

WARRIOR

EGRESS

THE PERFECTION OF EJECTION

Pg. 5

BOMB WING BIRTHDAY
THE FIFTH TURNS NINETY-FIVE

GLOBAL STRIKE CHALLENGE

TEAMS PREP FOR THE COMPETITION

REMOVE BEFORE FLIGHT

PHASE

REMOVE BEFORE FLIGHT



The Real Unsung Heroes

By Senior Master Sgt. Kevin R. Shane
Superintendent, 20th Reconnaissance Squadron

In the fast paced tempo of today's often high operations environment, I often find myself thousands of miles away from home due to temporary duties, deployments or training. As I am off doing what I have loved for over twenty-five years in these various locations, I often find myself stopping to ask, "Do I thank my spouse and family enough, or even at all? Did I thank them for everything they do for me and this great country? Did I thank them for the numerous sacrifices they have made, while allowing me to take care of the Air Force mission and the people I am responsible for?" Unfortunately, the answer is all too often-- not as much as I should. After all, in my opinion, our spouses and family are the true silent heroes, facing more demands and bigger challenges than most military members.

Even though our spouses did not sign up for this journey, they are right along with us from the initial notification, through training and right up to us stepping on that aircraft to support and defend. With our spouses being at the tip of the spear, this is only the beginning for them. Putting things into perspective, I think we, as military members, have it much easier, regardless of our rank and position. Once downrange, we simply have to perform our duties and take care of the mission, ourselves and our fellow servicemen. But our spouses and family endure more challenges than most of us.

More often than not, these challenges seem to increase exponentially once we are gone. Murphy's Law seems to pop-up. Bottom line, not only

do our spouses have to maintain their normal day-to-day routines, but they also have to adopt the responsibilities we would normally execute when we are home.

We are often paid tribute due to our service and our personal sacrifices for this country, yet our spouses and family members live in a 365-day high-operations tempo environment, whether we are here or over there, doing what our country has asked of us. Their time and lives, both personally and professionally, are constantly challenged by our service requirements, yet they continue to be the foundation for our success. I would not be where I am today if it were not for the love (sometimes tough love) and support that my wife has given to me.

Many times, while off base or traveling in uniform, our fellow Americans express their gratitude by thanking us for our service. In my mind, that gratitude truly belongs to our spouses and families for doing what we cannot, allowing us to do what is asked of us.

So, once again, I ask all service members the question, do we thank our spouses and family enough? Do we let them know how much we love them and appreciate them for their sacrifices? In my case, I think not. I don't believe that we can never thank them enough but here is a start:

Thank you for your dedication, commitment and love. Thank you for ensuring that our families are taken care of as we, the service members, walk on foreign sands. This enables us to go to sleep at night on the road, knowing that our loved ones are safe and sound, despite being cared for by only half of the parental team. Thank you for your sacrifice.

15 seconds: A rude awakening

By Airman 1st Class Clifton Dolezal
19th Airlift Wing Public Affairs

LITTLE ROCK AIR FORCE BASE, Ark. (AFNS) -- Gut-wrenching screams, the shattering of glass, and the unforgettable sounds of metal twisting and bending all around me as my truck rolls over and over again.

I thought those were going to be my last memories.

April 12, 2012, started out like any other Thursday for me. I woke up early enough to take a quick shower and grab some breakfast before heading out the door for work. I was working a double that day, so I made sure to grab a coffee.

It was a 45-minute drive to work, which gave me time to finish my cup of joe and relax before I spent the rest of the day on my feet.

Halfway through my shift, I received a call from my girlfriend, who was elated to find out that her classes on Friday had been canceled, and she would have a three-day weekend.

Any other time I would have told her I was on my way and then instantly jump into my vehicle and make the three-and-a-half-hour trek to Ball State University to bring her home. Instead, I decided to tell her I had to work, and that I wouldn't be able to make it until Friday night. I was lying. I wanted to surprise her.

After finishing up my shift, I made the 45-minute drive back to my house and got myself ready to make the long drive to Muncie, Indiana. I asked my sister if she'd like to join me to surprise Nicole and we hopped into the truck and were on our way.

I remember not feeling as tired as I had thought I was going to be, especially after working a 16-hour shift. In hindsight, I'm sure I was just too eager to surprise Nicole and unable to perceive the actual feelings of drowsiness and lethargy that were slowly creeping over me.

After surprising Nicole, we helped her pack her things and loaded them into the truck.

We hit the road around midnight. We talked and laughed most of the way home, but it was late. Before too long, my sister had fallen asleep in the back and Nicole had laid her head on my shoulder and dozed off as well.

After 30 minutes of driving without someone

to keep me company, the fatigue of 16 hours of work and more than seven hours spent on the road started to settle in.

With the heat blowing full blast to keep the frigid weather at bay, no music and no one to talk to, my eyes started to grow heavy and my concentration slowly deteriorated.

My head started to bob and my eyes shut as we started to cross over the shoulder of the road. I quickly awoke by feeling the roughness of the shoulder and pulled the truck back onto the road. I looked over at my sister and Nicole to see if they had woken up during our little detour, but they hadn't moved an inch.

Little did they know the worst was yet to come.

That sluggish, drowsy feeling quickly returned. As we crossed the county line I remember saying, 'We'll be home in 10 minutes guys.' I was so tired I don't remember if I actually said it or just thought I said it.

After more than seven hours of driving I started to develop throttle foot, so I put the cruise control on. I remember stretching and thinking about lying down in bed and sleeping for hours on end. The thought had gotten the best of me, and I got my wish.

I was asleep.

Flying down Highway 10, with the cruise control set to 60 mph, my 2008 Ford Ranger started to creep across the centerline carrying myself and my two passengers to an unknown fate. We were now completely in the other lane of oncoming traffic, but the Ranger still continued to pull left taking us off the shoulder and onto the bank of a 10-foot ditch. With the Ranger almost riding completely on the left two tires, I woke up. As I regained consciousness I remember staring at a telephone poll about 15 yards from us. I gripped the wheel and ripped it to the right. We immediately turned up the ditch, still traveling at 60 mph, and the truck began rolling onto the driver side of the vehicle.

Nicole and my sister were abruptly awakened by the sound of breaking glass, the deployment of the airbags, and the positive and negative G-forces as the truck slammed into the ground. We were rolling over and over again, only stopped by a tree 40 yards from where we had

originally started rolling.

The accident lasted about 15 seconds, which seemed like hours.

We came to a complete stop upside down with the driver's side pinned against the tree. I released my seatbelt and slammed against the roof of the vehicle.

After a verbal check to see if everyone was alright, I began kicking out the front windshield and helped Nicole and my sister out of the vehicle.

Once out of the Ranger, we ran up to the road and flagged down the next vehicle we saw to call 911.

