and after work – or 15 minutes before and 15 minutes after work.

"We try to make a bigger deal out of it than it is," she said. "Sometimes you can throw on a baseball cap when you roll out of bed, and do a 30 minute workout and be done for the day."

Dr. Hawk stressed the importance of reaching a target heart rate (based on age) and combining aerobic exercise with strength training.

One thing she isn't encouraging

members to do, is skip the workouts or look for alternative methods to improve P.T. scores.

Several mainstream fitness magazines recently published a study conducted by St. Mary's University College in Britain.

During the study, researchers found that caffeine may improve a runner's time. For several years, Dr. Mark Glaister, program director of the applied-sport science program at the university, has studied the effects of caffeine on elite athletes playing in field and court sports.

The double-blind study observed 21 physically active men, half of which were given the caffeine supplement; the

other half were given a placebo. For those given caffeine, the study concluded that over multiple sprints, their times decreased by 1.4 percent, while post-exercise fatigue increased by 1.2 percent. The caffeine however, also increased the heart rates of the athletes.

Since the 1970s, researchers around the world have been studying caffeine's effects on an athlete's

performance. While it may increase an athlete's ability to improve his or her performance, the health concerns are vast.

For several years the International Olympic Committee disqualified athletes who tested positive for more than 12 micrograms of caffeine per milliliter of urine – the same amount found in five cups of coffee. In 2004 the IOC removed caffeine from the list of banned substances.

"There are more healthy ways to get ergogenic aides," Dr. Hawk said. "Caffeine is addictive and does not provide good nutrition. When you look at fueling your body, you should be looking for vitamins, nutrients, minerals and calories.

"You should really focus on fueling, training and hydrating."

Dr. Hawk suggests taking a family walk each night after dinner and sticking to a regular routine.

### HIDDEN SOURCES OF CAFFEINE

- Coffee-flavored ice creams and frozen yogurts may have more caffeine than soda.
- Flavored water can contain as much caffeine as a cup of coffee, along with artificial sweeteners and supplements.
- Pain relievers used for headaches have large amounts of caffeine. Switch to ibuprofen or acetaminophen for caffeine-free alternatives.

(Source: [PregnancyToday.com](http://PregnancyToday.com))

The standards will not change every few years based on age, but rather, every 10 years after the age of 30.

The P.T. test will not be administered by monitors within the member's unit. Instead, trained civilians will test and measure Airmen.

There are now three categories for which scores will be ranked – Excellent (90 percent and above), Satisfactory (75-89 percent), and Unsatisfactory (74 percent and below.)

The AFI also had important information regarding reservists. While active-duty members will be tested twice a year, reservists and guardsmen will continue to only be tested once per year.

There are clearly some changes coming to the Air Force. Airmen will have to work harder and be more fit than ever before. But as for me, I'm now ready for the challenge.



# at the park at Family Day

...y a family-day pic-  
p-across- the -pond  
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and their families to

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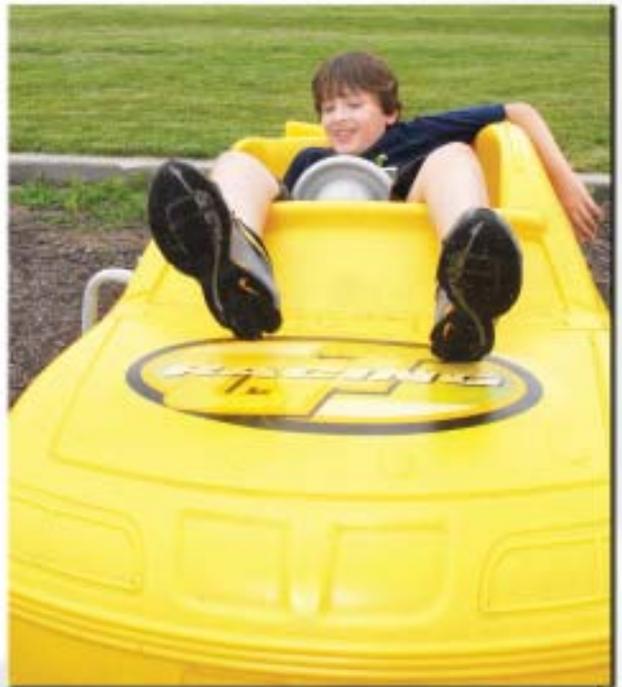
Not far from the boat was the car show where Senior Master Sgt. LeRoy Williams, 442nd Maintenance Squadron munitions, displayed his red Ferrari and answered numerous questions for curious onlookers.

