

MOHAWK

442nd Fighter Wing



Airmen recognized for accomplishments

Citizen Airmen work toward whole-person concept

By Chief Master Sgt. Allan W. Sturges II
442nd Fighter Wing Command
Chief

What a great UTA we had in the month of January. It was a weekend about recognizing Airmen for their accomplishments within the wing and accomplishments they made to better themselves. Plus we had another great accomplishment that I'll address later.

There are nearly 1,400 Citizen Airmen within the 442nd Fighter Wing and two associate units, three separate entities with one common asset — Airmen.

Jan. 9 about 75 members of the 442nd FW gathered to recognize and reward the Airman and Noncommissioned Officer of the Quarters, and the Semi-Annual Senior NCO with lunch and gifts. During the luncheon the annual awards winners were announced — Airman and NCO of the Year, Senior NCO of the Year and the First Sergeant of the Year.

These Citizen Airmen's packages were prepared and submitted by supervisors to recognize the accomplishments the Airmen had done to support the mission and to showcase the self-improvement the members made while demonstrating their volunteerism to the base and their community.

These packages were submitted by the supervisors but it was members' accomplishments that were important — showing the rounded, whole-person concept.

Someone stopped me recently and asked me what the whole-person concept was. In days gone past, when I had less stripes and more hair, Airmen were recognized by what they did on the job — supporting the mission. That was the important part of the nomination.

As our Air Force has evolved,



Chief Master Sgt. Allan W. Sturges II

not only do we want our Airmen to be stellar performers in their jobs and be great leaders, we want to promote the self-improvement of our Airmen both on and off the job. This involves professional military education (PME), attaining certifications relating to our military and civilian jobs and attaining college degrees.

Typically, if you have your college general education credits and your seven-level Air Force coursework complete you are eligible for a Community College of the Air Force degree. Your CCAF degree is recognized around the world as the equivalent of a two-year associate degree at many accredited universities.

To complete the whole-person concept requires involvement with your base and community by helping out at your place of worship, being involved in youth programs and donating your time to help organizations such as Habitat for Humanity or your schools.

When you do that, you help those organizations with your military experience and you bring lessons learned there back to the military, making you and the Air Force better for it.

That's what the whole-person con-

cept is all about — leadership and job performance, significant self-improvement and involvement with the base and local community.

The Airmen that were recognized as quarterly winners and the annual awards winners showcased those traits and what a pleasure it is to see them recognized.

We also had the first-ever graduation party for our most recent CCAF graduates. This is an opportunity for the graduates to walk across the stage and be recognized amongst their peers for their accomplishments. This task takes commitment to enroll in the courses and successfully complete them.

Anyone that is recognized and awarded a CCAF degree should be proud of their accomplishments. They have gone above and beyond others and should be respected and recognized for their sacrifices.

There is a wide spectrum of ways we can recognize our Airmen from a pat on the back, and a "Good job!" to letters of appreciation, awards and decorations, or nominating them for the quarterly Airman or NCO category or the semi-annual SNCO award.

There are numerous types of awards that you can nominate an outstanding Airman for. These awards are showed at each of the wing staff meetings or you can ask Senior Master Sgt. Cesar Ortiz, 442nd Military Personnel Flight superintendent, for the criteria, target audience and suspense.

But there are additional ways to recognize our Airmen also. Thanks to senior leadership in both the 442nd FW and the 509th Bomb Wing we have opportunities to recognize the accomplishments our Airmen make with an incentive ride in a T-38. We have three people that have received rides so far, and each of them had ear-to-ear grins when they landed. Maybe you could be the next one to be the GIB (guy in back) in a T-38!

MOHAWK

442nd Fighter Wing

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**February 2010
Charge-of-quarters**



MASTER SGT. MICHAEL CONARD
442ND MEDICAL SQUADRON

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COVER PHOTO: Along with four other Airmen, Master Sgt. Dermoth Higgins participated in the first 442nd Fighter Wing-hosted Community College of the Air Force graduation Jan. 10. (Photo by Staff Sgt. Kent Kagarise)

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**T 442nd Fighter Wing
Tip of the Spear**

TECH. SGT. BENJAMIN J. BAKER
476TH FIGHTER GROUP

Tech. Sgt. Benjamin J. Baker is an A-10C crew chief in the 476th Maintenance Squadron's airplane general (APG) section at Moody Air Force Base, Ga.

