



Photo by Staff Sgt. Tia Schroeder

Staff Sgt. Clinton Glasgo, 509th Maintenance Group, loads a joint direct attack munition into a B-2 during the Phase 1 and 2 exercise. The weeklong exercise tested the wing's cargo and personnel deployment capabilities.

Whiteman tests deployment capability

By 2nd Lt. Mary Olsen

Public Affairs

The 509th Bomb Wing began a deployment exercise after Brig. Gen. Doug Raaberg, 509th Bomb Wing commander, issued a recall Sunday.

The weeklong exercise prepared members for deployment. Capt. Daniel Hatchel, 509th Logistics Readiness Squadron and installation deployment officer, said the squadron's readiness flight worked with the wing plans office to define guidelines and unit taskings to simulate real-world scenarios.

During Phase 1, members processed as if deploying to a forward operating location. During Phase 2, members set up and validated these deployed locations on base. Captain Hatchel said these exercises are important for today's mission.

"For many years, the mentality was that the B-2 flew from Whiteman to strike targets," he said. "Operation Iraqi Freedom proved that the wing needs to forward deploy."

Maj. Bart Oaks, 509th Bomb Wing Plans Office, said 655 members were tasked to deploy. Members checked in with their unit deployment monitor, picked up mobility bags, went through the personnel deployment function and boarded a bus. In a real-world situation, the bus would then take them to the flightline to board a plane and depart.

Identification and roll-call checks were frequent. Second Lt. Willie Babor, 509th Aircraft Maintenance Squadron PDF officer in charge, said accountability was a primary concern. "We wanted to make sure we didn't lose anybody," he said.

Members processed through a line to ensure they were deployment-ready. Tech. Sgt. Lisa Hathcock, 509th Mission Support Squadron PDF NCO in charge, briefed members on various issues including evacuation and safety procedures. She said the length of this process



Photo by Staff Sgt. Tia Schroeder

Airman 1st Class John Calvano, 509th Communications Squadron, receives a Bible from Staff Sgt. Jason Raley, 509th Bomb Wing, at the deployment center.

varies depending on what services are required. "For someone who has everything updated, it only takes five minutes," she added.

Although last-minute services such as administering shots and preparing wills are available, Captain Hatchel said members should keep up-to-date with

9-Line Target



Duck and cover

Weather safety

These tips can help you prepare for tornado season. There will be a natural disaster response exercise March 19.

Tornado Watch

✓ Means conditions are favorable for the development of tornadoes on or near the base. It does not mean tornadoes are imminent — people must be alert, and prepared to go to safe shelter if tornadoes do happen or a warning is issued.

Tornado Watch Issued

✓ Be alert to changing weather conditions. Listen to local radio and TV stations for updates. If on base, monitor the base weather station's updates. See Whiteman Air Force Base Instruction 15-11, Base Weather Dissemination Procedures.

Tornado Warning

✓ An urgent statement a tornado has been sighted or indicated by radar near the base. You'll hear a steady tone, preceded first by giant voice making the announcement of the tornado warning.

Tornado Warning Issued

- ✓ Take cover immediately!
- ✓ If you are inside, protect yourself from glass and other flying objects.
- ✓ If you are outside, move inside. If this is not possible, lie flat in a ditch or low-lying area but be aware of potential flooding.
- ✓ If you are in a car or mobile home, get out immediately and head for cover.

After the Tornado

- ✓ Watch for fallen power lines and stay out of the damaged area.
- ✓ Listen to the radio for information and instructions.
- ✓ Use a flashlight to inspect your home for damage. Avoid candles when natural gas is used in your area.

For more information about tornado safety or tornado fact's visit: <http://www.spc.noaa.gov/faq/tornado>.

Commander's Corner

By Brig. Gen. Doug Raaberg
509th Bomb Wing Commander

THE B-2 MATURES ONCE AGAIN. This week the B-2, once again, made history with the first-ever flight of an Air Force flight surgeon ... our own Col. (Dr.) Rick Bachmann, 509th Medical Group commander.

He's no stranger to the flying world as a certified resident aerospace medicine specialist. In fact, he has many flying hours in everything from fighters, tankers to training aircraft. Furthermore, Doc Bachmann knows his air threats and how to operate one of the most sophisticated radar systems in the inventory, the F-15E Strike Eagle radar.

So it's with satisfaction and pride that he had three other distinctions to his flying record ... he can now boast he has 4.2 hours of B-2 flying time using the most sophisticated targeting system in the world and has entered the stealth world!

To the 509th Bomb Wing, it's the next step in maturing our weapon system. That sounds rather odd, but let me explain.

If you go to any other flying outfit, you'll find that the flight surgeons are an integral part of the squadron's mission and regularly fly with their team. Regardless of weapon system, flight surgeons know their aviators ... especially the pilots!

They also need to know what their flying environment is like whether it involves complicated long-duration strike sorties or

just plain pulling a lot of g's — something we have the luxury of doing in the B-2 and T-38.

With Colonel Bachmann's inaugural flight, we've begun to mature and introduce flight medicine into the cockpit. Congratulations Rick, you now carry the distinct Spirit 315 number ... the 315th person to ever fly in a B-2.

EXERCISE, EXERCISE, EXERCISE. Our wing has put the first touch on our true preparation for future inspections of our conventional mission. Frankly, the 509th has never been tested by the ACC/IG for its conventional capability — all we've done is gone to war three times! That's why this week has been so important as the next step of being fully operational capable.

