

Airmen changing the way the AF does business, Pg. 3/ UK pilots and the B-2, Pg. 6

WARRIOR

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Communication and Leadership

By Chief Master Sgt. Robert Liles
509th Security Forces Manager

Today's Airmen are multi-talented when it comes to being able to get in touch with others at all hours of the day and from faraway places. They are well versed in texting, Twitter, email and various forms of what is called social media. But is this social media or anti-social media? I feel we have lost the art of communicating face-to-face. If you want to truly know that your message is getting across or be able to understand the conviction in someone's voice you have to have that personal face-to-face contact.

To be successful and effective leaders you must stress fundamentals like discipline, accountability, strategic alignment, his or her values and empowering your Airmen. But what is the one commonality that ties those functions together, and the most important key to great leadership? Clear communication.

How do the best leaders motivate and inspire their people? Through clear communication. How do the best organizations promote discipline, accountability and strategic alignment? With clear communication.

Regardless of whether you're talking about business, politics, sports or the military, the best leaders are first-rate communicators. Their values are clear and concise, and what they say and do promotes those values. Their teams respect them and follow their lead. Likewise, if you want your Airmen to reach new benchmarks of achievement, you must master the art of clear communication. So, how do you do it?

1. Prepare how you'll communicate
 - Clarify the goal of the communication
 - Plan carefully before sending it or meeting in person
 - Anticipate the receiver's viewpoint and feelings
2. Deliver the message
 - Express your meaning with conviction
 - Relate the message to your larger goals

- Identify the action to be taken
 - Confirm the other person understands
3. Receive the message
 - Keep an open mind
 - Identify key points in the message
 - Value constructive feedback and use it to grow
 - Confirm your understanding
 4. Evaluate the effectiveness of the communication afterwards
 5. Take corrective action as necessary

If it has been identified or you feel that effective communication isn't happening, you must determine what part of the process is ineffective and consider potential barriers. Once the barriers have been identified, you'll see where to improve. You should realize how important it is to get this right. If you fail to do this properly, it may be detrimental to your organization's morale. So the next time you're drafting an e-mail or policy letter, before you send it, stop and consider these common barriers to clear communication:

- Perceived lack of mutual respect
- Failure to establish the best medium for the communication (e-mail and cell phones are NOT the best ways to communicate important material)
- Assumption that the listener receives the message
- Failure to get on the listener's level of understanding
- Intimidation by either party

Clear communication is essential in an organization's success. To grow as a leader, you must learn how to be an effective, clear communicator. Don't allow yourself to get caught up in the day-to-day grind. You must get out of your office and from behind the computer in order to properly communicate with your Airmen. So, I challenge you to take the time and effort to better yourselves as well as your organization and our Airmen. Put down the phone and don't send that email if it can be communicated face-to-face.

How do we get back to the basics?

Chief Master Sgt. Stuart Allison
509th Mission Support Group

Our actions determine our success. It sounds like a simple idea, yet we do not always take the time to evaluate which core actions lead to our success.

In today's commentary I am going to highlight The Wheel of Success principle, and it will guide you in evaluating your core actions. Measure your current actions on a scale from 1 to 10. Is your wheel of success running smoothly or are you currently experiencing a bumpy ride?

The Wheel of Success is a critical tool to ensure career balance and growth. Just like any wheel, if any spoke is damaged, you will not be able to move forward.

If this was your Wheel of Success how would it run?

1. Values — Do you live the Air Force core values daily? How often do you consider them each day?
2. Attitude — When things go wrong, how do you act? How do you respond to the stress in your everyday life?
3. Fitness — How active are you? Even if you aren't very active, start small and work your way up. Your body, mind, and stress level, will all thank you.
4. Growth — Do you take on challenging goals and risks? Do you reflect and learn from them? Leaders are readers; take time to expand your knowledge base daily.
5. Hard work — Does your job challenge you and prompt you to grow? Are you able to "give it your all" for the projects you take on?



U.S. Air Force photo /Airman 1st Class Keenan Berry
Chief Master Sgt. Stuart Allison is the superintendent of the 509th Mission Support Group at Whiteman Air Force Base, Mo.

6. Team work — When you talk with your teammates do you use "I" the most or "we" and "us" the most? If the latter, you have the right mindset to developing teamwork.

7. Mentoring — Do you have a mentor or mentor others? The first helps your own growth and the latter helps you focus, inspire, motivate and develop others.

8. Contribution—Are your actions selfless? Do you give more than you take?

Each of the values on the Wheel of Success complements and amplifies the others. When your attitude and values align, you become better at hard work and, as a result, are able to grow. Teamwork fosters mentoring and contribution. Fitness gives you the clarity of mind and decreased stress levels to make all other spokes in the wheel easier to attain.



THE WARRIOR

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For more information, call the **Warrior** office at 660-687-6126, email: Whiteman.Warrior@us.af.mil, fax us: 660-687-7948, or write to us at: 509th Bomb Wing, 1081 Arnold Ave., Bldg. 59, Whiteman AFB, Mo., 65305.

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On the cover

U.S. Air National Guard photo/
Senior Master Sgt. Mary Dale Amison
Maj. Tim Sullivan, a pilot with the Missouri Air National Guard's 131st Bomb Wing, prepares himself for the drop-off while aboard the Missouri Army National Guard's 1-135th Aviation Battalion UH-60 Blackhawk helicopter during a training exercise. Sullivan and two other pilots from Whiteman Air Force Base, Missouri, participated in the realistic training mission that forced the pilots to use the training they have received throughout their careers to evade simulated captors.

NEWS BRIEFS

Water Quality Report

The annual water quality report for 2013 is now available on the Whiteman web page under the Environmental tab.

Spirit Café

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Telephone news line set up for retirees

A toll-free telephone news line has been set up for retirees and surviving spouses who do not have computer access.

By calling 1-800-558-1404, retirees and spouses can stay informed using this new easy-to-use menu-driven service. Callers can select from several different topics that are compiled from various electronic news sources.