"It's a different experience if you're driving it with the top up or down, but it always gets a reaction," Sergeant Williams said.

The top performers from May's readiness-assistance visit were awarded certificates to start the picnic and the 442nd Logistics Readiness Squadron raffled off a telescope.

The day proved a great chance for the wing to take a break from previous unit training assemblies filled with the pressures of preparing for October's operational readiness inspection.

...e left: Lt. Col. David Moyer, 442nd Medical Squadron, and his  
...oto as they go through the food line at the 442nd Fighter  
...picnic. (Photo by Master Sgt. Bill Huntington) Anna Bunting,  
...n Bunting, 442nd Aircraft Maintenance  
...friend at the Family Day picnic. (Photo  
...lf) Senior Master Sgt. Travis Stickels,  
...n, at the Family Day picnic. Sergeant  
...ices Flight. (Photo by Senior Airman  
...ther to admire the "big toys" like Senior  
...classic Ferrari at the Family Day's car  
...Bill Huntington) Back at the playground  
...ger than what he thought as he sits in  
...y Master Sgt. Bill Huntington)



# Wings Over Whiteman 2009

## Base opens gates to 38,000 for air show



(Left) Members of the Aeroshell Acrobatic Team, flying T-6 aircraft, perform maneuvers June 6 during the Wings Over Whiteman air show.

PHOTO BY MASTER SGT. STAN COLEMAN



PHOTO BY MAJ. DAVID KURLE

(Right) Senior Airman Jennifer Laspino drives a jammer into position to pick up an inert bomb from a trailer to load on an A-10 Thunderbolt II during the Wings Over Whiteman open house June 6. Airman Laspino was part of a load team that performed A-10 munitions-loading demonstrations.



PHOTO BY MAJ. DAVID KURLE

(Above) Tech. Sgt. Ricky Schweim, 442nd Aircraft Maintenance Squadron, answers 5-year-old Aiden Hopkins' questions about the A-10 Thunderbolt II during the Wings Over Whiteman air show June 6.

PHOTO BY MASTER SGT. STAN COLEMAN



PHOTO BY MASTER SGT. STAN COLEMAN

(Left) Spectators admire the 30-milimeter gun on an A-10 Thunderbolt II static display. (Above) Scott Wilson and his wife Velma enjoy the air show from their recreational vehicle.

# AFRC announces new command chief

By Tech. Sgt. Drew Nystrom  
Air Force Reserve Command  
Public Affairs

**ROBINS AIR FORCE BASE, Ga.** — Chief Master Sgt. Dwight D. Badgett has held a variety of jobs on the way to becoming Air Force Reserve Command's new command chief master sergeant, including being a high school teacher.

Lt. Gen. Charles E. Stenner, Jr., chief of Air Force Reserve and AFRC commander, selected Chief Badgett for the command's top enlisted post in May.

"Chief Badgett is exactly the type of person Air Force Reserve Command needs as our command chief," the general said. "He has a depth and breadth of experience that will allow him to relate to and understand the unique needs of our Reserve Airmen. I am confident he will help take us to the next level in caring for Reserve Airmen."

Chief Badgett is the sixth command chief since AFRC became a major command in 1997. His previous job was at the AFRC headquarters where he was responsible for organizing, training and equipping more than 4,800 reservists as the chief enlisted manager for civil engineers.

He views his duties as the command's senior enlisted leader as pretty straightforward.