He is responsible for the management of assigned aircraft valued at more than \$12 million. His professional and personal dedication to the Air Force's core values make him this month's Tip of the Spear.

Sergeant Baker's attention to detail led him to discover a cracked engine expansion ring, and he expertly coordinated its repair preventing \$1.2 million in engine damage. Additionally, his keen eye identified a cracked gun bay high-drive safety pin during a pre-flight inspection. His adept coordination resulted in the necessary repairs expediting the release of impounded aircraft.

Since his arrival at Moody AFB in February 2009, he has not only been a dependable non-commissioned officer, but also a shining example for Airmen to follow. Sergeant Baker's mental aptitude, integrity, self-confidence and ability to inspire make him truly among the best in the 442nd Fighter Wing.

Dec. 22, 2009 marked the first 442nd Fighter Wing flight in the newly acquired A-10 Thunderbolt II C-models. The new models possess enhanced radio communication systems and text messaging capabilities.



PHOTO BY SENIOR AIRMAN DANIELLE WOLF

A-10 Thunderbolt II C-models take flight, improve wing's capabilities

By Senior Airman Tracy Brown

The 442nd Fighter Wing received the first A-10 Thunderbolt II C-model Dec. 2, 2009 at Whiteman Air Force Base.

One of the three A-10Cs currently assigned to the wing took its first flight, a local sortie, Dec. 22, 2009.

The c-model upgrade brings state-of-the-art avionics to the A-10A plus currently flown by the pilots of the 303rd Fighter Squadron.

"For our pilots, having the opportunity to fly the A-10A plus was a stepping stone to the c-model and will make the transition easier," said Maj. Abel Ramos, mission planning cell chief of the 303rd Fighter Squadron.

"In Bagram, (Afghanistan) the 75th (Fighter Squadron at Moody Air Force Base, Ga.) replaced our guys, and they could not fly our aircraft and we could not fly theirs," he said.

"Over the next year and a half all of our jets are expected to make c-model (conversions) and every c-model (upgrade) will be across the board," he said. "This upgrade will significantly benefit our mission and should eliminate that issue."

"The upgrades are essential to the avionics, and the brains of the aircraft are getting swapped," Major Ramos said.

A-10 KEEPS UP WITH TECHNOLOGY

The upgrades will bring the A-10 up to date with technology. Prior to the upgrade, a single action may require a pilot to use up to eight cockpit switches, but will now take as few as three or four.

The cockpit has also been upgraded with two multifunction color displays as well as a new control stick and throttle.

The A-10A plus was an introduction to the situational awareness data link, which improves pilot situational awareness by providing critical information about friendly and enemy air and ground assets. With the c-model the new SADL will allow the pilots to communicate what weapons they have on board more effectively.

"The c-model makes communication easier," Major Ramos added. "The A-10C eliminates the confusion of switching (to different radios.)"

The new design determines which radio will be used by a four-way switch on the throttle. The c-model upgrade will allow aircraft to send mission assignments and mission-essential information from one aircraft to another via text message.

"The upgrade is bringing the A-10 to the digital age, not just for the aircraft, but now for ground troops as well. The c-model allows JTACs (joint terminal attack controllers) to communicate to pilots via the data link, opening the lines of communication from the ground to the air," Major Ramos said.

NEW COMMUNICATION METHODS AID PILOTS' DETECTION

"The new means of communication, made possible by the upgrade, increases the element of surprise by making it possible to pass information quickly and eliminates having to read coordinates over the radio," he added.

This new means of communication will allow 442nd pilots to detect friendly forces more quickly and accurately.

The new design of the cockpit also implements the hands on throttle and stick (HOTAS). The HOTAS allows for an easier manipulation of the switches, making

the weapons system more effective.

