

Snowy mountains to tropical paradise

Story and Photos By Tech. Sgt. Jennifer Shirar, 173rd Fighter Wing Public Affairs



An Oregon Air National Guard F-15 Eagle from the 173rd Fighter Wing, prepares to taxi to the runway at Hickam Air Force Base, Hawaii.

KLAMATH FALLS, Ore.—Ninety plus Airmen from the 173rd Fighter Wing, Oregon Air National Guard, left the snowy skies of Klamath Falls, Ore. for the tropical paradise of Oahu, Hawaii March 2, 2012. As appealing as the warm sun and sandy beaches may seem, that was not what motivated these Airmen to pack up five F-15 Eagles and head across the Pacific Ocean. Members of the 173rd FW were present to support the multi-unit exercise SENTRY ALOHA.

SENTRY ALOHA is a National Guard Bureau sponsored exercise that provides an opportunity for dissimilar aircraft combat training (DACT) with a special focus on air-to-air combat between F-15, F-16 and F-22 aircraft.

“The purpose of SENTRY ALOHA is to continue the development of tactics for fourth generation and fifth generation fighters in a complex training environment,” said Major Sean Sullivan, 173rd Fighter Wing Instructor Pilot and Project Officer for SENTRY ALOHA. “We wanted to increase our individual pilot’s proficiencies in flying with F-22s and advanced tactics; so we are, in turn, able to teach those to our students.”

Learning what to expect when sharing the airspace with multiple air-frames is extremely important to combat pilots. The knowledge and skill-set they gain from flying DACT is absolutely essential when deployed to a warzone.

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Welcome home 173rd Security Forces

By Tech. Sgt. Jennifer Shirar, 173rd Fighter Wing Public Affairs

KLAMATH FALLS, Ore. – Twenty-six Airmen from the 173rd Fighter Wing Security Forces Squadron were greeted with tears of joy, hugs and cheers as they arrived home safely following a six-month deployment to Afghanistan. The first group of returning Airmen landed at Klamath Falls airport March 17, and were shortly followed by the second group March 20. Friends, family, coworkers and members of the local community were in attendance to welcome them home.

“Seeing our community support us when we arrived at the airport made it all worthwhile,” said Staff Sgt. Michael James, one of the returning Security Forces members. And when asked what the best part of his arrival was, he said, “Getting to see my baby girl.”



Staff Sgt. Michael James embraces his fiancée and daughter during an emotional homecoming.

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The 173rd Fighter Wing welcomes their new Command Chief

By Tech. Sgt. Jennifer Shirar, 173rd Fighter Wing Public Affairs

KLAMATH FALLS Ore.- The flag of authority is once again shifting hands at Kingsley Field, Klamath Falls, Ore. Effective May 1, 2012, Chief Master Sgt. Danny Ross stepped up as the newest Command Chief for the 173rd Fighter Wing.

“This is a great opportunity to continue to serve all the enlisted men and women here at Kingsley Field,” said Ross.

The Wing Command Chief has many roles and responsibilities. First and foremost, it is his responsibility to advise the Wing Commander on quality-of-life issues, concerns and effective use of the enlisted force. Additionally, he’ll serve as the functional manager for the Wing’s First Sergeant Program.

Ross has had an interesting career. During his nine-year tenure in active duty he worked as a Wideband Communications System repairman, a crew chief for the mobile long haul microwave system, and a member of the Ground Tactical Air Control Squadron. His active duty career took him all over the world, to include Ortakoy, Turkey; Tinker Air Force Base, Oklahoma; Sembach Air Base, Germany, and Langley AFB, Virginia.

In June of 1988, he joined the Washington Air National Guard’s 262nd Combat Communications

Squadron, Bellingham, WA. Ross served in various traditional and full-time positions throughout the Wash. ANG before he transferred to the Missouri ANG in 1998 and served as the Chief of Maintenance for the 241st Air Traffic Control Squadron.

In 2005 Ross joined Ore. ANG as the Chief of Maintenance for the 270th ATCS. In 2009 he transferred into the 173rd Communications Flight serving as the Network Operations Chief prior to his assignment as the Command Chief.

“I have made it where I am working for and with some outstanding people,” said Ross. “Over my career I’ve been fortunate to have had opportunities to serve in

four different states with the ANG and to serve in many different positions. These experiences have taught me that people are our most critical asset; time is our most critical resource and sound processes are critical to our continued ability to sustain the mission.”

