

WARRIOR

Year of the B-2

Vol. 4 No. 26
July 5, 2013

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Zero control: Through the eyes of a rape survivor

By 1st Lt. Lauren Frazier
81st Force Support Squadron

KEESLER AIR FORCE BASE, Miss. -- It's been 21 months since I was raped on the side of a road, in the middle of the night, by someone I was supposed to call a fellow Airman.

The process to seek justice has been anything but liberating or fulfilling. It has been tiring, mind-numbing and just plain painful to endure.

Nonetheless, I have persevered and made it through to the other side. I sought the only recourse that was available to me for the crime of rape that was committed on my body and mind through his physical actions: our legal system.

I held my attacker's feet to the fire and made him contemplate every day his actions and how he managed to find himself in the position of sitting at the defense table for 13 and a half months.

In my eyes, there were only two options for this guy. Option one was for him to stand up and say, "I did it. I raped her. Send me to jail." Or option two: Do everything in his and his defense lawyers' power to make me look like a dishonest, discredited, untrustworthy person who would lie just to lie.

He chose option two.

Early in the process I was told by the prosecution that one of the defense lawyer's tactics is to push the victim so hard about details of her life that eventually the victim says enough is enough and throws in the proverbial towel.

I chose not to give up, likely to the dismay of the accused and his defense counsel. Little could they know, no matter how hard it was or how wrong it was that I had to go through this, I would not back down.

He raped me and I meant to seek the accountability that is deserved.

As a rape victim, I got the trying task of

telling my story over and over and over again, with the utmost of detail. This made the trial process not merely a re-traumatization, but a completely new and horrific trauma for me and everyone close to me.

I was the key witness to this crime, but not the only witness. The other witness, the accused, sat at the defense table tight-lipped.

The process started with getting my story, down to every painstaking detail of the crime. My body and life were opened up for all to see and picked apart.

During the defense's questioning I did my best to maintain composure and not get defensive, when all I wanted to do is yell back, "That man raped me, and I have to defend my life?"

Then you take the witness stand in front of a judge, the lawyers and the person that violated you, and you have to answer anything that is asked of you as the defense contorts your past. You are forced to defend yourself against matters that have nothing to do with the reason we are all in that courtroom.

Our legal process is slanted toward letting the accused go free for fear of having an innocent person serve time. Because you see, a "not guilty" verdict does not say a person is innocent. It simply means they could not be proven guilty of the crime "beyond a reasonable doubt."

Victims should be very conscious of this fact and realize any attempt for justice will be challenging because the cards are stacked in favor of the accused.

The horror of that night was on display for the jury through my testimony, and still they were able to find him "not guilty" on some construct. What could it have been? The fact is none of us will ever know how that jury came to that conclusion.

The facts were laid out for the jury, but some fancy tap dancing and redirecting onto me by the defense gave them what they need-

ed to come back with a "not guilty" verdict. That "not guilty" verdict still baffles me. I just can't believe it.

I truly don't think any jury wants to convict. Convicting would mean they have to make a decision that puts someone in jail and tarnishes the accused's career forever. So they look to rely on hardened, unquestioning facts from the prosecution to make that decision for them.

When that type of evidence cannot be produced, they have to make a decision on gut and faith, which leaves far too much "reasonable doubt" to convict.

When the "not guilty" verdict was read, the SARC who had accompanied me to the trial said many of the jurors looked over at me with a sense of heaviness.

I could not look up. The verdict hit me and my heart sank. Nothing can prepare you for that let down.

For me the biggest loss was my sense of self-esteem and confidence at the mutilation of my character, integrity and everything I stand for. I just needed to know I was doing a good job, that I was doing everything in my power to win this case. I needed validation that the truth was effective.

We, the victims, just want to be treated with respect and dignity, and to know that everyone in that courtroom knows that our emotions matter. We want and need affirmation that we are doing what needs to be done.

We had control stripped from us when we were raped and now we find ourselves yet again in a place of zero control.

It has taken nearly four and a half months to get to a point of some sort of acceptance of the whole ordeal. I still question what happened. I still can't believe the outcome.

However, in the end I know, with not one shred of doubt, that I did what had to be done. I did the right thing and held my attacker accountable.

THE WARRIOR

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Summer motorcycle safety



Air Force Safety Center

KIRTLAND AIR FORCE BASE, N.M. -- Motorcyclists will agree: the thrill of riding far outweighs the perils.

Last year during the Critical Days of Summer, the Air Force lost nine Airmen to motorcycle mishaps. Additionally, there were 95 reported Class C mishaps involving a motorcycle that resulted in lost duty time. Any one of those had the potential to be a fatality; fortunately, a link in the mishap chain was broken.

There is a common deadly factor growing in numbers that is causal in not only motorcycle fatalities, but in all fatalities: alcohol.

According to the National Highway Transportation Safety Administration, "Statistics show that the percentage of intoxicated motorcycle riders in fatal crashes is greater than the percentage of intoxicated drivers on our roads. This is why NHTSA urges all motorcycle riders to always ride smart and sober."

Here are some quick tips from the Motorcycle Safety Foundation for riding a motorcycle safely.

Be visible:

- Remember that motorists often have trouble seeing motorcycles and reacting in time.
- Make sure your headlight works and is on day and night.
- Use reflective strips or decals on your clothing and on your motorcycle.
- Be aware of the blind spots cars and trucks have.

- Flash your brake light when you are slowing down and before stopping.
- If a motorist doesn't see you, don't be afraid to use your horn.

Dress for safety:

- Wear a quality helmet and eye protection.
- Wear bright clothing and a light-colored helmet.
- Wear leather or other thick, protective clothing.
- Choose long sleeves and pants, over-the-ankle boots, and gloves.
- Remember – the only thing between you and the road is your protective gear.

Apply effective mental strategies:

- Constantly search the road for changing conditions. Always SEE (search, evaluate, execute) to increase time and space safety margins.
- Give yourself space and time to respond to other motorists' actions.
- Give other motorists time and space to respond to you.
- Use lane positioning to be seen; ride in the part of a lane where you are most visible.
- Watch for turning vehicles.
- Signal your next move in advance.
- Avoid weaving between lanes.
- Pretend you're invisible, and ride extra defensively.
- Don't ride when you are tired or under the influence of alcohol or other drugs.
- Know and follow the rules of the road, and stick to the speed limit.

