

WARRIOR

Year of the B-2

Vol. 4 No. 24
June 21, 2013

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From Jennies to jets to stealth bombers:

90 years of the 131st Bomb Wing and 110th Bomb Squadron



Members of the 110th Observation Squadron in formation, circa 1928.

Senior Master Sgt. Mary-Dale Amison
131st Bomb Wing Public Affairs

(Editor's note: This is part one of a three-part series. Look for part two in next week's paper.)

From Jennies to jets to stealth bombers, the 131st Bomb Wing's history really began with its co-located flying squadron, now the 110th Bomb Squadron, which traces its roots back to the 110th Observation Squadron.

The 110th OS was organized by Maj. Bill Robertson and his brothers, Lieutenants Frank and Dan Robertson, owners of Robertson Aircraft Company. The Robertsons were aviation pioneers, noted for being the first two pilots from Missouri to enlist in World War I. Among their associates were a number of former Army Air Corps veterans and visionary young men who shared an interest in organizing a National Guard unit in St. Louis.

They strove to make this vision a reality; they worked with local newspapers to get the word out.

These outlets informed the public that "along with aviators, a number of young men who wanted to learn to fly or maintain flying equipment would also be taken as enlistments."

Members would be paid for a maximum of 60 "drills" a year, which were described as periods of instruction in ground work, machine-shop practice and flying. They would receive instruction in war maneuvers, and conduct bombing and machine-gun firing practice with targets on the nearby Missouri River. Personnel assigned to the photo section would learn to "make pictures for use in war" and intelligence personnel would be "trained as Scouts of the Air (observers)."

A five-day "recruiting drive" enlisted a total of 110 men, most of whom were World War I



Unidentified members of the 110th pose with a Missouri Mule at Robertson Field, Saint Louis, MO, 1925. The Missouri Mule has long been identified with the 110th and 131st as the mascot of the unit and appears on patches and aircraft.



Consolidated Aircraft Corporation PT-1 "Trusty" on the line at Robertson Field, Saint Louis, 1925.

veterans. On June 23, 1923, the 110th OS, 110th Photo Section and 110th Intelligence Section (35th Division Aviation Section) from the Missouri National Guard were federally recognized and Maj. Robertson became the first commanding officer.

The first headquarters for the unit was located in a gas station on Manchester Avenue in St. Louis. From there, it moved to a small room over a grocery store on Olive Street Road in St. Louis County. Members participated in training at the airport, which at that time was little more than a pasture.

At first there were no uniforms for the enlisted men. Their first flying equipment was a Curtiss JN-4 "Jenny," which was purchased through officer donations and used for flight training until early 1924, when they received three additional World War I-surplus JN-4Hs. The pilots were eager to train; they would often fly three men to an aircraft, with one man strapped to a wing so they could switch off in mid-flight without having to take time to land.

The planes were housed in corrugated sheet-



Pilots of the 110th pose in front of an O-2H, circa 1929.

metal hangars erected on the field that had been built for the International Air Races of 1923. The 110th received additional aircraft and equipment throughout 1924, and by year's end, they had established a well-planned training program.

Additional content for this story was provided by Tech. Sgt. Christopher Boehlein (131st Bomb Wing) and Charles Machon (Missouri State National Guard Museum curator).



The filling station headquarters of the 110th Observation Squadron on Manchester Road, Saint Louis, circa 1923.



Members of the 110th Observation Squadron fly O-47A with pilot, navigator, and photographer onboard, circa 1938.



Members of the 110th Observation Squadron fly an O-38E with pilot and photographer onboard, circa 1936. The photographer is using a K-17 Observation camera.

THE WARRIOR

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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 does not guarantee publication.

For more information, call the Warrior office at 660-687-6123, email: Whiteman.Warrior@us.af.mil, fax us: 660-687-7948, or write to us at: 509th Bomb Wing, 1081 Arnold Ave., Bldg. 59, Whiteman AFB, Mo., 65305.

To advertise in *The Warrior*, call the Sedalia Democrat at: 1-800-892-7856.

On the cover

U.S. Air Force photo/ Staff Sgt. Brigitte N. Brantley
Staff Sgt. Brandon Hysell, from the 509th Aircraft Maintenance Squadron propulsion shop, loosens blades on a B-2 Spirit engine during a basic propulsion class at the 372nd Training Squadron, Det. 6, at Whiteman Air Force Base, Mo., June 14, 2013. Basic, continuation and advanced classes are offered to engine mechanics at different points throughout their careers.

NEWS BRIEFS

2013 Community Assessment Survey

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

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

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

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

Disposition of personal effects

Captain Daniel Uchtmann is authorized to make disposition of the personal effects of SMSgt Stephen Counts deceased, 131 AMXS, as stated in AFI 34-511. Any person's having claims for or against the deceased please contact Captain Daniel Uchtmann at (660) 687-2015.