Ross says his goal as the Command Chief is to assist Wing leadership in supporting the mission and working through some tough financial times.

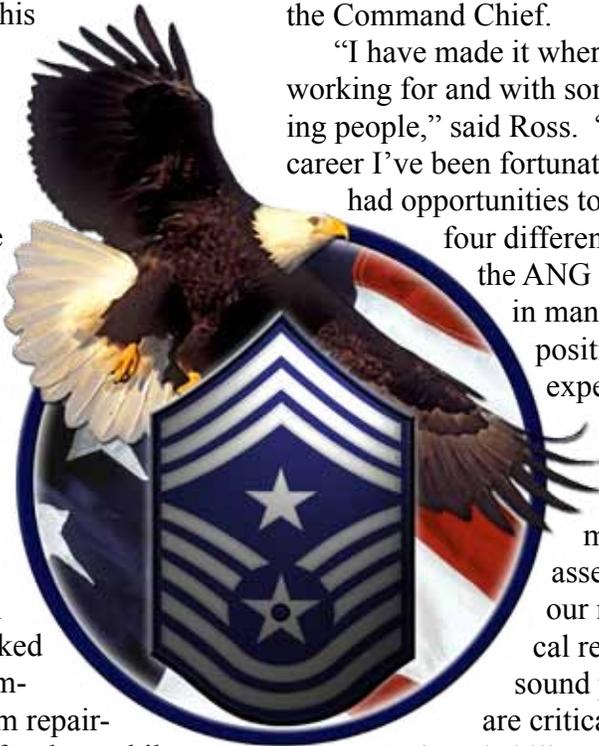
“Our budgets continue to get reduced while our requirements



continue to grow,” he added. “It will be important that we as a group work through these issues ensuring we prioritize those tasks directly supporting the mission and keeping morale high in the face of constant change.”

Ross is married to Master Sgt. (Ret.) Lana Ross who is a mathematics and science teacher at Brixner Junior High. They have two sons: Benjamin who is finishing his Junior Year at OIT in Computer Software Engineering Technology and Joseph who is finishing his first year at OIT in Mechanical Engineering.

People are our most critical asset; time is our most critical resource and sound processes are critical to our continued ability to sustain the mission.



SUPERMOD Team updates the Kingsley Fleet

Story By: Airman First Class Penny Hamilton, 173rd Fighter Wing Public Affairs

Photos By: Tech. Sgt. Jennifer Shirar, 173rd Fighter Wing Public Affairs

KLAMATH FALLS, Ore.--As military members, we are provided many of the tools needed to complete our mission. But with constant advances in technology, sometimes

these tools become outdated. That's why the SUPERMOD Field Team came to Kingsley Field in July of 2011.

"The SUPERMOD Field Team, a

VSE Contractor Field Team, is working on the modification and upgrading of the local F-15 fleet to prepare the jets for future integration with the 5th Generation aircraft," says 1st Lieutenant Eric McDaniel, SUPERMOD Project Officer-Contracting Officer Representative.

This team consists of some familiar faces. Duffy Meyer, locally retired Production Supervisor, is leading a four-man team including Jim Edick, former Electro-Environmental Technical Sergeant, who is working on the aircraft electronics. Supporting Edick with the electronics is Tyler Zeman, an avionics drill status guardsman, who is additionally the Avionics support for the group. Paul Stahla,



The Kingsley SUPERMOD Team (L to R) 1st Lt. Eric McDaniel, Tyler Zeman, Duffy Meyer, Paul Stahla, and Jim Edick.

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Tips for working with your Inspector General (IG) office

Problem solving and resolving complaints so Airmen can fully focus on their jobs is the IG's primary mission.

What steps should you take?

• **If IG assistance is needed, contact the 173 FW/IG first.**

Call 541-885-6668 or e-mail me at stephanie.baenen@ang.af.mil.

• **Give your chain of command a chance to solve the problem.**

Resolving issues at the lowest level may result in faster resolution and is the smartest use of your time. The 173 FW/IG can refer your case to another IG office if necessary.

• **Be sure you have a problem, not**

just a peeve.

Are you being given inaccurate information or are you just receiving slow service?

• **Remember IGs only resolve a case on the basis of fact.**

Your claim that a supervisor has violated the rules doesn't make it fact. A claim must be supported with evidence. Do you have copies of documents or can you reference a policy that has been violated?

