

WARRIOR



VEHICLE MAINTENANCE

509TH LRS MAINTENANCE AIRMEN KEEP OPS FLOW IN CHECK **PG.8**

FTAC **PG.2**
GUIDING THE FUTURE

FTAC: Inspiring success from the beginning

By Staff Sgt. Danielle Quilla
509th Bomb Wing Public Affairs

Since Airmanship 300 was incorporated into the First Term Airman Course curriculum, Airmen have had the opportunity to do more than just in-process at their first duty station.

“Over the years it has become a great program,” said Senior Master Sgt. John De La Rosa, the career assistant advisor assigned to the 509th Force Support Squadron at Whiteman Air Force Base. “Before it never really tackled the subject that Airmen really needed to know: how to effectively make a transition.”

Airmen had to make the leap from standing in formation in military training to exercising integ-rity in the operational Air Force.

Now with 13 hours dedicated to professionalism training, FTAC has opened up a new dialogue between the first-term Airmen and the senior NCOs and NCOs who volunteer as course facilitators.

“The changes in the FTAC program, I believe, attack the issues right at the forefront,” said De La Rosa. “We teach the Airmen how to go through systematically thinking, which helps them formulate understanding on why they are coming up with the decision that they are making.”

With Airmen coming from different backgrounds, one of the key topics of discussion during the course is about the conflict Airmen may have between the Air Force core values and their own personal values. Biases and misperceptions often play a role in the decision making process.

“A lot of time individuals outside of the military are not held accountable for ethical beliefs and values of an organization,” said De La Rosa.



First Term Airman Course students engage in a discussion about professionalism at Whiteman Air Force Base, Mo., July 24, 2017. FTAC is a five-day class that consists of briefs from different base agencies, 13 hours of professionalism training that helps Airmen transition from a training environment to operational Air Force.

“We want to coach these young Airmen to be able to adapt to our beliefs and values in order to make them successful.”

He went on to say that, “New Airmen want to know that their leaders have a real story like they do, and this course allows senior NCOs and NCOs alike to be able to build that relation and help create inspiration for these young Airmen.”

For De La Rosa, it is all about inspiration.

“Even when I look at my career, the tracks I have taken and the successes I have been able to achieve, it was really just inspired by someone who had already done it before me,” he said.

As a kid, De La Rosa grew up in the inner city surrounded by gang violence and drugs.

“A very special person, retired chief master sergeant, entered my life and showed me that there were different paths to success other than violence and drugs,” he recalled. “His level of professionalism and unwavering care for me

lead me to believe the military was something I needed to be part of.”

Today, NCOS at all levels are able to share the adversities and ethical dilemmas they have experienced throughout their careers and how they were able to get to where they are now.

“The program has bridged the gap, and allowed new Airmen to understand that we are here for them,” said De La Rosa. “Especially when they can’t find help in their immediate circle, this course exposes the Airmen to other senior NCOs and NCOs outside of their normal work environment who are willing to be there for them.”

Overall, FTAC has provided Airmen with the tools they need to understand the Air Force core values and mentors they can lean on throughout their careers. It may be said that this program is the first real transition Airmen make from a training environment to the operational Air Force.



U.S. Air Force Senior Master Sgt. John De La Rosa, the career assistant advisor assigned to the 509th Force Support Squadron. Enjoys a moment of reflection about the First Term Airman Course at Whiteman Air Force Base, Mo., Aug. 16, 2017. De La Rosa has been the CAA at Whiteman since April 2015, and has seen a positive impact on first-term Airmen since Airmanship 300 has been incorporated in FTAC.

U.S. Air Force photos by Staff Sgt. Danielle Quilla

THE WARRIOR Editorial Staff

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

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

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

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

On the cover

U.S. Air Force photo by Senior Airman Jovan Banks
Members of the 509th Logistics Readiness Squadron vehicle maintenance shop, work together to repair a government owned vehicle at Whiteman Air Force Base, Mo., Jan. 17, 2018. GOVs are used by individual squadrons on base but LRS is responsible for the upkeep and maintenance of these vehicles fulfilling an essential part of the Whiteman mission.

NEWS BRIEFS



U.S. AIR FORCE
EagleEyes
WATCH.REPORT.PROTECT.

U.S. Air Force Eagle Eyes provides service members and civilians a safe, discreet and anonymous option to report criminal information, counterintelligence indicators or force protection concerns.

To submit a web tip go to the AFOSI web page at <http://www.osi.af.mil>.