SYSTEM REDUCES CONFUSION, POSSIBILITIES OF MISTAKES

"The biggest advantage to the A-10C is the integration of the weapons system to HOTAS; it helps to eliminate possibilities of making small mistakes," Major Ramos said.

The upgrade to the A-10C allows the aircraft to support "smart munitions" such as joint direct attack munitions and wind-corrected munitions dispensers.

The c-model can also still deliver its current inventory of munitions along with the global positioning system-aided munitions.

"The c-model modifications allow pilots to offset further out instead of being right over the target area allowing a safe area," Major Ramos said. "You no longer have to be directly over your target."

This feature will make targeting enemy forces more safe for the pilots.

"The upgrade brings less confusion during night missions and helps to eliminate weather interference. Previously, with dumb-bombs (free falling ordnance), it was difficult to drop on something you could not see. With smart munitions you can drop (regardless of the) weather," Major Ramos said.

"The upgrade has changed the environment of the cockpit drastically. We now have the armament heads up display control panel," said Master Sgt. John Malas, an avionics technician from the 442nd Aircraft Maintenance Squadron Specialist Flight technician.

"The biggest benefit to the specialist flight is the fact that we can now run a bit test (for troubleshooting) on any individual system that runs through the central

interface control unit. The CICU is the brain of the c-model.”

In the A-10C, anything that runs through the multi-functional color display is stored in the CICU, which acts as a memory.

NEW MODEL BRINGS CHALLENGES FOR MAINTAINERS

Along with the high-tech advantages, however, there are a few challenges.

“The biggest challenge to the specialist flight will be the learning curve,” Sergeant Mallas said. “Right now we have no additional training, although we are getting information from other units and learning as we go.”

The quality assurance office is assisting in the transition – and finding a few of its own challenges with the new systems.

“Our main focus right now is going to be to analyze and assist in any problems. We want to learn, educate and then evaluate to make the transition to the c-model as easy and painless as possible,” said Master Sgt. James Kirksey, quality assurance weapons/egress inspector.

“The biggest benefit of the c-model is its ability to bring a more modern and sophisticated array of weapons to the battlefield,” Sergeant Kirksey said. “But our biggest challenge of the c-model is going to be the learning curve; this is an obstacle we will have to overcome. We will need to get everyone spun up on (technical) data.”

For Master Sgt. Shaun McCrea, 442nd Weapons Flight standardization load crew, the c-model is basically learning a new aircraft inside the cockpit.

“The upgrade to the aircraft increased our weapons and the biggest challenge will be getting everyone trained in the short amount of time before the follow up (operational readiness inspection) and getting them efficient,” Sergeant McCrea said.

Training for the 442nd AMXS Weapons Flight has included one week at field training detachment (FTD) school, and one week for the munitions loading portion of weapons training. Six members of loading from flight line and back shop participated in the FTD school and three members of loading participated in the week-long munitions loading training.

Weapons load crew chiefs will also be required to participate in cockpit familiarization in the munitions loading training bay. Each crew will also become certified on all new munitions once the new munitions list has dropped; the 10th Air Force authorizes munitions capable of being loaded by the 442nd Aircraft Maintenance Squadron.

“The c-model allows us a greater capability to support ground troops,” said Tech. Sgt. Mark Bolander, loading standardization crew member.

According to Master Sgt. Robert Boye, the first 442nd FW crew chief assigned to the c-model, the crew chiefs are relatively unaffected by the upgrade.

PILOTS TRAIN FOR NEW SYSTEM

During the January unit training assembly, pilot training was the top priority in the 303rd FS.

Along with two days of academic

classroom training, the pilots had the opportunity to use the desktop simulators to train on the HOTAS as well as try out the new 360-degree A-10 Thunderbolt II simulator.

“I think (the training went great),” said Maj. Preston McConnell, 303rd FS chief of weapons and tactics, who conducted the classroom training. “Everyone was well-prepared and attentive, and ready to learn.”

Major McConnell said the academic training consisted of covering the full breadth of the conversion of the A-10C from the backbone of it to the weapons delivery to the datalink communication and the digital capability.