• **To properly analyze your complaint, the IG needs to know specific things about the wrongdoing.**

The IG needs to know WHO committed the wrongful action; WHAT act was committed; WHEN did the act oc-

cur; and WHAT standard, rule, policy, or procedure was violated.

• **Be honest and don't provide misleading information.**

IGs will discover the truth quickly in most cases and there are penalties for knowingly providing false information.

• **Keep in mind IGs can only recommend, not order a resolution.**

Only Commanders can order. The role of the IG is to assist and advise the Commander on the proper resolution.

Even if it is not an IG issue, I can get you in touch with the right people or agency. I will do what I can to help you resolve your problem or concern.

The 173rd LRS Vehicle Maintenance Flight

Commentary by Tech. Sgt. Isaac Nunn, 173rd Logistics Readiness Squadron

In an era of smaller budgets and fewer Airmen, the 173rd Fighter Wing vehicle maintenance flight stands atop the mountain of success with the embodiment of “do more with less!” Maybe some of the United States Navy Seabee “Can Do” motto instills itself in our mechanics as they attend the interservice mechanics school at naval base Ventura County/Port Hueneme California.

As our longest serving members recall, in 1999 the vehicle maintenance flight consisted of 17 personnel- ten full time and seven Drill Status Guardsmen,

with a vehicle fleet smaller than that of today. Currently the VM flight consists of five full time members and five DSGs with a vehicle fleet numbering 167 vehicles (not including trailers). The VM flight consists of six separate and unique sections; vehicle management and analysis, customer service center, material control, multipurpose maintenance, fire truck maintenance (to include R-11 refueler trucks), and material handling equipment maintenance. As one can see, the number of personnel versus job sections does not quite add up. Needless to say everyone in the VM flight must put in 110% to tow the weight of the daily work load.

Master Sgt. Joseph Carter, a member of the flight since 1999, is the Vehicle Maintenance superintendent. He is also the Wing senior non-commissioned officer of the year. The oversight of day to day operations and the overall

quality of the Kingsley vehicle fleet are Carter’s responsibility. Leading the charge on the maintenance floor is Master Sgt. Christopher Asbridge. Asbridge has been a VM warrior since the year 2000. He will retire this summer, after 20 years of service with the active Air Force and Air National Guard, to pursue large fish and lazy days on the water. The

Vehicle Management and Analysis section of the VM flight (the smiling face one sees when dropping off or picking up a vehicle) is currently manned by Tech. Sgt. James (Jimbo) Childs. As the latest full-time member of the VM crew, he has quickly learned the job and is a welcome addition to the team. Picking up the remaining Maintenance sections as well as the material control responsibilities are Tech. Sgts. Mike Krouse and Isaac Nunn, aka “Mike-n-Ike”. Whether it is a P-22 firetruck, Oshkosh Snowblower, Ford F350 or a Yamaha rhino, these two will make sure it runs like the General Lee hauling a load of shine.

Rounding out the VM team are our tireless DSG, led by Staff Sgt. John Walling, a VM warrior since 2001 who recently returned from an all expenses paid six-month trip to the country of Kyrgyzstan. He performed as assistant NCOIC of the vehicle maintenance shop at the Manas Transit Center, ensuring all VM related efforts in the war on terror were operating without a hitch. Under his charge in that fine country was VM’s own Senior Amn. Robert “Georgie” Masten. This young man stepped up when his nation called and gave Kingsley Field a good name with his efforts in a foreign land. Senior Airman Bradley Pratt is VM’s only DSG who does not reside in Klamath County. He hails from Umatilla, Ore. where he supervises caregivers in the daily tasks of elderly care. Amn. 1st Class Jacob “Ricky Bobby” Graham is the junior member of the VM team and is progressing smoothly in learning the VM trade. The latest addition to

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Left: Master Sgt. Chris Asbridge applies lubricant to a part while replacing a cracked thermostat housing on a fire truck.

Below: Tech. Sgt. Michael Krouse replaces a cracked thermostat housing on a fire truck



Security Forces members embrace their loved ones



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It was an emotional homecoming as they embraced their loved ones after their long deployment. Master Sgt. Levi Clarey was able to hold his newborn baby boy for the first time. His son was born a few weeks prior to Clarey's return.

"It's exciting to have everyone home, especially home safe with only minor bumps and bruises," said Chief Master Sgt. Joseph Stickel, 173rd Security Forces Manager. "These members have gained valuable experience that the 173rd SF will benefit from for years to come."