How to report an anonymous tip using a smart phone:

1. Open the smart phone app
2. Manually select an agency
3. Choose USA then Federal Agency then select AFOSI
4. Create a passport, select New Tip and fill out the form with as much information as possible.

How to report an anonymous tip via text message:

Text "AFOSI" plus your tip information to 274637 (CRIMES)

Found property

Keys, wallets, bicycles, jewelry and other items have been turned in as found property to Security Forces Investigation Section. To inquire about lost property, go to building 711, room 305, or call Detective Steven Scott at 660-687-5342.

Air Force Housing website

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 worldwide.

WEATHER

Today Sunny Hi 48 Lo 20	Saturday Partly Sunny Hi 52 Lo 35
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Sunday Chance of Showers Hi 60 Lo 44	Monday Partly Sunny Hi 42 Lo 36
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Eighth Air Force Safety Gram

January 2018




660,000
Drivers are using their phones, right now.


4.6
Seconds each of those drivers have their eyes off the road.


80%
Percent of vehicle crashes involve driver inattention.

Don't Text & Drive

Texting while driving accidents are 100% preventable!



Daily News Headlines

Mother who lost son to distracted driving urges friends to put down phones

Minnesota teen kills father of 3 and daughter while texting and driving

Mom indicted for texting while driving that killed two teen girls

Truck driver in Texas crash that killed 13 was texting

Woman dies in head-on collision seconds after uploading pictures to Facebook



You have to take your eyes off the road to text period ... end of discussion!



Her name was Courtney Sanford. Read her story.
<http://people.com/celebrity/woman-dies-in-car-crash-while-posting-to-facebook-about-pharrells-song-happy/>



Whiteman AFB Legal Office Hours Have Changed!

Legal Assistance by Appointment Only

Tuesday: 0800-1000

Thursday: 0800-1000

Walk-In Legal Assistance

Friday: 1100-1300

Wills by Appointment Only

Monday: 0800-1000

Wednesday: 1300-1500

Notaries and Powers-of-Attorney

Monday – Friday: 0730-1630



Call (660) 687-6809 for more information

Reel Time Theaters

We're saving a seat for you.

FRIDAY, JAN. 19 • 7 p.m.

The Greatest Showman (PG)

Adults - \$7.00, children - \$4.75

SATURDAY, JAN. 20 • 7 p.m.

Father Figures (R)

Adults - \$7.00

SUNDAY, JAN. 21 • 3 p.m.

Jumanji: Welcome To The Jungle (PG-13)

Adults - \$7.00, children - \$4.75

Welcome Center grand opening



By Staff Sgt. Danielle Quilla
509th Bomb Wing Public Affairs

Up until now, in-bound members to Whiteman Air Force Base were required to visit multiple locations to complete their in-processing checklist.

However, the new Whiteman Welcome Center, building 3007 located next to the Youth Center and across the street from the Base Chapel, will serve as a one-stop shop for members to process through the Military Personnel Section, Finance and Medical.

The WWC grand opening ceremony is scheduled for Feb. 2, 2018, at 9:30 a.m. Effective Feb. 2, all members will be required to process through the center within the first 72 hours of arrival.

Sponsors will be responsible for scheduling an appointment for members prior to

their arrival, and this can be done by coordinating with their unit's commander support staff to schedule the appointments on the WWC SharePoint page. Sponsors are required to attend the appointment with the members.

All unit CSS that have not received training should contact Ms. Sarah Lovell, the True North Program manager assigned to 509th Bomb Wing, for training and access.

In addition, in-bound members will receive a complete list of in-processing and resiliency required appointments to show their units post-appointment. Dependents who attend will receive a personalized medical briefings and access to update their Tricare information.

For more information please contact Ms. Sarah Lovell at 660-687-3135.

TEAM WHITEMAN'S MISSION IS TO EXECUTE STRATEGIC DETERRENCE, GLOBAL STRIKE AND COMBAT SUPPORT...ANYTIME, ANYWHERE!

ENVISIONING BEING AMERICA'S PREMIER BOMB WING TOTAL FORCE AIRMEN EXECUTING SAFE, SECURE AND EFFECTIVE NUCLEAR AND CONVENTIONAL AIRPOWER...COMBAT-READY TODAY, INNOVATING FOR TOMORROW!

SEDALIA SIG

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Foreign visitor entry procedures for Whiteman AFB

- Sponsor must provide a minimum of 14 days of advance notice to the Visitor Control Center

-The requesting sponsor will complete the sponsor form and provide two original forms of valid government ID for each foreign national for background checks

Acceptable forms of ID include, but are not limited to,
a visa, passport, or a driver's license

What's next?