Many wonder what a Phase 1 and 2 exercise means. It's an artificial, but tough demonstration of our ability to get out of town (Phase 1) and conduct combat operations from home and abroad (Phase 2).

Additionally, we practiced our ability to survive and operate. Combined, the Phase 1 and 2 exercise we completed put us on the road to preparing for the next combat operation the B-2 may be committed to. You've given this exercise much thought, planning and muscle. I want to personally thank the entire wing, on behalf of your senior leadership, for the realistic step we took in making this a true preparation for the IG and war.

Also, thank you to Airman 1st Class Shannon Shibles, Senior Airman Terri Adams and 1st Lt. Patrick Kolesiak for the outstanding chemical warfare training you gave our senior colonels and myself. We're ready for the next Alarm Red!

YOU NEED NEW BDUs. The shortage of battle dress uniforms at clothing sales is a known problem ... one I personally discussed with Gloria Smith and her staff. Unfortunately, there is a backorder throughout the Air Force for many of our green, and in some cases desert camouflage uniforms.

Please be patient as we give this our best push. Rumors will abound, but I assure you we're on top of this. Continue to check with the Army and Air Force Exchange Service and particularly the fantastic team at clothing sales for the latest on inventory restock ... they're working for you!

SEXUAL ASSAULT AWARENESS TEAM ARRIVES. Let me be frank ... Whiteman and the Air Force will not tolerate any behavior that does not treat all members professionally and with dignity. In the positive vernacular, we owe every person our ultimate respect. Our mission depends on the entire corps of our base from the Air Force, Army, Navy and civilian teams ... from active, Guard and Reserve to enforce the same standard. It takes constant awareness on everyone's part to accept nothing less than mutual respect.

Next week, ACC would like to experience our climate regarding sexual assault



Photo by Master Sgt. Dee Ann Poole

Col. (Dr.) Rick Bachmann, 509th Medical Group commander, receives a mission brief from Maj. Mike Jansen, 394th Combat Training Squadron.

and give us some awareness training that will strengthen our team approach. Col. Ed Dixon and his team will be visiting many bases in the command on behalf of Gen. Hal Hornburg, ACC commander.

We are fortunate to have them early in their travels. I encourage everyone to give them your candid feedback. Equally, learn from them. Our mission has a unique vitality, it's because we value the health and welfare of every person and their families.

Doing the right thing for the right reason equals right results

By Lt. Col. Scott Vander Hamm
325th Bomb Squadron Commander

Ever heard of the Law of Sowing and Reaping? Have you ever put something in motion only to find it came back around to haunt or reward you? I have!

My dad always told me, "You reap what you sow." This is true whether in the physical, emotional or spiritual realm. You may have heard it said differently, but parents, grandparents, mentors, supervisors and commanders have harped on this for as long as I can remember. There will always be consequences — good or bad — for everything we do.

I'd like to tell you a quick story to demonstrate this point, which may have a lasting impact on your life or the lives of your loved ones.

An officer in my squadron reaped the benefits from years of sowing good seed in her life. The benefit was walking away from a totaled vehicle in what could have been a fatal crash if she hadn't sown these habits. Maj. Kristin Goodwin, one of my flight commanders, nearly lost her life on Highway Y, just east of the base on her way to work one dark February morning.

Major Goodwin left her Sedalia home very early to be at work for B-2 mission lead training that began at 6 a.m. Road conditions were generally good because the sun caused much of the snow to melt from the roads the previous day. However, north winds during the night blew drifts across a section of the road east of the chicken farms. This



Photo by Airman 1st Class Joe Lacdan

Maj. Kristin Goodwin, 325th Bomb Squadron, shows Lt. Col. Scott Vander Hamm, 325th BS commander, a photo of her car before it crashed. Major Goodwin was wearing her seat belt and didn't suffer serious injury.

wasn't visible to traffic moving from the east.

As she crossed the knoll, due to the conditions on that section of road, there was a vehicle traveling in the opposite direction that began to drift into her lane. In an effort to avoid the oncoming traffic, Major Goodwin moved to the right. Her right front wheel caught the snow and gravel

mix, and when a correction was made, the vehicle started an acrobatic maneuver she will never forget. After three complete flips, the vehicle came to a rest.

This is where the story could get ugly. But it doesn't! Because Major Goodwin had sown the good habits of wearing a seat belt, she was able to get out of the vehicle, with some help, and walk away. The result could have been much different. We could still be nursing her back to health or worse. But instead, she returned to flying status in less than two weeks.

From the past to the future, every person that has or will have contact with Major Goodwin either is or will be grateful for seat belts when they hear her story. I know I am ... it saved the life of a dear member of our squadron.

I'm also grateful to the people who stopped to help Major Goodwin. Jeff Blake, from our Northrop Grumman partners, was the first on scene. He helped Major Goodwin out of the vehicle and provided communication to get emergency vehicles to respond. Lt. Col. Terry Sunnarborg, 394th Combat Training Squadron, also went the extra mile and stayed with Major Goodwin when she was transported to the hospital and home. Lt. Col. Scott Young, 715th Weapons School commander, also stopped and provided comfort and assistance. What a privilege to work in a wing where so many good samaritans dwell.

I hope you will sow good habits into your life. Wear seat belts and demand that those loved ones and friends with whom you travel do so as well.

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For more information, call the *Whiteman Spirit* office at 687-6133, fax us at 687-7948, e-mail: whiteman.spirit@whiteman.af.mil or write to us at:

509th BW/PA, 509 Spirit Blvd. Ste. 111
Whiteman AFB, Mo. 65305

Risk management — an Air Force way of life

(Editors note: This story is an extension of the commentary section and isn't a news story.)

