

WARRIOR



Keepers of the Spirit

509TH AMXS ENSURES B-2 READINESS PG. 8

INSIDE:

- **131ST BW B-2: 'LINDBERGH'S OWN'**
- **RAGBRAI 2018: USAF CYCLES ACROSS IOWA**
- **BASE DRIVING REGULATIONS**

Whiteman honors Missouri ANG unit 'Lindbergh's Own'



U.S. Air National Guard photo by Senior Master Sgt. Mary Dale Amison
Members of the Missouri Air National Guard's 131st Bomb Wing and the U.S. Air Force's 509th Bomb Wing unveil a new paint scheme with the slogan "Lindbergh's Own" on a gear door for the Spirit of Nebraska, a B-2 bomber, at Whiteman Air Force Base, Missouri, Aug. 4, 2018. The slogan is associated with the 110th Bomb Squadron, a subordinate unit of the 131st, and is tied to the late Charles A. Lindbergh, the unit's most famous member.



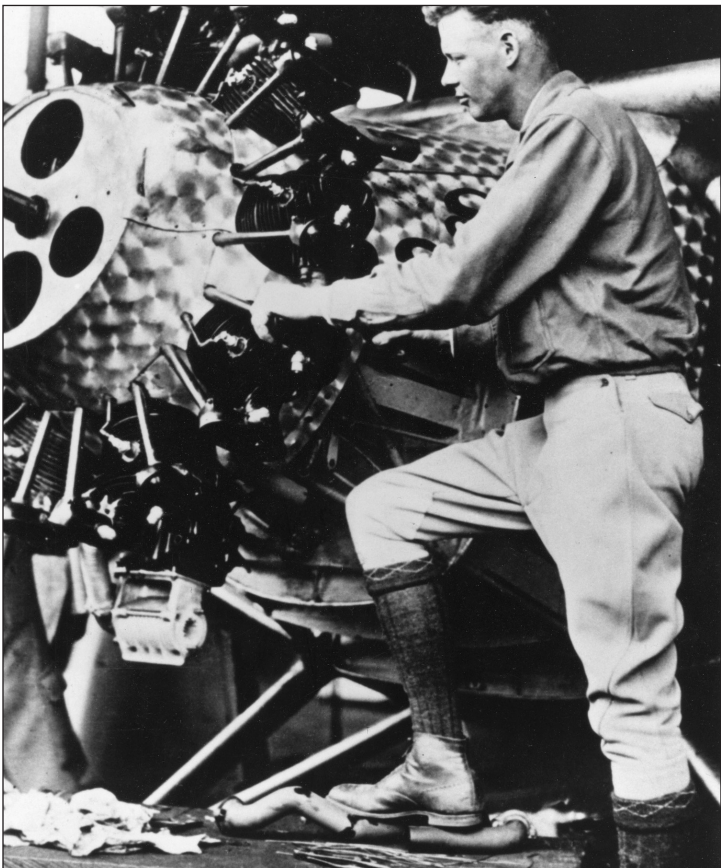
U.S. Air National Guard photos by Senior Master Sgt. Mary Dale Amison
Members of the Missouri Air National Guard's 131st Bomb Wing and the U.S. Air Force's 509th Bomb Wing gather after a new paint scheme was unveiled on the gear door of a B-2 at Whiteman Air Force Base, Missouri, Aug. 4, 2018.

By 1st Lt. Phil Fountain
131st Bomb Wing Public Affairs

Members of the Missouri Air National Guard's 131st Bomb Wing and the U.S. Air Force's 509th Bomb Wing gathered Aug. 4, 2018, to celebrate the unveiling of a new paint scheme on a gear door for the Spirit of Nebraska, a B-2 bomber assigned to Whiteman Air Force Base, Missouri.

For the 131st BW, the new B-2 markings mean more than just new paint on an airplane.

"This recognition highlights the 509th Bomb Wing's trust in the 131st," Col. Ken Eaves, 131st Bomb Wing commander, told those in attendance. "This is a big deal, Airmen. You earned that trust. You are blended throughout our wings. This second tail represents the value you bring to the fight."



Courtesy Photo (date unknown)
Charles A. Lindbergh performs maintenance on the Spirit of St. Louis. Lindbergh flew the aircraft in a transatlantic flight in 1927, completing the first nonstop flight between New York to Paris. Lindbergh's military service included being a member of the Missouri National Guard's 110th Observation Squadron, which today is designated as the 110th Bomb Squadron at Whiteman Air Force Base, Missouri, and known as "Lindbergh's Own."