AF Housing

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

Whiteman Warrior Story Ideas

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

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

Air Force Accepting Prior Service Applicants

Have you previously served as an enlisted member in the Air Force or other branch of the U.S. military? If so, and you were honorably discharged and have been out of the service less than six years, you may be eligible to serve in the U.S. Air Force. The Air Force is currently seeking individuals to serve in their previous job or to possibly retrain. To learn more, contact your local Air Force recruiter, call 1-800-423-USAF or visit airforce.com and speak live with an Air Force adviser.

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

WEATHER

Today	Saturday
Mostly Sunny	Mostly Sunny
Hi 91	Hi 91
Lo 70	Lo 71
Sunday	Monday
Mostly Sunny	Mostly Sunny
Hi 90	Hi 90
Lo 72	Lo 73

AF Week in Photos

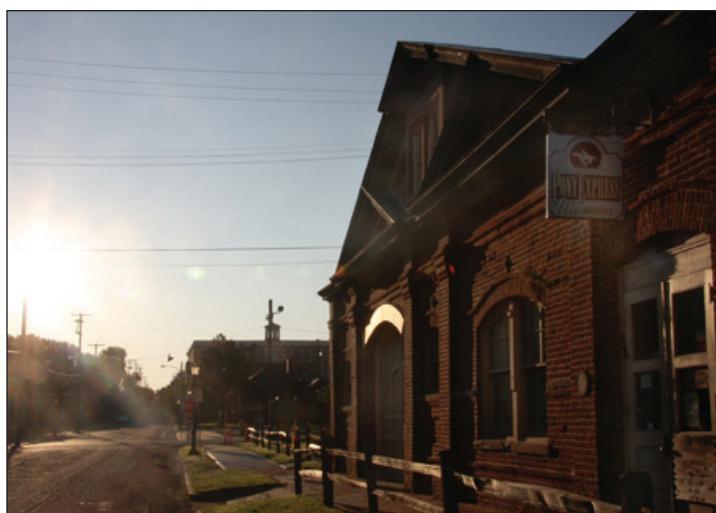


U.S. Air Force photo/Senior Airman Lausanne Morgan
Senior Airman Chris Sanders enters the water during rescue dive training, May 30, 2013, in Stoney Cove, England. Pararescuemen trained in a controlled environment allowing them to focus on their curriculum without being disturbed. Sanders is a pararescueman assigned to the 56th Rescue Squadron.

Around the Base

Things to do in the local area

Pony Express National Museum



Hours: Open Monday through Saturday from 9 a.m. to 5 p.m. and Sunday from 11 p.m. to 4 p.m.

Cost: Adults are \$6, seniors 60+ are \$4, students (7-18) are \$3 and children 6 and under are free.

Location: 914 Penn Street, St. Joseph, MO 64506 (About two hours from Whiteman AFB)

For more information, visit <http://www.stjomo.com/see-do/museums/pony-express-national-museum/> or call (800) 785-0360



Kansas City Zoo

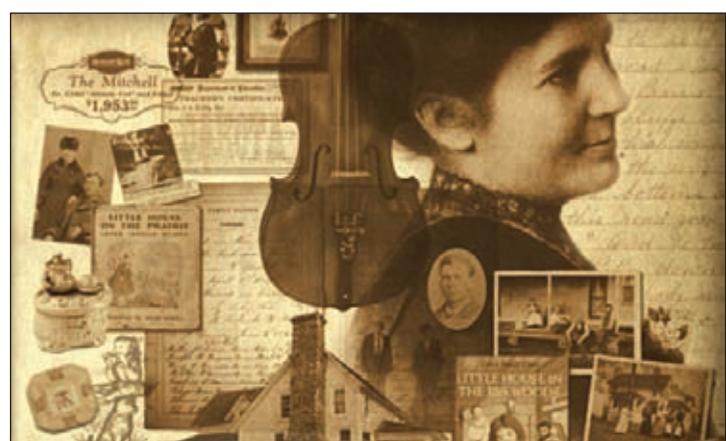
Hours: Open Monday through Friday from 8 a.m. to 4 p.m. and Saturday through Sunday from 8 a.m. to 5 p.m.

Cost: Adults are \$11.50, seniors 55+ are \$10.50, children 3-11 are \$8.50 and children under 2 are free. Residents of Jackson and Clay Counties receive special pricing – \$5 for adults, \$4.50 for seniors and \$4 for children.

Location: 6800 Zoo Drive, Kansas City, MO 64132 (About 1 hour, 15 minutes from Whiteman AFB)

For more information, visit <http://www.kansascityzoo.org/> or call (816) 513-5800

Laura Ingalls Wilder Museum



Hours: Open Monday through Saturday from 9 a.m. to 5 p.m. and Sundays from 12:30 p.m. to 5 p.m.