Topics include pay and annuity matters, medical and health care, and other benefits and entitlements.

CCAF GEM Program

Military members avoiding taking classes because of work shifts, deployments or other time constraints have a new program to assist them. Community College of the Air Force degree requirements can be met through distance learning using the CCAF General Education Mobile (GEM), a partnership between CCAF and other schools. For more information call (660) 687-2420.

Air Force Housing Web Site

Visit www.Housing.af.mil to find your new home with the Air Force. This web site 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 worldwide.



WEATHER

Today	Saturday
Chance of Storms	Mostly Sunny
Hi 89	Hi 89
Lo 69	Lo 69
Sunday	Monday
Chance of Storms	Chance of Storms
Hi 88	Hi 85
Lo 71	Lo 69

Some AFSCs removed from eligibility for retention boards

WASHINGTON (AFNS) -- Fewer Airmen than originally expected will meet involuntary retention boards this summer and fall, Air Force officials said June 13.

Air Force leaders eliminated approximately 4,000 Airmen from eligibility for the upcoming boards at Secretary of the Air Force Deborah Lee James's direction to bolster manning for nuclear-related air force specialty codes and to account for budgetary uncertainty regarding proposed force structure changes.

"Establishing full manning in our nuclear positions underscores the vital importance of this mission," James said. "It also offers these critical Airmen a more stable work schedule and improves their quality of life. Budgetary uncertainty regarding proposed force structure actions is also driving us to retain more Airmen in some career fields. Adjusting our force management programs reduces risk at this point."



Commanders will be provided updated eligibility rosters for their units reflecting these changes; however, given the short timelines associated with these updates, Airmen should check their respective AFSC, grade or year group on the updated matrices posted on myPers today, to ensure they know their latest status.

The enlisted retention boards and officer enhanced selective early retirement board for Airmen who are still eligible will occur in June with results released in late July or early August.

"Based on our discussions with Air Force senior leaders, the secretary and I decided to retain 4,000 Airmen who were previously eligible for the involuntary

retention boards this summer," said Air Force Chief of Staff Gen. Mark A. Welsh III. "This adjustment is necessary because we're not sure whether we'll be allowed to execute the difficult decisions we made to divest force structure next year and because of our recent decision to increase manning in the nuclear mission.

"We don't want to cut a single Airman more than the number absolutely necessary to keep our force in balance. This adjustment is another action that keeps us aligned with that principle. Thanks again for who you are, what you do and what you stand for," Welsh said.

Updates to information on force management and other personnel programs will continue to be available on myPers. Airmen can also use the force management graphic on the Air Force Portal, which will take them to updated matrices and force management program details.

Airmen can change how the Air Force does business

By Debbie Gildea

Air Force Personnel Center Public Affairs

JOINT BASE SAN ANTONIO-RANDOLPH, Texas (AFNS) -- Creative, motivated Airmen are the key to changing how the Air Force does business, and every Airman has an equal opportunity to make a lasting contribution through the Airmen Powered by Innovation program, Air Force Personnel Center officials said.

Launched in April, API was initiated thanks to the success of the Make Every Dollar Count initiative, which generated 11,616 ideas in one month. Airmen Powered by Innovation combines and streamlines the processes of four legacy improvement programs: Innovative Development through Employee Awareness, Productivity Enhancing Capital Investment, Best Practices and Air Force Smart Operations for the 21st Century.

API is an enduring program that provides an outlet for Airmen's ideas to be tested and implemented.

"API is more than just another suggestion program," said Roger Flynt, the AFPC API program manager. "We must fundamentally change how we do business at every level of the Air Force and we must watch how we spend every dollar. Nobody is more aware (of) how much time, effort and money is wasted because of bad processes than the Airmen who do the job every day. That's who we need to get involved in API."

According to Flynt, in the month since the program launched, hundreds of Airmen have submitted ideas and those are being reviewed by field experts and decision makers to determine if implementation is feasible.

"Some of those ideas may not be accepted, but many will. A good rule of thumb is to suggest ideas that will save money, improve quality or productivity, decrease cycle time, improve processes or improve morale," Flynt said.

API is not the right venue for some concerns. Airmen who have personal complaints or concerns need to work through their chain of command to resolve those issues.

"We also ask that Airmen not submit a problem without a suggested solution. We need the bright, creative minds out there working together to help us solve problems, so if you see something that is wrong, tell us how you think it can be fixed," Flynt said.

Making a suggestion starts with developing and clearly articulating an idea to improve a process, situation or method.

"Look at your area of influence, look at where you work, question

what you're spending, ask, 'can we do it differently, do we have to spend that much for it?' They're questions we'd ask ourselves if we were sitting at home balancing our checkbook," said Gen. Larry Spencer, the Air Force Vice Chief of Staff.

When developing a suggestion, Flynt recommends Airmen gather information about likely benefits, cost of implementation and who will be affected by the change, and advises that the Airmen take time to visit the local Air Force Smart Operations for the 21st Century representative for support, guidance and information.

"We're in this for the long haul, so suggestions need to be comprehensive and clearly beneficial to other Airmen, our service and our country," Flynt said.

Once an idea is ready for submission, Airmen can go to the API submission page.

Each submission is quality-checked to determine if the idea is ready for evaluation. If the idea is not specific enough, the AFPC idea cell will work with the submitter and may direct the submitter to their local AFSO 21 experts.

Ideas that are clear, specific and ready for evaluation will be reviewed by the idea cell and within three days will be submitted to the office with the authority to approve and implement the idea.

The approving authority will then have 30 days to respond with a decision and intention to implement.

"Depending on the nature of the idea, implementation may take months to accomplish and up to a year to quantify results as far as dollar or manpower savings," Flynt said.

Airmen will be notified within three days when their idea is forwarded to the decision maker, and again when the decision maker responds, up to 30 days.

While past suggestion programs relied heavily on monetary incentives to generate ideas, API is about Airmen and their stake in a better Air Force.