The new paint scheme signifies the close relationship that has developed between active-duty and Air National Guard units at Whiteman AFB.

"This gear door is a symbol of importance of the Air National Guard to the B-2 mission and our success in total force integration," said Lt. Col. Timothy Rezac, commander of the 110th Bomb Squadron, a subordinate unit of the 131st BW.

Total force integration

Since 2007, the 131st BW – the only Air National Guard unit to operate and maintain B-2s – has developed an integral partnership with the 509th Bomb Wing in a unique Air Force association.

The partnership blends aspects of both units to achieve common goals within the Air Force Global Strike Command, as well as includes
See 'Lindbergh's Own,' Page 14.

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Published by the **Sedalia Democrat**, a private firm in no way connected with the U.S. Air Force, under exclusive written contract with Whiteman Air Force Base.

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The deadline for article submissions to the Warrior is noon Friday. If a holiday falls on Friday, the deadline then becomes 4 p.m. Thursday. Articles will be published on a space-available basis. Submissions do not guarantee publication.

For more information, call the Warrior office at 660-687-5727, email 509th.bw.pa@us.af.mil, fax 660-687-7948, or write to us at Whiteman Warrior, 509th Bomb Wing, 509th Spirit Blvd. Suite 116, Whiteman AFB, Mo., 65305.

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On the cover

U.S. Air Force photo by
Airman 1st Class Taylor Phifer
U.S. Air Force Staff Sgt. Erin Matheny, an aircraft electrical & environmental systems journeyman assigned to the 509th Aircraft Maintenance Squadron, inspects a portion of the B-2 Spirit at Whiteman Air Force Base, Missouri, June 13, 2018. The 509th AMXS Airmen are in charge of day-to-day maintenance, which includes each stage of the flight process.

NEWS BRIEFS



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WEATHER

Friday	Saturday
Partly Sunny	Mostly Sunny
Hi 91	Hi 89
Lo 69	Lo 67
Sunday	Monday
Sunny	Sunny
Hi 88	Hi 89
Lo 67	Lo 66

Extinguishing safely: Base facilities to receive firefighting chemical upgrade

509th Civil Engineer Squadron

Facilities at Whiteman Air Force Base, Missouri, are slated to receive upgrades to the aqueous firefighting system.

The foam has been in use by the U.S. Air Force since 1970 and is the most efficient method for extinguishing petroleum fires. It is widely used in the firefighting industry and commercial airports.

Establishing water safety parameters

In 2016, the U.S. Environmental Protection Agency established a Lifetime Health Advisory level of 70 parts per trillion for a combined concentration of perfluorooctanesulfonic acid (PFOS) and perfluorooctanoic acid (PFOA). Due to evolving regulatory standards, these two compounds are classified as emerging contaminants, meaning the extent of their risk is not yet known. The U.S. Air Force has taken a multi-prong, proactive response: identify, respond and prevent.

The Air Force Civil Engineer Center (AFCEC) representatives began a comprehensive assessment process in 2010 to identify locations where PFOS and PFOA may have been released across the Air Force at active duty, reserve, guard and closed installations. AFCEC examiners conducted groundwater, surface water and soil sediment sampling at Whiteman

AFB in late 2017.

Low levels of PFOS and PFOA were detected at historical fire training pits and wastewater treatment areas. Possible pathways to drinking water sources were mapped and due to the geologic composition of Whiteman AFB's substrata (the layer of rock or soil beneath the ground surface), contamination of drinking water sources is highly unlikely, according to the reports. In 2017, drinking water sampling was conducted at all installations to ensure drinking water supplies meet EPA guidelines. Sampling of Whiteman AFB's drinking water resulted in undetectable levels of PFOS and PFOA.

Implementing environmentally safe upgrades

In October 2017, Whiteman AFB firefighting equipment was upgraded to the new, environmentally friendly system. Meanwhile, 23 facilities are being upgraded with the new formula as well. Before certifying firefighting installations for use with the new formula, systems will be drained, triple rinsed and refilled. This removes chemicals, which will be captured and responsibly disposed to prevent their accidental release.

Whiteman AFB's environmental personnel, in coordination with multiple base agencies, will ensure minimal mission impact and will monitor the upgrade process.