Cost: Adults 18+ are \$10, seniors 65+ are \$8, children 6-17 are \$6 and children under 6 are free

Location: 3068 Highway A, Mansfield, MO, 65704 (About 3 hours from Whiteman AFB)

For more information, visit <http://www.lauraingallswilderhome.com/> or call (877) 924.7126

From the Frontlines: Senior Airman Byron Caraway

By Airman 1st Class Bryan Crane
509th Bomb Wing Public Affairs

Some Airmen will go on a deployment and be tasked to do the same job they would perform at their home station, while other deployments bring Airman out of their comfort zone and into a new learning experience.

For Senior Airman Byron Caraway, 509th Comptroller Squadron financial management flight document control, his first deployment was certainly one of the latter.

Caraway deployed to Ali Al Saleem Air Base in Kuwait from October 2012 through April 2013, where he worked in force protection watching over third country nationals.

"Normally I am sitting at a desk reviewing documents for the finance flight," Caraway said. "While deployed it was a lot different because I was out on the base in different areas watching over workers, ensuring they get their work done."

Third country nationals work on base projects such as building runways and new facilities. Caraway and others guarantee that these members complete the job and keep the base safe in the execution of those jobs.

"Our job was important because we ensured that there were no incidents that arose that could have put the base, civilians, and other military personnel in danger," Caraway said.

A typical day for Caraway would begin at 5:30 a.m. He would report to work and check the day's schedule; depending on the job, his responsibilities could start at different times and be located anywhere on base.

"We made sure the TCNs entered the base safely by checking all personnel and their vehicles," Caraway said. "We would then watch them throughout the day, relaying every hour to an overseer on how many TCNs we were escorting because we had to maintain a 1:10 military personnel to TCN ratio."

Caraway enjoyed his deployment and missed the little things he took for granted.

"I missed celebrating the holidays with my family the most," Caraway said. "I also missed the basic freedoms of everyday life that I never thought would be significant— not needing permission to go get whatever food I want or going to Kansas City with friends. These are things I will make sure I appreciate more now that I'm back."

The best part of Caraway's deployment was the friends he made while in Kuwait.

"The fact that I found some good people to befriend early on helped me realize the value of camaraderie," Caraway said. "The deployment experience would have certainly been hindered had I not had others to trust and turn to. There were parts of the deployment that were tough for all of us. Knowing that we had each other to help with stress, anxiety and depression helped make the deployment experience a lot smoother."

Caraway lived in dorms while deployed, with three people to each room.

"I'm very thankful for our living conditions because we definitely could have been less fortunate," Caraway said. "We had full bathrooms and showers with hot water. We had Wifi hot-spots virtually all over the base simply because we used our recycled plastic to fund our Wifi."

Caraway said that he would enjoy going on another deployment in the future.

"My deployment was indeed an experience," he said. "It was an eye-opener for how others who lived on the other side of the globe were earning their living day to day. Knowing that I'm in a completely different land, with completely different rules, certainly taught me the importance of the rights we have here in the States."

Caraway is originally from Chicago, Ill., and has been stationed at Whiteman since April, 2010.

Request a correction to your DD Form 214 online

The DD Form 214, "Certificate of Release or Discharge from Active Duty" is provided on your release from active duty, discharge, separation or retirement. The information on your DD Forms 214 is used for benefits eligibility and legal verification of your military service. It is important to keep your military personnel records accurate.

If while you are in service, you find any information that needs to be corrected or added on any of your DD Forms 214, you can submit a request online to have a DD Form 215, "Correction to DD Form 214, Certificate of Release or Discharge from Active Duty" prepared for that form and distributed.

Usually your need for a DD Form 215 is to document information that was not available when the original DD Form 214 was produced, but it can also be used to



correct certain specific pieces of information that are in error.

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Hearts Apart builds families' resiliency

Story and photos by
Staff Sgt. Nick Wilson
509th Bomb Wing Public Affairs

While Airmen serve on the frontlines, dependents and spouses back home often look for ways to ease the stress that comes along with their loved ones being gone.

To help lighten the load for military families, the Whiteman Air Force Base Airman and Family Readiness Center offers the Hearts Apart program. This month's Hearts Apart event was held at the Chartreuse Moose, a pottery design shop in Warrensburg, Mo., June 10.

"Hearts Apart is an event we hold monthly that builds resiliency among family members who have an Airman that is currently deployed or at a remote location," said Senior Master Sgt. Mona Wendzillo, 509th Force Support Squadron Airman and Family Readiness Center NCO in charge. "We're bringing military spouses with like-minded situations together. They're missing their spouses and this provides an outlet for them to get together at a social event."

Wendzillo said events like Hearts Apart help show military dependents that the Air Force cares about them.