The pilots will now be required to conduct four training sessions in the 360-degree simulator as well as an unlimited amount of training on the desktop trainers.

“Having flown two of the initial upgrade rides, I can say the training has been tremendous,” Major McConnell said. “(This sort of training) allows our pilots to go to a higher level. We can move past the initial training now and really begin learning the system completely.”

The training syllabus was created by the 303rd FS and will now be used at all Air Force Reserve Command units that have the A-10C.

Major McConnell said he thinks the 303rd FS was selected to create the syllabus because of the level of experience of many of their pilots. As of the January UTA, eight pilots from the squadron were fully A-10C-qualified.



Senior Airman Travis Lewis performs arming functions during an end-of-runway check on one of the wing's three c-model aircraft Dec. 29, 2009.

Photo by Senior Airman Danielle Wolf



PHOTO BY SENIOR AIRMAN JESSICA SNOW

Senior Master Sgt. Michael Bannon received a T-38 incentive flight for winning the Senior Noncommissioned Officer of the Year award for the 442nd Fighter Wing in 2007.

Sergeant Bannon was nominated for his accomplishments in the integrated automatic test station shop as well as his education and volunteer work in the community.

Maintainer receives T-38 incentive

By Senior Airman Tracy Brown

Master Sgt. Michael Bannon, integrated automatic test station (IATS) shop chief of the 442nd Aircraft Maintenance Squadron, took an incentive flight Dec. 22, 2009 at Whiteman Air Force Base.

Sergeant Bannon was awarded the T-38 flight after he won Senior Noncommissioned Officer of the Year in 2007. The T-38 Bannon flew in is a trainer aircraft containing two seats. It was flown by 1st Lt. Jason Boman from the 509th Bomb Wing.

Senior Master Sgt. Cindy Spaulding, avionics flight chief, nominated Sergeant Bannon. Sergeant Spaulding submitted the package for Sergeant Bannon's nomination highlighting his accomplishments throughout the year.

In 2007, he managed the IATS shop while emphasizing communication between him and the technicians, which ultimately created a cohesive team striving for the same goals, she said.

Sergeant Spaulding said through Sergeant Bannon's ability to develop excellent working relationships with the specialist flight's supervisor and technicians, he was able to improve prioritizing and repair of line-replaceable units to meet flying schedules. While maintaining a productive work environment and training requirements for the shop, he assisted in developing and improving the 15 compliance programs required by Air Force

Instruction 21-101.

Sergeant Bannon and his team's efforts were recognized when the shop received an "Outstanding" following the Air Force Reserve Command maintenance standardization and evaluation program inspection. Sergeant Bannon volunteered as the point of contact for the maintenance group for the MSEP and performed the duties of an augmented inspector as part of the AFRC MSEP inspection team at Maxwell AFB, Ala.

Sergeant Spaulding said the AFRC team chief was so impressed with Sergeant Bannon's performance of inspections and how thoroughly and professionally he conducted himself that he requested Sergeant Bannon participate as the point of contact for future inspections.

Sergeant Spaulding said Sergeant Bannon also completed the Senior Noncommissioned Officer Academy by correspondence months before his eligible promotion date.

During that time he was also enrolled in State Fair Community College working toward an Associate of Applied Science in Avionics Systems Technology degree. His base and community involvement entailed volunteering to assist Airmen moving to Whiteman AFB due to a base realignment and closure. Sergeant Bannon assisted the new members in finding housing and aided them in filling out their travel vouchers.

Sergeant Bannon appeared before the semiannual/annual



PHOTO BY SENIOR AIRMAN JESSICA SNOW

Sergeant Bannon rode with 1st Lt. Jason Boman, 509th Bomb Wing pilot, for just over an hour in the T-38 aircraft. Sergeant Bannon said he recognized several of the same instruments

as in the A-10 Thunderbolt II, which helped to put his job as the IATS shop chief in perspective by highlighting the importance of each maintenance position.

ve flight for winning SNCO award

senior noncommissioned officer board in 2007 and served on the board in 2008.