"I take the boss's [General Stenner] vision to the field, and I bring their concerns back to him," he said. "My concerns are supporting the Airmen, and, by that, I mean officers, enlisted and civilians. The



PHOTO BY TECH. SGT. DREW NYSTROM

**Chief Master Sgt. Dwight D. Badgett, Air Force Reserve Command command chief, represents the highest level of enlisted leadership in the command. It involves advising the commander on all matters concerning the health, morale, welfare and effective utilization of active duty and reserve enlisted members.**

other critical point is supporting the mission. If everything we do is geared toward those ends, then I'll have done my job.

"Every issue or question I come across, I keep that in the back of my mind," he said. "How will this affect our Airmen, and how does it affect our ability to accomplish the mission?"

Knowing someone cares is as important as pay and benefits, according to the chief.

"To know somebody cares about

them means as much or more to our Airmen than pay or benefits," Chief Badgett said.

"I've lived what they're living, so I can empathize with them and understand what they're going through," he said. "I've lived that traditional reservist life, I've lived the life of an individual mobilization augmentee, and I've been on Active Guard and Reserve status. I've also worked a lot of air reserve technician issues."



PHOTO BY SENIOR AIRMAN DANIELLE WOLF

## LOAD COMPETITION

Senior Airman Richard Fennewald, an Aircraft Armament Systems Technician in the 442nd Aircraft Maintenance Squadron, attaches the guidance control unit to the laser-guided bomb during an A-10 Thunderbolt II weapons-load competition during the June Unit Training Assembly. The competition is designed to hone the loaders' skills in safely and quickly rearming an A-10 after a combat sortie.

# The Engine that Could...



## Turbofan sets wing record for longevity

By Maj. David Kurle  
Public Affairs

There was no fanfare or ceremony June 2, when four A-10 crew chiefs and a jet-engine mechanic removed an engine from the left side of a 442nd Fighter Wing A-10 Thunderbolt II. But maybe there should've been.

What looked like just another routine engine-removal, was, in fact, a testament to durability, craftsmanship and good aircraft maintenance.

When the General Electric-made TF34-100A turbofan engine, serial number 5036, was installed on A-10, tail-number 605, in June 1999, Bill Clinton was president and NATO had just stopped its bombing campaign in Kosovo.

According to Chief Master Sgt. Mike Pignotti, 442nd Maintenance Squadron engine-shop supervisor, the 10-year run for Engine 5036 is a new wing record.

"We know of another engine that went nine years one time but 10 years is a record for this wing," he said. "It's one thing to have it on 10 years but it ran over 3,400 hours since its last overhaul and that's significant."

In fact, Engine 5036 ran for 3,464.4 hours, propelling A-10 605 through the air for 2,621.9 of those hours, in the 10 years it's been mounted to the airplane. Part of that time was in the skies over Iraq when the wing deployed Citizen Airmen and A-10s for Operation Iraqi Freedom in 2003.

The "average time on wing" for the TF34 engine, used on all A-10s, is 1,180 hours across the entire Air Force, according to Steve Striebeck, the chief of technical services for the 538th Aircraft Sustainment Squadron at Tinker Air Force Base, Okla. The 538th is responsible for the TF-34 engine program Air Force-wide.

"(Ten years and more than 3,460 hours) is quite a milestone," Mr. Striebeck said.

To put it in perspective, the average age of an American passenger car was 9.4 years in 2008, according to R.L. Polk and Company, which mines automotive data.

"I've never seen an engine stay on this long on any airplane I've worked on," Chief Pignotti said. "We must be doing something right." He should know since he's been maintaining Air Force aircraft since 1975 and turning wrenches on A-10s since 1984.

The chief shares the credit for Engine 5036's longevity – it's a combination of a good design, a well-crafted engine, skilled and experienced maintainers, as well as a testament to the team that overhauled it back in 1999, he said.

The engine crew chief for its last overhaul, finished in June 1999, was Master Sgt. William George, still an Air Reserve Technician and the TF34 Flight line supervisor in the 917th Maintenance Squadron at Barksdale Air Force Base, La.

"We strive to make these things last," Sergeant George said. "If everything is good on that engine, our goal is for them to last 2,500 hours."

