

WARRIOR



509th CE Squadron trains for emergency situations

REGRESSIVE *behavior* pg. 8



Spiritual fitness & hope

By Chaplain (1st Lt.) William Barker
509th Bomb Wing

In 1952 Florence Chadwick was a very well-known swimmer. In her teen years, Florence became the first woman to ever swim the English Channel and not just once, but once in each direction! Florence swam all the way from England to France and then she swam all the way from France back to England.

Having already accomplished all of that, for her next challenge, Florence decided she would swim the distance between Catalina Island and the shoreline of the state of California. This 26-mile swim was not only challenging because of the distance, but also because of the water temperatures and the sharks that were routinely in that area.

After months and months of training, she got into the water off of Catalina Island. It was foggy and cold that morning. Reports say there was an unusually strong scent of salt water in the damp sea air, and because the wind was strong that day, the waves were a bit higher than normal. In the middle of all of that, Florence Chadwick swam for 15 hours. The entire time, she could only see approximately 20 feet in front of her. Meanwhile, Florence's mother, some medical personnel and some other observers tried to stay nearby in a boat. Although they could not usually see her, they tried to yell out to encourage her. Towards the end, they yelled out, "Come on Florence, just a little further – you're almost there – you're almost there!"

But for Florence she could only occasionally hear her mom, and she could never see her. There was just too much fog all around her. Finally, Florence, in spite of all the encouragement around her, was overwhelmed



by exhaustion, and the waves, and the wind, and she said, "I've got to get out!" Less than a mile from the shore of California, and after 15 hours of exhausting swimming, Florence couldn't go any further. Florence gave up less than a mile from her goal. In the press conference afterwards, Florence said, "All I could see was the fog. I think if I just could have seen the shoreline, I could have made it."

Florence was physically fit and had a clear sense of her goals. However, her ability to complete her mission was undermined by a lack of hope – she simply could not see the shoreline and that caused her to lose hope amidst the fog. Often, our lives can be the same way. We all recognize that hope is important, but sometimes hope may seem to be in short supply. So, as part of our effort to be spiritually fit, where and how can we find hope?

One resource on spiritual fitness as it relates to hope comes to us from a text that is shared by both Jewish and Christian faiths. In a text

often referred to by scholars as Isaiah 24-27, we find the story of a terrible time of devastating famine, war and disaster. As the people living in these times search for hope in the midst of chaos, their desires and expectations are often disappointed in a world consumed with death at every turn. However, there is finally a turning point when God intervenes to rescue and comfort all those who are hurting. The passage tells of how this compassionate God will personally wipe away the tears of everyone who grieves and also eliminate death and its pains forever. Regardless of your particular faith background, spiritual life or religious tradition, this text can be a great source of hope. It tells us of a God who offers hope – hope that He is watching over us, hope that He is preparing a place for us, and hope that all of our pains, including death, will one day be comforted and healed.

During a week when Christians celebrate Easter and Jews celebrate Passover, this is a timely reflection. For Jews and Christians, this is a time when we recognize that in our own world, there are times when we all might wrestle with pain and despair. But with texts like Isaiah 24-27, we also celebrate our hope that God will one day set all things right and conquer death forever. So, like Florence Chadwick, it can be easy to get caught up in the fog of our circumstances and difficulties. There are fogs of sorrow, confusion, despair and anxiety. We live in a world of fog. But God has come. And God has promised that He will one day take away the fog. And when He does, what we will find is that God's shoreline was always there. So, let's not fail to make it to the shoreline. Let's trust that He is there and hold onto the hope that He will one day set things right and replace despair with life and joy.

VCSAF: Military readiness unsustainable under sequestration

By Staff Sgt. Torri Ingalsbe
Secretary of the Air Force Public Affairs
Command Information

WASHINGTON (AFNS) -- Leaders from all branches of the armed forces testified on the readiness of each service during hearings of both the House and Senate Armed Forces Committees March 25 and 26.

The vice chiefs of the Army, Navy, Air Force and Marine Corps shared concerns about America's military readiness to meet immediate requirements but inability to sustain a contingency under sequestration.

"We have already delayed major modernization efforts, cut manpower and reduced training," said Gen. Larry Spencer, the vice chief of staff of the Air Force. "The capability gap that separates us from other air forces is narrowing. That gap will close even faster under (the Budget Control Act) levels of funding."