- Once the check is complete, there is a wait period for the request to be approved and signed by the 509th Mission Support Group commander
- If further review is needed, it is routed to the 509th Bomb Wing commander for approval.

If you have questions or need more information please contact the Visitor Control Center at (660) 687-6164.

Foreign visitors who cannot produce valid identification or those that have not been properly validated will be denied entry.



B-2 Spirits support bomber assurance, deterrence mission



A B-2 Spirit, assigned to the 509th Bomb Wing, Whiteman Air Force Base, taxis on the flightline Jan. 8, 2018, at Andersen Air Force Base, Guam. Approximately 200 Airmen and three B-2 Spirits from Whiteman AFB, Mo., deployed to Andersen AFB in support of U.S. Pacific Command's Bomber Assurance and Deterrence mission. U.S. Strategic Command bombers regularly rotate through the Indo-Pacific region to conduct U.S. PACOM-led air operations, providing leaders with deterrent options to maintain regional stability. During this short-term deployment, the B-2s will conduct local and regional training sorties and will integrate capabilities with key regional partners, ensuring bomber crews maintain a high state of readiness and crew proficiency.

*U.S. Air Force photos by
Staff Sgt. Joshua Smoot*



442d FW Award Winners

Please join us in congratulating the 4th Quarter Award Winners.