FRIDAY, AUG. 10 • 7 p.m. Hotel Transylvania 3: Summer Vacation (PG) Adults - \$7.00, children - \$4.75	SATURDAY, AUG. 11 • 7 p.m. Studio Appreciation Advance Screening Free Admission – Rated PG. Tickets available at your local Exchange Food Court. Seating open to non-ticket holders 30 minutes prior to showtime
SUNDAY, AUG. 12 • 3 p.m. Hotel Transylvania 3: Summer Vacation (PG) Adults - \$7.00, children - \$4.75	



Typing in traffic

Texting behind the wheel is unlawful for both civilian, military drivers

By Airman 1st Class Tayler Griffin
509th Bomb Wing Legal Office

The average person touches their mobile device 2,617 times per day, averaging screen time between 25 minutes and two hours. None of that time should be while driving a vehicle on Whiteman Air Force Base.

Few drivers realize their vehicle acts as a 2,000-pound extension of themselves capable of causing property damage, personal injury or even death.

Did you know studies have shown texting while driving is actually more dangerous than drunk driving? Although the penalties for texting and driving are not yet as severe as they are for drunk driving, they are moving in that direction with a new update to Whiteman Air Force Base Instruction (WAFBI) 31-116, Installation Traffic Code.

Recent code revisions directly address distracted driving and cell phone use. Talking is only allowed if you are using a hands-free device. Additionally, there is now an extra penalty for texting and driving to include suspension of driving privileges for 30 days for the first offense, up to six months for the second offense and up to one year for the third offense.

Earbuds, headphones or other listening devices are also prohibited while operating a motor vehicle, with the exception of hearing protection as required by AFI 91-203, Air Force Consolidated Occupational Safety Instruction, for operating certain types of heavy equipment.

“But, I heard it was legal to talk or text and drive in Missouri, so I’m good, right?” The answer is no.

It is true that only drivers under 21 and drivers of commercial vehicles are explicitly prohibited from texting and driving. All other drivers fall under Missouri’s distracted driver law, however, which requires drivers to drive in a “careful and prudent manner.”

In states where traffic law violations are

state criminal offenses, on-base violations of these laws by civilian or military members may generally be charged under the Federal Assimilated Crimes Act.

However, reliance on state law is unnecessary where the installation traffic code has punitive provisions, like here at Whiteman AFB.

That means both WAFBI 31-116 and Missouri statutes not specifically addressed in the base traffic code are enforceable on base – and both prohibit distracted driving.

“But these Whiteman AFB rules apply just to military members, right?” That is also wrong.

The base traffic code applies to every person operating a motor vehicle on Whiteman AFB, regardless of military, civilian, or contractor affiliation or type of vehicle.

Driving vehicles on Whiteman AFB is a privilege, not a right. As such, the privilege to drive can be revoked by the 509th Mission Support Group commander for violations. Drivers on base give implied consent to be tested for alcohol and drugs in their blood, breath, and/or urine in exchange for the privilege to drive. Refusing to take such tests results in a mandatory one-year revocation of the individual’s driving privilege.

Military members who commit misconduct are punished under the Uniform Code of Military Justice, but all other drivers who commit offenses are prosecuted in Federal Magistrate Court. This is a court that prosecutes and punishes civilians for federal offenses on base. Magistrate Court, which convenes bi-monthly at Whiteman AFB, is conducted by a federal judge and a team of judge advocate officers, appointed as special assistant U.S. attorneys by the U.S. Department of Justice, and enlisted paralegals. Defendants found guilty at trial may receive a fine, pay court administrative costs, and can also receive a federal conviction.

Please don’t text and drive – and be a safe motorist off and on base roadways.