On the cover

U.S. Air Force photo/Staff Sgt. Alexandra Boutte
Captain Jonathan Roe, 393rd Bomb Squadron B-2 Spirit pilot, takes a breather during survival training, Whiteman Air Force Base, Mo., June 27, 2013. The training consisted of evading enemies after landing on the ground and using land navigation skills to reach safe haven.

NEWS BRIEFS

Gate closures

From July 9 to July 11, minor repairs to the barrier system will prevent outbound traffic from exiting Spirit Gate. The barrier is fully operational and will remain active.

We sincerely apologize for the inconvenience to the Whiteman Community for the delays and detours caused by the repairs.

All outbound traffic must use other available gates.

- Arnold (Knob Noster) Gate will assume 24 hour operations during the duration of the repairs.

- Lemay (South) Gate will retain regular hours (0600-1800, Mon-Sat).

The speed limit while traveling through the construction area is 15 mph. Pedestrian and bicycle traffic at the school crosswalk will be unaffected by the work area. Please be vigilant for personnel, equipment, & vehicles in the construction area. For questions or concerns contact SSgt Jen Winkels at 687-6284.

2013 Community Assessment Survey

The 2013 Community Assessment Survey is your opportunity to contribute to community action plans at your base, MAJCOM and the Air Force!

Starting 5 April 2013, you may be one of those chosen to receive an email invitation to participate in a survey concerning your experiences as a member serving in the Air Force. Sharing your experiences and opinions in this survey is voluntary and will help us improve life for families in the Air Force Active Duty, Reserve components and DoD Civilian workforce.

The survey's subject line will be '2013 Community Assessment Survey (Survey Control Number AF13-141SGHW)' and it will be from afcasurvey@ipsosresearch.com.

If you have questions about this survey, you may contact this survey's POC, Lt Col Wendy Travis at afmoa.communityassessmentsurvey@us.af.mil.

Whiteman Warrior Story Ideas

The Public Affairs Office accepts story ideas for news and feature articles on people and organizations to help provide recognition of excellence in performance and set forth norms for mission accomplishment.

To submit an idea, call 660-687-6123, or email whiteman.warrior@us.af.mil

AF Housing

Visit www.Housing.af.mil to find your new home with the Air Force. This website serves as a one-stop shop for airmen and their families to obtain information about the housing options and support services available to them at Air Force bases world-wide.

For more news briefs, visit <http://www.whiteman.af.mil/news/announcements/index.asp>

WEATHER

Today	Saturday
Sunny	Sunny
Hi 86	Hi 87
Lo 63	Lo 65
Sunday	Monday
Sunny	Mostly Sunny
Hi 87	Hi 88
Lo 69	Lo 71

Staying safe in the heat

509th Bomb Wing Public Affairs

Delirium, seizures, cardiac arrhythmia, coma ... Airmen can prevent any of these serious medical complications caused by heat-stroke by taking proper precautions when it is hot outside.

It is important to follow the guidelines set forth in Air Force Pamphlet 48-151, "Thermal Injury."

These individual risk factors for heat injury should be considered when assessing individual heat injury risk: obesity, lack of physical fitness or sleep, recent alcohol intake, mild illness, dehydration, medication or illegal drugs.

Precautionary measures during exercise in the heat

- Clothing should be lightweight, loose fitting and preferably natural fiber. Dress and equipment increase the risk of heat illness by increasing workload and by reducing the body area available for the evaporation of sweat.

- In hot environments, loose fitting clothing is to be worn, particularly at the neck and wrists to allow air circulation. Furthermore, appropriate headgear is to be worn, in addition to the use of sun block to prevent sunburn.

- The wearing of helmets and combat armor significantly increases heat stress during strenuous activity.

- During endurance exercise small quantities of fluid should be drunk at frequent intervals and water sprayed on the skin at every opportunity.

- The use of sweat inhibiting deodorants should be avoided.

- Personnel should not exercise in the heat immediately after a glucose or high carbohydrate meal due to the diversion of blood from the skin to the gastrointestinal tract.

- Endurance events should be cancelled if the temperature exceeds 82 F.

Acclimatization to heat

The process of acclimatization is characterized by a series of physiological adjustments that occur when an individual is exposed to a hot climate. Acclimatization must be specific for the destination environment and produce beneficial physiological changes to the individual that minimize the risk of

heat injury.

Adaptation typically occurs during the first 10 to 14 days of heat exposure and the largest change occurs at days three to five. A period of acclimatization is required for all personnel regardless of each individual's physical condition. An individual is considered acclimatized if he or she has undertaken regular exercise for longer than 10 days in the same environmental conditions as the proposed activity.

However, adaptation is lost within a few weeks unless the exposure to heat is repeated regularly at intervals of four days or less. If exposure to the hot environment has followed a substantial period of travel or crossing time zones, the acclimatization time must be assumed to be longer than 10 days. In general, one extra day should be allowed for each time zone crossed.

First aid and emergency treatment guidance for heat injury

Recognition of heat illness is the key principle in treatment and management.

Heat illness

In general, any individual experiencing the following signs or symptoms during physical activity in a hot environment or while wearing protective clothing should be presumed to be suffering from heat illness: Dizziness or confusion, nausea or vomiting, staggering, disturbed vision, or confusion, collapse or loss of consciousness.