By Capt. Aaron Pepkowitz
393rd Bomb Squadron Safety Officer

I recently spoke to an ROTC unit at the University of Missouri in Rolla when a future Air Force officer asked, "Is being qualified to fly two planes — the B-2 and the T-38 — dangerous?" I told the student that pilots compartmentalize and break their job down into safe and manageable phases. Early in flight training, pilots learn the hard lessons that flying can be hazardous if it's dealt with in a casual manner.

Pilots are proactive about mission hazards through operational risk management. We identify risks early and seek to mitigate them before they can affect our mission. In the T-38, we fly at high speeds and often in close formation. In the B-2, we're flying the most valuable asset in the Air Force and often fly sorties with both air refuelings and weapons releases.

The need for ORM is obvious, and some look at it as a common-sense approach to preventing accidents. After all, when one looks back at most accident reports, it's easy to see how an error chain could have broken.

In flying, as in any job-related activity, the training philosophy should be based upon a building block approach so



Photo by Master Sgt. Dee Ann Poole

Capt. Jeff Schreiner and Aaron Pepkowitz, 393rd Bomb Squadron, receive a weather briefing from Angela Pedersen, 509th Operations Support Squadron.

newer trainees don't become overworked and task saturated. This way, trainees gain proficiency in basic skills before being introduced to more demanding duties. A flight training syllabus is structured this way and so should a ground training program that's found anywhere

on base.

To reduce risk during flight operations, pilots will often change their routines. Some examples can be found in the way we conduct operations at Whiteman. In the B-2, when environmental conditions create possible ice accumulation on the

aircraft, we start engines in an order that allows the least time available in these conditions.

In the T-38, we modify our flights by flying in a wider formation position during high bird migratory periods. Precautions like these apply to pilots on a daily basis, but each person in their respective career field must look at their own daily operation to see when, and if, changes need to be made.

Each military member deals with the same fundamental challenges when doing the job: fatigue, complacency, task-saturation, environmental hazards, etc. In flight, we brief a plan that deals with our challenges, and consistency in flight standards is paramount so each crew member knows how the other will react to unexpected challenges. This knowledge, trust and capability should extend not only to our flight operations, but also to everyone in each shop on this base.

Gen. Hal Hornburg, Air Combat Command commander, challenged us at the end of 2003 to not overlook the risks associated with our missions. Let's keep up the good work and remain vigilant when we decide to do the more risky portions of our job. Remember, the conservative call is often the right one — don't be afraid to speak up when you see a dangerous situation presenting itself.

As one 393rd Bomb Squadron pilot said about ORM, "I'm sowing the seeds of a safety victory!"

ACC chief's conference grooms new chiefs

By Airman 1st Class Vanessa Gray
55th Wing Public Affairs

OFFUTT AIR FORCE BASE, Neb. (ACCNS) — Air Combat Command's newest chief master sergeants and chief selects convened at Offutt's Dougherty Conference Center recently to discuss the dynamics of being a chief in today's Air Force.

"This is a great opportunity to get E-8s and new E-9s together to present them a strategic vision of not only ACC but also the Air Force," said Chief Master Sgt. Rodney Ellison, ACC command chief. "We are providing them a view from the top."

Since the creation of the rank of chief master sergeant some 45 years ago, the roles and scope of responsibilities of our chiefs have evolved tremendously, said Gen. John Jumper, Air Force chief of staff.

"As we continue to evolve our force, it's essential that our development of those who serve, or will serve as chief master sergeants, keep up with the needs of our mission and our people," General Jumper said.

The annual conference is on target with the Air Force chief of staff's Jan. 12 Sight Picture regarding force development and the role of the chief master sergeant, covering such key issues as Air Expeditionary Force manning, professional military education, leadership and retraining.

One issue that directly impacts the enlisted force is the cross flow of chiefs from one career field to another.

"We will implement an aggressive, but smart, cross-flow program that moves chiefs in over-manned specialties into vacant leadership positions," General Jumper said. "Chief master sergeants bring a wealth of experience and leadership to virtually any assignment. Unless

prohibited by certification requirements, we will no longer accept placing junior personnel where the mission requires the leadership of a chief."

Currently, there are about 140 vacant chief master sergeant positions, Chief Ellison said. "A top to bottom review will validate current chief positions and determine which positions can be cross-flowed (retrained)."

Not all career fields are short of chiefs. In fact, there's an overage in information managers, first sergeants and command chiefs, Chief Ellison said.

"(After cross-flowing) we will come out with a more balanced force and effectively utilize chief master sergeants," Chief Ellison said. "Commands need to really look hard at chiefs on base because it's good for the Air Force and the legacy we leave."

"It's extremely important to help new chiefs to understand this is not just a promotion, but an assumption of the great responsibility to leave a legacy behind," he said. "Part of every leader has to be prepared physically, emotionally and spiritually."

Whiteman sent Senior Master Sgts. Brian Agan, 509th Aircraft Maintenance Squadron, Andres Alvarez, 509th Maintenance Squadron, John Little, 509th Civil Engineer Squadron, Dana Phillips, 509th AMXS, and Bobby Rush, 509th Bomb Wing, and Chief Master Sgts. Steph Page, 509th AMXS, and Billy Sheridan, 509th Operations Support Squadron.

Chief Page said the conference gave him a better sight picture on the future of the Air force and the future chief master sergeants as a whole.