His suggestion to Airmen hoping to obtain an award such as this is, “don’t just do your job, but look outside your specific job duties and think of things you can do to help the wing as a whole to succeed.”

He also said any effort to further an education or to excel in training would be beneficial.

Sergeant Bannon said it is important to be a volunteer within the wing as well as in the community; any effort to boost morale is always appreciated by military members and civilians.

Sergeant Bannon prepared for the incentive flight by undergoing a flight physical and egress training as well as being fitted for his flight suit and G-suit, a suit designed to make it possible to sustain a higher g-force for an extended period of time without excessive physical fatigue. His egress training entailed instructions on ejection and proper parachute techniques for a safe landing if ejection was necessary.

Pressurization of the G-suit restricts the draining of blood away from the brain during periods of high acceleration.

If blood is allowed to pool in the lower areas of the body, the person may experience dimming vision, tunnelvision and complete loss of vision is possible.

Sergeant Bannon said he experienced a small amount of

tunnel-vision throughout his flight although, without hesitation, he said the experience was, “very cool.” He said he jokingly commented to the pilot, “Let’s just take a break for a minute and fly straight,” when the twists and turns became a little too intense.

Sergeant Bannon said he recognized a few of the instruments in the aircraft, although he specializes in A-10 maintenance as an air reserve technician. He said participating in the flight gave him a better understanding of how the instruments are used throughout the flight and descent. Sergeant Bannon works with instruments both aircraft contain such as the altitude direction indicator and the horizontal situation indicator. He said he witnessed these instruments in action first hand. He said he came out of the experience with a better understanding of the importance of the instruments duties concerning periods of low-to-zero visibility on the day’s flight.

“It was much more than I expected,” Sergeant Bannon said, “it was a great experience and I would suggest it to anyone who has the opportunity.”

Sergeant Bannon expressed his appreciation to the pilots of the 509th BW.

“They were very welcoming and treated me as one of their own, quintessentially, one of the boys — a pilot for the day.”

Sergeant Bannon said they were so welcoming in fact, that he never felt out of place — not even for a moment.



Staff Sgt. Ruben Zamora, Master Sgt. Dermoth Higgins, Staff Sgt. Sariethia Lemos, Staff Sgt. Donald Demarco and Staff Sgt. James Lutes participated in the wing's first CCAF graduation ceremony Jan. 10.

CCAF grads take the stage

By Staff Sgt. Kent Kagarise

Five Airmen of the 442nd Fighter Wing received their associate degree from the Community College of the Air Force at a graduation celebration sponsored by the wing's Reserve Officers Association during the January unit training assembly.

In order to receive their degrees, the graduates completed a total of 64 credit hours, which included a minimum of 15 credit hours from their respective civilian colleges.

According to Air Force regulations, the wing holds two graduation ceremonies a year, but that was hindered in the past due to the traditional reservist schedule.

Master Sgt. Christina Suratos, assistant chief of 442nd FW education and training, discovered a better way to accommodate Airmen who had decided to further their educations.

"The 509th Bomb Wing held two ceremonies a year that have been held throughout the week, which made it difficult for our traditional reservists to at-

tend," Sergeant Suratos said. "I thought it'd be nice to hold our own ceremony rather than just handing Airmen their diploma after they've worked so hard to get it."

Members of the 442nd Reserve Officers Association heard of the plans to hold a formal graduation for the wing's enlisted members and decided the event constituted a proper affair — so they offered to purchase the caps and gowns for the ceremony.

"It took a lot of hard work on the part of these Airmen and we thought they deserved suitable recognition accompanied by all the formalities," said Maj. Joe Walter, 442nd Mission Support Flight commander.

The 442nd ROA supports Airmen in many ways and wanted them to have a special day to remember along with family and friends, said Chaplain (Capt.) Ben Hayden, president of the ROA.

"Education is important to build leaders in the military as well as the civilian world," he said. "An education at any

level helps a person get out of their own world by stepping out of the proverbial box; therefore a graduation ought to be memorable."