"Military spouses are an extremely important part of the mission," Wendzillo said. "We appreciate the support they provide to their military members."

One unique aspect of Hearts Apart is that each monthly Hearts Apart event takes place at a different location.

"We try to think outside the box for Hearts Apart events," Wendzillo said. "In addition to pottery, we've done pampering parties, potlucks and bingo. We'd also like to try to go to movies and Kansas City Royals games."

Wendzillo said one thing that makes Hearts Apart important is the fact that the military takes care of families.

"We care about these families because they are a high priority to us," Wendzillo said. "Their well-being is important to us. These events bring people together as a family because the Air Force is a family."

The family members that attend Hearts Apart events on a regular basis provide a major source of motivation for Wendzillo in her planning and organizing of these opportunities.

"When spouses and dependents come to Hearts Apart events because of repeat deployments, it's so important to me to make each and every one of them feel like they are important," Wendzillo said. "Whether we have two people show up or 32 people show up, they're still important to us and we still want to do that event for them."

With more than 30 participants at this most recent event, Wendzillo said the overall turnout was a good one.

"I thought the Chartreuse Moose had a great showing of both parents and their children working to create their artistic masterpieces," said Amy Creighton, 509th Bomb Wing Hearts Apart volunteer. "I love working with children, and am always glad to help out with the Airman and Family Readiness Center events."

A major benefit of the Hearts Apart program is that it helps families take their minds off their stressful situation and allows them to focus on something fun and positive, said Senior Airman Staci Cooper, 509th Operations Support Squadron Hearts Apart volunteer.

"Events like this are important because it gets to support families that are missing their loved ones," Cooper said. "The event helped with morale because we were intermingling and getting to know one other while having a great time."

In addition to the morale booster Hearts Apart provides, the event also relieves parents from the stress that could possibly come along with having to pay for an event for the entire family, Wendzillo said.

"I think they really like the idea of having something they don't have to plan," Wendzillo said. "All they have to do is show up."

Wendzillo said there are also Hearts Apart events that temporarily separate children from parents, so mothers and fathers have some time to unwind from being alone with the children.

"Sometimes we'll have game nights where our child monitors will take care of the 'kiddos' so the parents can decompress," Wendzillo said. "We've also had military family and life consultants come to events to talk to children and parents."

Wendzillo said that most deployed Airmen are happy to see that their families are being taken care of by the base and their units while they are overseas.

"The spouse that is away feels good when their family is actually participating in those activities," Wendzillo said. "Some people come back and say, 'Wow my spouse had so much fun with the Hearts Apart.'"

Overall, the monthly Hearts Apart events are one way the Airmen and Family Readiness Center builds resiliency by sustaining families while loved ones are gone, said Wendzillo.

"The A&FRC gives families a great opportunity to experience what the community has to offer, as well as a chance to make new friends," Creighton said. "This was an evening of fun, laughter, and smiles for everyone that attended, including me. And that is ALWAYS good for morale and the human spirit!"



A child paints pottery during a Hearts Apart event at the Chartreuse Moose in Warrensburg, Mo., June 17, 2013. Hearts Apart is a monthly program the Airman and Family Readiness Center uses to help build resiliency in family members by offering fun events for military spouses and dependents.



A military spouse paints a motorcycle during a Hearts Apart event at the Chartreuse Moose in Warrensburg, Mo., June 17, 2013. Monthly Hearts Apart outings like this one help promote camaraderie among spouses and dependents by providing them a time and place to get together with others who are also going through the same situations.



ABOVE: Cassie Krzys, wife of John Krzys, from the 509th Logistics Readiness Squadron, paints pottery with her daughter during a Hearts Apart event at the Chartreuse Moose in Warrensburg, Mo., June 17, 2013. Hearts Apart is a program the military uses to keep families connected while Service members are deployed.



Senior Master Sgt. Mary-Dale Amison, 131st Bomb Wing Public Affairs superintendent, paints pottery with Lillian Johnson, 20th Reconnaissance Squadron sensor operator, during a Hearts Apart event at the Chartreuse Moose in Warrensburg, Mo., June 17, 2013. Although the event was targeted at spouses and dependents with deployed family members, anyone on base can attend.



LEFT: Airmen and dependents paint pottery during a Hearts Apart event at the Chartreuse Moose in Warrensburg, Mo., June 17, 2013. Sponsored by the Airman & Family Readiness Center, the Hearts Apart program provides an opportunity for military dependents to participate in various activities and connect with other individuals who are going through similar situations.