"It also reinforced to me the transformation that's taking place within our Air force for the better. (This) transformation will not only change the way we look, but the way we



Little



Page



Sheridan

conduct warfare to meet the future challenges that our enemies will bring to the fight," Chief Page said.

He also said changes will create new growth and opportunities for the enlisted corps.

Sergeant Little said the conference was important because it highlighted what chiefs need to do re-energize the degraded NCO and senior NCO corps, and push "our senior NCO status to the forefront."

Chief Sheridan said he enjoyed meeting the other chiefs and chief master sergeant selects.

"It provided the forum to share experiences and discuss issues and solutions for us to take back to our bases to help our senior leadership and enlisted folks," Chief Sheridan said. "It also provided me the opportunity to establish points of contact for future assistance in a variety of areas I know I'll need advice and help with." (Master Sgt. Dee Ann Poole, 509 BW, contributed to this story.)

The Whiteman Spirit wants to feature you.

Do you, or does someone you know, have a story idea you'd like to see in the paper? Let our staff know about it.

For more information, call 687-6133 or e-mail whiteman.spirit@whiteman.af.mil.

Civilian honored with service medal

By 2nd Lt. Ed Gulick
Public Affairs

It isn't often that Department of Defense civilian employees get the opportunity to work on the front lines of combat operations, but Whiteman civilians did and one has received the recognition he deserves.

John Moskwa, 509th Communications Squadron, received the Meritorious Civilian Service Award from Maj. Clayton Perce, 509th CS commander, Feb. 26, during a commander's call.

The award is given for outstanding performance that results in significant accomplishment with commandwide impact for a minimum of a year.

"We've got so many hard-working people on this base," said Major Perce, "And it's always a pleasure to help get them the recognition they so richly deserve."

The award, signed by Gen. Hal Hornburg, Air Combat Command commander, cites more than 200 projects that Mr. Moskwa has led.

One project was getting a new B-2 targeting system working and installed two days before B-2 missions during Operation Enduring Freedom. His efforts gave the B-2 the capability of retargeting en route. An important function, since the missions were about 36 hours and targeting data can change quickly.

During Operation Iraqi Freedom, Mr. Moskwa planned communications support for the first B-2 forward deployment.

"This enormous effort allowed the Air Force to forward deploy the B-2 fleet with flawless communications support resulting in a 50-percent cut in time-to-target," the citation reads, "producing more sorties flown, more bombs dropped and more targets killed."

In supporting the home front, Mr. Moskwa spearheaded



Courtesy photo

Maj. Clayton Perce, 509th Communications Squadron commander, poses with John Moskwa, 509th CS, after Mr. Moskwa received the Meritorious Civilian Service Award.

installing an intrusion detection system to protect the B-2 fleet and the weapons storage area.

In job satisfaction, it doesn't get any better for Mr. Moskwa. "This is a great squadron (509th CS) to work in," he said. "I wouldn't trade my job for any on earth."

Yet, even after accomplishing all this, he said he feels humbled.

"It was the people around me that really deserve the award. It was a team effort," he said. "No one person earns an award."

With an attitude like that, it's easy to see how he has achieved so much.

PHASE, continued from Page 1

matters such as physical health assessment appointments, chemical warfare classes and law of armed conflict training.

"Readiness is key," he said. "Preparedness is each individual's responsibility."

Loading cargo and pallets was another vital part of the exercise. Staff Sgt. Jason Conaway, 509th Communications Squadron, estimated 840,000 pounds worth of cargo and personnel were moved, excluding fuel needed for aircraft.

The loading process started early. Airman 1st Class Baltazar Monar, 509th LRS, began loading pallets at 6 a.m. Monday at the deployment center.

"There's a lot of work involved," he said. "You have to make sure there are no hazards, the nets are secured and that the pallets are loaded properly onto the aircraft."

Captain Hatchel said the goals of this exercise were accomplished.

"We were able to meet the requirements of getting the personnel and cargo where they needed to be," he said. "The overall attitude toward deployment is positive and folks constantly work to get the mission done."

Major Oaks agreed the goals were met, and said improvements can always be made in future exercises.

"These are training opportunities the units should use to their advantage," he said. "They help us meet wartime obligations and prepare for the next time we have to deploy."

The next phase exercise is scheduled for July.

Five graduate SNCO Academy

Five Whiteman Air Force Base members graduated from SNCO Academy March 3 at Maxwell AFB, Ala.

They are:
Senior Master Sgts. James Askren,

James Kiplinger and Michael Montgomery, 509th Aircraft Maintenance Squadron, and

Master Sgts. Wilson Lieske and Paul Smith, 509th Maintenance Squadron.



Photo by Capt. Timothy Voruz

Good on ya!

MANAS AIR BASE, Kyrgyzstan — Senior Airman Daryl Murchison, 376th Expeditionary Logistics Readiness Squadron, won the 376th Air Expeditionary Wing Airman of the Month for February. He's deployed from the 509th LRS.



Photo by Staff Sgt. Francesca Popp

Two-time winner

For the second time in three years, Becky Lawson, 509th Bomb Wing, earned the Air Combat Command Public Affairs Award for Civilian Contribution to Public Affairs Programs. Mrs. Lawson began working in the PA office in June 2001 as a summer hire. The community relations specialist is responsible for organizing the monthly base community council meetings and gives base tours.



America's Air Force — No one comes close



No task too small for 509th CPTS airman



By Airman 1st Class Joe Lacdan

Public Affairs

Sharath Venkatachalapathy sat humbled with disappointment inside his family home in India four years ago.