We were lucky. Nicole, my sister and I all walked away from this horrific accident with only minor injuries.

According to the National Sleep Foundation's 2005 "Sleep in America" poll, 60 percent of adult drivers, about 168 million people, say they have driven a vehicle while feeling drowsy in the past year. More than one-third, 37 percent or 103 million people, have actually fallen asleep at the wheel. In fact, of those who have nodded off, 13 percent say they have done so at least once a month. Four percent, approximately 11 million drivers, admit they have had an accident or near accident because they dozed off or were too tired to drive.

The foundation also lists some helpful tips to fight and prevent fatigue while driving:

- Sleep -- Get at least eight hours of sleep prior to a long drive.
- Sit up straight -- Slouching down in a seat can promote sleepiness.
- Take a break -- For every two or three hours of driving, try to pull over and get at least 20 minutes of rest or even take a nap if you can.
- Avoid heavy meals -- Larger meals tend to make us feel lethargic. If you have to eat try and keep it light when driving long distances.
- Caffeine -- One to two cups of coffee is actually good for you and a better alternative than carbonated beverages such as pop and energy drinks. But do not rely on it to keep you awake.

Hopefully these tips help avoid accidents that often result from driver fatigue. An alert driver is a safe driver. Remember to practice safety. Don't learn it by accident.

THE WARRIOR

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On the cover

U.S. Air Force photos/

Airman 1st Class Keenan Berry

U.S. Air Force Senior Airman Wesley Martinez, 509th Maintenance Squadron egress technician, removes screws from mission commander hatch. The hatches must be removed for inspections on the ACES II ejection seats to ensure serviceability.

NEWS BRIEFS

Munitions Squadron stockpile inventory

The 509th Munitions Squadron will be conducting a 100 percent stockpile inventory from Sept. 2 through 5. If you need any munitions issued or have any that need to be turned in, please do so either the week prior or after the inventory. During this week we will only process emergency requests, submitted in writing, and approved by the group commander (or equivalent).

If you have any questions or concerns please contact Master Sgt. Lunsford at 687-8049 or Tech. Sgt. Young at 687-8051.

Did you know...

What the qualifying and disqualifying factors are to apply for Palace Chase? To be eligible for this opportunity, you must: Be a U.S. citizen, complete at least two-thirds of the initial Active Duty Service Commitment for officers and 24 months of a 4-year contract or 36 months of a 6-year contract for enlisted members, be medically qualified worldwide, meet fitness standards.

If you have any questions regarding this program, you can contact your unit First Sergeant or Master Sgt. Stephen Thomas, the AFRC In-service Recruiter, at 687-1868.

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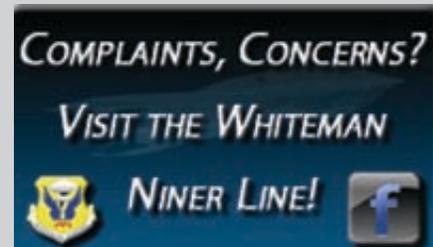
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Air Force Housing Web Site

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.

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.



WEATHER

Today	Saturday
Mostly Sunny	Sunny
Hi 95	Hi 94
Lo 74	Lo 74
Sunday	Monday
Sunny	Mostly Sunny
Hi 94	Hi 91
Lo 73	Lo 70

Changes to academic degree and developmental education expectations

WASHINGTON, (AFNS) -- Air Force officials announced actions designed to set clear expectations, restore Airmen's time and refocus officer promotions on job performance.

The Air Force has addressed long-standing perceptions that to be promoted, officers must complete an advanced academic degree, and those officers selected by a promotion board to attend developmental education in-residence, are expected to first complete that same level of developmental education by correspondence.

"My number one priority is taking care of people and these initiatives aim to do just that," said Secretary of the Air Force Deborah Lee James.

"Our intention is to set clear expectations and ensure that, where possible, we give time back to our officers," continued Air Force Chief of Staff Gen. Mark A. Welsh III.

Effective Dec. 1, advanced academic degrees will no longer be considered for officers meeting line of the Air Force promotion boards below the grade of colonel. Additionally, information provided to all promotion board members will only show the "completed" level of developmental education or whether the officer is a "select" to attend in-residence. The method and year of completion will no longer be displayed.

"The change does not prevent officers from completing an advanced academic degree, which is important to officer development," Welsh said.

In fact, officers are expected to have an advanced academic degree for promotion to colonel. The changes allow the officer to focus on job performance and acquire an advanced academic degree at a time best suited for their life, career and family without worrying about possible effects of not having an advanced academic degree at ranks lower than colonel.

"Since job performance is the most important factor when evaluating an officer for promotion, the decision to delay completion of an advanced academic degree will not affect their ability to serve a full career in the Air Force," Welsh said.

Another long-standing perception is that officers selected to attend professional military education in-residence must also complete the same level of professional military education by correspondence. This perception was based on the belief that officers who complete PME by distance learning early are demonstrating more initiative and are therefore more

competitive for future opportunities and/or promotion.

The Air Force wants to debunk this perception by refocusing on job performance and Airmen's time.

"We realize how valuable time is and want to give that time back to our officer corps," Welsh said.

Officers chosen as "selects" on promotion boards will be prohibited from completing the distance learning course unless they are subsequently designated to attend a program requiring the distance learning course to obtain full Joint PME credit. In addition, boards will be instructed to consider those with "select" status as having completed PME thereby eliminating any timing concerns for those "selects" meeting promotion boards prior to attending PME in-residence.

The Air Force also enacted an important change for captains. Every active-duty captain will have an opportunity to attend Squadron Officer School in-residence and criteria for selection to attend will be based on the officer's date of rank, duty requirements and family situation rather than whether or not they have already completed the distance learning course. In fact, they will no longer be allowed to complete the distance learning course unless operationally deferred and within one year of meeting the promotion board to major. The distance learning course will remain available for Air National Guard and Air Force Reserve officers.

"We understand our Airmen are challenged every day to accomplish the mission with limited time, manpower and resources," Welsh said. "By eliminating these perceived expectations, we hope to remind our officers that job performance is what we value most and that we want them to have a life away from work."

"A balanced force is a healthy force and these changes strive to promote equilibrium in our Airmen's lives," James said.

The new policy modifications will be captured in the Air Force Guidance Memorandums to Air Force Instruction 36-2301, Developmental Education and AFI 36-2406, Officer and Enlisted Evaluation Systems. The first promotion board to implement the new policy will be the Major's (LAF) Central Selection Board scheduled for Dec. 1.