**No one is LOL now.
Stop distracted driving!**

Two Whiteman Airmen join AF cycling team for world's longest bike event



509th Bomb Wing staff reports

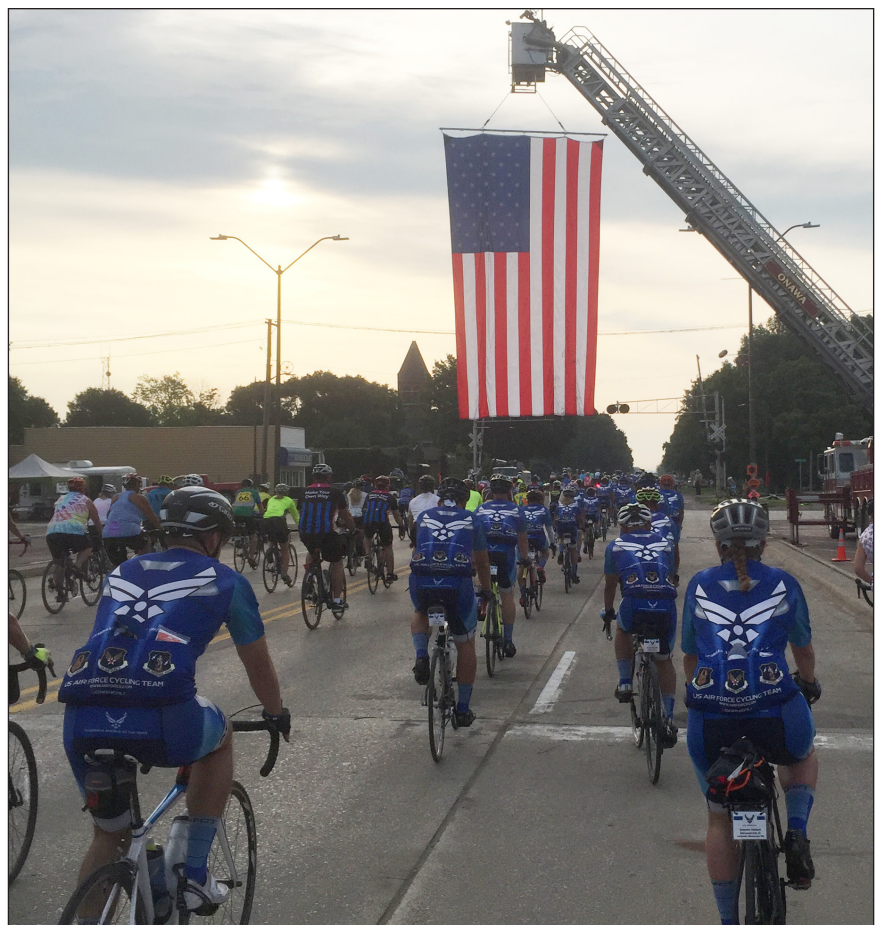
Lt. Col. Geoffrey Steeves, commander of the 13th Bomb Squadron, and Lt. Col. Daniel Knerl, commander of the 72nd Test and Evaluation Squadron, rode more than 500 miles from Iowa's western border on the Missouri River to its eastern border on the Mississippi River in the annual RAGBRAI cycling event.

The RAGBRAI, which stands for the Register's Annual Great Bicycle Ride Across Iowa, is seven consecutive days in July and participants typically camp at designated towns

along the route.

It's the world's longest and largest weeklong bicycle ride. The event began in 1973 and the Air Force has participated for 24 years. This year, the Air Force Team included 126 riders and 15 support members. They are active duty, National Guard, retirees and dependents from 14 different bases or regions, said Senior Master Sgt. Larry Gallo, executive director of the Air Force Cycling Team.

The Air Force riders also act as informal roadside assistants, providing bike maintenance and minor first aid, which gives them an opportunity to talk about their service.



"One changed flat tire, fixed bike chain or conversation in one small town Iowa at a time, the Air Force Team conveyed an extremely positive image of Airmen to a region that has few or no active-duty military installations," Steeves said. "Our RAGBRAI participation allowed Americans to connect with their Airmen, with whom they would otherwise rarely engage."

Knerl added, "It truly is a great recruiting event of sorts, with many conversations starting with people thanking us for our service, asking us where we are stationed and what we do. It was awesome to see and be a part of."