"Every Airman has a stake in making every dollar count," Flynt said. "Whether active duty, Reserve, Guard or civilian employee, we are all on the same team and we want what's best for our teammates and our service. That was abundantly clear in the number of type of ideas submitted so far."

For more information about API, go to the Air Force Portal at <https://my.af.mil> and enter "API" in the search window. To submit an idea, go to <https://ipds.afpc.randolph.af.mil>. For information about other personnel issues, visit the myPers website at <https://mypers.af.mil>.

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Military Working Dog Visci L599

Whelped: July 28, 2006
End of Watch: May 2, 2014

Military Working Dog Visci was born at the Uphues Kennels in Germany on July 28, 2006. On July 7, 2007, he was procured by the Department of Defense as an explosive detector dog candidate and entered Military Working Dog Training School. On May 9, 2008, Visci graduated explosive detector dog school and was assigned to Whiteman Air Force Base. Upon arrival, Visci began aggression training and was certified as a Patrol Dog on March 28, 2009.

As a fully certified Patrol Explosive Detector Dog, Visci was responsible for the security of the B-2 Bomber and the 14,000 residents of Whiteman AFB. Visci's daily duties consisted of patrolling the weapons storage area and the flight line, and conducting inspections of vehicles entering the installation.

During his time at Whiteman, Visci and his assigned handler were tasked to augment the United States Secret Service. Visci was sent to Illinois, Kansas, Iowa, Wisconsin, Minnesota and New York to provide explosive detection support for Presidents



Obama, Bush and Clinton, and Vice President Biden.

On May 2, 2014, at the age of seven, Military Working Dog Visci passed away due to heart and liver failure. Visci will always be remembered by the Security Forces Squadron and especially the five individuals who had the honor of handling him.

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Comp. 1 M-W

Session 3A (JULY 21st - AUG 22nd) 5pm- 9:20pm
Humanities T-Th

SESSION 3B (JULY 21st- AUG 22nd) 5pm- 9:20 pm

College Algebra M-W

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Maintaining electricity flow with a turn of a wrench

By Airman 1st Class Keenan Berry
509th Bomb Wing Public Affairs

The B-2 Spirit is known for its stealth and ability to successfully complete missions in a timely manner. However, it cannot live up to its stealthy reputation without multiple maintenance shops ensuring it functions properly.

The 509th and 131st Aircraft Maintenance Squadron electrical environmental crew is one of many maintenance shops who make sure the aircraft are prepared to respond to any given situation.

The AMXS electrical environmental crew works 24/7 to ensure the B-2 and their Airmen are mission ready at all times.

“Our job is to maintain 20 B-2s on a daily basis, train Airmen to get to know this job and aircraft very well,” said Tech. Sgt. Broderick Jones, 509th AMXS aircraft electrical and environmental systems craftsman. “This also includes helping them understand how we implement core values into aircraft maintenance and take instructions listed in our technical orders (TO) and thoroughly employ them. This is done so they can understand it’s not just about wrenching an aircraft. We are performing a task every day allowing the Air Force to constantly produce missions in support of its national interests.”

The AMXS electrical environmental crew takes pride in ensuring the task is performed properly.

“Our work has to be absolutely accurate; that’s why we have TOs,” said Senior Airman Matthew Quick, 509th AMXS electrical environmental journeyman. “When we document our work via aircraft forms or log books, we must ensure it was done in accordance with TO standards to ensure the aircraft can fly and bring home our pilots harm free.”

“Inadequate troubleshooting” is guessing. The B-2 is a \$2.2-billion aircraft and its components are equally expensive. Inadequate troubleshooting can cause the Air Force to lose a substantial amount of time and money because of guessing what the problem is. This is why it is important the AMXS electrical environmental crew know the aircraft and systems thoroughly enough to explain what is going on when an issue arises.

Along with accuracy, the AMXS electrical

environmental crew must perform tasks properly under set deadlines.

“There is a deadline for every aircraft maintenance section,” said Jones. “We can’t take 12 hours to perform something that takes two hours because the aircraft are needed. They must be prepared within a timely manner for any mission that comes down the pipeline from Air Force Global Strike Command.”

AFGSC is constantly updated with statuses provided through the AMXS Production Office which relies on the consistent information flow from the AMXS electrical environmental crew.

“Our production is the entity that handles gathering the status updates,” said Jones. “We have a group of master sergeants, senior master sergeants and chief master sergeants who brief our unit commanders on what’s going on. The information goes up the chain of command to the general and he delivers it to AFGSC. AFGSC constantly knows the status of how many aircraft we have and their status based off the information they receive. This is why a deadline exists; if we say we are going to replace a part, we usually have to say how long it will take so that updated statuses can make it up the chain.”

The AMXS electrical environmental crew uses a wide variety of equipment and works with different maintenance shops to help them complete specific tasks.

“The equipment we use to work on the aircraft stems from test equipment we use to calibrate the aircraft to make sure the systems are working like they are supposed to,” said Jones. “We have equipment that can service the aircraft as well to make sure the generators and other components are functioning, oiled and cooled properly. We also have a group of aerospace ground equipment (AGE) maintainers that supply us with the proper AGE we need to work on the aircraft. We use AGE to allow bleed air to come onto the aircraft so we can create equipment cooling, cabin cooling, temperature control and weapons cooling. We also have aircraft specific AGE, which gives us power on this aircraft. So we can fuel, jack, tow and get on top of the aircraft to perform further maintenance.”

The AMXS electrical environmental crew is one of the main factors in an effective B-2 wing because without them, the aircraft is at a stand-still.



U.S. Air Force Tech. Sgt. Broderick Jones, 509th Aircraft Maintenance Squadron aircraft electrical and environmental systems craftsman, explains each dock’s ability to provide cooling to Airman 1st Class Evan Miesner, 509th AMXS electrical environmental apprentice, at Whiteman Air Force Base, Mo., June 10, 2014. Each dock is capable of providing cooling to the aircraft for operational checks and maintenance.