(Information courtesy of Secretary of the Air Force Public Affairs)

5th BW celebrates 95 years

By Minot Air Force Base Public Affairs

MINOT AIR FORCE BASE, N.D. -- Today marks the 95th Anniversary of the 5th Bomb Wing. Originally activated August 15, 1919 as the 2nd Observation Group at Luke Field in the Territory of Hawaii, the men and women of the 5th BW have seen action in WWII and Operations Desert Fox, Allied Force, Enduring Freedom and Iraqi Freedom, to name a few.

It was just 16 years after the Wright Brothers' first 12-second flight when the men assigned to the newly designated 5th Bombardment Group were practicing bombing, navigation, tracking and aerial gunnery training missions. Using the NBS-1 short-range night bomber and the DH-4 light bomber, aviation had come a long way.

Throughout the 1930s, they performed various services for the Territorial Forestry Division in Hawaii. Completing tasks like sowing seeds from the air or dropping supplies and equipment, one of the biggest accomplishments came in 1935, when they saved a city from a volcanic eruption. Using the B-12 bomber to bomb the lava flow, they diverted it to an unpopulated area, leaving the city of Hilo unharmed.

During the '40s, the 5th BG became a more critical part of the nation's security. After the bombing of Pearl Harbor, December 7, 1941, the first aircrews to take flight were from the 5th BG. Presumably using the B-17, two volunteer crews searched

for the Japanese task force who had destroyed so much of the Pacific Fleet and Hawaiian Air Force.

Throughout World War II, the 5th BG played a vital role. Raiding enemy bases, supporting ground forces and damaging several Japanese ships, the group received two Distinguished Unit Citations for its efforts. By March of 1945, the 5th BG had moved to Samar, Philippine Islands and in early 1947 was redesignated as the 5th Reconnaissance Group. Their mission was to engage in the Post Hostilities Mapping Program under the auspices of the 13th Air Force. Their aircraft now included B-17s, F-2s, F-9s, F-13s, RB-29s, L-5s and helicopters.

While flying reconnaissance missions over Korea and Puerto Rico during the summer of 1950, the group was informed it would be converting to the RB-36 Peacemaker, and was again redesignated as the 5th Strategic Reconnaissance Wing on November 14, 1950. They received their first RB-36 in January of 1951, and began probing Soviet Union borders to determine their air defense capability. The Air Force was able to draw up war plans based on its discoveries.

The 5th Bombardment Wing stood up in October of 1955 and received its first B-52 Stratofortress February 13, 1959. In an effort to make it more difficult for the Soviet Union to destroy an entire fleet with one attack, the B-52s were dispersed over a larger number of bases.

The '60s marked a busy time for the

5th BW, as half of the wing's aircraft were maintained on alert status, fully fueled and ready for combat. Minot's very own 23rd Bombardment Squadron saw combat during the Vietnam War, attacking targets in Southeast Asia.

In 1965 then Secretary of Defense Robert S. McNamara directed a phaseout of a portion of the B-52 force, resulting in terminating the wing at Travis AFB. In order to preserve the unit, the wing moved to Minot Air Force Base, N.D. on July 25, 1968, and began flying the B-52H Stratofortress.

After 35 years, the wing pulled its aircrafts from constant alert status in the final days of the cold war in 1991. Following the activation of Air Combat Command, the 5th Wing became the 5th Bomb Wing on June 1, 1992.

More recently, the 5th BW saw combat in the Persian Gulf during Operation Desert Fox in 1998, attacked targets in Afghanistan during Operation Enduring Freedom in 2001 and flew more than 120 combat missions in support of Operation Iraqi Freedom.

Today, the 5th BW is home to 26 B-52s and around 4,500 Airmen. Representing one leg of the nuclear triad, the wing embodies our nation's ability to deter our adversaries and assure our allies. The Airmen of the 5th BW are capable of flying anywhere around the world and stand ready to deliver a wide range of munitions. After 95 years of faithful service, the 5th BW still remains the guardian of the upper realms.

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Diamond Sharp!



U.S. Air Force photo/Senior Airman Bryan Crane
Members from Whiteman Air Force Base's First Sergeant's Council present Tech. Sgt. Michael Denutte, 20th Reconnaissance Squadron with the Diamond Sharp Award Aug. 6. Denutte was selected for the award for being an avid volunteer in the Big Brothers, Big Sisters program in addition to re-vamping his flights morale program for deployed personnel.

Scholarship recipients



ABOVE: U.S. Air Force Airman 1st Class Mason Meherg, 509th Comptroller Squadron special actions technician, receives a \$250 scholarship from the Top 3 Organization Aug. 13. Meherg plans to use his degree to increase his ability to "be actively involved in the lives of others in the community to ensure that everyone has the best opportunity to succeed". He and his wife are both attending college working towards Bachelor's degrees to give back to their community.

BELOW: Barbara McClelland, spouse of Tech Sgt. Joshua McClelland, 509th Civil Engineer Squadron, receives a \$250 scholarship from the Top 3 Organization Aug. 13. McClelland provides no-cost certified nurses' assistants training to military spouses. She is currently pursuing a Bachelor of Science in nursing.



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

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Providing a second chance with a turn of a wrench

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

The 509th and 131st Maintenance Squadron egress shop works hand-in-hand, maintaining each B-2's egress system to ensure they function properly for pilot safety.

"We swap out the emergency equipment, maintain all explosive time changes and ensure there are no defects on the ejection seats," said Staff Sgt. Paul Blake, 509th MXS egress system supervisor. "If there is a crack or damage, we pull the seats and repair them. It's important for us to repair the seats because, failure to pay attention to detail could result in the seat's inability to function in the time of need."

The egress shop tracks all explosives, both manually and electronically with the integrated maintenance data system to confirm whether or not the explosives are serviceable.

"We make sure all the explosives are within their serviceable time and if the pilots need the ejection seats, the seats will work," Blake said. "We are not able to test the egress system, so every 30 days there is an inspection done to ensure the seats are in accordance with technical orders."

Like many jobs in the military, teamwork and communication with other units is important to mission success. Whiteman's egress shop receives vital assistance multiple units on base including the electrical environmental shop in and the aircrew flight equipment shop.

"Installed on each seat is a recovery parachute and survival kit," said Senior Airman Trevor Bagley, 509th MXS egress journeyman. "The Aircrew Flight Equipment shop is responsible for maintaining these items. We track their inspections to see when the items are due and we will remove them from the aircraft to take to them. They will perform maintenance on them and give them back to us to reinstall back on to the seats. After they are reinstalled, we will perform an egress final inspection."

The egress shop takes pride in their work efforts ensuring the Whiteman mission continues to function with the success of the egress system.

The egress system is an important part of the aircraft because it is the pilot's last line of defense, Bagley said.

"I enjoy having the satisfaction knowing what I'm doing plays a significant role in saving lives," he said.