Juneteenth Celebration

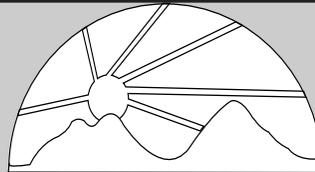


U.S. Air Force photos/
Airman 1st Class Shelby R. Orozco
One hundred fifty years ago Abraham Lincoln signed the Emancipation Proclamation which officially granted American slaves their freedom. To honor this milestone in America's history, Higginsville, Mo., holds a day-long extravaganza simply called 'Juneteenth Celebration.' Members of Whiteman's 509th Bomb Wing Honor Guard and the 509th Comptroller Squadron help support the day by walking within a parade.

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Masons—2nd & 4th Thurs. 7:00 p.m. - Knob Noster Masonic Lodge AF & AM
Garden Club—1st Thurs. of each month 6:30 p.m. - Trails Regional Library - Knob Noster Branch

Alcoholics Anonymous (AA)—Every Fri. 8 p.m. - Basement of Methodist Church
Knob Noster Board of Aldermen—1st & 3rd Tues. each month - Basement of City Hall
Whiteman Area Piecemakers Quilt Guild—3rd Thurs. each month 7 p.m. - Methodist Church
AMVETS—Membership Dinner 1st Tues. each month 6 p.m. - AMVETS Building

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Cub Scouts - Pack 405 Bill Sander 687-1154
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No backyard mechanics

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

Everything about the B-2 Spirit screams stealth.

Its leading edges are curved to reflect radio waves. Its jet-black surface is coated with radar-absorbing material. Its four engines are buried inside the body.

Although these design characteristics are a major reason why the B-2 remains undetected, perhaps most important to its stealthiness are the maintainers behind the scenes.

Each time a Spirit lands on the Whiteman flightline, these highly trusted maintainers have only eight to 12 hours to get the \$2.1-billion bomber back in the air. With millions of parts and endless possibilities for something to go wrong, it is a daunting task.

To make sure the process happens the way it should, instructors from the 372nd Training Squadron, Det. 6, take Airmen right from technical school, as well as experienced Airmen from other airframes, under their wings to teach them the ins and outs of working with the B-2.

"Training is critical; it's the way the Air Force provides security for the nation," said Master Sgt. James Boone, the detachment's production superintendent and propulsion instructor. "If we don't do it, or if we don't have the means or the money to do it, then all we have are backyard mechanics working on multibillion-dollar aircraft, and that can go south quickly."

Administratively, Det. 6 is supported by the 982nd Training Group at Sheppard Air Force Base, Texas, which provides them with the tools and means needed to fully support the B-2 mission.

The detachment's classes cover several detailed aspects of the bomber, including radar, avionics, propulsion, egress, fuels, pneudraulics, electro-environmental, wire repair, low observables, flight controls, aerospace ground equipment, aircraft general and weapons. The classes incorporate a balance of in-class instruction and hands-on application.

"On the flightline and in the backshop, we're always moving, always hustling to get the job done," said Airman 1st Class Jared Slaton, a B-2 propulsion specialist from the 509th Maintenance Squadron. "It's good to have training specifically on what we need to do. We also have more time to focus on what we're actually doing."

"Another thing I really enjoy about being in this class is work-

ing with other flightline guys," Slaton added. "This class helps us bond on a more personal level. We all work kind of differently, so it's not just learning the class' lessons ... it's also learning about the others and how they work and their way of doing things."

This coming together of different flightline-based Air Force specialty codes lasts anywhere from one to 32 academic days, and most classes have two to four students.

The low student-teacher ratio ensures the instructors can build a strong rapport with their students. Even with the low ratio, that can still sometimes be challenging given the needs and personalities of students in each course.

"The challenging part is being able to find the right balance of instructing different students," said Boone. "For example, the class I'm teaching now includes an airman first class who has been in for one year and a technical sergeant who has been in for 12 years, but I have to instruct them at the same time."

"I have to explain different things to the younger Airman, but he also has more experience with the engine interior, so it goes both ways," he added. "It's all about feeling out who needs what kind of attention and what kind of instruction is best for them."

Boone added that like the students, he also enjoys seeing the flightline and backshop guys interacting and sharing their knowledge. But more than anything, he likes seeing his students "get it."

"A good day for me is when that light bulb goes on," Boone said. "It feels great to see them apply what I've taught, read the technical order and then remove a piece off the engine. I can see when it clicks and all makes sense."

A typical morning at the detachment starts with a lesson on U.S. Air Force and 509th Bomb Wing history to help the students connect with their place in history, and then continues onto the day's objectives.

"Once we have all the technical orders open and we're working on the lesson, the instructor asks us questions and inspects our work like he's quality assurance," Slaton said. "It's really helpful to have that instant feedback."

In the end, all the lessons, questions and inspections culminate when the students are handed their diplomas and head back to the flightline to keep Whiteman's fleet of 20 B-2s in the air.