Heatstroke

Heatstroke develops when the body is unable to dissipate excess heat under various combinations of high environmental temperature, high humidity, lack of wind, vigorous activity, heat retaining clothing, and dehydration. Early symptoms include excessive sweating, headache, nausea, dizziness, hyperventilation, and disturbance of consciousness. Consciousness may be lost or clouded and there may be hallucinations. There may be muscle twitching or convulsions and loss of control of the body sphincters. In severe cases there may be deep coma with pinpoint pupils and shock with tachycardia. Tachypnoea is often present and breathing may become difficult and vomit subsequently inhaled. The patient feels warm or hot and has a high core temperature usually in excess of



103 F. Sweating may or may not be present. The diagnosis depends upon a high index of suspicion.

Heat syncope, heat exhaustion and heat cramps

Heat exhaustion is caused by excessive exposure to heat and the depletion of body fluids. Victims sweat profusely and may shiver and have goose bumps. Weakness, nausea, dizziness, headache, poor judgment, rapid pulse, and a normal or slightly elevated body temperature are present. Heat cramps occur in healthy individuals during or following strenuous physical activity. Muscles, oftentimes those in the calf, cramp and produce severe pain. Fainting from the heat is referred to as heat syncope. Treatment includes rest in a cool, shaded environment and fluid replacement. Cramped muscles should be stretched or massaged.

Treatment of heatstroke

Heatstroke victims are in danger of developing irreversible damage of the brain, kidneys, liver, and adrenal glands with subsequent death. Treatment should be started as early as possible. Unnecessary cooling is safer than waiting for a definite diagnosis. On suspicion of heat stroke the following guidelines may be applied:

- Lie the patient flat and raise the legs.
- Cool by removing clothing, spraying with warm or tepid water, and fanning with warm air. Do NOT use ice baths, ice packs, cold sponging or blowing cold air; the resulting cold stimulus may cause vasoconstriction, reduce heat loss, trigger shivering and increase heat production.

- Re-hydrate with sodium-rich fluid such as 0.9 percent saline. Several liters may be required to restore or maintain blood pressure. Transfer to a hospital intensive therapy unit.

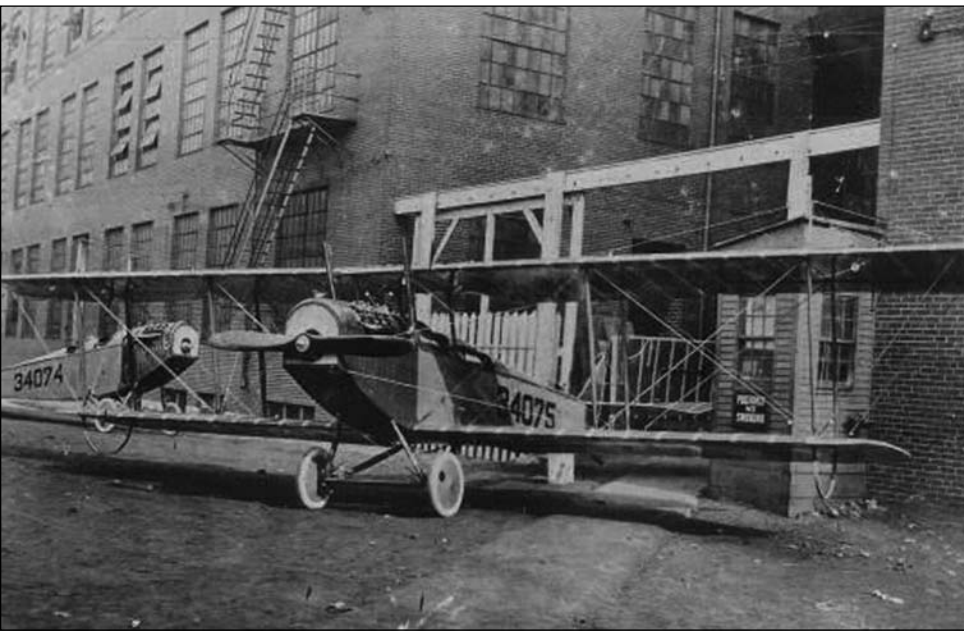


U.S. Air Force photo/Staff Sgt. Jason Huddleston

Command Chief West visits Whiteman

Chief Master Sgt. Terry West, 8th Air Force command chief, meets with Whiteman Airman Leadership School students during his visit to Whiteman Air Force Base, Mo., June 26, 2013. West discussed the importance of being effective front-line supervisors.

From Jennies to jets to stealth bombers: 90 years of the 131st Bomb Wing and 110th Bomb Squadron



131st Bomb Wing file photo

Curtiss JN-4 "Jennies," the first aircraft of the 110th Observation Squadron, parked on South Grand Blvd., Saint Louis.

(Editor's note: This is part three of a five-part series.)

Senior Master Sgt. Mary-Dale Amison and Tech. Sgt. Christopher Boehlein
131st Bomb Wing Public Affairs

During the 131st's assignment to George Air Force Base, a large number of personnel were sent to overseas assignments. Tactical units rotated in support of NATO operations in Iceland and many individuals saw action in the Korean theater. By November 1952, demobilization was completed and the wing returned to Lambert Field.

After the Korean call-up, the wing was re-designated the 131st Light Bombardment Wing. The wing entered the "jet age" in the late '50s with the arrival of the Lockheed F-80 "Morning Star" and the Republic F-84F "Thunderstreak." The T-33 "T-bird" entered service as the wing's training aircraft.

During the Berlin Crisis, the wing once again responded to the call of active service, this time deploying to Toul-Rosieres Air Base, France, to augment NATO forces. They stayed in France from October 1961 to August 1962, helping to airlift food and medical supplies into Germany. Returning home in 1962, the unit received the North American F-100 "Super Sabre," which remained an integral part of the now- 131st Tactical Fighter Wing and 110th Tactical Fighter Squadron for more than 17 years.

In 1977, Ann Morrow Lindbergh, Charles Lindbergh's widow, gave the governor of Missouri permission to designate the 110th TFS as "Lindbergh's Own." Today, the words remain a unit slogan of the 110th BS.

In the summer of 1978, the F-4C "Phantom," built across the runway from the wing's hangars, replaced the F-100, and in 1985, the C-model Phantoms were replaced by the newer E-model Phantom II. Additionally, the F-4E 68-338 was honored with a special paint scheme to commemorate the 30th anniversary of the first flight of the F-4 Phantom, and the unit hosted a gathering of F-4s to celebrate.

In 1982, Betty Robertson, sister of the three Robertson brothers and a pioneer aviator in her own right, helped dedicate the new wing head-

quarters as Robertson Building 131 in their memory.