U.S. Air Force Staff Sgt. Paul Blake, 509th Maintenance Squadron egress systems supervisor, performs environmental sensor test. The environmental sensor is used to accurately read aircraft airspeeds and altitudes.



U.S. Air Force Senior Airman Christopher Papa, 509th Maintenance Squadron egress technician, sets communication headsets at Whiteman Air Force Base, Mo., Aug. 12, 2014. The headsets are used to communicate while working on the aircraft.



U.S. Air Force Senior Airman Christopher Papa, 509th Maintenance Squadron egress technician, picks up pliers. A wide variety of hand tools and equipment are used to perform maintenance on ejection seats.



CMSAF, Congressional representatives discuss military family life

By Senior Airman Mary O'Dell
92nd Air Refueling Wing Public Affairs

FAIRCHILD AIR FORCE BASE, Wash. (AFNS) -- Chief Master Sgt. of the Air Force James A. Cody participated in a Congressional Military Family Caucus at Fairchild Air Force Base, Washington, Aug. 14, affording more than one hundred military family members the opportunity to discuss various issues with congressional representatives and Air Force leadership.

Washington Rep. Cathy McMorris-Rodgers and Georgia Rep. Sanford D. Bishop Jr., co-chairs of the Caucus, hosted the event, and gathered information about the issues concerning military families.

"We have a fundamental responsibility to our country to forward the best military options to our leadership, but we can't let that come at the sacrifice of many things that are important and make a difference in every one of our lives," Cody said. "That's why it's important to communicate with our legislature who is there to help keep that balance."

The Congressional Military Family Caucus seeks to educate members of Congress and their staff on resources the military has for families. The overall goal is to bring together members of Congress, administrative officials, service members and their families in a common purpose to draw attention to the needs of



U.S. Air Force photo/Senior Airman Mary O'Dell

Washington Rep. Cathy McMorris-Rodgers speaks with other members of the Fairchild Military Family Summit panel during the opening discussion with audience members Aug. 14, 2014, at Fairchild Air Force Base, Washington. This Congressional Military Family Caucus afforded military family members the opportunity to discuss various issues in an open forum, then later broke off into sessions discussing specific topics such as education, healthcare and transitioning from military life.

military families and advocate legislative ideas on their behalf.

"As the proud representative of Eastern Washington's military community, the issues effecting military families are especially important to me," McMorris-Rodgers explained during the event. "These conversations matter and this Caucus is one that is working to bring your voice to the forefront."

This is the fourth summit held with military families since the CMFC was founded in 2009.

"We can't rest on the progress we have made in the past," Bishop said. "We have to continue to work on areas that need improvement and explore new areas of concern."

Cody's wife, Athena, along with Lt. Col. Lisa McLeod, the 141st Maintenance Squadron commander and Janna Keller, a 92nd Force

Support Squadron Airman and family services flight chief, joined Cody and the congressmen as part of the panel that listened and responded to member's concerns during a questions and answers session.

The event also included breakout sessions discussing topics such as education benefits, health and wellness, transitioning from military life and military spouse employment.

"Having the support of our military communities and having these programs in place to help ease transitions and support members is critical," Cody said.

At the event, five Fairchild AFB spouses, Elizabeth Medina-Sanchez, Rachel Ann Martin, Suzanne Antonoff, Brandi Ogren and Jeannine Collins, were recognized as "Eastern Washington outstanding military spouses" by McMorris-Rodgers and Bishop.

Cody noted that while we always tend to appreciate the burden that those who don the uniform carry, the burden our families have is greater.

"The quality of men and women, and moreover the quality of the families that support them and enable them is unprecedented in the history of our country," Cody said. "We have a debt of gratitude to the congressman and congresswoman that they understand and value that and want to make sure we preserve the ability to have this quality, all-volunteer force into the future."

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CSAF Call to Airmen: 2015 Reading List



**AIR FORCE CHIEF OF STAFF
READING LIST 2015**

By Staff Sgt. Carlin Leslie
Air Force Public Affairs Agency
OL-Pentagon

WASHINGTON (AFNS) -- For the past eight years the chiefs of staff of the Air Force along with the chief master sergeants of the Air Force, have created a comprehensive reading list of motivating and inspiring material that invigorates and gives a perspective to Airmen in their Air Force careers, highlighting a common theme.

The Chief of Staff of the Air Force Gen. Mark A. Welsh III has issued a call to all Airmen, to help create the 2015 CSAF Professional Reading Program, asking for submissions that center on the profession of arms and more specifically the Air Force core values: Integrity first, service before self and excellence in all we do.

"I ask you to give me your thoughts on those books and movies that have inspired you throughout your service as an Airman, that have made you proud to be among the half-a-percent of Americans who've dedicated themselves to the

profession of arms, or gave you a new perspective on Integrity, service, or excellence," Welsh said.

The program was started in 1996 by Gen. Ronald Fogleman, who created the CSAF reading program to develop a common frame of reference among Air Force members -- officers, enlisted, and civilians that effectively advocates for air and space power. Chiefs of staff since then have enhanced and continued the Professional Reading Program.

The list has inspired and highlighted many areas throughout the years of its existence to include books, conferences, films, art and photographers that give sight into the military way of life and Air Force core values.

"A list will be built that will make our Air Force stronger," Welsh said. "I'm excited to hear from you and excited to read some terrific books recommended by the greatest Airmen in the world! Thanks for all you do."

To view the current 2014 CSAF reading list visit <http://static.dma.mil/usaf/csafreadinglist/index.html> and follow the link for submissions to answer the call.