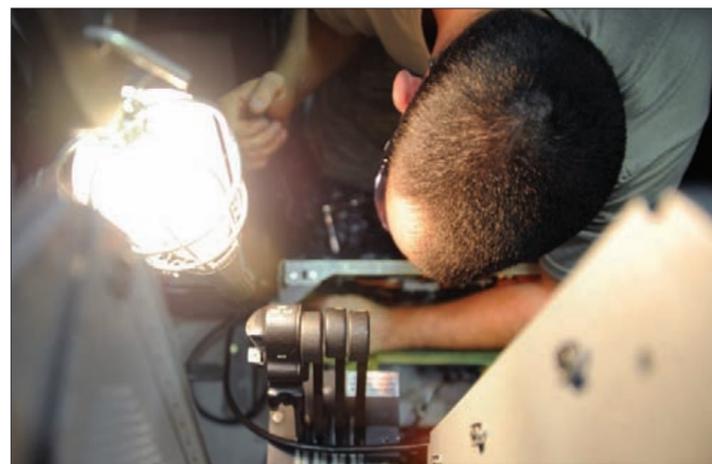
"There's a tragic end if we as engine mechanics don't do our job," said Boone. "People we don't want to die, die. People we want to die, don't. It's critical that we do it right."



Master Sgt. James Boone, 372nd Training Squadron, Det. 6, production superintendent and propulsion instructor, gives hands-on engine help to Staff Sgt. Brandon Hyzell of the 509th Maintenance Squadron propulsion shop during a basic propulsion class at Whiteman Air Force Base, Mo., June 14, 2013. Classes at the detachment range from just two to four students to make sure the instructors have time to give students this one-on-one attention.



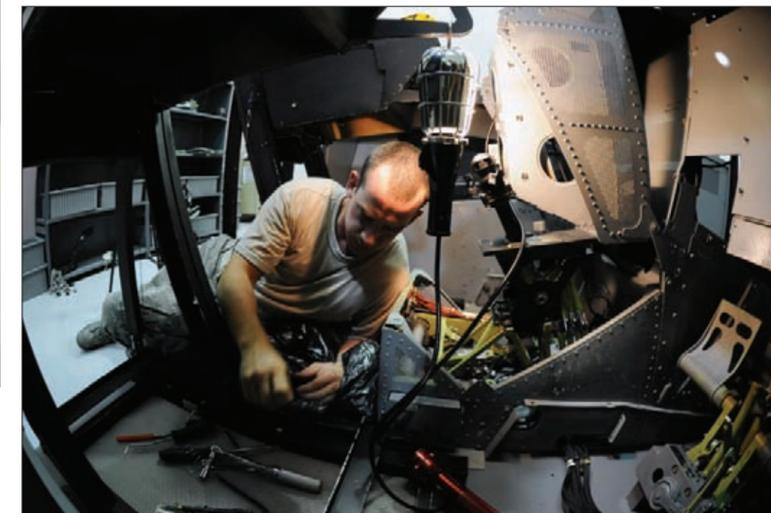
Senior Airman John T. Eckardt, 372nd Training Squadron, Det. 6, B-2 Spirit instruments and flight controls instructor, determines the best way to fix a pitch torque tube and pitch positioning sensor assembly at Whiteman Air Force Base, Mo., June 12, 2013. One of the many challenges avionics mechanics face is limited room to maneuver their bodies and hands inside the panels.



Senior Airman John T. Eckardt, 372nd Training Squadron, Det. 6, B-2 Spirit instruments and flight controls instructor, demonstrates his ability to work on a pitch torque tube and pitch positioning sensor assembly at Whiteman Air Force Base, Mo., June 12, 2013. Once he is a fully qualified instructor, he will pass his knowledge onto Airmen new to the career field, as well as experienced Airmen from other airframes.



Bolts used to hold together the front frame of a B-2 Spirit propulsion assembly await use during a basic propulsion class June 12, 2013, at the 372nd Training Squadron, Det. 6, at Whiteman Air Force Base, Mo. Once students graduate the class, they take their new knowledge back to their units on the flightline and backshop.



Senior Airman John T. Eckardt, 372nd Training Squadron, Det. 6, B-2 Spirit instruments and flight controls instructor, works on a pitch torque tube and pitch positioning sensor assembly at Whiteman Air Force Base, Mo., June 12, 2013. Being able to follow the maintenance process of this operation is just one of the many things Eckardt must demonstrate before being fully qualified as an instructor.

U.S. Air Force photos/Staff Sgt. Brigitte N. Brantley

Chiefs' Choice Award

The Whiteman Chiefs' Group presents Master Sgt. Jennifer Wakefield, 509th Communication Squadron client services superintendent, with the Chiefs' Choice Award at Whiteman Air Force Base, Mo., June 19, 2013. The award is given to a Whiteman team member every month following a nomination by a chief master sergeant and recognizes outstanding monthly performance.