Tensions in the Middle East impacted the Air National Guard along with the rest of the military. Members from the 131st deployed in support of Operation Desert Shield and Desert Storm in the early 1990s. Deployments would continue in support of Operations Provide Comfort, Northern Watch and Southern Watch.

In September 1991, the F-4 Phantoms gave way to another St. Louis-built fighter when the unit transitioned into McDonnell-Douglas F15-A- and B-model "Eagles," and assumed an air superiority mission. The wing completed the conversion in a short time frame and resumed full operational speed within 18 months.

Called to service again to assist in battling the Great Flood of 1993, more than 500 citizen-Airmen served throughout the St. Louis area in support of this natural disaster. This year also saw the arrival of the Fairchild C-26A Metro Liner, a twin-engine turboprop with the capability to quick-change to passenger, medevac or cargo interiors.

The F-15s of the 131st would be put to test with deployments to Turkey in 1996, 1997 and 1998, Denmark in 1999, Saudi Arabia in 2000, and Iceland in 2001 and 2006. Between the overseas trips, the tempo remained at a high pace, with various deployments to stateside exercises such as Red Flag and Combat Archer.

Additional content for this story was provided by Charles Machon (Missouri State National Guard Museum curator).



131st Bomb Wing file photo

Newly constructed 110th Observation Squadron "Hanger One" at Robertson Field, Saint Louis, 1932.

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442nd MXS: The maintenance middle men

Story and photos by
Airman 1st Class Keenan Berry
509th Bomb Wing Public Affairs

With a wide variety of conventional munitions, the A-10 Thunderbolt II jet is capable of performing complex missions around the globe.

The Airmen responsible for performing detailed inspections to make sure this complex jet remains air-ready are the 442nd Maintenance Squadron phase crew members.

These “maintenance middle men” work around the clock to keep the aircraft’s accuracy, maneuverability and maintenance up to par.

“We break down the jet, tear it apart and put it back together,” said Tech. Sgt. Michael Schuler, 442nd MXS phase dock technician. “A flying product is a working product; we open up all panels to inspect engine, frame, canopy and other critical components for any discrepancies.”

A-10 phase crew members operate in two different phases, which are based on the amount of time necessary to breakdown the aircraft, the severity of any discrepancies and what repairs are needed.

“Every 500 flight hours, a jet is brought into a phase,” said Senior Master Sgt. Kellie Askew, 442nd MXS phase dock flight chief. “When one is rolled in, it takes approximately 15 days to complete a number one phase. A number two phase is more critical and can last from 19 to 20 days. In between these phases, we sometimes have a week break but other times we roll right from one phase into the next.”

Crew members perform landing gear operations checks, door rig checks and flight safety circuit checks during this phase. For the flight safety circuit check, they monitor the air speed on the A-10.

The phase two inspection is done after 1,000 flight hours and covers items such as the rug carriage, oil, fuel and oil filters, and igniter leads.

Fuel filters must be replaced because they collect the impurities left by fuel and can pro-



Tech. Sgt. Michael Schuler, 442nd Maintenance Squadron phase dock technician, removes panel F-83 off an A-10 Thunderbolt II at Whiteman Air Force Base, Mo., June 11, 2013. Removing this panel enables maintenance techs to inspect the A-10 and locate any internal discrepancies.

duce metal shavings. Any metal shavings in the fuel pump are an indication of wear internally, said Schuler.

“Oil changes are done to ensure there is no old oil left in the engines,” said Schuler. “When oil is left behind, it tends to break down every 1,000 hours, which causes difficulties for the A 10s. Igniter lead checks ensure the engines are operating.”

Phase two also involves inspecting and ensuring the steering unit functions properly.

“The steering unit is a component on the nose landing gear strut inspected to ensure the pilots are able to steer the plane while taxiing,” said Askew. “The circuit breaker panels are

inspected to ensure chafe wires aren’t rubbing against each other. Every electric system on an aircraft goes through a circuit breaker panel; if a chafe wire does rub against another wire, it causes the circuit breaker to pop and will save the aircraft from going down. If there is a weak circuit breaker, it will cause a catastrophe.”

Aside from the technicalities, there are many hazardous factors within the shop that necessitate protection, said Jim Gum, 442nd MXS phase dock coordinator.

“One of the biggest hazards in the shop is noise,” said Gum. “When de-paneling an aircraft with an air hammer or operating a hydraulic mule, hearing protection is required

to prevent hearing loss. Using compressed air can blow debris into your eyes and cause serious irritation or infection, so we all wear hazard goggles.”

Gum added that aircraft fluid rubber gloves and face shields or goggles are necessary when working with aircraft fluids because they can be absorbed in the skin.

Despite the hazards of the job, the positive aspects outweigh any possible risks, said Askew.

“I like coordinating with other shops to get the job done,” he said. “I enjoy refurbishing aircraft to put them back in the air and give them 500 more flight hours; it’s like I’m giving life to them.”



Tech. Sgt. Brandon Thompson, 442nd Maintenance Squadron phase dock coordinator, inspects a weight-on-wheels switch on the left main landing gear of the A-10 Thunderbolt II at Whiteman Air Force Base, Mo., June 11, 2013. This is a required inspection item, and ensures the drain hole is properly positioned.



Tech. Sgt. Rodney Transfiguracion, 442nd Maintenance Squadron repair and reclamation technician, repairs canopy closing mechanisms on an A-10 Thunderbolt II at Whiteman Air Force Base, Mo., June 11, 2013. Transfiguracion is working to determine why this particular canopy is not locking; the canopy must lock to ensure the pilot is safe and secure in the cockpit.

Tech. Sgt. Michael Schuler, 442nd Maintenance Squadron phase dock technician, and Senior Master Sgt. Kellie Askew, 442nd MXS phase dock flight chief, review technical data on the canopy of an A-10 Thunderbolt II at Whiteman Air Force Base, Mo., June 11, 2013. They are searching for any faults within the A-10’s canopy-closing mechanisms.