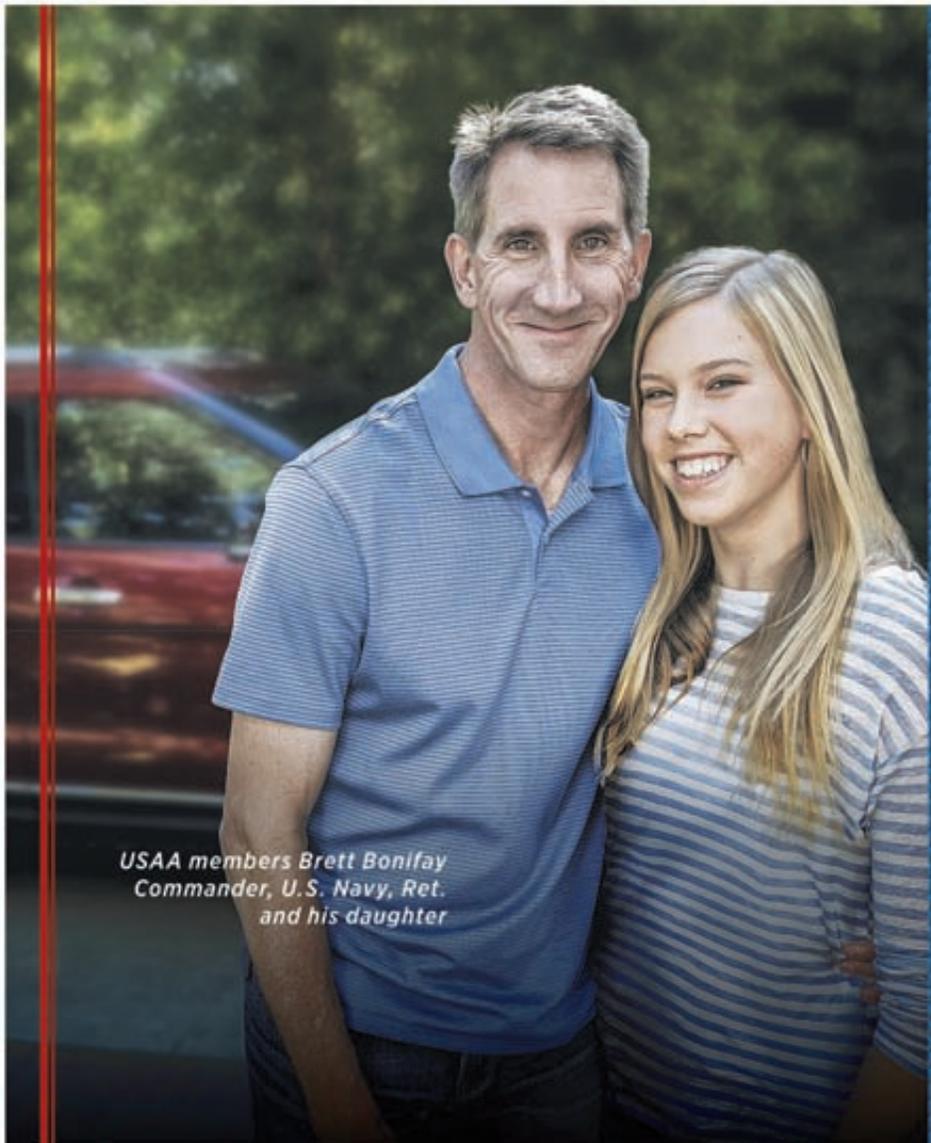
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¹92% based on 2014 member communications trend survey. ²Savings based on countrywide survey of new customers from 11/1/2012 to 10/31/2013, who reported their prior insurers' premiums when they switched to USAA. Savings do not apply in MA. Use of the term "member" or "membership" does not convey any eligibility rights for auto and property insurance products or legal or ownership rights in USAA. Ownership rights are limited to eligible policyholders of United Services Automobile Association. Membership and product eligibility and underwriting restrictions apply and are subject to change. Automobile insurance provided by United Services Automobile Association, USAA Casualty Insurance Company, USAA General Indemnity Company, Garrison Property and Casualty Insurance Company, and USAA County Mutual Insurance Company, San Antonio, TX, and is available only to persons eligible for P&C group membership. Each company has sole financial responsibility for its own products. © 2014 USAA. 207910-0814

Warrior maintainers prepare for Global Strike Challenge

Story by Staff Sgt. Nick Wilson

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

Load crew members from the 509th and 131st Aircraft Maintenance Squadrons began preparing for the 2014 Air Force Global Strike Command's Global Strike Challenge.

The competition will take place Oct. 8 and 9, when judges from AFGSC taking an in depth look at how well Whiteman maintainers load munitions.

"The load portion of the Global Strike Challenge is designed for load crew members to build morale and camaraderie between themselves and their opponents," said Staff Sgt. Jake Smith, 131st AMXS weapons load crew member. "It's different than something we do every day. It's some-

thing new to Airmen who haven't participated in the Global Strike Challenge or a weapons load competition, so it's a fun and exciting competition."

The Global Strike Challenge provides maintainers from across the command the opportunity to participate in innovative thinking, teamwork and esprit de corps that are central to the AFGSC's mission.

Weapons loaders from Barksdale Air Force Base, Louisiana; Minot Air Force Base, North Dakota; F.E. Warren Air Force Base, Wyoming; Malmstrom Air Force Base, Montana; Ellsworth Air Force Base, South Dakota; and Dyess Air Force Base, Texas, will be competing in the Global Strike Challenge against Team Whiteman's maintainers.

Team Whiteman's load crew members are graded on their proficiency in several different functional areas including timeliness, reliability, safety,

and order errors. A 25-question written test and a composite tool kit inspection is also part of the competition. Whiteman will have two four-man teams of from the 131st AMXS and 509th AMXS.

"The most important aspect of our loads will always be safety," Smith said. "You want to be as proficient at all times to make sure you can perform your job at the highest and safest levels possible."

Proficiency is the second most important aspect of loading munitions into aircraft, according to Staff Sgt. Jeremie Key, 131st AMXS weapons load crew member.

"You don't ever want to stop for even a split second to think about what you need to do next," Key said. "You automatically, in your head, need to know what your next step will be."

Each member of the team will have a specific job to accomplish for the

load to be effective.

"My job is munitions preparation," Key said. "I take care of all the weapons. Sergeant Smith's job is to drive the lift truck, which drives the weapons into the bomb bay. The team chief and two-man have the responsibility of going over the checklist and will actually lock the weapon into the bomb rack."

At any given moment, each team member could have unique duties, which requires everyone to work interdependently to accomplish the mission, Key said.

"When we're all proficient together we get the job done safely," Key said.

The Global Strike Challenge offers a large-scale rivalry with approximately 450 competitors taking part in GSC competitions at various loca-

tions.

The challenge is a combination of historic bomb and missile competitions and incorporates three major events into one: the former Proud Shield bomber competition, the former Olympic Arena missile competition, and the former Giant Sword combat weapons loading competition.

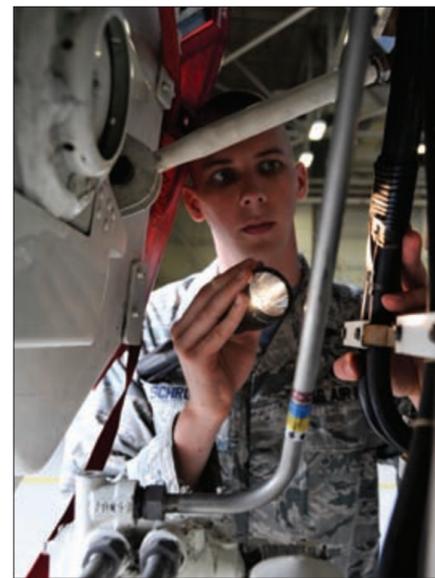
In 2010, the 509th Bomb Wing won the Fairchild Trophy for best bomb wing. In 2012, the wing brought the Fairchild Trophy back home after finishing in second place in 2011.