“We are needed because if there aren’t any electricians to go out and troubleshoot these components who know the systems, we won’t have any power going where it needs to go,” said Quick. “In return, it hinders the pilots from doing their mission.”

Along with ensuring they perform proper maintenance on the aircraft, the AMXS electrical environmental crew is constantly focused on job safety.

“The dangers in our career field are engine air intake, exhaust temperature and blast areas behind the aircraft and lack of situational awareness,” said Jones. “If our situational awareness isn’t sharp, we could seriously get hurt by the aircraft. We must wear personal protective equipment to protect ourselves from aircraft fluids and limit exposure to them. Slipping hazards can come from fluids leaking from the aircraft onto the floor. We must be cautious and not only for our own safety, but for each other’s.”

For the maintainers, each task comes with a sense of enjoyment, pride and enthusiasm.

“I enjoy this job because not everyone is capable of doing this,” said Jones. “This job requires us to know a lot about what we are doing and to be able to perform tasks within a timely manner along with providing accurate information when it is needed. I truly love my job and strive to be a great example for the Airmen I lead!”



U.S. Air Force Senior Airman Dylan Rounds, 509th Aircraft Maintenance Squadron aerospace systems propulsion journeyman, inspects an auxiliary power unit. The chip detector must be inspected ensure there is no contamination inside the oil.

*U.S. Air Force photos/
Airman 1st Class Keenan Berry*



U.S. Air Force Tech. Sgt. Broderick Jones, 509th Aircraft Maintenance Squadron aircraft electrical and environmental systems craftsman, explains proper wire maintenance to Senior Airman Matthew Quick. If wire maintenance is performed poorly, it could result in damaging the aircraft.

UK pilot enhances interoperability with AF

By Staff Sgt. Nick Wilson

2nd Air Expeditionary Group Public Affairs

ROYAL AIR FORCE FAIRFORD, England (AFNS) -- When the B-2 Spirit arrived here for training June 8, a Royal Air Force pilot was part of an elite exchange program between the two allies.

This exchange program is a tangible representation of the special relationship the U.S. and U.K. have enjoyed for many years.

Flight Lieutenant Ian Hart has been training with the 13th Bomb Squadron at Whiteman Air Force Base, Missouri, since 2012, and is a fully mission-qualified instructor pilot in the B-2.

"In the U.K., we're lucky enough to have exchanges all over the world with our allies," Hart said. "We have more with the U.S. than anyone else because they're a very close ally."

The U.S. and UK have fought and trained side-by-side since World War I. One way to strengthen partnerships among the two nations is with interoperability training between warfighters. Using exchange programs the two nations accomplish operational training in a variety of mission specialties including intelligence, surveillance and reconnaissance, tankers, bombers, fighters and helicopters.

"It's about building an understanding," Hart said. "We're improving relations, interoperability and understanding with how closely we work together."

Hart is the fourth RAF pilot to fly the B-2, and recently his training brought him



U.S. Air Force photo/Staff Sgt. Nick Wilson
Royal Air Force Flight Lieutenant Ian Hart stands in front of a B-2 Spirit June 10, 2014, at RAF Fairford, England. Hart is part of a United States - United Kingdom exchange program, where he trains alongside American B-2 pilots. Since 2012, he has been flying the B-2 as part of the 13th Bomb Squadron, Whiteman Air Force Base, Missouri. Hart is a GR4 Tornado pilot.

back to RAF Fairford.

"It's lovely to get back and see the local area," Hart said. "Fairford is a lovely place and things feel more familiar to me, like driving on the 'correct side' of the road, among other things."

Hart flew the RAF GR4 Tornado for more than 10 years before he trained in the B-2. He has enjoyed experiencing the differences between the two types of aircraft, as well as the

difference between the U.S. military and the RAF operational procedures, particularly in the area of air traffic control.

"I've got a head start on the other pilots in the U.K. because I understand the structure and the air traffic control procedures," Hart said. "In the U.S., rules are much more aligned through the Federal Aviation Administration and the way their airspace is structured."

Hart remarked that this program has

allowed him to grow in many ways.

"Seeing different structures and rules have really helped me develop professionally both as an officer and a pilot," Hart said. "It's given me ideas I will bring home on how we can improve systems ourselves."

Hart believes having a common understanding of flight operations between the Air Force and RAF will in turn make integration even more seamless.

The methods of training are different between the two nations, though the intent is the same, he said.

"The way rules are written on how pilots must land, perform air refuels, and other various tasks to maintain mission readiness are different," Hart said.

Nevertheless, Hart noted the outcome is still to provide professional, highly trained pilots.

"Professionalism and pride are right at the top of the similarities that we both have," Hart said. "The core of what we do remains the same throughout. We both have that to succeed, and that drive to do better, learn and teach other people."

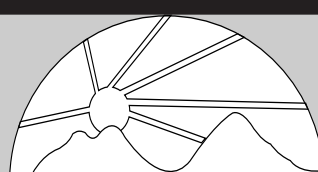
If Hart was called today to fight alongside the U.S., he would be ready, he said.

"We maintain that combat currency," Hart said. "Part of what we're doing here is to keep that mission training going to see how we would operate in a different airspace. I maintain my combat currencies just like every other pilot on the B-2. I have to hit the same standards and requirements to ensure that we are ready to go."

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- VFW Auxiliary**—1st Fri. each month 7 p.m. - VFW Building
- Boy Scouts** - Troop 509 Methodist Church, Peter Blaszczyk, 660-563-6333
- Cub Scouts** - Pack 405 Bill Sander 687-1154
- Cub Scouts** - Pack 509 Methodist Church
- Girl Scouts** - Jo Ellen Elwell 563-3514
- Freedom of Road Riders, Local 33** - 3rd Sun. 1 p.m. -

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Wrap up the DEOCS: Locally Developed and Short Answer Questions

By the 509th Bomb Wing
Equal Opportunity Office

The final section of the DEOCS includes the Locally Developed Questions (LDQs) and Short Answer Questions (SAQs). These questions give you an opportunity to expand on your survey inputs and within the SAQs you have the opportunity to type in your own answers. Your inputs for the SAQs will not be altered in any way, shape or form. DEOMI and the Equal Opportunity office will extensively review the answers in order to gain a better understanding of the human relations climate. The more feedback you provide when answering the LDQs and SAQs, the more insight our wing commander gains on any issues that may require attention.