The Air Force's Fiscal Year 2016 President's Budget submission aims to balance operational training and modernization commitments, he explained, but even this funding is just enough to get by.

"We will have to make some difficult choices to balance capacity, capability and readiness, all of which have already been cut to the bone," Spencer said. "Even at this level, it will take years to recover lost readiness."

Air Force combat air forces are currently less than 50 percent ready, due to sequestration-level funding in 2013, he said. These forces include fighter and bomber squadrons, as well as the

support infrastructures necessary to maintain and operate these aircraft. Spencer highlighted a further strain on the Air Force's intelligence, surveillance and reconnaissance mission area.

"Right now we have been in a position of surge (in ISR) since 2007, that's not the definition of a surge," he said. "We've got (remotely-piloted aircraft) pilots we've worked to the point where we're worried if they'll stay. The ops tempo that we're under now has not allowed us to bring where we are down low enough so we can train and get ready to go again."

The possibility of a larger overseas contingency operations (OCO) budget was discussed and all service leaders agreed the inflexibility of OCO funds and the unpredictability of a year-to-year budget made it a less-desirable solution than funding the base budget. For the Air Force in particular, OCO funds only allow the service to buy back munitions already used, instead of procuring munitions needed for future engagements.

"Planning is a really big deal, particularly procurement," Spencer said. "If we're going to buy a really big weapon system, pay for F-35s or do a multi-year of C-130s, that's really difficult to do if you're trying to do that a year at a time."

The Air Force was forced to make cuts to readiness funding when sequestration hit in 2013, however, those cuts came with a price, Spencer said.

"When sequestration first hit in 2013 ... the readiness levels of those central to combat operations plummeted," Spencer said. "If we get called upon, we have to be there within hours – not days, weeks, or months – so readiness is critical for us. We were not fully ready, and we cannot afford to let that happen again."

THE WARRIOR

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On the cover

U.S. Air Force photo/
Airman 1st Class Joel Pfister
Firefighters from the 509th Civil Engineer Squadron prepare to evacuate a patient during egress training at Whiteman Air Force Base, Mo., March 18, 2015. Egress training provides firefighters with practice responding to disabled aircraft or injured aircrew so they are familiar with how to safely respond to aircraft mishaps.

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One team, one fight: a new dawn for the 509th MUNS



Maj. Joe Pulliam, 709th Munitions Squadron commander, Maj. Matthew Drossner, 509th Munitions Squadron commander, met to demolish the wall in the leadership section of their command building at Whiteman Air Force Base, Mo., March 19, 2015. The demolition of the wall signified the merger of the two units. The new combined squadron will be renamed to the 509th Munitions Squadron. Renovations of the new office are scheduled to be accomplished by June 22.

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

Commanders of the 509th and 709th Munitions Squadrons met to tear down the wall in the leadership section of their command building March 19, 2015.

The demolition of the wall signified the merger of the two units. The new combined squadron will be renamed to the 509th MUNS. Renovations of the new office are scheduled to be accomplished by June 22.

"Right now supervision in both command sections are sitting down the hall from each other," said Maj. Scott Drossner, 509th MUNS commander.

Supervision from both units will sit in the new office upon construction completion, including three chief master sergeants, an operations officer and a civilian technical advisor.

"We are tearing this wall down to symbolize tearing the communication barrier down between us and to unify us as one team,"

Drossner said.

While the 509th MUNS is responsible for building and delivering conventional munitions and maintaining associated aircraft equipment, the 709th MUNS has a strategic role.

"When you hear the word 'strategic deterrence' in the wing's mission statement, that's what they do in the 709th," Drossner said.

Maj. Joe Pulliam, 709th Munitions Squadron commander, predicted the merger would enhance overall mission effectiveness between factions of the unit, whether working with strategic or conventional munitions.

"Any time you have multiple layers of command and control, things might get missed or misinterpreted," Pulliam said. "Communication is the most important aspect of the merger, from the squadron commander to the youngest airman."

Each munitions commander utilized different tactics to accomplish the mission before the merger.

See One team, page 6

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'Out of nowhere I saw a car go airborne, hit the middle of the roundabout, go airborne again and land on its front end. It reminded me of something out of a movie.'

-- Senior Airman Cory Barrett
509th Civil Engineer Squadron

U.S. Air Force Senior Airman Cory Barrett, 509th Civil Engineer Squadron firefighter, suits up for a bunker drill exercise at Whiteman Air Force Base, Mo., March 30, 2015. Recently, Barrett assisted a victim of a vehicle accident while off duty in Warrensburg, Mo.