The master of ceremonies for the event was 442nd Command Chief Master Sgt. Allan Sturges, who congratulated the graduates while Col. Mark Clemons, 442nd FW commander, provided some words of encouragement to the Airmen.

Colonel Clemons acknowledged the Airmen for their hard work while balancing civilian lives and Air Force duties before thanking their families for supporting their loved ones through what surely was a challenging time.

Continuing an education while balancing an Air Force career can be a daunting task, which demands prioritizing an Airman's affairs.

"School takes time from your family and friends you have to handle the stress one step at a time," said Staff Sgt. James Lutes, 442nd Aircraft Maintenance Squadron structural technician.

Sergeant Lutes received his bache-

lor's degree in automotive technology and is pursuing a master's degree in aviation safety; Sergeant Lutes said he hopes his degree from the CCAF will assist with future promotions in the Air Force Reserve.

Staff Sgt. Don DeMarco, 442nd AMXS crew chief is 43 years old and said he hopes his degree in business management will inspire other Airmen to continue their education by setting an example for young and old that it's either never too late, or time to put a foot forward before life establishes higher mountains to climb.

Master Sgt. Dermoth Higgins, 442nd Civil Engineers Squadron utility specialist,

said he thinks Airmen should always be improving their ability to do a better job and sees the CCAF as a tool to do so.

"First and foremost this is a gift that we don't have to pay for, so Airmen should all take advantage of this opportunity to move on to other areas of study," Sergeant Higgins said.

Many Airmen may have already established their careers, and may not see a reason for furthering their education.

Staff Sgt. Ruben Zamora, 442nd Maintenance Squadron engine technician, currently owns and operates his own business as a civilian, while attending school.

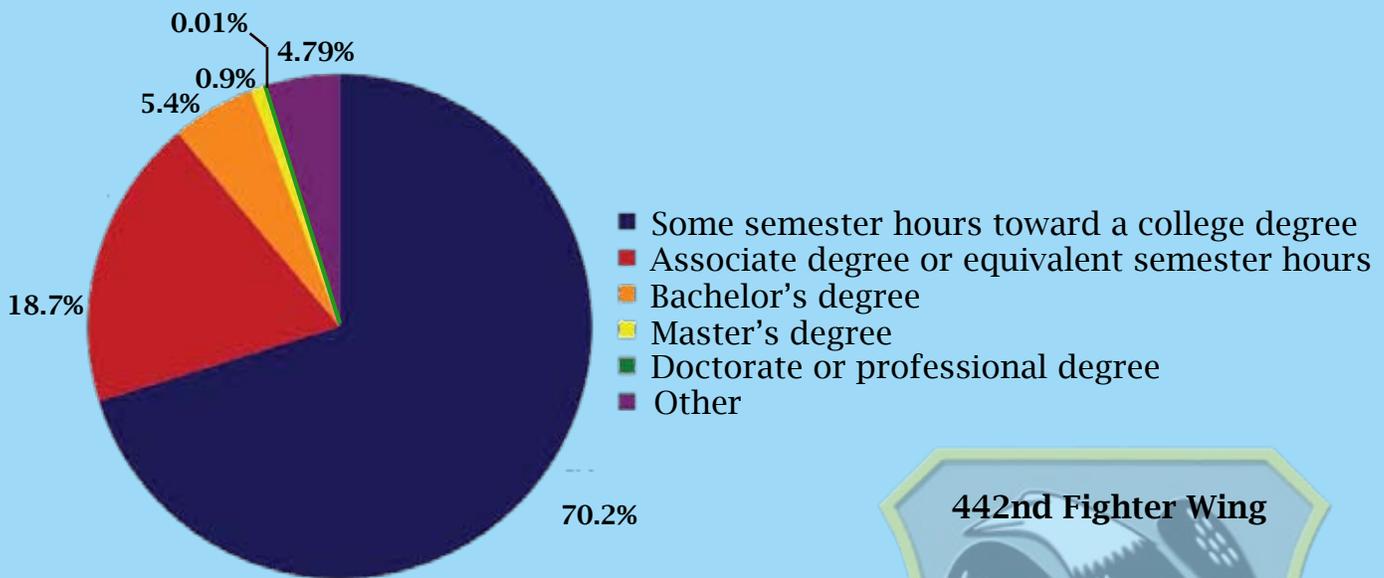
"I run the base flower shop and only have 36 credit hours left to get my bachelor's degree in business," Sergeant Zamora said. "I'm hoping to better (manage) my business."