The LDQs and SAQs for this particular DEOCS will be created by Brigadier General VanHerck. These questions will

assist General VanHerck in targeting and fixing any specific areas of concern. The LDQs and SAQs are based on a wide range of topics such as leadership effectiveness, leadership accessibility, respect for individuals and many other topics. The answers you provide will give invaluable insight for wing leadership to resolve issues and ensure all members' inputs are heard.

Now that you understand how important the LDQs and SAQs are to the DEOCS, please ensure you take the time to give your honest opinions. Taking an extra five minutes to express your concerns can contribute to a great deal of positive change. Just as our wing commander has set aside the time to compile the questions, it would only be noble to take a few moments of your time to provide him with the tools to fix your issues. This is your chance to make a positive impact.

Remember change starts with you.

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Joint training gives Whiteman pilots realistic survival experience

By Senior Airman Nathan Dampf
131st Bomb Wing Public Affairs

After ejecting from his cockpit, the pilot hit the ground and ran for the tree line. Trying to evade enemy pursuers, he ducked behind a fallen tree, covered his face with camouflage paint and used his compass and map to collect his bearings.

The pilot cautiously waited, then decided to push farther into the dense terrain. While safely concealed, he called in air support, radioed the rescue helicopter, and upon its arrival, “popped smoke” and ran toward his ride out of combat.

A pilot never knows if or when such training will be needed. That is why it is always important to be prepared for whatever it takes to escape the enemy.

In late May, Air National Guard, Air Force Reserve and active-duty Airmen worked on those skills alongside Missouri Army National Guard Soldiers during a joint survival exercise.

Three B-2 pilots from Whiteman Air Force Base,

Missouri – two active duty and one Guard – were briefed by a survival, evasion, resistance and escape (SERE) specialist from the 509th Bomb Wing. They were then dropped into a simulated war zone to escape the elements and about a dozen simulated would-be captors, played by members of the 131st Bomb Wing Detachment 1 – all part of testing their skills, and giving them experience working with their joint-service colleagues.

“This is joint-force training for all forces involved,” said Chief Master Sgt. Tim Wilson, chief of Aircrew Flight Equipment with the 131st Bomb Wing. “They get realistic combat survival training in real time. It takes it to another level that not a lot of pilots get.”

Wilson, along with Detachment 1, Cannon Range Commander Lt. Col. Michael Sadler, coordinate the event that includes Airmen from the Air Force Reserve’s 442nd Fighter Wing and the Army National Guard’s 1-135th Aviation Battalion.

“The exercise works well with our training outline, as our assigned pilots require various maneu-

ver training to include joint operations,” said 1st Lt. Robert Hedgepath, instructor pilot supervisor with the 1-135th Army Aviation Support Facility. “The relationship between our organization and the 131st Bomb Wing continues to develop, allowing specialized training like this benefitting each participant. Our crews enjoy the experience as it adds new scenarios to our training program.”

Hedgepath and other pilots involved in the exercise agreed the scenario-based training mission was a positive experience that prepares pilots for the real world.

“In the real world, you’re not going to wait for the next Air Force guy to rescue you,” said Maj. Tim Sullivan, a B-2 pilot with the 131st. “It’s as realistic as you can get. Sometimes working across forces can present some language barriers. So, talking to each other is very beneficial. And, the skills we learn can be applied anywhere to translate for any emergency.”

The exercise has brought together members of Team Whiteman for the last five years. During the ex-

ercise, the “downed” pilots had to escape their would-be captors using their SERE training, and then coordinate an air support with the 442nd’s A-10 Warthogs. Once the reserve unit cleared the way for evacuation, the downed pilots radioed to be evacuated. Mission accomplished came when the UH-60 Blackhawk aircraft from the Army National Guard’s 1-135th flew in to pick up the pilots and fly them to safety.

Over the years, Wilson, Sadler and other organizers have learned lessons that they have applied to perfect the exercise that could potentially save pilot lives.

By bringing together Airmen and Soldiers, they have created a realistic experience that pilots appreciate.

“Integration from multiple services is vital to the success of rescuing a downed survivor,” said Sullivan. “The teams from the 131st, 442nd, 509th and Army Guard is unmatched in executing such a challenging task. I thoroughly enjoyed working with all the other units and thought the exercise was a huge success.”



After applying face paint, Maj. Tim Sullivan, a pilot with the Missouri Air National Guard’s 131st Bomb Wing, gathers his bearings using his map and compass during a realistic combat search and rescue training exercise at Cannon Range, Missouri, May 28, 2014. Sullivan used his training to evade members of the 131st Bomb Wing, Detachment 1, who pursued him and others participating in the training.



U.S. Air Force Tech. Sgt. Sergio Avalos, a survival, evasion, resistance and escape (SERE) specialist with the 509th Bomb Wing, shows how an uprooted tree can be used to evade potential captors during a training exercise at Cannon Range, Missouri, May 28, 2014. Avalos also helped the three Whiteman pilots operate radios, navigate maps and utilize proper evacuation equipment and techniques.

Tech. Sgt. Sergio Avalos prepares the smoke evacuation equipment for the three pilots who participated in the training exercise at Cannon Range, Missouri, May 28, 2014. The smoke alerted the Missouri Army National Guard’s 1-135th Aviation Battalion that the downed pilots were ready for evacuation.