By Senior Airman Keenan Berry
509th Bomb Wing Public Affairs

Airmen train daily to be warriors not only for global affairs, but local situations as well. When a tragic situation arises, Airmen are called upon to perform heroic deeds

to ensure safety of citizens. Tragic situations are never scheduled, they just happen. For Senior Airman Cory Barrett, 509th Civil Engineer Squadron firefighter, he experienced this first-hand.

On a February afternoon, a local resident from Warrensburg, Mo., was driving himself to a hospital to

receive treatment and totaled his vehicle on the DD highway roundabout. Fortunately for the victim, Barrett was there to assist.

"I was coming from Warrensburg, Mo., on my way to the gym riding down DD highway when I arrived at the roundabout and slowed down to yield," Barrett said. "Out of nowhere I saw a car go airborne, hit the middle of the roundabout, go airborne again and land on its front end. It reminded me of something out of a movie."

But this was far from a movie; it was reality and Barrett had to react quickly knowing a life was in need of assistance.

"I was the only one present at the roundabout besides the victim. Without a moment to spare, I grabbed my phone, got out of my car and ran to the vehicle," Barrett said. "When I looked back, I saw a car pull up and an Air Force Captain got out of her car to assist. I instructed her to call 911 while I tended to the victim. I ran to the side of the vehicle and knocked to see if he was conscious. I knocked once, and he remained lying there in his seat with his eyes closed. I knocked twice again, still no reply. I knocked harder the third time and he woke up. I thought he was dead at first, but I kept trying anyway."

Capt. Kassandra McRae, 442nd Aircraft Maintenance Squadron operations officer, called 911 as Barrett tended to the victim.

"When he finally woke up, I asked him if he knew what happened," Barrett said. "While he was explaining what he remembered, I noticed smoke coming from the corner of his car. I went to the front, and saw flames. In that instant, I knew I had to get him out immediately before the car potentially exploded."

In normal circumstances, extreme caution is necessary when handling victims to prevent further injury. But with flames coming from the car, immediate action was necessary.

"I went back around, opened the door and informed him that I was going to pull him out the vehicle," Barrett said. "As I was pulling him out of the vehicle, all I could think about was what if this car explodes..."

Fortunately, Barrett was able to get the victim to safety. Soon after, a veteran arrived on scene with an extinguisher and put out the flames.

While Barrett was assisting the victim, he noticed the victim's thumb had a gash and pieces of it were missing.

"I thought he damaged his thumb in the accident, but he explained what happened," said Barrett. "The victim was at home working when he chopped his finger. He got in the car and tried to go to the emergency room. While he was driving, he went into shock and hit the gas pedal when he was supposed to slow down. It was like being on a movie set."

Barrett did the only thing he could, elevate the victim's arm to slow down the bleeding.

When the medics arrived, they gave him immediate attention. They asked him if he could walk and he confirmed he could. They got him into the ambulance and rode to the hospital.

Barrett impressed fellow wingmen with his heroic deed.

"Barrett performed in such a professional and helpful manner at the scene of the accident," McRae said. "He ensured the safety of the victim and those of us in the area, and stayed engaged with the victim so he could remain calm until the paramedics arrived. It was very inspiring to witness one of our Airmen rise up to an emergency situation and perform as a true leader and upstanding citizen."

Barrett demonstrated an act of valor and selflessness admired by his peers and coworkers. He humbly states in a situation like this, anyone would have done it. The only thing he knew was to elevate the extremities to prevent shock to the victim.

"Some lessons I learned from this is to never assume a car is going to stop," said Barrett. "Always wait for a car to come to a complete stop while yielding because you never know what could happen. Remember life is a precious thing."

One team Continued from Page 4

“Right now we have a good program,” Pulliam said. “Taking the best things from both and merging them into one will make it an outstanding program.”

More than 70 programs are being consolidated, with inputs from members of both squadrons.

Dozens of programs were duplicating effort, which was very inefficient and a waste of time before the merger initiated.

“For example, if a program requires a primary and an alternate from each squadron to run, when you merge those, instead of having four bodies to perform the task you only need two,” Pulliam said. “So, efficiencies are gained.”

Program consolidation will take a large number of individuals away from additional duties, allowing more time to focus on their primary duties. This, in turn, saves man hours.