Airman Category

Airman 1st Class Christopher Yarnell, 442d AMXS

Noncommissioned Officer Category

Tech. Sgt. Joseph Embrey, 442d AMXS

Senior Noncommissioned Officer Category

Master Sgt. Steven Weisbrod, 476th MXS

Company Grade Officer Category

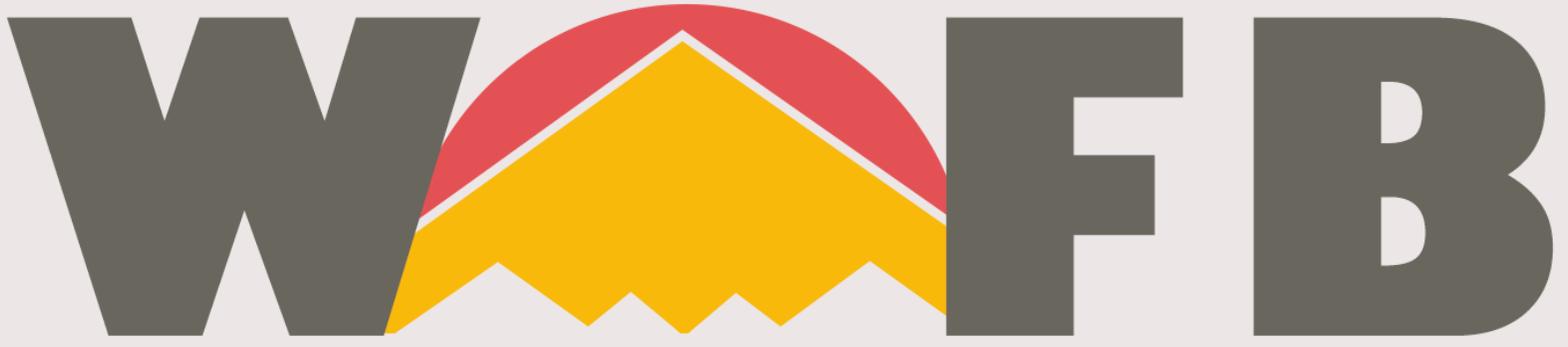
Capt. Eric Almeida, 358th FS

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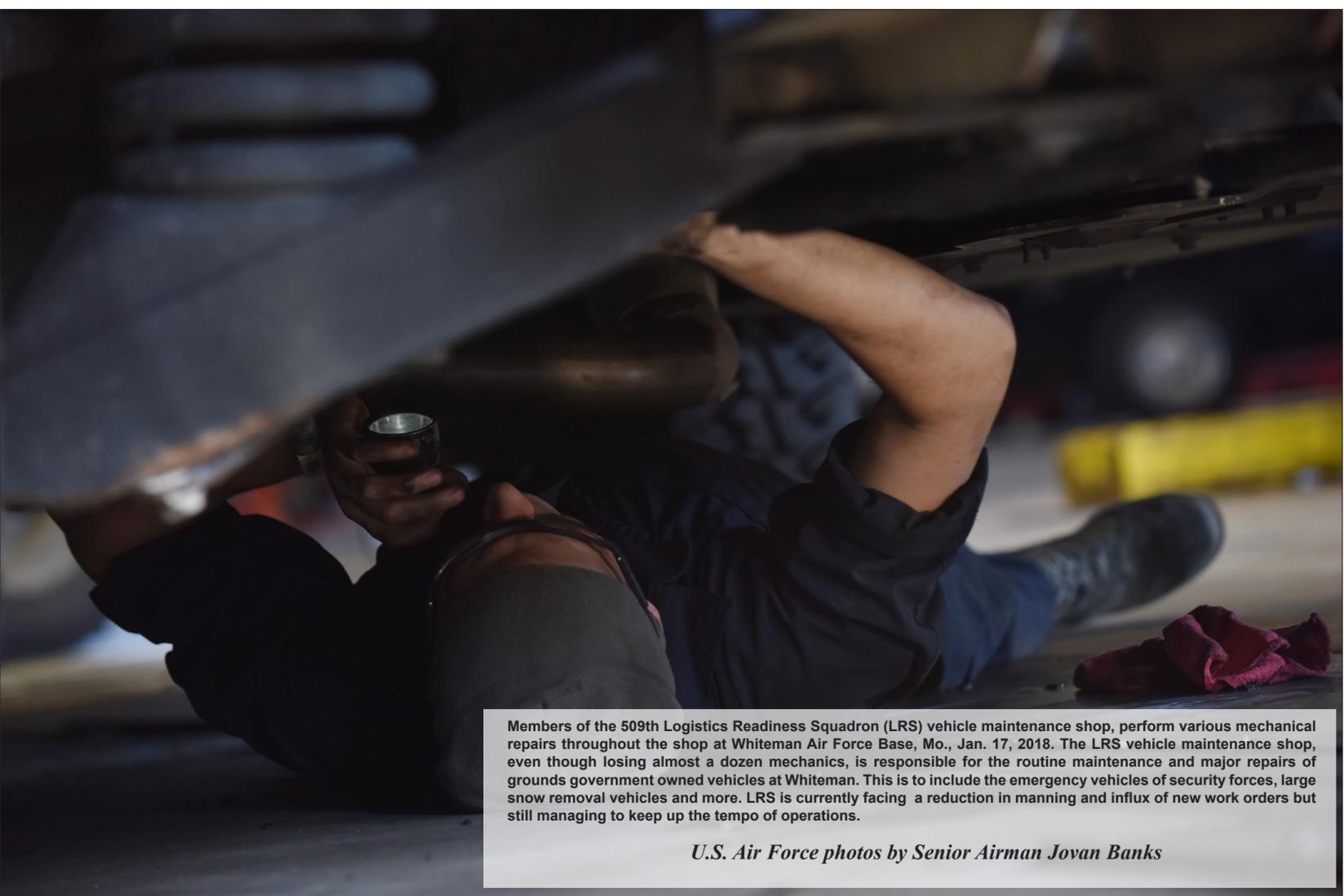
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High octane Airmen: 509th LRS vehicle maintenance shop keep high tempo flow



Members of the 509th Logistics Readiness Squadron (LRS) vehicle maintenance shop, perform various mechanical repairs throughout the shop at Whiteman Air Force Base, Mo., Jan. 17, 2018. The LRS vehicle maintenance shop, even though losing almost a dozen mechanics, is responsible for the routine maintenance and major repairs of grounds government owned vehicles at Whiteman. This is to include the emergency vehicles of security forces, large snow removal vehicles and more. LRS is currently facing a reduction in manning and influx of new work orders but still managing to keep up the tempo of operations.

U.S. Air Force photos by Senior Airman Jovan Banks



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CMSAF focuses on resiliency in 2018



U.S. Air Force photo by Melanie Cox
Chief Master Sergeant of the Air Force Kaleth O. Wright speaks to Airmen during an all-call at Maxwell Air Force Base, Ala., Jan. 10, 2018. The chief said he will focus more on building Airman resiliency in the new year.

By Tech. Sgt. Patrick Brown
Maxwell Public Affairs

MAXWELL AIR FORCE BASE, Ala. (AFNS) -- Chief Master Sergeant of the Air Force Kaleth O. Wright said he feels the Air Force is headed in the right direction concerning education and enlisted-force structure, but Airman resilience is an area that needs more attention.

He's starting the new year with that focus, he told the crowd during an all-call in the Polifka Auditorium at Maxwell Air Force Base Jan. 10, 2018.