The competitive fire, determination and resolve to repeat as champions beats deeply in the hearts of every member of the team.

"I know we're going to win because we practice to win, and that's just how we do things here at Whiteman," Smith said. "It's going to be a lot of fun and I can't wait to compete."



U.S. Air Force Airman 1st Class Nicole Almario, 509th Aircraft Maintenance Squadron weapons load member, left, and Senior Airman Timothy McKinnon, 509th AMXS weapons load member, removes tarp from a204 trailer at Whiteman Air Force Base, Mo., Aug. 11, 2014. The 509th AMXS weapons load crew is practicing to ensure they are prepared for the Air Force Global Strike contest.



U.S. Air Force Staff Sgt. Brian Schroeder, 509th Aircraft Maintenance Squadron crew chief, inspects electrical hydraulic lines. The hydraulic lines are inspected for cracks within shielding, leakage and chafing (the rubbing of two lines).



U.S. Air Force Staff Sgt. Clayton Walton, 509th Aircraft Maintenance Squadron crew chief, inspects a main lock gear actuator. The actuator must be inspected to ensure there is no fluid leaking or damage present.



U.S. Air Force SiuYu Leung, 509th Aircraft Maintenance Squadron weapons load member, operates a portable control unit. The portable unit has sixteen different controls used to operate 204 trailers.

UCM part of program putting Airmen on the ropes to learn more about making responsible choices relating to alcohol use

WARRENSBURG, Mo. – Young airmen are literally putting themselves on the ropes to learn just how important it is to make responsible choices about the use of alcohol. They are participating in special training sessions coordinated by staff at the University of Central Missouri and Whiteman Air Force Base in cooperation with William Jewell College's Tucker Leadership Lab in Liberty.

The sessions began June 9 and are continuing through September. More than 440 military men and women are expected to complete the program over a four-month period. It is made possible through the Community Culture of Responsible Choices (CCoRC), which is a coalition charged with meeting goals and objectives of a U.S. Department of Justice (DOJ) grant to reduce underage drinking, particularly among WAFB personnel.

"In a short definition, CCoRC supports legal and low-risk consumption of alcohol. We're not supportive of high-risk drinking or illegal use of alcohol," said Jeff Huffman, an 11-year Air Force veteran who is serving a dual role as DOJ grant coordinator and director of Military and Veteran Services at UCM.

The CCoRC project is designed to create a comprehensive approach to reduce underage drinking among airmen, and the greater Johnson County (Missouri) community. It includes education, enforcement, and alternative activities components as ways to implement best practices that increase the enforcement of underage drinking laws and enhance research-based prevention planning and programming for underage community members. Among many program outcomes are free server training to individuals who work in establishments that serve alcohol, and the establishment of the Wing It at Whiteman program, which has provided a host of alcohol-free activities such as movie nights and pool parties, and many other events in partnership with UCM.

Huffman said training at the Tucker Leadership Lab is one of the last large-scale activities planned in the final months of the grant, which concludes this fall after four years.

"This will help us facilitate our discussion on the responsible use of alcohol," Huffman



said. "We're trying to teach participants about the limitations you have with impairment and how impairment can affect a group."

The Tucker Leadership Lab provides experiential learning opportunities, most of them are team-based and require communication and support skills among the various teammates. The Odyssey Course, for example, is a high-challenge course, where teammates climb cargo nets to complete a task, and the Outlook Tower – High Challenge Course actually has team members working together on series of ropes that are suspended on polls high above the ground to accomplish an objective.

Huffman said facilitators at the Tucker Leadership Lab are tailoring training to meet the needs of the CCoRC group. Although there will be no alcohol involved in the CCoRC exercises, sessions are being modified so that participants will get an idea of what it may be like to have a team member who is impaired due to excessive drinking.

"They will learn about what it's like to have to take care of someone who drank too much," Huffman said.

He noted, as members of WAFB airmen have a responsibility to be prepared for situations that require military readiness. The experiential learning opportunities they gain through the leadership lab exercises will help reinforce the need for responsible choices involving alcohol. This is important for their personal and professional lives, and those who count on them for service.

"Our goal is to get all Whiteman airmen through the class by the end of September," Huffman said. "There are 12 more classes to be offered between now and Sept. 23, the last scheduled training date. We've been averaging around 25 airmen per class." He added that 26 sessions have been conducted to date.

Service members receive RAND military workplace survey

FORT GEORGE G. MEADE, Md. (AFNS) -- About 580,000 service members have begun receiving emails or letters inviting them to participate in the first RAND Military Workplace Study, Defense Department officials said.

Active and reserve component members in all military branches and the Coast Guard are being invited to participate.

"The survey is unprecedented in its scale and will influence policies that affect everyone in the services," defense officials said.

The survey is voluntary and confidential. No one at DOD will ever see how an individual service member responds, officials stressed.

"No service member may be ordered or pressured to complete the survey or not to complete it," officials said.

Survey respondents can forward the survey to their personal email addresses and they can

complete the survey on smart phones. Service members can use duty time to complete the survey.

Service members will not all see the same survey questions.

The study will help commanders at all levels evaluate current military workplace relations, professionalism and personal safety, officials said. It will have important implications for how the military operates.

It can have implications on military training, justice and services.

The survey is being conducted independently of the DOD by experts at the nonprofit, nonpartisan RAND Corporation. A full and public report of the RAND findings will be available in May 2015.

(Information courtesy of DOD News, Defense Media Activity)



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WHITEMAN SCHEDULE FALL 2014

Classes may be cancelled or added depending on enrollment.

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SESSION 1 (SEPTEMBER 9th -29th) 5pm-9:20 pm

Composition 1 M-W

Speech T-Th

SESSION 2 (SEPTEMBER 30th- OCTOBER 20th) 5pm- 9:20pm

Speech M-W

Composition 2 M-W

American History T-Th

Human Resource Management T-Th

SESSION 3A (OCTOBER 21st- NOVEMBER 10th) 5pm- 9:20pm

Humanities T-Th

SESSION 3B (OCTOBER 21st- NOVEMBER 24th) 5pm- 9:20pm

College Algebra M-W

College Algebra T-Th

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Air Force Critical Days of Summer 2014 May 23 – Sept 2

Contributed by the 509th Bomb Wing Safety Office

Chapter 13: Singin' in the Rain

Air Force Summer Lightning Losses: (Jun-Sep) 2009-2013

- 3 lightning strikes reported
- 10 lost work days
- Total cost, lost days: \$17,973

Civilian population risk data:

- Lightning in 2012 accounted for 28 fatalities, 139 injuries and \$48M in property damage.
- Tornadoes in 2012 accounted for 70 fatalities, 822 injuries and \$1.6B in property damage.
- Flooding in 2012 accounted for 29 fatalities, 25 injuries and \$453M in property damage.