Courtesy photos



Check your Bike with TCLOCS

T: tires and wheels

C: controls

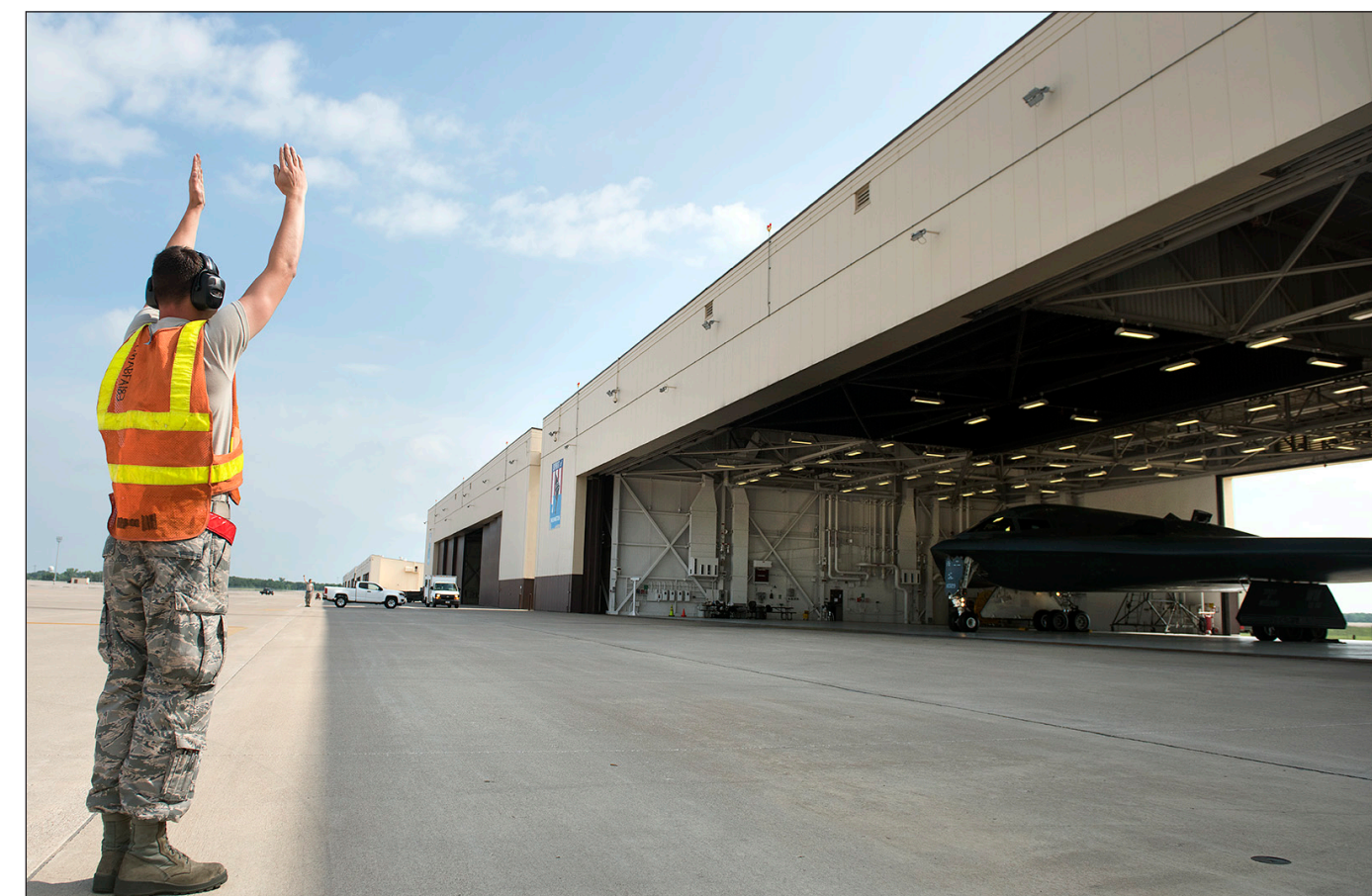
L: lights

O: oils and fluids

C: chassis

S: stand

If it's in the air – maintenance put it there



U.S. Air Force photos by Airman 1st Class Taylor Phifer



The 509th Aircraft Maintenance Squadron Airmen are the keepers of the B-2 Spirit. From landing gear to the steering system, it takes approximately one year for a member to be certified to perform maintenance on the aircraft. A full inspection of a B-2 typically takes three to four days. Every square inch of the aircraft is carefully scrutinized to ensure maximum combat readiness and a deployable force capable of projecting global firepower at a moment's notice, anytime and anywhere.

"Death from Above"

Change will allow Airmen to apply for jobs they want, get a quick answer



William Howard/STARS AND STRIPES

Chief Master Sgt. of the Air Force Kaleth O. Wright speaks to Airmen about coming policy changes during a town hall at RAF Lakenheath, England, Aug. 1, 2018.

By William Howard
STARS AND STRIPES

RAF LAKENHEATH, England — Airmen will soon be able to apply for duty stations based on rank and occupation rather than relying on an assignment wish list, the Air Force's enlisted chief told Airmen at a town hall meeting on Aug. 1.