U.S. Air Force Maj. Tim Sullivan, a pilot with the Missouri Air National Guard’s 131st Bomb Wing, signals the Missouri Army National Guard’s 1-135th Aviation Battalion’s Blackhawk helicopter to rescue him during a realistic combat search and rescue training exercise at Cannon Range in Fort Leonard Wood, Missouri, May 28, 2014. Sullivan, along with other 131st BW Airmen, participated in the joint-force mission that included Soldiers from the 1-135 AB, and the Air Force Reserve’s 442nd Fighter Wing.

U.S. Air National Guard photos/Senior Airman Nathan Dampf

CMSAF Roll Call

Why We Serve

Roll Call! We've all done it, some more than once. We've raised our right hand and repeated the oath to solemnly swear to support and defend the Constitution of the United States. It is a humbling oath, a thoughtful and serious promise to take on the sobering duty to protect our freedoms.

The motivation behind our first oath is often different. Many initially raise their right hand for the opportunities that come with service in our military - great young men and women looking to further their education goals, for direction and purpose in life, or financial stability. For others it could be family tradition or the thrill of a new challenge. The reasons vary greatly, and none are wrong.

There is no bad reason to join our Air Force.

For each of us, at some point in our service, that reason must evolve. We must grow to understand that service is about more than direction, pay or education. It is about protecting American ideals, embracing the responsibility that comes with freedom, and strengthening our country through an unbreakable bond with the comrades who serve by our side. We share a commitment to do and be more, a commitment that only those who have served can fully understand and appreciate.

When proud veterans recall their service - however short, or long ago it may have been - they never recall the tangible benefits. They cherish the intangible benefits - pride, service, duty and honor - and stand taller knowing they did their part to serve their country.

It is a privilege to be an Airman, and an honor to defend our nation. We can never forget that.

As you gather with your team this month, talk about why you serve. What drives you to put on our uniform? What pushes you to serve your country? What motivates you to



Courtesy graphic

win the fight, strengthen the team, and shape the future? This month we will begin to tell thousands of great Americans they no longer have that option. Think about those Airmen, men and women who would like nothing more than to continue to serve, and remember the privilege we should all hold dear.

Our Air Force is the most powerful airpower in the world; for more than 60 years we've enjoyed an air superiority no other can match. It is a truth that should compel pride, a pride that must drive each of us to be faithful to a proud heritage, a tradition of honor, and a legacy of valor. We have a lot of Airmen in our Air Force...we need a lot of Air Force in our Airmen. When you raise your right hand, remember what it stands for; remember the men and women who have taken the solemn oath before you; and remember that service is a calling with intangible rewards: pride, service, and duty... these will always be priceless.

Join Us In WORSHIP

Northside Christian Church
 500 N. Ridgeview Drive
 Warrensburg, Missouri 64093
 Office: (660) 747-8632
 www.nccburg.com

Sunday Service Times
8:30 A.M.
9:50 A.M.
11:10 A.M.

Shiloh Missionary Baptist Church
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 Sunday Worship Service 10:00 AM
 Thurs., Midweek Service 6:30 pm - 8:00 pm

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 Ephesians 5:18

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 Morning Worship 11am
 Wednesday: Prayer & Bible Study 7pm
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bbc-burg.org

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 Psalm 127:1

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 Worship 10:45am & 6pm

826-2918
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 Wednesday Bible Study 7pm

First Baptist Church
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 Warrensburg, MO 64093

SUNDAY
 9:30am - Sunday School
 10:30 am - Worship
 6:00 pm - Worship
 WEDNESDAY
 7:00 pm - Bible Study

"The Churches of Christ salute you!"
 Rom. 16:16
 Email: contactus@cofcwsbg.org
 Web address: http://www.cofcwsbg.org
660-747-5519

Knob Noster United Methodist Church

106 E. Wimer,
 Knob Noster, MO 65336
 660.563.2724
 knobumc@knumc.com

Sunday Worship:
 10:45
 Sunday School:
 9:30

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EXCELLENCE IN ALL WE DO



Air Force Critical Days of Summer 2014 -- Zero Tolerance

Contributed by the 509th Bomb Wing Safety Office

Air Force Summer Losses: (Jun-Sep) 2009-2013
- 43 percent of private motor vehicle (4-wheel) fatalities involved alcohol (34 of 79)

Civilian population risk data (2010):
- 10,228 people were killed in alcohol-impaired driving crashes.
- 211 were children age 0 to 14 years.
- 1.4 million drivers arrested for driving under the influence.
- Alcohol drivers are involved in 1 out of 3 crash deaths.

Having a wingman is one of the most important partnerships in an Airman's life. The wingman's role is an integral part of our Air Force culture and provides a vital function in mishap prevention and risk management. Air Force Instruction 1-1 states, "a good wingman means taking care of fellow Airmen...taking action when signs of trouble are observed, especially in situations where Airmen appear as if they are about to make a poor decision..."

According to the National Safety Council: "in 2010, there were 10,228 deaths in crashes involving a driver with a BAC of .08 or higher – 31 percent of all traffic fatalities for the year. While it is illegal to drive with a .08 blood alcohol concentration in all 50 states, driving ability can be impaired below the legal limit too. If you are drinking, do not drive. If you

plan to drink, designate a non-drinking driver." This applies to other activities also. And in the hot weather, alcohol is dangerous even if you're just relaxing on a boat, the beach, or your backyard.

"Alcohol and [caffeinated beverages] constrict blood vessels near the skin reducing the amount of heat the body can release. Although beer and alcohol beverages appear to satisfy thirst, they actually cause further body dehydration," reports the National Weather Service.

Last summer, the Air Force lost two Airmen to alcohol-related incidents; one in a car and one during a sports activity. In 2012 and 2011 data shows eight and 10, respectively. While this is a sizable decrease – it is not zero! Furthermore, the potential for horrific injury also exists when alcohol is involved as evidenced by this recent mishap:

Two Airmen decided to ride a motorcycle after consuming a significant amount of alcohol – one operating the bike; the other a passenger. Neither wore helmets nor any other required personal protective equipment.