Tech. Sgt. Michael Schuler, 442nd Maintenance Squadron phase dock technician, and Tech. Sgt. Brandon Thompson, 442nd MXS phase dock coordinator, route the hydraulic lines of a speed brake actuator on an A-10 Thunderbolt II at Whiteman Air Force Base, Mo., June 11, 2013. Thompson is performing a clearance check, ensuring the lines are not rubbing against each other or air frame components, which could cause short-circuiting.



Tech. Sgt. Michael Schuler, 442nd Maintenance Squadron phase dock technician, grabs a round mirror and flashlight for an A-10 Thunderbolt II engine inspection at Whiteman Air Force Base, Mo., June 11, 2013. The mirror helps technicians see into spaces of the jet too tight to look into directly and the flashlight is used to illuminate areas within engines, panels and wheel wells.

Balfour Beatty to break ground on Neighborhood Center and Splash Park

On July 10, 2013, Balfour Beatty Communities will break ground on another community amenity- a Neighborhood Center and Splash Park!

The Neighborhood Center will be located in the Woodview II neighborhood and will be a 2,500-square-foot facility with a full kitchen, multipurpose room for activities, conference room and business center, equipped with a fax and copy machine. Similar to the current Lifeworks House, the Neighborhood Center can be reserved by residents for events such as birthday parties, baby showers and other gatherings and is free of charge. The center will officially open in fall 2014.

In addition to the center, an outdoor Splash Park will be located nearby. The Splash Park is a recreation area and water

feature that sprays water from the ground to allow residents to play and cool off during the summer heat. The Splash Park will be the first of its kind at Whiteman Air Force Base! The Splash Park is set to open in July 2014.

In early July, as BBC Construction prepares to start building these new amenities, the north end of Carswell Circle, from Ramey to March Drive, will be closed. Residents should utilize the other exits on Carswell during the construction time.

For safety reasons, the playground on the corner of March/Carswell will also be closed during construction due to its close proximity to the construction area.

For additional questions regarding the upcoming construction and community development, contact Balfour Beatty Communities at (660) 687-7692.

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Mission first, safety always

Story and photos by
Airman 1st Class Keenan Berry
509th Bomb Wing Public Affairs

Every day, humans face the challenge of avoiding mishaps, whether driving, working on the job or even going about daily life at home. Understanding the importance of safety, and implementing measures to make it a reality, are both vital components of a healthy workplace and lifestyle.

One of the organizations on base tasked with helping Whiteman achieve its safety goals is the 442nd Fighter Wing Ground Safety Office. This group of devoted professionals helps maintain personnel well-being in a broad variety of ways, from ensuring workplace safety to providing motorcycle classes.

"We make sure people have a safe work environment through inspections and accident investigations," said Master Sgt. Justin Johnston, 442nd FW ground safety manager. "By promoting proactivity over reactivity, people will learn how to prevent an accident before it occurs."

Ground safety personnel play key roles within their unit, ensuring Whiteman adheres to the guidelines they set forth, said Sidney Guidry, 442nd Fighter Wing weapons safety manager.

"Any 442nd operations personnel dealing with explosives must conduct themselves in a safe manner," he said. "I'm similar to the Occupational Safety and Health Administration. I inspect anything dealing with explosives to see if people are operating accordingly to the guidelines. I inspect the explosives daily using a checklist in accordance to Air Force instructions, manuals and headquarter directives."

In addition to inspections, personnel must know the safety regulations when it comes to explosives, es-

pecially when they are around other Air Force assets, such as aircraft.

"I identify the quantity of explosives that can be stored in various locations based on calculations and circumstances," said Guidry. "For instance, if 100 pounds of explosives need to be loaded on an A-10 Thunderbolt II, I determine how far they must be from other aircraft because if the A-10 explodes, it will cause significant damage to anything around it."

Safety personnel prefer to inspect facilities side-by-side with the shop personnel who work there, said Johnston.

"I'm not an expert in everyone's job area," Johnston said. "I rely on the shop personnel's knowledge to understand their work environment better. Having them accompany me while I inspect their area helps me find discrepancies I might normally miss. What they catch helps me further my knowledge."

Johnston added it is also good to have a second pair of eyes when inspecting for critical discrepancies.

Safety personnel are exposed to hazards daily while inspecting explosives and aircraft.

"General industrial hazards are associated with human error such as slips, trips and falls," Johnston said. "While inspecting aircraft, we take the risk of slipping resulting from a leaking hydraulic fluid from an A-10 jet's engine. Equipment left lying around presents the risk of tripping and climbing ladders to inspect A-10 jet overheads could cause serious falls."

Hazardous factors aside, Guidry said promoting safety is inspiring and helps him press on to ensure the mission is completed.

"I love my job," he said. "I've been doing this for 15 years and I also did this for half my active-duty career. I then pursued it after I retired. It's a great job and I love doing this!"



Master Sgt. Robert Boye, left, 442nd Aircraft Maintenance Squadron crew chief, Master Sgt. Justin Johnston, 442nd Fighter Wing ground safety manager, and Garfield Gray, wireless system representative, discuss the specific characteristics of an A-10 Thunderbolt II wireless system at Whiteman Air Force Base, Mo., June 26, 2013. The wireless application allows workers to move unhindered by cumbersome cords in and around the aircraft, while simultaneously preserving clear communication between individuals.

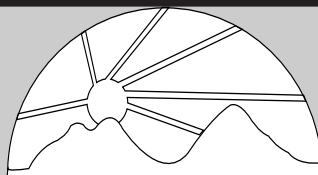


Master Sgt. Justin Johnston, 442nd Fighter Wing ground safety manager, tests the limits of a wireless communication system on an A-10 Thunderbolt II at Whiteman Air Force Base, Mo., June 26, 2013. The goal of the system is to improve communication while protecting the hearing of those who work around hazardous noises.

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Alcoholics Anonymous (AA)—Every Fri. 8 p.m. - Basement of Methodist Church
Knob Noster Board of Aldermen—1st & 3rd Tues. each month - Basement of City Hall
Whiteman Area Piecemakers Quilt Guild—3rd Thurs. each month 7 p.m. - Methodist Church
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Surviving from point A to point B

Seven B-2 Spirit pilots from Whiteman Air Force Base, Mo., follow a survival, evasion, resistance and escape (SERE) specialist into an open field during survival training around Whiteman Air Force Base, Mo., June 27, 2013. Aircrew must complete this training once every years, in addition to the 19-day initial survival training they receive early in their careers.