U.S. Air Force photo by Airman 1st Class Keenan Berry

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Dempsey to Minot AFB Airmen: Nuclear enterprise is top priority

By Tech. Sgt. Thomas Dow
Minot Air Force Base Public Affairs

MINOT AIR FORCE BASE, N.D. (AFNS) -- More than 1,000 Airmen, spouses and local community members turned out here June 17, for a town hall meeting with the chairman of the Joint Chiefs of Staff.

Army Gen. Martin E. Dempsey said he came to Minot AFB because he wanted a chance to interact with those performing what he called "the vital work for our nation," noting that throughout the life of the B-52 Stratofortress and intercontinental ballistic missile force, there has been a history of silent, dedicated service, often in times of hardship and uncertainty.

The overarching topic of discussion for the chairman's remarks was budget concerns, ranging from how sequestration spending cuts would affect the nuclear mission to whether or not Airmen's base pay will be cut.

But when it comes to readiness and the nuclear enterprise, Dempsey said, the United States "will never fail to

do what is right. We will find the resources to do what is needed."

The Defense Department's No. 1 priority is the defense of the homeland, he added, which means maintaining a credible and reliable nuclear deterrent.

"The nuclear enterprise is a top priority because it has kept us safe for the last 60 years," the nation's top military officer said.

Dempsey also fielded questions from the audience relating to the isolated environment that airmen at Minot AFB face on a daily basis. He regaled the audience about the three years he spent in the 1970s patrolling the West German border as a young lieutenant in a remote and austere environment, quite similar to what Airmen experience in North Dakota. This gave him a sense of service and duty, probably before many of his U.S. Military Academy classmates, he said.

"There is something extraordinary about doing something above and beyond what others are doing," he said.

Dempsey also urged Minot AFB Airmen to maintain a

balance of character and competence in their lives. "You need to wake up in the morning and think about how to be a better person," he said. "In our profession, you need to be able to count on the person to your left and right."

The chairman also assured the Minot AFB audience that the issue of sexual assault in the military is receiving the attention it needs from Pentagon leaders.

"We are working this issue as hard as anything, and at the highest level," he said. As leaders consider changing the Uniform Code of Military Justice and changing policies to address the problem, he added, there is a need to get hold of the issue on the front end to change the climate that has permitted it to fester.

"What I need is the leaders at the tactical level to not accept (sexual assault)," he said.

Turning again to the defense budget, Dempsey said it is his responsibility to try to give civilian and military members a sense of certainty. Going year by year in the budget process causes uncertainty, he added, and the goal is to forecast budgets to allow service members to plan for the future.



*U.S. Air Force photos/
Staff Sgt. Jason Huddleston and Airman 1st Class Bryan Crane*

FSS change of command



U.S Air Force photo/Airman 1st Class Bryan Crane
Major Chip Hollinger, 509th Force Support Squadron commander, receives the guidon from Col. Christopher Darling, 509th Mission Support Group commander, during the FSS change of command at Whiteman Air Force Base, Mo., June 19, 2013. Hollinger takes over a force support squadron that has recently won the John L. Hennessey award.

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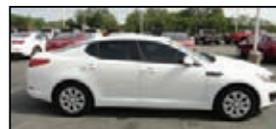
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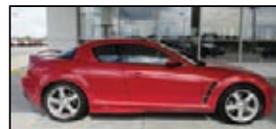
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509 FSS PAGE EDITOR: KYLE C. HAMRICK
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Have you come across the Balfour Beatty Communities Zero Harm logo or had the opportunity to meet BAL-4 or B-T, the defenders of our communities? Many of our residents recognize the Zero Harm yellow banner and our robot friends—but what do they stand for? Safety is a company focus at Balfour Beatty—safety of our residents, contractors, and employees.

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In celebration of National Safety Month, Balfour Beatty called on our all-star employees to share safety tips with our residents. See below for safety snippets— for the full-length articles, visit our Better Living blog at <http://better-living.balfourbeattycommunities.com>.