"I thought I would be a failure in life," he said after seeing his report card from the Indian National Institute of Management Information Systems. "It was a very bad time for me. But I decided not to give up."

His first report card showed the poorest grades he'd ever received. Two of his classes showed failing marks.

However, the report card sparked a change in him, a change he would use to refocus his life goals.

"I thought, 'How could I let something like this happen?'" he said.

Venkatachalapathy, now an airman first class in the 509th Comptroller Squadron, said he wasn't the best student, but he knew he could excel when focused. He earned numerous academic and extracurricular achievements, certificates and medals as a youth. As a seventh grader he

received a certificate of excellence for scoring high on a national-level academic exam.

A naturally active person, he kept his mind and body active playing sports and taking part in academic clubs while growing up in the southeastern Indian city of Bangalore. His list of activities includes badminton, volleyball, basketball, hiking and parasailing. But the extracurricular activities took their toll and he said he neglected his academics.

"In college I got into so many activities," he said. "At some point, I just lost track (of academics)."

It was then he decided to adjust his approach toward achieving goals and used the poor grades as motivation.

"Hardship is something I feel is a part of life," the 22-year-old said. "I like going through those things, because I know I can better my life. I believe in learning from yesterday, living for today and working for tomorrow."

He didn't drop his academic clubs or any of his activities. He only told himself to divide his efforts accordingly and manage his time. And in April 2002, he graduated with a degree in computer science.

Two years later, he uses his time management skills as a finance customer service representative here. Airman Venkatachalapathy embraces new opportunities.

It didn't take him long to embrace new chances here. In

See *TASK*, Page 17



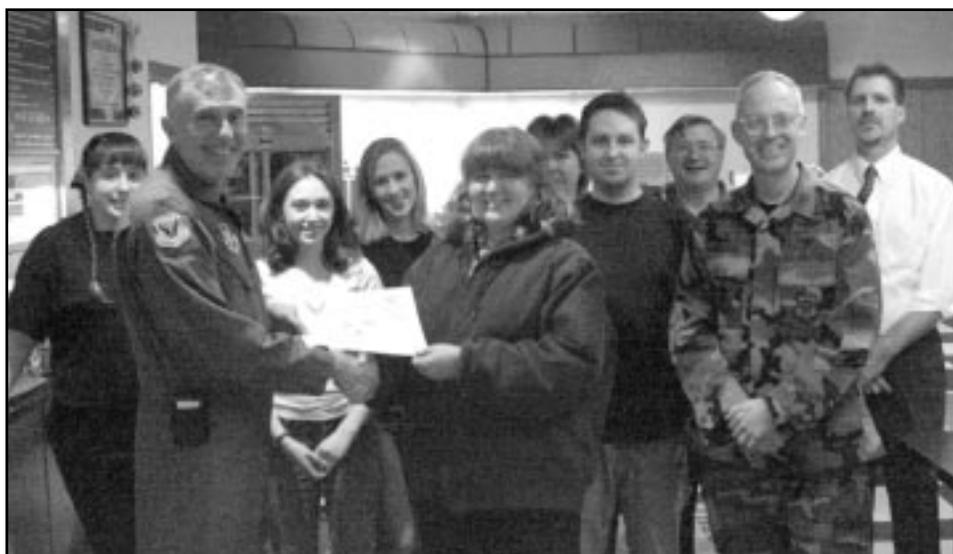
Photo by Airman 1st Class Joe Lacdan

Airman 1st Class Sharath Venkatachalapathy, 509th Comptroller Squadron, said he enjoys undertaking multiple tasks.

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Whiteman Spirit Award



Karen O'Camb

509th Services Squadron

Karen O'Camb, 509th Services Squadron, received the Whiteman Spirit Award from Col. Ned Schoeck, 509th Bomb Wing vice commander, March 3.

Lt. Col. Andy Cernicky, 394th Combat Training Squadron commander, nominated Ms. O'Camb for the award because of her outstanding service at the Valentine's Day banquet.

"Ms. O'Camb helped make the evening the most memorable Valentine's dinner and evening my wife and I ever had in 10 years of marriage," Colonel Cernicky said.

The eight-course meal, which was overseen by Ms. O'Camb, was delicious and an unbelievable bargain, he said. The decor was romantic with lovely music, classy table settings, and perfect seating and lighting.

"We're leaving Whiteman in the summer, but we want to reserve a spot for next year. We don't want to miss it," Colonel Cernicky said.

Personally Speaking

Duty title: Chef

Time on station: 11 years

Time in service: 15 years

Hometown: Little Marsh, Pa.

Children: Rachael, 20, Rebecca, 14, Garrett, 12, and Ronda, 10.

Hobbies: Woodworking, gardening, sewing, painting and home improvement projects.

Goals: To live a long life well and make each day better than the last.

Best thing about Whiteman: My friends and co-workers, without whom there wouldn't be a fantastic team and great successes.

Pet peeves: Life's too short to worry about negative details.

What motivates your winning spirit? A positive attitude.

If you could change one thing at Whiteman, what would it be? Change people's view of our club.

Submitting a Whiteman Spirit Award

Individuals are nominated from within their units or by customers impressed by the individual making Whiteman a better place to live and work by going far beyond his or her assigned duties to "make it happen."

If you know someone who has the Whiteman Spirit, send the nomination to the 509th Bomb Wing Public Affairs Office, Bldg. 509, Suite 111, or e-mail whiteman.spirit@Whiteman.af.mil.