Stickel explained that this deployment was a unique opportunity for the Security Forces Airmen who spent the majority of their time working outside the wire ensuring the security and safety of coalition forces--typically what the Army would do.

"It was fast paced, and we had opportunities as Security Forces that most SF don't have," said Clarey. "Personnel gained experience and knowledge that they can bring home and teach to current and future members."

Many of the deployed Airmen were recognized during their deployment for their stellar performance by receiving numerous accolades and by being put in positions of elevated responsibility.

With over half of the 173rd Security Forces Squadron deployed, those who remained behind had to step up and shoulder more responsibility. "I am very proud of everyone that played a part in this deployment from the support personnel getting them out the door to the augmentees that helped us out here at Kingsley," said Stickel. "It's just another example of what an outstanding organization we are all fortunate enough to be a part of!"



Above: Staff Sgt. Mason Orlow is all smiles as he greets his wife and children.

Left: Master Sgt. Cody Pemberton hugs his wife for the first time after a six month deployment to Afghanistan.

Below: Staff Sgt. Bill Briones holds his daughter tight. It was an emotional homecoming for the 173rd Security Forces Squadron.



"Seeing our community support us when we arrived at the airport made it all worthwhile."

-Staff Sgt. Michael James-

Kingsley Airman shows No Slack attitude during deployment

**By: 2nd Lt. Heather Bashor,
173rd Fighter Wing Public Affairs**

Kingsley Airman have a reputation for their personification of the Air Force Core Values. As they travel around the country and world, their No Slack attitude is evident, reinforcing the positive reputation of Kingsley Field. Major Stephen Schultz, a traditional guardsman who serves as a Health Services Administrator for the 173rd Medical Group, was no exception.

Schultz, a professor of Medical Imaging Technology at the Oregon Institute of Technology in Klamath Falls, Ore., recently returned from a 12 month deployment to Arlington, Virginia where he served in various distinct capacities for the Office for the Administrative Review of the Detention of Enemy Combatants (OARDEC).

Schultz recalled how his experience began. "I was ready and willing to deploy" said Schultz. "When the opportunity arose, I quickly responded." Schultz knew the assignment was related to Guantanamo but was not sure of the details.

"I had to respond to an extensive questionnaire in order to qualify for the deployment," stated Schultz. "The questions examined my thoughts and feelings towards 9/11, and my connections to anyone directly or indirectly impacted by 9/11. Also, I could not have previously deployed to Iraq or Afghanistan."

After being chosen for the deployment and attending a 30-day training in Mid-East culture and the Islamic faith, Schultz began his

official deployment duties as a Case Research Officer researching cases regarding Guantanamo detainees. His primary duties involved the research and review of hundreds of documents in order to develop an argument from opposing perspectives: The case for continued detention of a detainee as well as the case for transfer or release of a detainee.

Schultz explained that the process required the methodical review, analysis and consolidation of intelligence and law enforcement reports from the Central Intelligence Agency, Federal Bureau of Investigation, Defense Intelligence Agency, and other U.S. Government intelligence agencies. It included the identification, transfer and reading of over 2,500 documents to ensure all pertinent information was considered to make an accurate determination.

Next, Schultz was tasked with compliance to DoD Freedom of Information Office requests. This position involved many hours of reading and redacting documents for release to the public. Schultz developed a reputation for his, "analytical acumen and



Maj. Stephen Schultz, 173rd Medical Group, worked for ORADEC during a year-long deployment.

thoroughness." He redacted 17 detainee Administrative Review Board (ARB) cases that required the review of 1500 document pages.

As Schultz continued to shine, he was given more opportunities to lead and grow. Due to his outstanding efforts, Schultz was personally chosen to manage the Guantanamo Foreign Delegation Liaison Program as the Department of Defense Liaison Officer to the State Department. He worked with the Department of Defense, the Department of Justice

(Continued on next page)

173FW NO SLACK T-SHIRT DRK FUND RAISER 2012



Team Kingsley,

The concept of this T-shirt is aimed at building team cohesion, promoting a "Fit to Fight" lifestyle, and raising money for the David R. Kingsley (DRK) fund. This is a TEC T-shirt designed to breathe and wick sweat during intense workouts (not cotton). It is highly encouraged to wear this T-shirt during any fitness related event you may compete in. Cost for this T-Shirt is \$25.00 **Pay by May UTA**. If you are interested please contact MSgt Jason Witts to sign up, 885-6524 jason.witts@ang.af.mil.