“I am excited about the merger,” Drossner said. “I think we’ll gain so many efficiencies that we don’t even realize yet and perform magnificently.”

Policies and procedures created after the merger could also eliminate frustration, which would improve morale.

“When it comes to morale-building activities, like intramural sports, you’ve got a much larger pool of people to choose from,” Pulliam said. “Get-togethers outside of work are the building blocks for morale.”

One sign of a strong squadron is what Airmen do off duty together.

“Maintenance folks in general like to have fun,” Pulliam said. “I think the new squadron is going to be the power house for intramural sports. No other squadron is going to beat them in anything.”

Spouses and family members will also be positively impacted by the merger by having a larger number of members to support each other.

“The goal is to have everything ready to go by June 22 to push that button under one commander,” Pulliam said.



Maj. Matthew Drossner, 509th Munitions Squadron commander, uses a sledgehammer to demolish the wall in the leadership section of his command building at Whiteman Air Force Base, Mo., March 19, 2015. The demolition of the wall signified the merger of the two units. The new combined squadron will be renamed to the 509th Munitions Squadron. Renovations of the new office are scheduled to be accomplished by June 22.

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Firefighters perform A-10 egress training



*U.S. Air Force photos/
Airman 1st Class Joel Pfister*

Firefighters from the 509th Civil Engineer Squadron prepare to evacuate a simulated patient during egress training at Whiteman Air Force Base, Mo., March 18, 2015. Before evacuating the patient, the firefighters must extinguish any flames that may be present on the aircraft.



U.S. Air Force Staff Sgt. Tate Ashton, 509th Medical Operations Squadron, waits as a simulated incapacitated patient in the cockpit of an A-10 Thunderbolt II during an egress training event at Whiteman Air Force Base, Mo., March 18, 2015. Whiteman firefighters must be familiar with egress procedures on each airframe on base.



Firefighters from the 509th Civil Engineer Squadron prepare to evacuate a patient during egress training at Whiteman Air Force Base, Mo., March 18, 2015. Egress training provides firefighters with practice responding to disabled aircraft or injured aircrew so they are familiar with how to safely respond to aircraft mishaps.



Firefighters from the 509th Civil Engineer Squadron prepare to evacuate a patient during egress training at Whiteman Air Force Base, Mo., March 18, 2015. The training is on opening the aircraft canopy, shutting down the engine and safely removing aircrew members.



Firefighters from the 509th Civil Engineer Squadron evacuate a simulated patient during egress training at Whiteman Air Force Base, Mo., March 18, 2015. Egress training provides firefighters with practice responding to disabled aircraft or injured aircrew so they are familiar with how to safely respond to aircraft mishaps.

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Airmen participate in Whiteman Winter Olympics



Senior Airman Ashley Engle, 509th Civil Engineer Squadron heating, ventilation, air and cooling journeyman, prepares to hit an opponent during a dodgeball tournament at Whiteman Air Force Base, Mo., March 27, 2015. The 509th CES won the Whiteman Winter Olympics Best Large Squadron award with 520 points from 18 events.



Tech. Sgt. Passion White, Detachment 303 unit training manager, celebrates after a walleyball tournament at Whiteman Air Force Base, Mo., March 27, 2015. The tournament was held as part of Whiteman Winter Olympics, where base organizations competed to be named best of the best.

Capt. Justin Allston, 53rd Test Management Group operations analyst, shows off his face paint during the Whiteman Winter Olympics at Whiteman Air Force Base, Mo., March 27, 2015. The Whiteman Winter Olympics was a base wide event that gave each unit an opportunity to compete in various events including dodgeball, Wallyball, table tennis and many others.



Senior Airman Nicole Cannon, 509th Security Forces Squadron patrolman, encourages Senior Airman Silvia Cortezlomas, 509th SFS security staff assistant, as she competes in a rowing competition against Tech. Sgt. Kim Stone (right), 442nd Maintenance Group unit training manager, in the fitness center at Whiteman Air Force Base, Mo., March 27, 2015. The rowing competition was held as part of the Whiteman Winter Olympics, where the organizations contended to be named as best of the best. The 509th SFS received the second place large squadron award with a total of 490 points from 18 events.



Senior Airman Melina LaVean, 20th Reconnaissance Squadron aviation resource manager, sets the ball during a walleyball tournament at Whiteman Air Force Base, Mo., March 27, 2015. The 20th RS placed third in the Whiteman Winter Olympics Small Squadron category with 322 points from 18 events.