The move is just one of several improvements under development, said Chief Master Sgt. of the Air Force Kaleth O. Wright, speaking before 1,000 Airmen gathered in a hangar.

Other changes would include assigning support staff directly to units — rather than clustering them elsewhere on base — and encouraging staff sergeants to remain in service longer.

"All of these are things that we're working towards to just try and make life better for you, to allow you space to take care of yourselves, to take care of each other, be good wingmen and spend time with your families," Wright, whose popularity has led Airmen on social media to nickname him "Enlisted Jesus," told the crowd.

The change in how duty station assignments are made will simplify career paths for Airmen, Wright said.

"You get to apply and within a couple weeks you'll find out if you got it or you didn't," he said. "I think that makes a little bit more sense."

Support personnel, such as mental health professionals, chaplains, exercise physiologists, counselors and financial assistants, will be embedded into organizations, Wright said.

"They'll do (physical training) with you and they'll come out to the line and turn some wrenches with you — all in effort to help our Airmen become more resilient," Wright said.

Wright also addressed recent reports about allowing staff sergeants to earn a military retirement.

"We are attempting to increase higher tenure for staff sergeants from 15 to 20 years," Wright said. "One thing we want to make sure is that as we extend, more staff sergeants stay in the Air Force and it doesn't create less opportunities for promotions of our senior Airmen."

Wright also mentioned the following actions in the works:

- Joint-custody assignments may be available soon, allowing parents who aren't married to work at the same base and co-parent.
- A new bereavement leave policy would offer nonchargeable leave for Airmen who have suffered the loss of an immediate family member.

Any changes to policy will be subject to review by the Air Force chief of staff and the Pentagon.

Wright managed to mix in fun with the facts. He drew laughter when answering a question from an Airman about the why the Air Force's formal uniform "looks lame."

He shared an anecdote about a ceremony in Arlington, Virginia, where he took a picture with his military counterparts in dress uniform.

"I was like, the Coast Guard guy looks more military than me, man," Wright said.

He said that once the Army's operational camouflage pattern is adopted in the Air Force, changes to the female uniform are next and then dress blues, based on feedback from Airmen.

Wright elicited laughter again when questioned about the possibility of making it easier for Airmen to decipher the service's alphabet soup.

"Has there been a discussion about having one standard acronym or abbreviation list for the entire force?" one Airman asked.

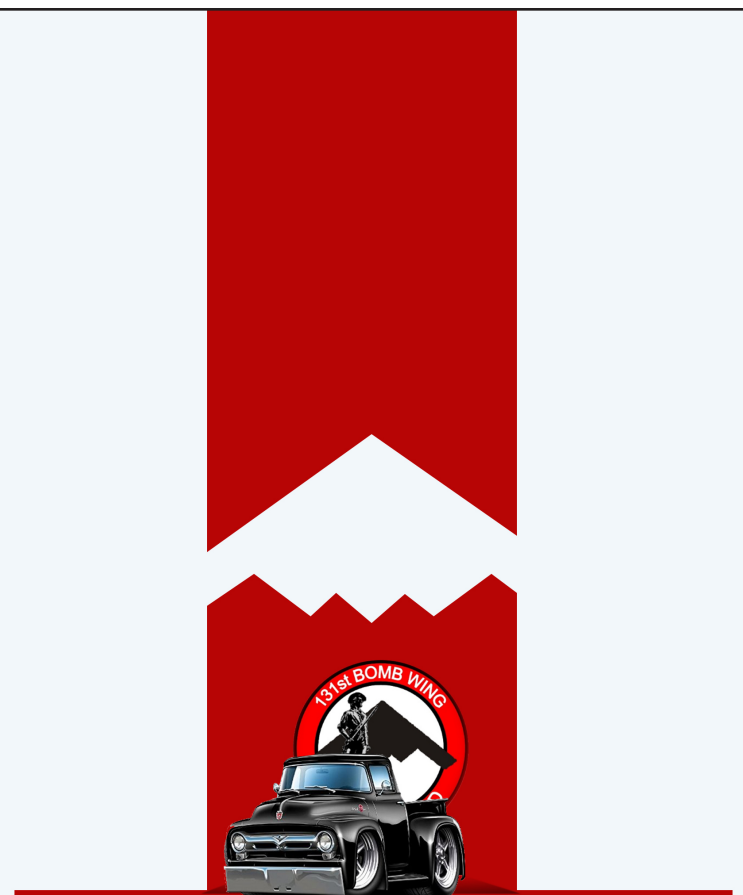
Wright took a moment to think and replied, "No," inspiring more clapping and laughter.