Being prepared for all situations, especially the unexpected, is part of our Air Force culture. Meeting environmental challenges where we live and work includes the physical environment. Summer weather can test your ability to be prepared for sudden changes as well as your ability to manage the risks associated with these changes.

As any outdoor lover knows, summer weather can be notoriously unpredictable. One minute you're sinking a line in the sun, the next your canoe is filling up with rainwater. Being trapped outdoors when storms strike—whether camping, beach going or just traversing a trail far from shelter—can turn a standard summer thunderstorm into a major threat to your safety. Knowing how to manage the risks in order to stay safe when the skies turn unfriendly can potentially prevent injury or save a life.

From heavy thunderstorms in the Southeast to tornadoes in the Midwest, preparing for summer storms is important for staying safe. Always have an emergency response plan in place to respond to a severe storm. These plans can apply to flooding, tornadoes, and electrical storms. Keeping a disaster preparedness kit in your home and vehicle will ensure that you are always prepared in the event of disaster conditions.

Listed below are tips from AAA on storm preparation:

Prep your house prior to the storm:

- Inspect siding for any loose pieces that could blow off during the storm.
- Check roof for any loose shingles.
- Ensure all gutters and window shutters are tight and secure.
- Cut dead tree limbs.
- Trim branches and limbs that could shatter windows or enter your home.

As the storm approaches:

- Bring patio furniture, toys, bikes, etc. inside the house or store in a secure garage.
- Anchor large items such as sheds, boats, swing sets, etc. to the ground.
- Close all doors and windows.
- Provide shelter to animals, especially if hail is predicted. Know your pets' hiding spots as they are sensitive and react much earlier to the storm's arrival than a human being.

Lightning and home electronics

• With expensive home electronics such as plasma televisions, computers, and high-end gaming devices becoming commonplace in the average household, homeowners are encouraged to safeguard these devices from lightning with a surge protector.

- The Insurance Information Institute (www.iii.org) recommends a whole-house surge protector that covers electrical, telephone, and cable/satellite TV lines entering your home.

Fire-related hazards during and after a summer storm

• The power of lightning's electrical charge and intense heat can electrocute on contact. Beware of areas that can be electrically charged during and after a storm (e.g., pools, puddles of water).

• Appliances, telephones, etc. that have been exposed to water can short out and become a fire hazard.

• Downed power and cable lines. Never go near any wire on the ground; report these immediately to the power and or cable company

Summer storms & your vehicle

- Severe thunderstorms and tropical weather systems can dump heavy rainfall over a short period

of time making it extremely dangerous to navigate an automobile. Rivers, lakes, and ditches fill with water and overflow into low-lying or poorly drained areas. Urban and small stream flooding can occur in less than one hour.

Driving during a summer storm:

- Don't attempt to drive through the water if you cannot see the road or its line markings. It's not very likely that you will be able to judge the exact depth of the water or be certain that the road is intact underneath it.

- Moving water exerts pressure on a car. As water depth increases or a greater area is exposed to moving water, the pressure exerted increases and can wash the car away.

- The surface of the road is affected as it becomes slippery. Water, sand and mud are now what the vehicle is resting on and can cause it to be swept away.

- As little as six inches of water can cause you to lose control of your car and potentially stall your engine.

- One foot of water can move most cars off the road.

- SUVs are even more prone to be swept away due to their size and larger tires making them more buoyant.

- If your vehicle stalls or is suddenly caught in rising water, leave it immediately and seek higher ground.

Water damage to your vehicle:

- If your car has been exposed to or driven through standing or moving water, follow these guidelines to spot potential problems and hidden damage:

- Check the air filter, if wet, it will not perform.

- Inspect and test headlights, taillights, and turn signals.

- Check suspension joints, oil and transmission dip sticks, radiator and undercarriage of your car.

If there are any signs of water damage or something looks odd, contact your car care professional.

- Check under carpets, upholstery and door trim areas for any water that may be trapped; do not let these areas "dry naturally" as mold, mildew and rust can form. Immediately take your vehicle to a professional to remove the water and moisture.

- Listen for any odd sounds or abnormal noises.

And these are tips to follow if you're caught outdoors when a storm threatens:

- If you are in an open area, find a low place such as a ravine or valley. Be alert for flash floods.

- If you are in a forested area, find shelter in a low area under a thick growth of small trees, if possible.

- If you are on open water, get to land immediately and seek shelter.

- If you are in a car, keep the windows closed.

- If you are outdoors and feel your hair stand on end (an indication that lightning is about to strike), do not lie flat on the ground, as your fully-extended body will provide a larger surface to conduct electricity. Instead, squat low to the ground and place your hands over your ears and your head between your knees. The goal is to make you the smallest target possible and minimize contact with the ground.

- Stay away from anything made of metal: bicycles, golf clubs, golf carts, motorcycles, tractors, farm equipment, etc.

- Stay away from natural lightning rods, such as a tall tree in an open field, and avoid hilltops, the beach or boats on open water.

A brochure Thunderstorms, Tornadoes, Lightning...Nature's Most Violent Storms from the National Oceanic and Atmospheric Administration can be found on the Ground Safety SharePoint site: <https://cs3.eis.af.mil/sites/OO-SE-AF-18/default.aspx>

Additional information can be found:

http://www.usfa.fema.gov/citizens/home_fire_prev/holiday-seasonal/summer_storms.shtm

<http://www.nws.noaa.gov/om/severeweather/index.shtml>

<http://www.asecurelife.com/thunderstorm-safety/>

<http://www.lightningsafety.noaa.gov/posters.htm>

http://www.weather.com/life/safety/thunderstorm/article/thunderstorms-during-the-storm_2011-10-05

Obama praises success of humanitarian operations in Iraq



U.S. Air Force photo/Staff Sgt. Vernon Young Jr.

Capt. Andrea Delosreyes, Trent Parker and Airman 1st Class Kevin Haggith, 340th Expeditionary Air Refueling Squadron, KC-135 Stratotanker aircrew, step to their aircraft for an in-air refueling mission over Iraq, Aug. 11, 2014. The aircrew is scheduled to offload more than 40,000 gallons of fuel to Fighter Aircraft completing missions in Iraq.

By Terri Moon Cronk

DoD News, Defense Media Activity

WASHINGTON (AFNS) -- President Barack Obama has announced an end to the siege of Iraq's Mount Sinjar where Iraqi Yazidis had fled to escape Sunni terrorists, and that U.S. airdrops to those who were trapped there will likely end. But he said airstrikes will continue to protect Americans in the country.