"What I'm most concerned about, and where my priority will be in 2018, is the area of resilience," he said. "I still feel like there's work to be done. I want to get out there and spend more time and energy this year getting after what's causing our Airmen to be less resilient. What's causing us to have less of a wingman culture?"

His desire to see the Air Force go back to more of a "wingman culture" stems from strong personal relationships that helped him get through difficult times. He said support from fellow Airmen and building a strong sense of resilience is key to what he predicts will be a tougher operations tempo in the future.

"The reason I've decided to place this laser focus on resilience is because ... it gets tougher," he said. "It's tough now, but it gets tougher. With what's happening in the world with the level of global insecurity and instability, our jobs will only get tougher. I don't look out a year or two or three from now and see less mission. I see more deployments

to Europe. I see more deployments to Africa. I see continued deployments to the Middle East, and I also see, at some point, some deployments to the Pacific."

The chief pointed to not only the strain on those on the deployments, but also the strain on the families left behind and the Airmen who remain to continue the mission.

"The mission here never stops, and the folks who are left behind are the ones who have to pick up the slack," he said.

Finding the correct work-life balance, the chief said, is key to building better resilience.

"A big goal of mine is to be able to give you as much time back as possible," he said. "I want you to be able to focus on the mission. I want you to be able to take care of each other and take care of yourselves. And I want you to be able spend time with your family. Family time is very important.

To find that balance between focusing on the mission, one's self and personal relationships, Wright introduced what he called the "2-10-5-7 philosophy."

The philosophy is a way to structure time: two hours of personal time in the morning, 10 hours for work, five to family and other personal relationships, and the remaining seven to sleep.

He emphasized the five hours to family should be "unplugged," referring to smartphones and social media. He admitted the five hours unplugged was his greatest struggle in trying to follow the regiment. "I won't say I've been successful, but I've made a conscious effort to maintain more balance."

Global Strike presence: A continuous mission



U.S. Air Force courtesy photo



U.S. Air National Guard photo by Master Sgt. John Hughel



U.S. Air Force photo by Staff Sgt. Trevor T. McBride

Since 2004, U.S. Air Force bombers such as the B-1B Lancer, B-52 Stratofortress and B-2 Spirit have been in continuous rotations to Guam. These bombers provide a significant rapid global strike capability that enables our readiness and U.S. commitment to deterrence, offers assurance to our allies, and strengthens regional security and stability in the Indo-Asia-Pacific region. Bomber rotations also provide Pacific Air Forces and U.S. Pacific Command commanders a global strike and extended deterrence capability against any potential adversary and provides opportunities to strengthen regional alliances and long-standing military-to-military partnerships throughout the region

B-52s return to Pacific for routine Continuous Bomber Presence mission

By Pacific Air Force Public Affairs

JOINT BASE PEARL HARBOR-HICKAM, Hawaii (AFNS) -- Six B-52H Stratofortress bombers and approximately 300 Airmen from Barksdale Air Force Base, Louisiana, are deploying to Andersen AFB, Guam, in support of U.S. Pacific Command's Continuous Bomber Presence mission.

The Stratofortresses, last deployed to the region in July 2016, will assume responsibility for USPACOM's CBP operations near the end of January 2018 from the 37th Expeditionary Bomb Squadron B-1B Lancers, deployed from Ellsworth AFB, South Dakota.

During their deployment, the 37th EBS conducted a variety of joint and bilateral training missions with the U.S. Navy, U.S. Marine Corps, Japan Air Self-Defense Force, South Korean air force and Royal Australian Air Force.

The B-52H's return to the Pacific will provide USPACOM and its regional allies and partners with a credible, strategic power projection platform, while bringing years of repeated operational experience.

The B-52 is capable of flying at high subsonic speeds at altitudes up to 50,000 feet (15,166.6 meters) and can carry nuclear or precision guided conventional ordnance with worldwide precision navigation capability.

This forward-deployed presence demonstrates the continued commitment of the U.S. to allies and partners in the Indo-Pacific region.

The employment of CBP missions in the USPACOM area of responsibility, conducted since March 2004, are in accordance with international law and are vital to the principles that are the foundation of the rules-based global operating system.



U.S. Air Force photo by Airman 1st Class Gerald R. Willis

A B-52H Stratofortress bomber taxis after landing at Andersen Air Force Base, Guam, Jan. 16, 2018. The Stratofortress is one of six B-52H Stratofortress bombers and approximately 300 Airmen from Barksdale AFB, La., deploying to Andersen AFB, in support of U.S. Pacific Command's Continuous Bomber Presence mission.