Sergeant Zamora's mother, Mrs. Eva Zamora and father, Mr. Ruben Zamora also attended the CCAF graduation to see him graduate..

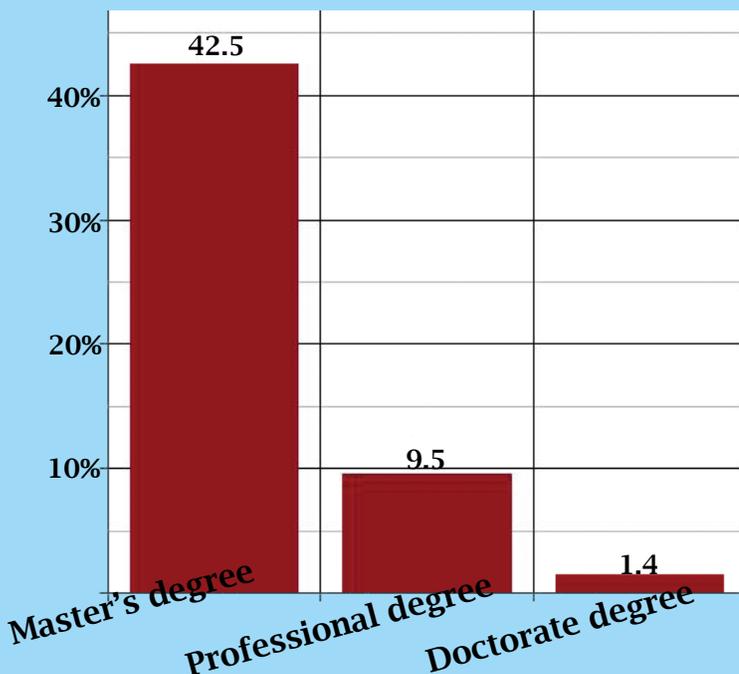
"The Air Force is a challenge that many young people think is too difficult," Mrs. Zamora said.

"He put a lot of effort into this achievement and we are very proud of him."

Total Air Force Enlisted academic education



Total Air Force officer academic education



442nd Fighter Wing

96.4% have some semester hours toward a college degree
 11.6% have an associate degree
 12.4% have a bachelor's degree
 4.3% have a master's degree

FOR MORE INFORMATION ON OBTAINING A CCAF DEGREE, VISIT THE 442ND WING TRAINING AND EDUCATION OFFICE.

GRAPHIC BY SENIOR AIRMAN DANIELLE WOLF

MSG names Military Supervisor of the Year

During a brief ceremony Dec. 30, 2009 Col. John "J.D." Larson, commander of the 442nd Mission Support Group, was presented with the 2009 MSG Military Supervisor of the Year Award. Lt. Col. Charles French presented the award on behalf of the MSG command leadership representing Lt. Col. Mark Davidson, Lt. Col. Betty Bullington, Maj. Joe Walters, Maj. Chrissy Marks, Maj. Randy Fritts, and Maj. Dan Diercks. Additionally, Major Walters was selected as the 2009 MSG Civilian Supervisor of the Year.



PHOTO BY CRISTYN HACKETT

710th MS receives Outstanding Unit Award

By Senior Airman Danielle Wolf

Although the 710th Medical Squadron at Offutt Air Force Base conducted its final unit training assembly in November, their hard work and dedication didn't go unrecognized.

The 710th MS, one of the 442nd Fighter Wing's geographically separated units, deactivated Dec. 1, 2009 – and within only a few short weeks, learned they had been recognized by Air Force Reserve Command as an outstanding unit for 2009.

Tech. Sgt. Eric Anderson, now a 442nd medical technician, was stationed with the 710th MS for seven years before transferring due to the unit's deactivation.