Taken from “Distracted Behind the Wheel” by Jessica Ennis, LifeWorks

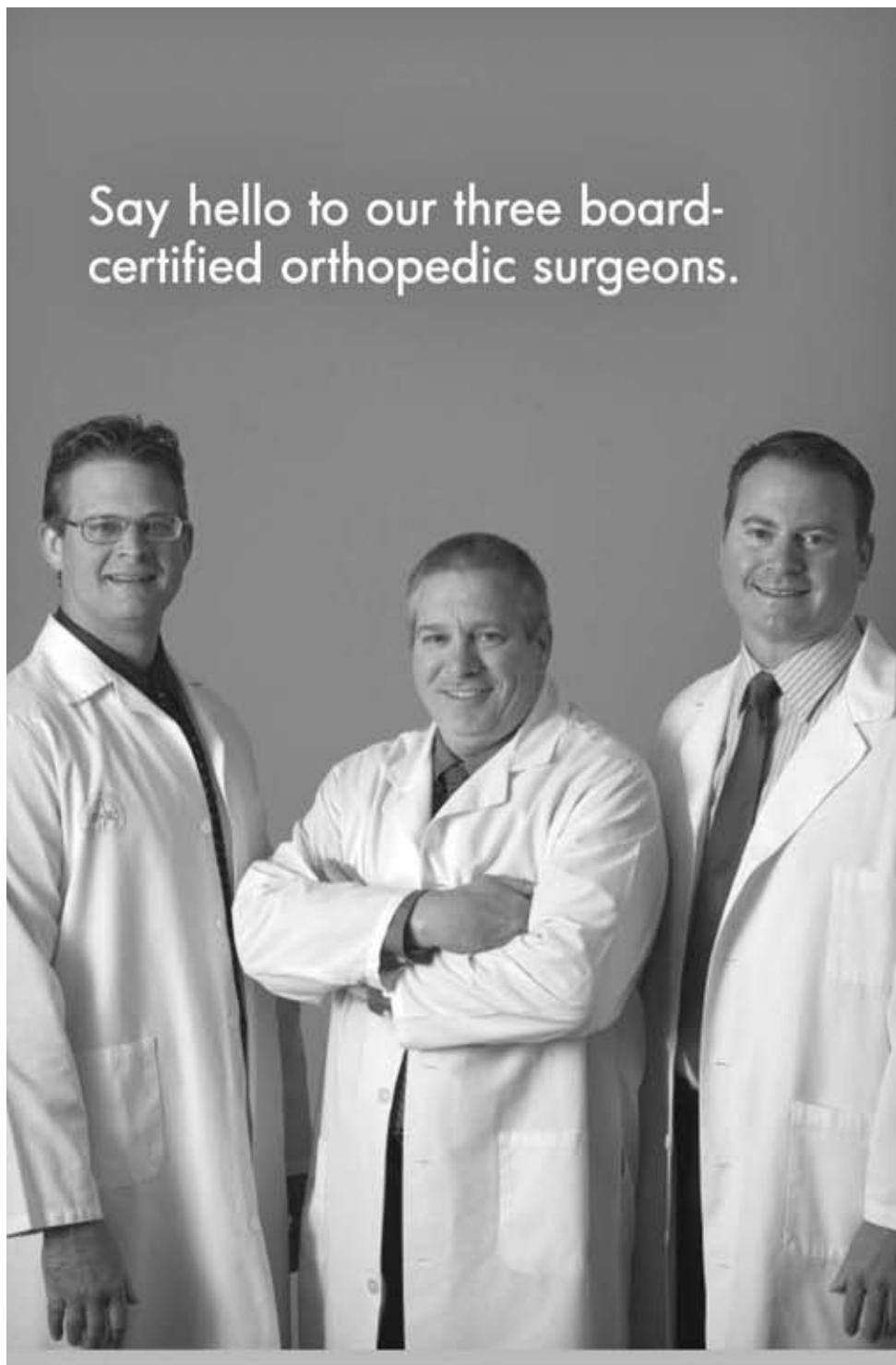
Coordinator, NS Mayport Homes—“Text messaging behind the wheel has become the most concerning type of distracted driving because it involves visual, manual and cognitive attention from the driver. According to the Virginia Tech Transportation Institute, text messaging creates a crash risk 23 times worse than driving without distractions. Also, sending or receiving texts while driving takes the driver’s eyes off the road for approximately 4.6 seconds. This action is equivalent to driving the length of a football field, blind-folded at 55 mph.”

“Luckily, distracted driving is something that is easily prevented just by being aware of your behavior. The Governor’s Highway Safety Association suggests turning off your phone or silencing it before getting into your vehicle. Another tip is to set up a special message that you can send callers to let them know that you are driving. If there is an emergency, pull over to a safe area to respond. Finally, make sure you are familiar with local laws as many states prohibit the use of hand held devices while driving.”

Taken from “Skin Care Safety” by Kristen Connor, Resident Specialist/LifeWorks Coordinator, NAVSTA Newport Homes— “Applying sunscreen to exposed areas of your body including face, neck, arms, and legs should be one of the most important things you do during your daily morning routine... Skin cancer is the most common form of cancer in the United States, and 90 percent of skin cancers occur because of exposure to ultraviolet sunrays.”

“In order to prevent skin cancer, you should apply at least a 30 SPF or higher sunscreen every single day. Just because it is hazy or cold outside, does not mean you should forget about wearing sunscreen that day. The sun’s ultraviolet rays can penetrate through the haze and cold to permanently damage your skin. If you plan to spend extended time in the sun, in addition to the sunscreen, you should wear protective clothing including hats and sunglasses. You should also check your body for any strange marks that may change in appearance or size.”

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