They were speeding when the motorcycle went off the road and struck a drainage culvert. Both Airmen were thrown into a roadside mailbox, struck the ground, slid approximately 100 feet through the road's shoulder and then back onto the highway. A motorist came upon the mishap, stopped and called 911.

Emergency personnel arrived and the Airmen were airlifted to a regional hospital where they were admitted for multiple injuries. The Airman operating the motorcycle underwent surgery for multiple head injuries and was placed in intensive care. He remained in the hospital for several weeks and was eventually released with a permanent total disability. The Airman who was the passenger on the motorcycle spent a week in the hospital before being released.

No matter what summer activity you're planning, if alcohol is involved, be responsible and apply risk management steps:

- 1) Identify the hazards – are you going to drink?
- 2) Assess the hazards – is this an activity I should do with alcohol involved?
- 3) Develop controls & make decisions – is there a designated driver/boater, etc.?
- 4) Implement controls – the designated person is driving, etc.
- 5) Supervise & evaluate – did the previous steps work effectively? Should different plans be made for the next activity?

Judgment is always impaired which results in poor decision-making. In the incident above, the motorcycle operator had not completed the Air Force required training; making the poor choice to ride even more dangerous.

For more information:

<http://www.rethinkingdrinking.niaaa.nih.gov/>

<http://www.srh.noaa.gov/oun/?n=safety-summer-summersafety>

<http://www.glennellis.com/uncategorized/alcohol-water-and-hot-weather/>

<http://pubs.niaaa.nih.gov/publications/SummerSafety/SummerSafety.htm>

<http://www.airforcevirtualwingman.com/tier4/>

<http://www.endwi.com/programs>

Drunk driving: What does it take?

By Staff Sgt. Steve Stanley

Headquarters Air Combat Command Public Affairs

LANGLEY AIR FORCE BASE, Va. (AFNS) -- What will it take? What sort of cost? A monetary or personal property loss? Personal harm to yourself or someone you love? Will it take a loss of life?

We've heard it over and over again, "have a plan" before drinking alcohol. The messages are given repeatedly at commander's calls, mandatory training sessions, and in one-on-one discussions with supervisors; however, despite all of the warnings and education, drunk driving continues to happen.

Far too many people still don't understand that alcohol and driving don't mix. Maybe, they think that they are better at it than others, or none of the science applies to them. Everyone is susceptible to the effects of alcohol and the consequences it can bring.

Understand this -- drunk driving is no accident and it is not a victimless crime.

In 2012, more than 10,000 people died in alcohol-impaired driving crashes according to the National Highway Traffic Safety Administration. That equates to one person every 51 minutes. That's 28 lives lost, accompanied with 28 grieving families, every single day.

The tragedies that occur as a result of impaired driving could easily be prevented if just a few simple precautions are taken.

For example, be responsible and have a plan that includes a designated driver. Another would be to take alcohol, yourself, or a vehicle out of any given situation and the possibility of a DUI, or something worse.

Most drunk driving happens after nights spent with family and friends. That means there may be someone you trust nearby to help with an alternative method of getting you home safely.



A car sits in the 755th Aircraft Maintenance Squadrons parking lot to represent a drunk driving accident at July 15, 2013, at Davis-Monthan Air Force Base, Ariz.

Another key thing to remember is that time is the only thing that can sober you up, not hydrating, drinking coffee, eating, or working out.

According to the National Directory of Designated Driver Services there are more than 600 designated driver services

available to get you, and sometimes your vehicle, home safe. In addition to those options, you have your fellow wingmen, friends, family, taxi services, or the choice to stay put.

To put it simply, there is no reason to make this horrendous mistake.

U.S. Air Force photo/Airman 1st Class Betty Chevalier

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FIND FEATURED EVENTS, ACTIVITIES, PROGRAMS, FAMILY & YOUTH EVENTS, FITNESS & MORE.

FEATURED EVENTS

SATURDAY 6/21

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TUESDAY EVENINGS IN JULY!

OPEN TO ALL AUTHORIZED PATRONS AGES 18+

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SCRAMBLES ARE POPULAR

IT'S OK TO HIGH FIVE

PRE-TEEN PART DAY CAMP

MINECRAFT

ON THE MOVE WEEK

JULY 14-18 8AM - 1PM

YOUTH AGES 9-12

LEGO LAND, PARADISE PARK, MAZZIO'S PIZZA & MORE

Minecraft is a popular video game that involves using your imagination and creativity to build worlds and structures out of blocks. During this week long camp, youth will be challenged to create a giant Minecraft sculpture using boxes, visit legoland for instruction from a Lego builder to make and take a Minecraft character, attend a class at the local art studio to make and take a canvas Minecraft painting, and use some critical thinking to maneuver through a maze.

Monday: Scavenger Hunt @ Skelton Park, Mazza's Pizza Bar & Minecraft 1st Design
Tuesday: Legoland Day
Wednesday: Minecraft Painting & Indoor Swimming @ Westmontage
Thursday: Minecraft Music, Options & Snack class
Friday: Paradise Park, Laser Tag & More

You'll see a wear around for shoes for the week. A light snack and drink will be provided each day.

SIGN UP NOW FOR THIS GREAT EVENT!

Cost is \$40 for Members
\$50 for Non-Members

687-5586

FREE EVENT!

July 2nd

Independence Day Celebration

@ the Skelton Park

5 - 10:30pm

Featuring: Fireworks, Live Music, A Petting Zoo, Zipline, Carnival Rides & Games, Fishing Derby, Paintball, Laser Shooting, Face Painting, Pony Rides, A Water Slide, Green Screen Photos & So Much More!

EPIC

WIN BIG WITH BINGO:
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Join us at the Bingo Tent!

FUN FOR ALL AGES!