He added: "I do think it's important for us to be standardized and not wasting people's time. It's just something that hasn't been on my radar, but I promise to look at it."

Another Airman asked about limiting the number of awards listed for boards and promotion packets. The Air Force currently has 750 different awards that Wright said should be further reduced, but he also said he believes an individual's achievements should be always be documented on a performance report.

After the town hall meeting ended, Airmen formed a line stretching the length of the hangar for photos with Wright.





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'Lindbergh's Own'

Continued from Page 2.

support for the major command's mission to provide strategic deterrence, global strike and combat support.

"Total force integration does not work because it is written down in a regulation," Rezac said. "This concept only works through the personnel involved and the continual education it takes for what the Guard is and how we work together."

The sentiments were echoed by 509th BW commander Brig. Gen. John Nichols, who was on hand for the unveiling ceremony in a B-2 hangar.

"The 131st Bomb Wing and 509th Bomb Wing total force initiative is the gold standard in the United States Air Force," Nichols said.

The Spirit of Nebraska became the second B-2 in the Air Force inventory with Guard markings, joining the Spirit of Missouri, which is dubbed "Stealth Militia," in honor of the unit's unique role within the Air National Guard and its members' service to the state of Missouri.

Proud heritage

Just as Airmen of the 509th have a proud history, dating back to World War II, Citizen-Airmen of the 110th BS take pride in their unit's lineage, which dates back nearly a century. At that time, the 110th BS was an Army Air Corps unit within the U.S. Army National Guard's 35th Division, and home to distinguished aviation pioneers.

The 110th BS is known as "Lindbergh's Own" in honor of famed aviator, Charles A. Lindbergh. The slogan is included in the new markings along with a Missouri mule, which is the unit's mascot.

"The 110th started in 1923 and Charles Lindbergh joined shortly thereafter," Rezac said. "He flew the first long-duration mission for the unit in 1927, when he flew from New York to Paris. I know he looks down today, and with Mule Pride, as the 110th gets another long-duration platform."

Use of "Lindbergh's Own" by the 110th dates back to 1977, when Lindbergh's widow, the late Anne Morrow Lindbergh, reportedly gave permission to use the surname in a letter to then-Missouri Gov. Joseph P. Teasdale, as the unit was preparing to celebrate the 50th anniversary of the transatlantic flight.

"I know my husband took great pride in his

membership in the 110th Observation Squadron, 35th Division Aviation Section of the Missouri National Guard and carried the Missouri Mule insignia on the Spirit of St. Louis on his flight to Paris," she wrote at the time. "I am sure he would be delighted to have his name carried with the unit's insignia."

Following Lindbergh's historic flight, he became an international celebrity and later made significant contributions to the development of commercial aviation. During World War II, drawing on his service within the 110th, he flew combat missions as a civilian pilot in the Pacific.

As a testament to his enduring commitment to the 110th, the unit's shield is among the logos emblazoned on Lindbergh's famed Spirit of St. Louis, which is prominently displayed in the Smithsonian Institution's National Air and Space Museum in Washington, D.C.

Making a mark

Significant effort and research went into getting the B-2 markings approved, and it began with an idea from a Guard noncommissioned officer.

"Service is a family business," said Tech. Sgt. Travis Weiler of the 131st Aircraft Maintenance Squadron, whose father served as a crew chief in the unit. "My dad's F-4 Phantom is displayed in Whiteman's Heritage Park."

Weiler has been a part of the unit since 2007 and is the dedicated crew chief for the Spirit of Nebraska. He leads a total force integration team, which includes an active duty Air Force assistant crew chief.

He is credited with having initiated the idea up his chain of command and building a presentation to justify the decision to approve the markings.

"I'm proud of the history," Weiler said. "I mentioned it to my group commander and he agreed with the concept."

Rezac thanked the 131st Maintenance Group, led by Lt. Col. Michael Belardo, for taking up this cause and seeing it through.

"A special thanks to maintenance for making this happen. We, operations and maintenance, have always had a special relationship," Rezac said. "I always appreciate the hard work the maintainers have always shown. True professionals."

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