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Their continuing mission: Hurricane Hunters gather data for winter storms



U.S. Air Force photo by Tech. Sgt. Ryan Labadens

Aircrew members from the 53rd Weather Reconnaissance Squadron “Hurricane Hunters” taxi a WC-130J Super Hercules aircraft to its parking spot on the runway at Keesler Air Force Base, Miss., after a winter storm flight Jan. 12, 2018. In addition to their hurricane taskings, Hurricane Hunters fly winter storm missions to gather weather data used by forecasters in generating models for systems that could affect the East, West or Gulf Coast of the United States.

By Tech. Sgt. Ryan Labadens

403rd Wing Public Affairs

KEESLER AIR FORCE BASE, Miss. (AFNS) – Some people might think when hurricane season comes to an end, so does the mission of the Air Force Reserve “Hurricane Hunters.” But that’s not the case.

For members of the 53rd Weather Reconnaissance Squadron, also known as the Hurricane Hunters, the hurricane tasking is only one part of their overall data-gathering mission. Hurricane Hunters track winter storms off the East and West Coast of the United States and in the Gulf of Mexico. While the normal flying season for these missions runs Nov. 1 to March 31, some missions can take place either before or after these dates depending on the weather that season.

“So far this season, the Hurricane Hunters have flown two winter storm missions, one today and the other Jan. 3. The data from these and other winter storm missions help forecasters determine what type of weather conditions these storms might bring to coastal communities and even further inland, whether it be freezing rain, sleet, ice or snow,” said Maj. Christopher Dyke, 403rd Operations Group weather standards and evaluation officer.

Dyke said the Hurricane Hunters fly their WC-130J Super Hercules aircraft on predetermined tracks to collect weather data such as air pressure, temperature, humidity, wind speed and direction, and global positioning system information. The dropsondes used to collect this data are released from the aircraft through a specialized cannon and parachute down toward the water’s surface.

“We collect this dropsonde data, which gives the modelers a full profile – from 30,000 feet down to the surface – of what the atmosphere looks like. That data gets ingested, or pulled, into the model, and that marks ‘hour zero,’” said Dyke, referring to the starting point for the winter storm forecast models projected by meteorologists at the National Centers for Environmental Prediction, a division of the National Oceanographic and Atmospheric Administration. “So, that helps bring the model in line with reality so that it reduces the error as it goes forward.”

While the NCEP collects some of its forecasting data from buoys in the water and weather satellites in orbit, Dyke said the data the Hurricane Hunters gather can help fill in key information gaps in the

NCEP forecasting models.

“For those areas where you don’t really have a lot of data to work with for initializing or starting the model, those are the areas where we help supplement it with data,” said Dyke, who mentioned this data can provide 20 to 25 percent improvement in forecasting accuracy.

Dyke noted some of the main differences between the winter storm and hurricane hunting missions. While the National Hurricane Center provides the Hurricane Hunters with taskings for hurricane missions, the NCEP actually provides them with flight paths, called synoptic tracks, for the winter storm missions, which can last anywhere from five to 12 hours depending on the storm’s location and number of drop points for the dropsondes.

“Also unlike hurricane missions, which take 53rd WRS aircrews into and through the storms, winter storm missions have the Hurricane Hunters fly ahead of storm systems, releasing dropsondes anywhere from 27,000 to 32,000 feet to gather a vertical profile of data for NCEP forecasters to use in their weather models,” said Maj. Brad Roundtree, 53rd WRS pilot. “Hurricane flights, however, normally occur no more than 10,000 feet above sea level. We actually try to fly as low as possible and straight through the storm (for hurricane missions) to pinpoint the center of circulation and gather all the data for forecasting the speed and movement of the storm, whereas for a winter storm we fly as high as possible and try to get out in front of it to take measurements of the atmosphere that it’s actually going to be moving through.”

Another difference between hurricane and winter storm missions is the data transmitted by the Hurricane Hunters is gathered solely through the dropsondes, whereas hurricane flights incorporate a horizontal data profile gathered from instruments on the plane as it flies through the storm, as well as visual information gleaned by the 53rd WRS aerial reconnaissance weather officers from watching the water’s surface, such as wave activity.

“Overall, this information can help emergency managers and government officials determine what actions they may need to take in preparation for these winter storms,” said Roundtree. “Just like the hurricane mission, this is all to help cities and local governments to prepare for these events so they can save time and money on the amount of preparations they do, and most importantly help to save lives with these preparations,” said Roundtree.