"When we build them in the shop, it's so critical you do everything correctly in that engine," he said. "I always look at

*John Ezell, left, Bob Boye and David Greenberg remove hoist cables after removing a TF34-100A turbo-fan engine from an A-10 Thunderbolt II at Whiteman Air Force Base, Mo., June 2, 2009. This particular engine, number 5036, set a longevity record in the 442nd Fighter Wing, after being installed for 10 years on the same aircraft. The engine operated for 3,464.4 hours during that time. All three men are Air Reserve Technician crew chiefs in the 442nd Aircraft Maintenance Squadron.*

it as if I were the one flying in that airplane.”

Chief Pignotti estimated that the engine overhaul specialists at Barksdale have refurbished more than 300 to 400 TF34 engines.

“We’ve got to give credit to the ARTs (Air Reserve Technicians) down at Barksdale who did the last overhaul,” Chief Pignotti said. “Where else but in the Reserve and Guard are you going to get that kind of experience?”

The chief also credited the aircraft’s crew chief, Master Sgt. John Ezell, as well as other 442nd maintainers with how long Engine 5036 has been serving.

“We do extra things in phase (maintenance) that add to the reliability of our engines,” Chief Pignotti said. “Between what’s done in the phase dock and what’s done on the flight-line, we have some of the best maintained aircraft in the Air Force.”

Phase maintenance is completed on A-10s every 500 flight hours and requires a thorough look at all the plane’s systems, including both engines.

According to Senior Master Sgt. Rusty Wedemeyer, the 442nd Maintenance Squadron’s engine manager, it was a “time-compliance technical order” that finally forced Engine 5036 off the engine mount on A-10 number 605.

The turbine blades inside the engine are mandated to be replaced when they are subjected to high temperatures for a set amount of time, Sergeant Wedemeyer said. There were also other “life-limited” parts that needed to be inspected and replaced.

“That’s the only reason it’s coming off,” he said. “There was nothing wrong with the engine maintenance-wise.”

After an overhaul, Engine 5036 will be re-installed on an A-10 somewhere in the Air Force and might even set a new longevity record in the future.