He said Airmen from the 710th MS worked hard to receive such an award.

"We put a lot of hard work into it," Sergeant Anderson said. "Certain people put in a lot of extra hours – it wasn't just an 8 to 4 (p.m.) job. A lot of people went above and beyond and it was great to get that recognition."

Senior Master Sgt. Cruz Torres Jr., noncommissioned officer in charge of nursing services agrees. Sergeant Torres was also stationed with the 710th MS for seven years prior to its deactivation.

"(The 710th MS) accomplished a lot over the last five years," he said. "I think this award shows that we were able to go out on a high note – a note of recognition."

Over the last few years, the 710th MS participated in more than four deployments. They successfully completed

several inspections including a health services inspection, which according to Sergeant Torres, is like a medical version of an operational readiness inspection.

"(This award) means a lot for those of us who were deployed and committed a lot to the unit," Sergeant Torres said.

He also said he hopes his and Sergeant Anderson's experience with the 710th MS can bring positive education and motivation to the 442nd MDS and assist with preparation for the upcoming operation readiness inspection follow up.

"There is always room for improvement," Sergeant Torres said, "and we need to be improving constantly to carry out the mission."

AFRC also awarded the following outstanding units with the award: 433rd Airlift Wing, Lackland AFB, Texas; 94th Air Wing, Dobbins Reserve Base, Ga.; 439th Air Wing, Westover Air Reserve Base, Mass.; 349th Air Mobility Wing, Travis AFB, Calif.; 916th Air Refueling Wing, Seymour Johnson AFB, N.C.; 482nd Fighter Wing, Homestead ARB, Fla.; 917th Wing, Barksdale AFB, La.; 931st Air Refueling Group, McConnell AFB, Kan.; 477th Fighter Group, Elmendorf AFB, Alaska; 926th Group, Nellis AFB, Nev.; 78th Air Refueling Squadron, McGuire AFB, N.J.; 732nd Airlift Squadron, McGuire AFB; 610th Security Forces Squadron, Naval Air Station Joint Reserve Base, Fort Worth, Texas; 339th Flight Test Squadron, Robins AFB, Ga.

Reservists, who transferred from one of the awarded bases, will need to work with the 442nd Military Personnel Flight to ensure they receive credit for the award.



Fit to Fight all winter long

By Senior Airman Danielle Wolf

With changing physical training requirements, being fit to fight is more important than ever. A poor fitness score can hinder possible promotions and even a career.

Just as the Air Force is dedicated to ensuring Airmen have the tools to succeed, so is the *Mohawk*. "Fit to Fight" features are intended to give Citizen Airmen tips on strengthening and endurance that will assist them with their PT tests.

Push-ups, which count for 10 percent of the overall fitness score, require upper body strength – and with a little work, Airmen could soon be maxing out their push-ups and increasing their overall scores.

Inclined push-ups, said Staff Sgt. Vern Ivy, 442nd Services Flight fitness specialist, can build upper body strength quickly.

"The more upright you are, the easier they will be," he said. "As you make yourself more horizontal, they become more challenging and test your strength."

The Inclined Push-up

1 Find a location such as a countertop or shelf that will allow you to push against it with your body flat at a 45-degree angle. Push-ups should be fairly easy in this position and will allow you to build muscle before moving onto more difficult positions.

2 Find a location that will allow your body to be at a 15-degree angle. A step stool or sturdy chair may be sufficient for this.

3 In the final position, your arms should bend to a 90-degree angle and you should be parallel with the floor. Continue to keep your body flat to ensure proper form and prevent injury.

ALWAYS TAKE CAUTION WHEN CONDUCTING ANY EXERCISE ROUTINE



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

TO THE FAMILY OF:

Snow covers the A-10
Thunderbolt II static
display at Whiteman
Air Force Base Jan. 10.
(Photo by Staff Sgt.
Kent Kagarise)



Seeing Airmen all over the world, I'm continually impressed not only by the esprit and morale, but also the capabilities and skills being brought by our Airmen in support of the joint fight.

-Secretary of the Air Force Michael Donley