Captain Jason Morgan, 393rd Bomb Squadron B-2 Spirit pilot, radios in his location prior to his rescue during survival training, Whiteman Air Force Base, Mo., June 27, 2013. The training consisted of evading enemies after landing on the ground. Pilots followed the instructor from point-to-point to learn how to gather materials; seek shelter; discard unnecessary supplies without leaving behind clues of their presence; find food; use maps, radios, and flares; and safely be retrieved by friendly forces.

By Staff Sgt. Alexandra M. Boutte
509th Bomb Wing Public Affairs

Flying is inherently dangerous—every flight and every mission carry the possibility of crashing.

To ensure all Airmen who take this risk have the best possible chance of making it through and returning home to their loved ones, survival, evasion, resistance and escape (SERE) specialists provide combat survival training for aircrew members, including those who fly the B-2 Spirit.

“We simulate a B-2 Spirit ejection over hostile territory,” said Staff Sgt. Clifton Cleveland, 509th Operations Support Squadron SERE specialist. “Our B-2 pilots are then required to evade capture with aggressors actively pursuing them, ultimately resulting in a successful rescue.”

Several members of Whiteman’s flying elite recently undertook this training in the woods and fields around Whiteman Air Force Base, Mo.

The first part of the day consisted of in-class lectures and demonstrations. The second half of the day covered survival training and evading enemies. The pilots followed an instruc-

tor from point to point to learn the process of gathering materials, seeking shelter, discarding unnecessary supplies, finding food, using maps, radios and flares, and getting to their retrieval locations.

The aircrew personnel were required to use their navigation and evasion techniques to get to a recovery point for rescue.

This training, which is required every three years, is used to strengthen the aircrew’s skills and further hone the techniques and procedures previously learned in their initial survival training.

Captain Jonathan Roe, 393rd Bomb Squadron B-2 Spirit pilot, had been through this training three times previously.

“Each time is roughly the same,” Roe said. “I have never been in a real-world situation, but I believe the survival training I receive will be instrumental in saving my life.”

SERE conducts various training for aircrew here, including combat and water survival, conduct after capture and emergency parachuting techniques.

The training focused on life-saving techniques so aircrew have the highest possibility of survival in the event of an emergency.



B-2 Spirit pilots from Whiteman Air Force Base, Mo., prepare to be released in the woods during survival training around Whiteman Air Force Base, Mo., June 27, 2013. The pilots followed an instructor from point-to-point to learn the process of gathering materials, seeking shelter, discarding unnecessary supplies, finding food and using maps, radios and flares.



Staff Sgt. Clifton Cleveland, 509th Operations Support Squadron Survival, evasion, resistance and escape specialist, explains the process of gathering materials and seeking shelter to B-2 Spirit pilots during mandatory survival training, Whiteman Air Force Base, Mo., June 27, 2013.



Capt. Michael Ramamurthy, 393rd Bomb Squadron B-2 Spirit pilot, uses his GPS to guide him and his team to a simulated rescue site, Whiteman Air Force Base, Mo., June 27, 2013. Instructors created a downed-crew scenario which is centered around either an aircraft being shot down, an impending crash or an ejection from the aircraft.



Two B-2 Spirit pilots from Whiteman Air Force Base, Mo., kneel down as they hear movement from aggressors during survival training, Whiteman Air Force Base, Mo., June 27, 2013. Instructors conduct the training to refresh aircrew’s skill sets and update them on new techniques, procedures and technologies.

U.S. Air Force photos/Staff Sgt. Alexandra M. Boutte

ALS graduates 43 future supervisors

Whiteman Airman Leadership School

The Whiteman Airman Leadership School Class 13-E graduated 43 future supervisors June 27, 2013 at Mission's End.

The award winners were:

John L. Levitow:

Senior Airman Gaetano Acevedo,
509th Contracting Squadron

Distinguished graduates:

Senior Airman Brett Berry,
509th Bomb Wing

Staff Sgt. Donald Berger,
13th Bomb Squadron

Senior Airman Christopher Dahmen,
509th Civil Engineer Squadron

Academic Achievement Award:

Senior Airman Brett Berry,
509th Bomb Wing

Commandant Award:

Senior Airman Meagan Roberts,
509th Security Forces Squadron

The graduates were:

Senior Airman Raymond Burgess,
509th Aircraft Maintenance Squadron

Senior Airman Gregory Coburn,
509th Logistics Readiness Squadron

Staff Sgt. Marceea Colbert,
509th Medical Operations Squadron

Senior Airman Kyle Ellis,
509th Operations Support Squadron

Senior Airman Barry Fellows,
509th Civil Engineer Squadron

Senior Airman Isaac Fifer,
509th Civil Engineer Squadron

Senior Airman Joshua Greer,
495th Fighter Group, Det. 303

Senior Airman Colby Hicks,
509th Security Forces Squadron

Senior Airman Taylor Hull,
509th Communications Squadron

Senior Airman Christopher Miles,
509th Logistics Readiness Squadron

Senior Airman Matthew Mireles,
509th Logistics Readiness Squadron

Senior Airman Nicholas Olson,
509th Communications Squadron

Senior Airman Meagan Roberts,
509th Security Forces Squadron

Senior Airman Rachael Ryks,
509th Civil Engineer Squadron

Senior Airman Zane Wilms,
121st Air Control Squadron

Senior Airman Logan Adams,
509th Civil Engineer Squadron

Senior Airman Samuel Belt,
509th Logistics Readiness Squadron

Senior Airman Paul Denton,
509th Contracting Squadron

Senior Airman Melissa Griesbach,
509th Security Forces Squadron

Senior Airman Thomas Johnson,
509th Munitions Squadron

Senior Airman Clayton Kelly,
509th Security Forces Squadron

Senior Airman Jacob Kendall,
509th Maintenance Squadron

Senior Airman Brandon Ligon,
509th Civil Engineer Squadron

Senior Airman Kyle Miller,
509th Maintenance Squadron

Senior Airman Juan Rivera,
20th Reconnaissance Squadron

Senior Airman Ariel Roness,
509th Operations Support Squadron

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495th Fighter Group, Det. 303