## The A-10’s powerplant

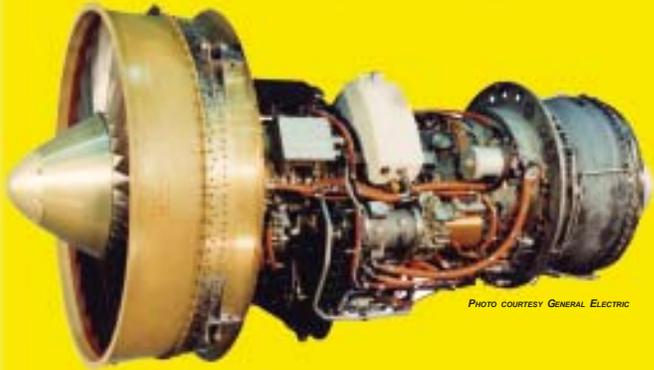
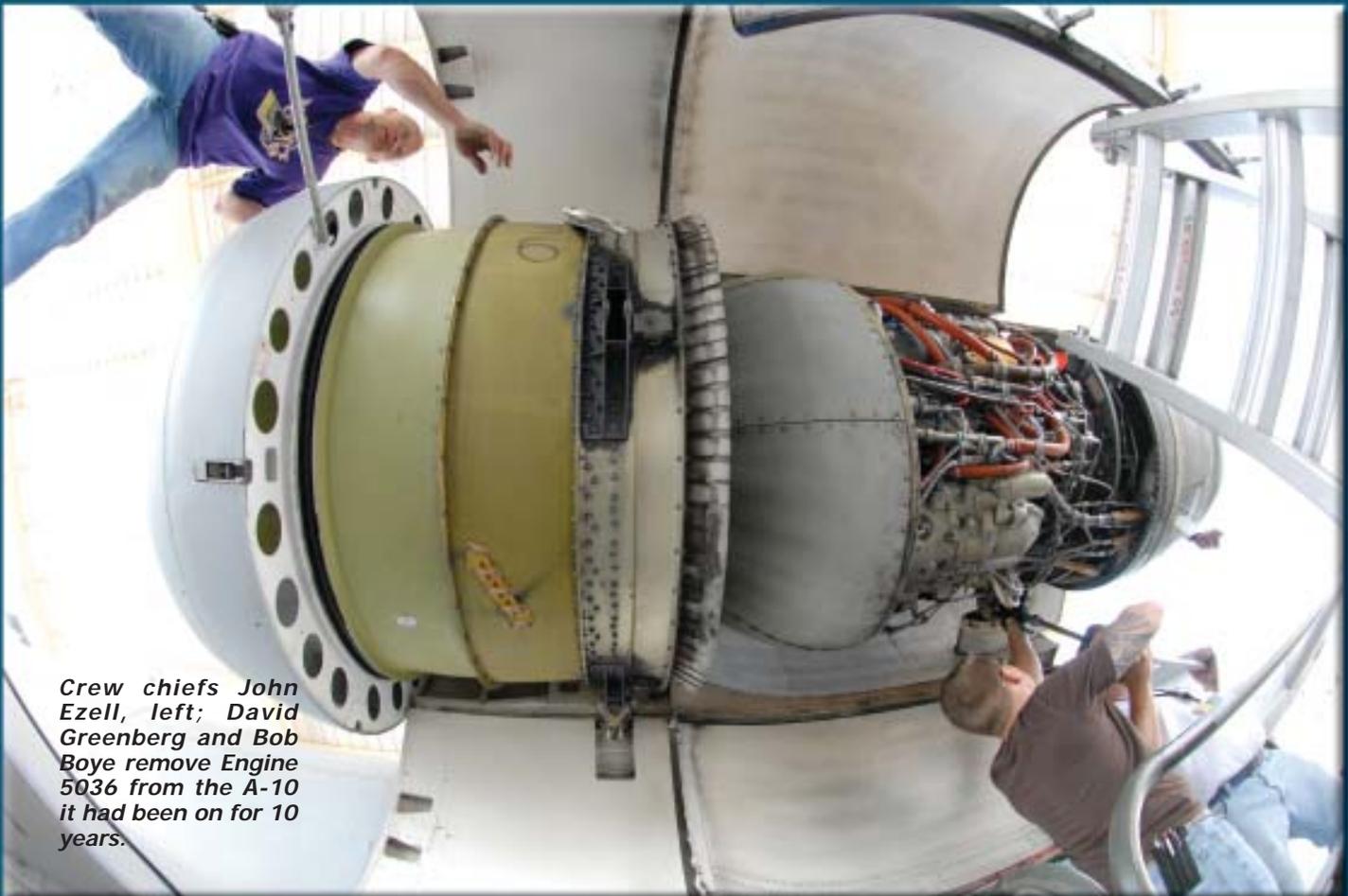


PHOTO COURTESY GENERAL ELECTRIC

*The General Electric TF34 turbofan engine was originally developed for the US Navy’s S-3A Viking surveillance and precision-targeting aircraft. It enables the A-10 Thunderbolt close-air support aircraft to operate from short, remote airfields and withstand frequent exposure to ground fire. The 9,000-pound thrust class engine delivers the highest thrust-to-weight ratio and the lowest specific fuel consumption of its class. In service, the engine has proven to be highly reliable and maintainable with low operating costs. The commercial version of the TF34, the General Electric CF34, powers several types of business jets and regional airliners*

PHOTOS BY MASTER SGT. BILL HUNTINGTON



*Crew chiefs John Ezell, left; David Greenberg and Bob Boye remove Engine 5036 from the A-10 it had been on for 10 years.*

DEPARTMENT OF THE AIR FORCE  
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442nd Security Forces Squadron members stand for a group photograph as they prepare to deploy yet again. Since Sept. 11, 2001, 442nd SFS members have deployed 16 times in support of contingency operations. (Photo by Master Sgt. Bill Huntington)

## TO THE FAMILY OF:



**"As we set off on another round of deployments I want to thank each of you for everything you do to make this wing great. I also want to thank your families, and your employers, because without the support of each of them we wouldn't be the lethal force we are."**

**-- Chief Master Sgt. Allan Sturges,  
442nd Fighter Wing Command Chief Master Sergeant**

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