Kingsley Eagles are updated

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a cross country travelling ex Naval Flight Chief, rounds off the team working on structures of the F-15.

McDaniel said “The team is from a wide variety of backgrounds, but they have come together as [a] team and have created a streamlined and efficient modification team.” This is proven with their ability to turn a jet in a mere six to eight days.

In those few days, SUPERMOD is able to remove the old systems and wiring from the aircraft and replace it with the improved components. These components include



Jim Edick updates the electrical wiring as part of the SUPERMOD upgrade.

an upgrade from a tape recording system, which can be damaged by G-Forces and humid conditions, to a digital video recorder (DVR). The DVR is a more dependable and durable alternative to the tapes.

Another improvement is the installation of a Flight Data Recorder, currently a requirement by Congress, which is a better version of the “Black Boxes” used to protect pertinent data from the aircraft. The Flight Data Recorder can provide information about crashes to aid investigations and stores “...F-15 fleet life management capability and supports information for the overall structural integrity program of the F-15’s life” according to McDaniel. Additionally, they are altering the Satellite Communication (SATCOM) wiring. This gives the aircraft compatibility with SATCOM antenna that is capable of communication with other military assets.

The estimated completion of all modifications is coming up soon in July 2012, and Kingsley’s mission, “...to train the best air-to-air combat pilots...” will now have bigger, better, and up-to-date tools to meet this objective.



Members of the SUPERMOD Team works together to quickly update of one the Kingsley Eagles.

Maj. Schultz

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and the State Department to coordinate foreign delegation trips to Guantanamo, and he was responsible for obtaining security clearances for foreign delegation members.

These foreign delegations interviewed detainees at the U.S. Naval Base Guantanamo Bay, Cuba for possible transfer and relocation to their country of origin. Schultz escorted the foreign delegations from Washington DC to Guantanamo Bay. Upon arrival at Guantanamo, Schultz remained with the foreign delegations throughout all of their activities including interviews with detainees to determine suitability for citizenship in their respective countries.

“What an eye-opening and rewarding experience,” explained Schultz who was able to witness many aspects of the operations at Guantanamo Bay as well as play a major role in furthering the safety and security of our country and continued partnerships with other nations.

The lessons learned from Major Schultz’s experience are the once-in-a-lifetime opportunities offered by deployments and the value of hard work and persistence.

“They did not want me to leave,” stated Schultz.

Schultz was an invaluable asset to the OARDEC. He returns to Oregon as an outstanding representative of Oregon and the Air National Guard.

Vehicle Maintainers can-do attitude

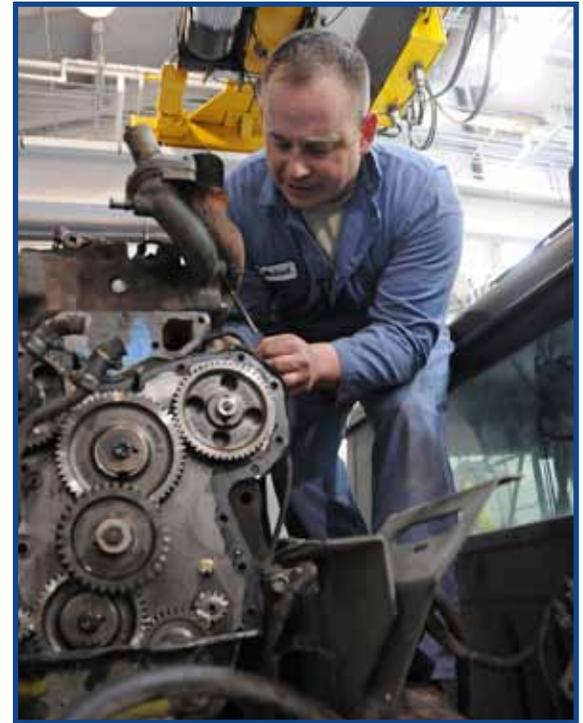
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the VM team is Senior Amn. Jacob “Wounded Knee” Marshal of former Vehicle Operations fame. Marshal is currently attending the VM technical school at Port Hueneme.