Senior Airman Wesley Snider,
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Senior Airman Mathew Franzen,
509th Maintenance Squadron

Senior Airman Stephanie Hausman,
509th Munitions Squadron

Senior Airman Daniel Jessee,
509th Logistics Readiness Squadron

Staff Sgt. Mia Marsh,
231st Civil Engineer Squadron

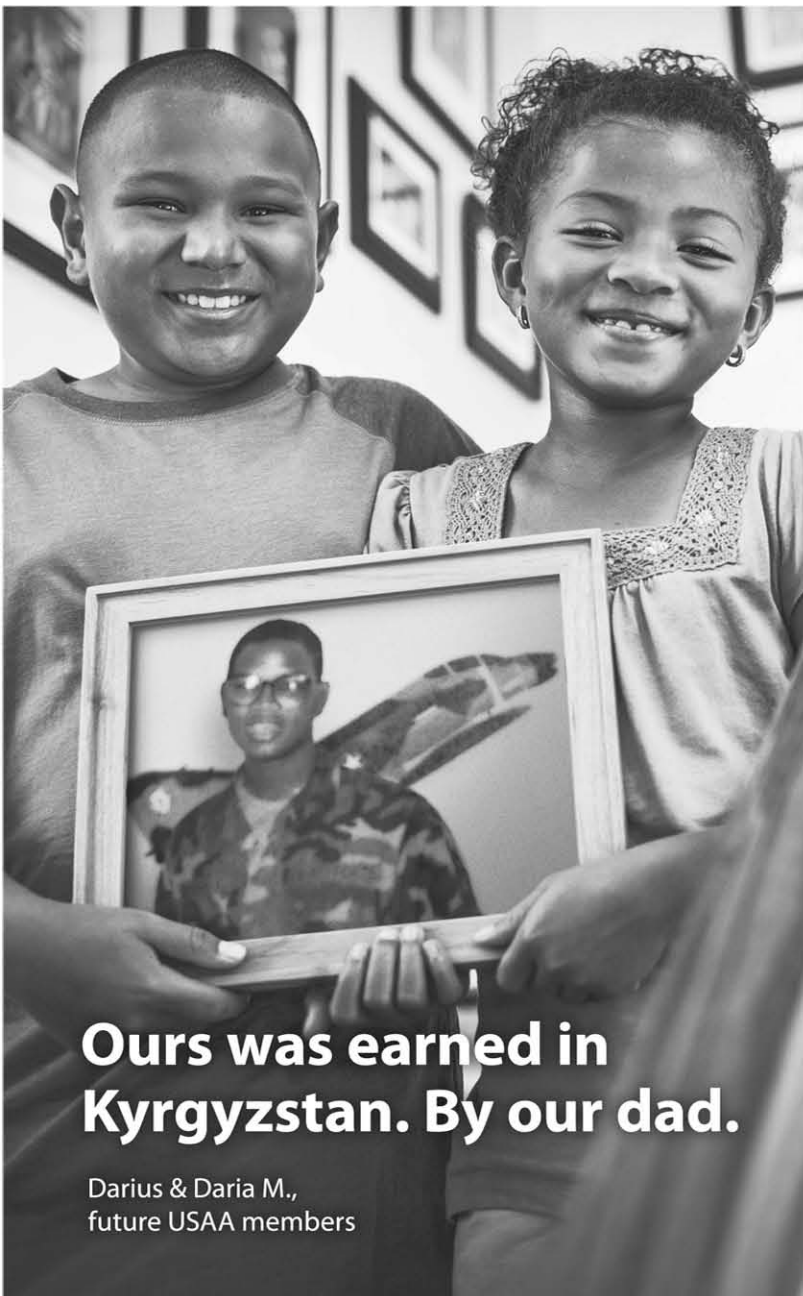
Senior Airman Andrew Porter,
509th Communications Squadron

Senior Airman Nicole Rivera,
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THINK SAFETY

Civil engineers team up to set TFI benchmark

Staff Sgt. Brigitte N. Brantley
509th Bomb Wing Public Affairs

Active-duty and Guard Airmen have the same training, but different mindsets and different missions.

Despite the challenges they face in working together, collaboration between the two often results in more efficient and effective Air Force operations.

As a part of this total force integration mindset, three guardsmen from the 131st Civil Engineer Squadron arrived at Whiteman June 25 to collaborate with their active-duty counterparts on a large-scale project.

For the past five years, the 131st Maintenance Operations Squadron and 509th MOS have used eight semi-permanent buildings as places to work out of on the flightline. Because the trailers' leases are up and those squadrons are deactivating, there is no longer any need to keep the buildings.

Completely preparing the "ocho trailers" for removal from the base will take two weeks, and the 131st's role was in the beginning days of the process. When they are done with their portion of the effort, which includes interior and exterior work, as well as cleaning out the heating, ventilation and air conditioning system, the 509th CES will

complete the rest of the project.

"This is the first time both our two squadrons have collaborated on a major project," said Dan Nelsen, an operations officer in the 509th CES who also happens to be a reservist with the 131st. "It's great to see and everybody benefits when the two can work together."

In order to work on this project, the 131st traveled here from their homestation at Lambert Air Guard Station near St. Louis. Although it required a bit of a drive, joining forces like this provided Airmen on both sides a chance to learn something new.

"Getting to come out here and get the extra training is worth it," said Master Sgt. Jonathan Allen, a full-time plumber technician with the 131st. "The more training we get, the more proficient we'll be at our jobs and the more prepared we'll be for similar projects in the future."

In addition to strengthening the specific skills needed for this project, this coming together also gave the Airmen a chance to get to know each other.

"Because of this teaming up, we'll be better prepared to work together in the future," said 2nd Lt. Grant Hatfield, a programmer for the 509th CES. "We are working to build strong relationships with each other before they are really needed."