Private Organizations from Team Whiteman Will Be Offering Many Items For Sale: Sno-Cones, Cotton Candy, Beef Kabobs, Pulled Pork, Popsicles, Meatball Subs, Fennel Cakes, Burgers, Hotdogs, Frito Fies, Tacos/Margaritas & More!

LIVE MUSIC BY:
HALOCENE, HOUR 24 &
GABE KUBANDA

OUTSIDE FOOD AND BEVERAGES ARE NOT PERMITTED.
All Pets Must Be On A Leash.

THE FIREWORKS BEGIN AT 9:30PM. BRING A CHAIR & ENJOY THE SHOW!

NO FEDERAL ENDORSEMENT OF SPONSORS INTENDED

Mission's End

FATHER Daughter DANCE

JUNE 27

6-8PM

Featuring: Live DJ, Dancing, Buffet Dinner, Photos & Prizes!

PHOTOS BEGIN AT 5:30PM

\$25 Per Father/Daughter & \$10 For Each Additional Daughter

Reservations Required By June 23
687-4422

★ 72 TES ★

ANNUAL BBQ COMPETITION

FRIDAY, JUNE 20TH

JUDGING STARTS AT 11AM

LUNCH STARTS AT 11:15AM

PARKING LOT WEST OF THE BX
(RECYCLER DRIVE OFF LOT)

COMPETITOR'S FEE IS \$40
MEAT IS PROVIDED

SIGN UP BY JUNE 13

PRIZES:
1st Place \$2000, 2nd Place \$1000
3rd Place \$500

\$5 SANDWICH, CHIPS, BEANS & A DRINK

MISSION'S END B-2 BARISTA CAFE

PROUDLY SERVING STARBUCKS COFFEE!

MONDAY - FRIDAY
11AM - 1PM

FCC NEWS AND INFORMATION

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The End of an Era: 376th Air Expeditionary Wing inactivation ceremony



Courtesy photo/Capt. Cory O'Brien

Airmen sheath squadron guidons as part of the 376th Air Expeditionary Wing inactivation ceremony June 3, 2014, at Transit Center at Manas, Kyrgyzstan. The wing's roots date from the activation of the 376th Bombardment Group during World War II. The 376th AEW took the name "Liberandos" from the B-24 Liberator bombers it flew during this conflict.

By Lt. Col. Max Despain

376th Air Expeditionary Wing Public Affairs

TRANSIT CENTER AT MANAS, Kyrgyzstan (AFNS) -- Airmen gathered in front of the headquarters building for an inactivation ceremony June 3, for the 376th Air Expeditionary Wing as part of the overall Transit Center at Manas closure.

In a sunset event, Col. John C. Millard, the 376th AEW commander, sheathed the wing colors in a black sleeve, symbolizing the organization's inactive status while the Honorable Pamela L. Spratlen, the U.S. ambassador to the Kyrgyz Republic, observed the occasion.

In her comments, Spratlen described the moment as "bittersweet," complimenting the wing as "the absolute best of the United States military in your integrity, your commitment to the mission and your professionalism."

The ambassador reminded the crowd, "We are part of something much larger," and thanked the service members for their "extraordinary service."

Millard share his pride in the 376th Air Expeditionary Wing's role in closing the transit center, "You have made history as your spirit never faltered in the quest to accomplish the mission."

After thanking the ambassador for her advocacy and the embassy's hospitality, he returned to the unique accomplishments of his wing.

"You can forever be proud of the accomplishments you've made here ... This is a first of a last. You are the first Air Force-led base closure in Operation Enduring Freedom ... You are the first to mark a true end of an era."

For the more than 12 years the American military has operated out of this location, serving as the premier transportation and logistics hub supporting operations in Afghanistan. The wing performed four critical missions to include air refueling, onward movement, airlift and humanitarian assistance.

In the course of its existence, the wing flew 33,000 air refueling missions, offloading more than 1.8 million pounds of fuel to 136,000 coalition aircraft.

The onward movement mission meant the transit center supported more than 5.3 million coalition personnel either traveling to or departing from Afghanistan.

Ninety-eight percent of all international security assistance and coalition forces going into and out of Afghanistan traveled through here.

At the same time the transit center supported 42,000 cargo missions, transporting 1.4 billion pounds of cargo.

The humanitarian assistance mission pillar only formally existed for four years, and those projects were conducted through the only Air Force Theater Security Cooperation division. They completed 37 humanitarian assistance projects at an investment of \$4.7 million. There were more than 110 military-to-military exchanges and 188 social-cultural events, resulting in interaction with more than 7,000 people.

The 376th Air Expeditionary Wing's roots date from the activation of the 376th Bombardment Group (Heavy) during World War II. The 376th AEW took the name "Liberandos" from the B-24 Liberator bombers it flew during this conflict.

The 376th earned its place in history leading the air raids against Nazi Germany's oil fields in Ploesti, Romania in 1942. Although their efforts left the refineries severely damaged, enemy fire brought down 74 B-24s, and of the 89 that made it home, only one-sixth of those planes ever flew again. Hundreds of Airmen were killed or captured.

Before the current activation, the Liberandos have been reactivated two times since World War II, once as a bomb wing that took on a refueling mission in the 1960's, and again, in the 1970's as a bomb wing that became a reconnaissance wing, operating in such diverse conflicts as Vietnam and Operation Desert Storm before inactivating in 1991.

Following the attacks on Sept. 11, 2001, the wing was reactivated. It was designated the 376th Air Expeditionary Wing, standing up operations at the Manas International Airport, Kyrgyz Republic, on Dec. 21, 2001, where it has operated for more than 12 and a half years.

Please Join Us for Our FREE Community Health Fair & Ribbon Cutting/Grand Opening!



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9:00 am – 12:00 pm
WMMC Campus
(403 Burkarth, Warrensburg, MO)

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Health Fair
(located on our perimeter drive, in front of our pond):
9:00 am – 12:00 pm
Ribbon Cutting (at the Outpatient Entrance):
9:15 am
Medical Office Building Tours:
Immediately following the Ribbon Cutting



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