Civilian employee of the week

Stephen Manion was nominated for this award by Senior Master Sgt. Brian Munley, 509th Civil Engineer Squadron. Mr. Manion is a quality assurance evaluator assigned to the 509th CES. He ensures that operations and maintenance take place as planned at the base central steam plant. After an ice storm in January causing a late reporting time, Mr. Manion insisted on coming in early that day to receive a 78,000-gallon oil shipment for the central steam plant, Sergeant Munley said. Without this shipment the buildings on the flightline, base clinic, Bldg. 509 and other facilities would've gone without heat and hot water.

The last of them

Danielle Thomas stocks battle dress uniforms at the military clothing sales store. There's a shortage of woodland BDUs due to the need for desert camouflage uniforms. The shortage is expected to last until August. For more details, call MCSS at 563-3359.



Photo by Senior Airman Shawn Clements

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Vehicle operations: giving the mission a lift



Airman 1st Class Adam Sperandio, 509th Logistics Readiness Squadron vehicle driver, tests the bed on a rollback tilted wrecker. These trucks are used to transport government vehicles to various maintenance locations. The vehicle operations element maintains more than \$2 million worth of equipment.



Airman 1st Class Darcy Leonard, 509th Logistics Readiness Squadron vehicle driver, inspects a you-drive-it vehicle. A UDI vehicle is one that anyone with a government drivers license can drive. Customers are responsible for giving the vehicle back to the vehicle operations element in the same condition that they received it in. The vehicles are inspected two times daily and after each customer turns it back in.



Staff Sgt. Mark Haywood, 509th Logistics Readiness Squadron chief dispatcher, reviews the deployed vehicle operations schedule. The DVO section supports real-world or exercise contingencies by supplying cargo and passenger transportation.



Staff Sgts. Catherine George, NCO in charge of dispatch operations, and Andrew Finan, aircrew and documented cargo dispatcher, fill out a quick-reaction checklist. The QRC is used when vehicle operations members take one of these issues through the secondary crash phone: a real-world or exercise contingency message, and for a ground or flight emergency. They're members of the 509th Logistics Readiness Squadron.



Staff Sgt. Nina Cho, 509th Logistics Readiness Squadron NCO in charge of the operations, records and license section, issues a government drivers license to Airman 1st Class Stephen Kirkbride, 509th LRS. Whiteman members who operate a government vehicle must have a license in the database at the ORL. The ORL issues licenses 7 a.m.-noon weekdays and is part of the 509th LRS Vehicle Operations Element. The VOE provides vehicle operations, logistical and maintenance support for base members and people visiting Whiteman. Members dispatch and maintain 67 vehicles ranging from forklifts to new-model sedans and buses. The VOE is open 24 hours a day Sundays-Thursdays and 7 a.m.-midnight Fridays-Saturdays.

Photos by Senior Airman Shawn Clements

Education

For more details, visit <https://wwwmil.whiteman.af.mil/509mss/educ/homepage.htm> or call 687-5750.

ASE testing available

The Automotive Service Excellence tests are available to active-duty and Reserve members at the base training and education services center. The registration deadline is March 26. To order a test or get more details, e-mail Ron Johnson at ron.johnson@whiteman.af.mil.

Class improves test-taking skills

A study and test-taking skills class takes place 9 a.m.-3 p.m. March 24 at the base training and education services center. This course focuses on reading, note-taking, study, memorization, test-taking techniques and motivation. For more details or to register, call the center or your unit training manager.

Tuition assistance requests now online

Students can request tuition assistance by logging onto

the education center Web site at <https://intranet.whiteman.af.mil/units/509mss/educ/homepage.htm> and clicking on the "Request Tuition Assistance" link.

Community

ALS Class 04-C schedules events

✓ The airman leadership school Class 04-C retreat begins at 4 p.m. March 19 at the base flagpole at Bldg. 509. Participants must be in place by 3:45 p.m.

✓ The ALS Class 04-C reveille begins at 7:30 a.m. March 25 at the ALS drill pad. Participants must be in place by 7:25 a.m.

✓ ALS Class 04-C graduates March 25 at Mission's End. The social begins at 5:30 p.m. and graduation at 6 p.m. The speaker is 2nd Lt. Mary Thigpen, 509th Operations Group executive officer. The menu is sliced beef brisket with garlic mashed potatoes, chef's vegetables and peach cobbler. The cost is \$15.95 for members and \$17.95 for nonmembers. The attire is mess dress or semi-formal for military members, and coat and tie for civilians. Tickets are available from a Class 04-C graduate.

MPOY awards ceremony set

The 509th Maintenance Group annual Maintenance Professional of the Year awards banquet begins at 5:30 p.m. March 26 at Mission's End. Attire is battle dress uniform for military and business casual for civilians. The cost is \$12.35 for members and \$14.35 for nonmembers. For more details or to buy tickets, contact Tech. Sgt. Scott Simpson, 509th Munitions Squadron, at 687-1217, Master Sgt. Michael Hayward, 509th Aircraft Maintenance Squadron, at 687-1435, or Senior Master Sgts. Scott Savage, 509th Maintenance Squadron, at 687-7126, or Richard Harken, 509th Maintenance Operations Squadron, at 687-1918.

Family Support

Call 687-7132 for details on these events or other family support center activities. Events take place at the FSC.

Class helps new parents

Expectant parents can gain information and resources at the Bundles for Babies class at 9 a.m. Tuesday. Participants will receive free Time-Life books and layette bundles. Reservations are required.