Master Sgt. Jonathan Allen, a plumber with the 131st Civil Engineer Squadron, prepares a leased trailer to be returned to its owner June 26, 2013, at Whiteman Air Force Base, Mo. With a background in carpentry, Allen's knowledge of how things are put together was helpful in completing the project.



From left to right: Senior Airman Royce Koch, Master Sgt. Jonathan Allen and Staff Sgt. Alex Zeman, from the 131st Civil Engineer Squadron, disassemble the back porch of a leased trailer June 26, 2013, at Whiteman Air Force Base, Mo. This was the first time the 131st teamed up with the 509th Civil Engineer Squadron on a joint project of this scale.



2nd Lt. Grant Hatfield, center, a programmer for the 509th Civil Engineer Squadron, discusses construction efforts between the two squadrons with Master Sgt. Jonathan Allen, 131st CES plumber, June 26, 2013, at Whiteman Air Force Base, Mo. Bringing experts from the two squadrons together helped them share knowledge and build relationships.



Master Sgt. Jonathan Allen, a plumber with the 131st Civil Engineer Squadron, starts taking apart the back deck of a leased trailer June 26, 2013, at Whiteman Air Force Base, Mo. The 131st, based out of Lambert Air Guard Station near St. Louis, collaborated with their active-duty counterparts from the 509th CES at Whiteman on this project.



Staff Sgt. Alex Zeman, a heating, ventilation and air conditioning journeyman with the 131st Civil Engineer Squadron, removes screws from the back deck of a leased trailer June 26, 2013, at Whiteman Air Force Base, Mo. Zeman and two other Airmen from his squadron traveled here from Lambert Air Guard Station near St. Louis to team up with the 509th CES and get the trailer back to its owner.

Fitness Center hosts triathlon



Members of Team Whiteman participate in the 420-meter swim portion of a triathlon at Whiteman Air Force Base, Mo., June 21, 2013. Other events in the triathlon included a 10-kilometer bicycle race and a five-kilometer run.



Senior Airman Andrea Huffstetler, 509th Medical Operations Squadron, celebrates after finishing a triathlon at Whiteman Air Force Base, Mo., June 21, 2013. Huffstetler finished with a time of 1 hour, 25 minutes and 2 seconds.



1st Lt. Kevin Knutson, 509th Logistics Readiness Squadron, competes in the cycling portion of a triathlon at Whiteman Air Force Base, Mo., June 21, 2013. This fitness challenge included a 10-kilometer bicycle race, a 420-meter swim and a five-kilometer run.

June 2013 triathlon results

1ST PLACE MAN AND OVERALL

Capt. Doug Fredrick
509th Bomb Wing
with a time of 49 minutes and 8 seconds

1ST PLACE WOMAN

Heather Sells
325th Weapons Squadron
with a time of 57 minutes and 29 seconds

U.S. Air Force photos/Staff Sgt. Nick Wilson

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4 BR, 3 BATH, fireplace, double garage, finished basement, huge fenced backyard, landscaping & patio, just outside of city limits of Warrensburg. Asking \$145K. Call 816-263-1664.

Rentals

4 BR, 3 BATH, screened in porch, 2 car garage, washer & dryer, located in Warrensburg. \$1400 month. Please contact Robin 660-747-6969

Land (Acreage)

PRIVATE AIRPORT for sale \$169,000, 10 acres, 2950' runway 29/11. Clear on both ends. Double hangar, one insulated with air/heat. Two electric bifold doors. Includes two home building sites. Nice area on US 50 Hwy, La Monte, MO. Call Larry 660-460-0414 <https://plus.google.com/photos/100975391255160848939/albums/5886421449520304737>

REAL ESTATE RENTALS

HOUSE FOR RENT, Clinton, MO \$1,000/month, 3 bedroom, 2 full baths, 2 half baths, beautiful, updated colonial home on a large corner lot. Large bedrooms, gorgeous master suite with walk-in closet, sun room, screened-in porch, 2 large driveways, hardwood floors throughout, and all brick exterior. Contact Tracie Wilson at 660-723-3225. Showings are by appointment only.

OPEN HOUSE DAILY near UCM, 3 BR, 2 bath apartment, 703 S. Warren. \$675 month. Call 660-747-6969 or 660-909-3042.

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Houses For Sale



Lake Of The Ozarks Cabin for sale 2 bedroom, 2 lots, large deck, boat barn, close to boat dock, 83 mile marker, central heat & air, great neighborhood. \$55,900. Owner financing possible with down payment. Call 827-4748 Day-time

REAL ESTATE SALES



201 E. Jackson - Nice 2 bedroom, full bath, completely remodeled. New furnace, air, decks, and appliances. \$65K owner financing available. Will pay closing costs for bank loan. Serious inquiries only. 660-827-4110 or 660-619-4019.

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REAL ESTATE SALES



Truly a Great Find! Large 5 Bedroom, 3.5 Bath home in Brookside Subdivision. Feels like Country Living. Full amenities, cozy fireplace. This is a must see. MLS# 42924 \$218,500 - Action Realty,

Contact Marie Acosta
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- 01 Chevy S-10 Blazer V-6, 4DR, Air.....\$2,895
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REAL ESTATE SALES



Evelyn Foffel has joined the LeMay Realty team.



1700 M/L sq. ft. split-level home features 4 Bedrooms, 2.5 Baths and has a wood-burning fireplace.

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REAL ESTATE SALES

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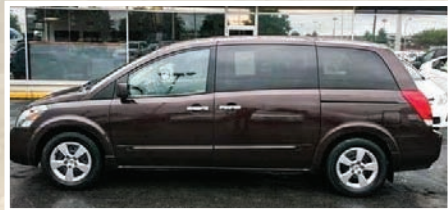
2001 GMC Safari
Stk# P20983



2011 Toyota Prius II
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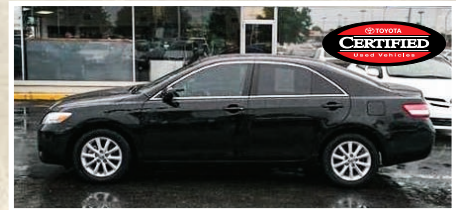
2012 TOYOTA TACOMA 4X4
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