"Our military was able to successfully strike ISIL targets around the mountains, which improved conditions for civilians to evacuate the mountain safely," the president said in televised remarks from Edgartown, Massachusetts where he is vacationing. "The situation on the mountain has greatly improved, and Americans should be very proud of our efforts."

Obama said continued airdrops and evacuation operations are not expected, and military personnel who assessed the situation on the mountain likely will come home soon. However, he said the United States will continue to work with other nations to provide humanitarian assistance to other minority groups in northern Iraq when possible.

Obama said airdrops have delivered more than 114,000 meals and 35,000 gallons of fresh water to those on the mountain. The United Kingdom helped in the effort, and other allies pledged their support, he added.

As commander in chief, the president

added, he could not be prouder of the military men and women who carried out the humanitarian operation almost flawlessly. "I'm very grateful to them," he added. "And I know that those who were trapped on that mountain are extraordinarily grateful."

But ISIL remains a threat to the people of Iraq, the president said, particularly for minorities.

"We obviously feel a great urge to provide some humanitarian relief to the situation, and I've been very encouraged by the interest of our international partners in helping on these kinds of efforts."

Air strikes to protect American people and facilities in Iraq will continue, he said.

"We have increased the delivery of military assistance to Iraqi and Kurdish forces fighting ISIL on the front lines," Obama said. "Perhaps most importantly, we are urging Iraqis to come together to turn the tide against ISIL above all by seizing the enormous opportunity of forming a new inclusive government under the leadership of Prime Minister-designate [Haider al-Abadi]," he added.

The president said he spoke with Abadi a few days ago, and that Abadi said Iraq needs an inclusive government that speaks to all people of Iraq.

"He still has a challenging task in putting a government together, but we are modestly hopeful that the Iraqi government situation is moving in the right direction," Obama said.



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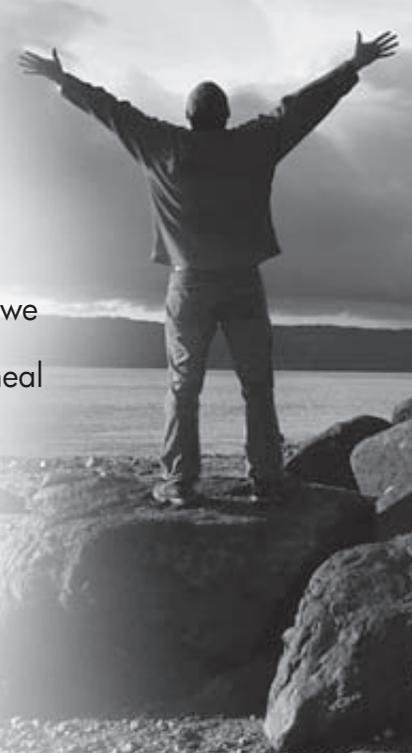
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Youth will need to bring money for dinner and any snacks purchased at the movie theater. The movie ticket is included in the registration fees.

This program is partially funded by the Air Force and prizes will be given out during the event!

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& GIVE PARENTS A BREAK
SEPTEMBER 6
6-11PM

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Give Parents a Break program is offered to youth with Parent's Night Out. Information for this program can be obtained from the Airman & Family Readiness Center.

Both programs are ran in conjunction with the CDC.

Youth ages 6 weeks to 5 years old at the CDC only \$12
Ages 6-12 will be at the Youth Center
\$12 members/\$15 Non-members
Sign up deadline Sept. 4

IN SUPPORT OF THE AIR FORCE BALL

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Whiteman AFB Youth Center

509th FSS
whitemanfss.com

687-5586

The Air Force Ball is coming up and the 509th FSS wanted to make sure that childcare options were available, be sure to check out this great event above, that will give you the opportunity to attend the Air Force Ball & give your children a great night of fun!

Sign up for "ForceCast" to receive texts about FSS events, programs & activities to your mobile phone by clicking on the "FC" logo at the top of our website's homepage!

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www.whitemanfss.com

509 FSS PAGE EDITOR: KYLE C. HAMRICK
CONTACT US! 687-7929



WHITEMAN AFB

COMMUNITY QUEST

FRIDAY, SEPT. 5 3-5PM

LIMITED TO THE FIRST 25 TEAMS
DOES YOUR'S HAVE WHAT IT TAKES?



\$200 IN CASH FOR FIRST PLACE!

4: \$25 FSS GIFT CARDS TO 2ND PLACE

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email: marketing3@us.af.mil to sign up or call 687-6525 for more information.

Must possess at least one motor vehicle for transportation per team.



Medical, medical service corps officers will not meet RIF board

By Debbie Gildea

Air Force Personnel Center Public Affairs

JOINT BASE SAN ANTONIO-RANDOLPH, Texas (AFNS) -- Air Force medical corps and medical service corps officers slated to meet the reduction in force board in October are no longer eligible for RIF consideration, Air Force Personnel Center officials said Aug. 11.

The fiscal year 2015 Force Management Reduction in Force Board scheduled to convene Oct. 1, 2014, will still evaluate line of the Air Force and LAF-judge advocate officers for continued retention. Medical corps and medical service corps officers will not meet the board because enough applications from officers have been received so the Air Force does not need to hold a board for them during fiscal year 2015, said Lt. Col. John Barlett, with the AFPC operations division.

Eligible year groups/competitive categories

Airmen eligible to meet the board include LAF captains in year groups 2006 through 2008 and LAF majors in year groups 2001 through 2003, computed by total active federal commissioned service date, in specific AFSCs; unless specifi-

cally excluded. AFSCs and year groups vary depending on category, so eligible Airmen should review the matrices on the myPers website to determine if they are eligible.

The board will also consider LAF-judge advocate, or JA, officers in the 2004, 2005 and 2006 captain year groups. LAF-JA captain year groups are based on the year an officer was promoted to captain in the JA corps or, if a prior-service officer, the captain year group an officer was placed into by the Air Force JA based upon service calculations.

Eligibility exclusions

Some officers will not meet the RIF board, including the following:

- Officers with an approved date of separation on or before April 30, 2015, or who have an approved Temporary Early Retirement Authority, or TERA, retirement on or before May 1, 2015.
- Officers who because of a deployment have an approved voluntary separation pay or TERA separation date after April 30, 2015.
- Officers on a promotion list as of the board convening date.
- Officers with less than one year time-in-grade as of the board convening date.

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CELEBRATING Airmen

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UCM ELLIOTT BALLROOM
SOCIAL BEGINS 6:30PM

POC'S:
MSGT LEE 660 687 1276
SSGT ROBERTS 660 687 3277

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Serving the Whiteman Community

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- 07 Avalanche LT 4wd...17,995
- 05 Ford SuperCrew 4wd.....12,995
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- 03 Avalanche 4wd.....11,995
- 01 Ranger SuperCab....3,995
- 11 Grand Caravan.....12,995
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