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Courtesy photo

At your fingertips

Second Lt. Nathan Hogan and Donna Dempsey, 509th Communications Squadron, fill out a Comm Plans — Online Requirements form. People who need a local area network jack or audio/visual system can find the form at <https://intranet.whiteman.af.mil/req/plans/WebPage/SubReq.shtml>.

TASK, continued from Page 6

his first month on the job, he received his squadron's most valuable player award and his peers named him 509th CPTS Airman of the Quarter honors.

"He just has a confidence about himself," said Staff Sgt. Melanie Keens, NCO in charge of finance customer service. "He's just so comfortable with his job and his knowledge."

Airman Venkatachalapathy is also confident he can accomplish his goals simultaneously in a short time. He plans to get his master's degree in computer information systems and get his pilot's license through Central Missouri State University's aviation program. He also plans to start his own business after his enlistment expires and retire by 35. Then he plans to travel the world.

A bit overzealous? Don't tell Airman Venkatachalapathy.

"I believe in devoting my time to as many things as I can," he said. "Life is too short. I like to do as much as I can."

He said his father was an inspiration to him and his brother. His father began as a bank teller in India and eventually became the bank's manager.

"He motivated us to achieve one step more than what we are capable of," Airman Venkatachalapathy said.

When faced with multi-tasks, he has a simple approach: prioritize, estimate the time needed to complete the task and accomplish the task in half the time.

In addition to his duties at finance, he's a volunteer Income Tax Adviser and plays intramural basketball, volleyball and bowling. He also helps organize squadron events such as holiday parties.

"Everything is an experience," Airman Venkatachalapathy said. "Life is an experience. It could be a job. It could be a task. It could be a conversation."

It could be a report card.

Pre-inventory sale set

The Whiteman commissary pre-inventory sale takes place 10 a.m.-5 p.m. Wednesday. For more information, call the commissary at 687-5648.



Photo by Airman Ryan Wilson

Airman Gina Robles, 509th Services Squadron, serves a meal to a customer at the Ozark Inn dining facility.

Breakfast: the fuel you need to function

By Capt. Brenda White

U.S. Army Aeromedical Center Nutrition Care Division

As I drove toward the gym, my fuel light started blinking. I thought, "How could I forget?" I soon remembered I could drive another five miles and then fuel up. Do you do this when it comes to breakfast ... skip it, postpone or forget to eat it?

You've heard this adage a thousand times: "Breakfast is the most important meal of the day." It's true.

As you sleep, you burn calories. If your last meal was eight to 10 hours ago, your level of fuel needed to function properly has steadily decreased.

These are some reasons you may have used for not eating breakfast and suggestions for adding breakfast to your daily routine.

No Time

To avoid this, eat prepared foods or those that are quick to prepare, such as fresh or canned fruit, milk, yogurt, cottage cheese, dry or instant cereal, or low-fat granola bars.

Celery packed with one or two tablespoons of peanut butter or dried fruit such as raisins, apricots, apples, etc.

Not Hungry

Eat something small. It's better than nothing at all. I suggest you grab a piece of fruit or a box of dry cereal, a slice of bread or a pack of crackers.

Dieting

If you skip breakfast, you'll probably eat more at lunch and dinner.

Skipping meals decreases your metabolism, which means your body will burn fewer calories throughout the day.

The best food choices for breakfast are low in total fat, saturated fat, cholesterol and sugar, and high in fiber.

Examples include:

- ✓ One slice of whole-grain bread.
- ✓ About one ounce of cold dry cereal.
- ✓ Low-fat grain-based cereal and fruit bars.
- ✓ 1 percent or skim milk.
- ✓ Low- and non-fat yogurt. Be aware that fruit-filled may mean sugar-filled. Read the label before eating the low- or non-fat yogurt.

Fuel up. Remember, eating a healthy breakfast can improve your physical and mental performance throughout the day.

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Think
safety

'Devil n Disguise'

Maintainer spends lifetime building timeless classic

Story and photos by
Staff Sgt. Michael Voss
509th Munitions Squadron

Most people have a mental image that comes to mind when they hear the word Pinto. But what if a Pinto could be a show car, and teach people about being motivated and making the best out of what they have.

That's exactly what Chief Master Sgt. Ron Riles learned from his 1974 Pinto Wagon. However, it's no ordinary Pinto.

The 509th Maintenance Squadron Fabrication Flight chief, said his parents purchased the car in 1978 from a family friend in Charleston, S.C. At that time, the chief was a sophomore in high school and this was his first car.

In 1981, Airman Basic Riles enlisted in the Air Force. During his first assignment to Royal Air Force Lakenheath, England, the car stayed with his father, Jimmy Riles. During this time, Mr. Riles began a project that would keep his son focused for many years. He replaced the stock four-cylinder engine with a Chevrolet 350 bored .030 thousands (each cylinder was honed to a larger size with oversized pistons) increasing the engine displacement to a 355 cubic inch V-8 complete with a Corvette crankshaft.

This change began an image that would stick with the Pinto: a "sleeper." A sleeper is a vehicle that appears stock and is usually not impressive, but could burn the tires and out run most cars on the street. Then-Senior Airman Riles, who made the rank below the zone, returned to the United States in 1983. His father's work gave the chief a hobby that would keep him busy and out of trouble. He was instantly hooked.

"Instead of going out drinking, I rushed home to work on my car. I never wanted to work on cars every day as a career, and then go home and work on my own car. I always wanted my job to be separate," Chief Riles said.