*U.S. Air Force photos/
Staff Sgt. Nick Wilson*

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"Independent, Bible Centered"
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(4 miles N. of Warrensburg)
bbc-burg.org

Heartland Church
Psalm 127:1
"A Church With A Heart Of Love"
Sunday Worship 10:00am
Sunday School 9:00am
Pastor Greg Morris
777 NE Highway 23
563-3810

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Sabbath School 9:45 a.m.
Pastor Al Oetman
660-287-5849

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58 NE D. Hwy - Knob Noster
Apostle Willie Shields, Jr.
Sunday School 10:00am
Worship Service 11:00am
(Children's Church & Nursery Available)
Wednesday Praise Service 7:00pm
563-4813
charitychristiancenter.org

Independent Fundamental
Grace Baptist Church
3304 S. Ingram - Sedalia
Sunday School 9:45am
Worship Sunday 10:45am & 6pm
826-2918
Pastor Alvin Sipe
Wednesday Bible Study 7pm

Victory Tabernacle Pentecostal Church
505 W. Gay St.
Warrensburg, MO 65093
(816)541-9907
Pastor Harry D. Stevens
Christian Education 9:30 AM Sunday
Morning Worship 10:30 AM Sunday
Tuesday Morning Bible Class 11:00 AM
"All Are Welcome!"

First Baptist Church
110 E. McPherson
Knob Noster
Pastor: Jim Richards
Sunday School 9:30am
Worship 10:45am
Nursery Provided
563-3071

Warrensburg Church of Christ
722 S. Maguire
Warrensburg, MO 64093
SUNDAY 9:30am - Sunday School
10:30 am - Worship
6:00 pm - Worship
WEDNESDAY 7:00 pm - Bible Study
"The Churches of Christ salute you!"
Rom. 16:16
Email: contactus@cofcwsbg.org
Web address: http://www.cofcwsbg.org
660-747-5519

Knob Noster United Methodist Church
106 E. Wimer,
Knob Noster, MO 65336
660.563.2724
knobumc.knumc@gmail.com
www.knobjnosterumc.org
Sunday Worship: 10:45
Sunday School: 9:30

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APRIL 17 AT MISSION'S END
BEGINNING AT 3PM

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FCC NEWS AND INFORMATION

FCC OFFICE 660-687-5590

Base Residents

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If you are providing care beyond these opportunities please contact the FCC
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Contact The FCC Office for more information at 687-5590

Military couples can serve concurrent short tours at Kunsan

By Debbie Gildea

Air Force Personnel Center Public Affairs

JOINT BASE SAN ANTONIO-RANDOLPH, Texas (AFNS) -- A recent policy change will enable active-duty military couples to serve concurrently at Kunsan Air Base, South Korea, Air Force officials said March 25.

Joint spouse assignments to dependent-restricted overseas locations, where accompanied housing is not available such as Kunsan AB, are not currently authorized. However, the policy change approving joint spouse at Kunsan AB, allow members to serve 12-month unaccompanied tours simultaneously with their military spouses.

"Approximately 50 Wolf Pack Airmen each year spend significant portions of their tours travelling between Kunsan and Osan to be with their military spouses," said Col. Ken Ekman, the 8th Fighter Wing commander. "Our military couples make significant sacrifices to serve our Air Force. Separation during their assignments to Korea should not be one of them. This policy change represents an important step toward caring for the 8th Fighter Wing's most precious resource, our Wolf Pack

Airmen."

Airmen approved for concurrent assignments to Kunsan AB will still get short tour credit and are eligible to apply for a follow-on assignment.

Until updates can be made to the military personnel data system, requests for a joint spouse assignment to Kunsan AB will be implemented by exception, said Bill Houston, the Air Force Personnel Center family member travel manager.

Enlisted members interested in joint spouse assignments to Kunsan AB should update their preference in the virtual MPF, using the joint spouse code "A." Officers will communicate their assignment preferences via the Airman Development Plan, and will work with AFPC assignment teams, Houston said.

Kunsan AB is still a dependent-restricted location, so members will not be able to bring their non-military dependent family members.

For more information about Air Force personnel programs go to the myPers website. Individuals who do not have a myPers account can request one at www.retirees.af.mil/shared/media/document/AFD-120510-068.pdf.

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