Chief Riles said the Pinto motivated him to study and pursue more rank. "Although money wasn't the only motivation,



Above: The airbrushed artwork under the hood "Devil N Disguise" is not just a slogan but a Corvette engine (inset) pushes this Pinto. Below: Chief Master Sergeant Ron Riles, 509th Maintenance Squadron, showcases his 1974 Ford Pinto wagon. The car has appeared in films and auto shows.

the more money I made the more parts I could afford," he said.

He made technical sergeant in seven years and as more rank came, so came the money. Money for things like a 12-bolt rear-end, an M-21 General Motors 4-speed transmission and Recaro seats. Chief Riles did 70 percent of the restoration himself and, although it took from 1985 to 1987, the

efforts paid off.

The chief said his car is a crowd favorite, and has won three best-in-show awards and many other awards competing in the

Sub-Compact wagon class. The car won the International Show Car Association Sub-Compact division for 1988 and was in the 1980 CBS made-for-TV movie "Thin Ice" starring Kate Jackson of "Charlie's Angels" fame.

"When you have a show car, you want to try to make it the best and that has carried over to my military career," Chief Riles said.

Chief Riles said the car has been a source of stress relief, making him a perfectionist and teaching him to take pride in his efforts. He even made hand rolled aluminum door panels and had seven rolls of wood grain installed on the outside of the car.

Although Chief Riles said his dream car in 1978 would have been a 1969 Camaro Z-28, the work, rewards and sentimental value have made the Pinto irreplaceable.

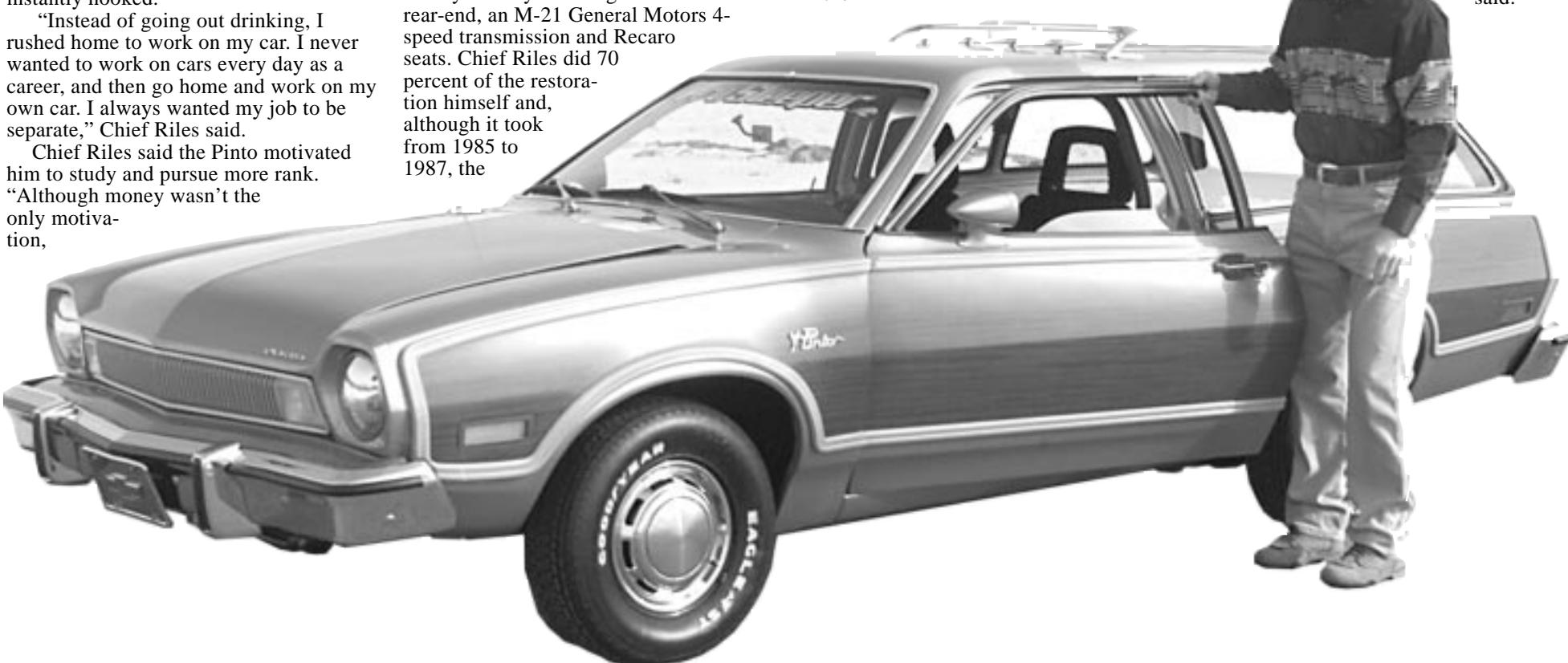
The Pinto and the chief have come a long way; the car has also led to many opportunities.

The chief said, "I've been fortunate to do volunteer fabrication work for ace driver, Danny Lasoski's, O'Reilly World of Outlaw team owned by NASCAR champion driver Tony Stewart." After retirement, Chief Riles said he hopes to work for a NASCAR team in South Carolina.

He offered this advice to anyone wanting to start this kind of hobby. "It's expensive especially when the car is rare

or parts are hard to find. Be careful with how you manage your money,"

Chief Riles said.



Check out the news online at
<http://www.whiteman.af.mil/news.htm>

Army Air Force
Hometown
News

Did you know you can fill out a Department of Defense Form 2266, Hometown News Release, for a variety of accomplishments? For more details, call Staff Sgt. Francesca Popp at 687-6130.