The work of Kingsley Field’s Vehicle Maintenance flight is never done. With the size of the 173rd FW’s vehicle fleet, scheduled maintenance (aka oil change and tune up) is a constant process. On top of the scheduled maintenance routines are the common day to day vehicle breakdowns, from jump starts to catastrophic engine failure, VM is ready and willing to fix the problem. Additional to the above mentioned duties are: oversight of the base vehicle control program, obtaining and disposing of all Air Force vehicles

(new and old), and the extensive HAZMAT, Tool, and Technical Order programs. There is never a dull moment in this outstanding flight.

So the next time you find yourself using an Air Force vehicle in the line of duty, please take a moment to think about the countless hours and dedication the VM flight has put in for your benefit. Finally, when you’ve accidentally left your lights on overnight, backed into a concrete barrier or put diesel fuel into your hydraulic tank, please remember that help is only a phone call away.



Tech. Sgt. Michael Krouse loosens the bolts on an engine in preparation for removing it.

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| Lt Col Sean Sullivan | TSgt Kyle Meserve |
| 1Lt Jonathon Corrigan | SSgt Jeremy French |
| 1Lt Eric McDaniel | SSgt Manuel Garcia |
| SMSgt Keith Welch | SSgt Andrew Jordan |
| SMSgt Rodney Johnson | SSgt Danielle Siluano |
| MSgt Justin Dimzoff | SSgt Sue Rodgers |
| MSgt Theresa Ulam | SSgt Johnny Vance |
| MSgt Marty Seamons | SSgt Brooke Krouse |
| MSgt Summer Jorde | SrA David Wright |
| MSgt Caleb Gettman | SrA Amanda Blodgett |
| MSgt Rachel Byington | SrA Katie Tucker |
| TSgt Casey Holler | SrA Jeffrey Olson |
| TSgt Lukas Blake | SrA Thomas Howard |
| TSgt Bradley Kortum | SrA Jesse Philipsmead |
| TSgt Stephanie Brown | |

173rd Fighter Wing flies in Hawaii

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“While this is great training for our pilots, we are actually also helping to validate some new tactics that will be used U.S. Air Force wide once they are thoroughly tested,” said Col. Jeffrey Silver, 173rd Fighter Wing Commander.

The training was held at the 154th Wing, Hawaii Air National Guard, Joint Base Pearl Harbor-Hickam Air Force Base. The 154th is currently flying the fifth generation fighter F-22 Raptor. The HIANG F-22s and ORANG F-15s were joined by F-16 Fighting Falcons, from the 18th Aggressor Squadron, Eielson AFB, Alaska.

Additionally, this exercise

provided an excellent opportunity for the aircraft maintainers and support personnel to operate in a deployed environment. Leaving home station and working out of a different location presents many challenges.

“There are a lot of challenges when working in a different environment,” added Staff Sgt. Joel Scott, 173rd Fighter Wing F-15 crew chief. “We don’t have the resources here that we would have at home. We are forced to plan ahead and work with a limited number of people.”



The sun sets over the ocean at Paradise Cove, a resort in Oahu. Members were able to see some of the beautiful Hawaiian sights.

Overall, the exercise was a success. Thanks to the superb work of the 173rd maintainers, zero sorties were lost due to maintenance.

When asked how the maintainers were performing, 2nd Lieutenant Eric McDaniel, 173rd FW SENTRY ALOHA Maintenance Project Officer said, “Outstanding! There were some challenges with the weather. But on the maintenance side we have been able to deliver everything we’ve been asked to.”

Two weeks flew by quickly, and on March 18 the 173rd packed up their jets and equipment and said goodbye to the balmy weather, returning home to snow and ice.



Top Left: 173rd Fighter Wing members step out into the warm sunshine after landing at Hickam AFB.



Top Right: Master Sgt. Pete Hall, 173rd Fighter Wing F15 crew chief, signals out an F-15.

Bottom Left: Maj. Jason Nalepa, Alaric Michaelis, and Philip Gilcrest, 173rd Fighter Wing F-15 pilots, walk to their aircraft for the first flight in Hawaii.

Bottom Right: Staff Sgt. Kyle Hood, 173rd Fighter Wing hydraulics shop, prepares to pull chocks.



Kingsley Field Honor Guard visits Cub Scout Pack 10

By Master Sgt. Summer Jorde, 173rd Operations Group and Cubmaster Pack 10 Spouse

KLAMATH FALLS Ore.-- Two members of the Kingsley Field Honor Guard attended a Cub Scout meeting for Cub Scout Pack 10 on March 13, 2012. Senior Master Sgt. Joe Robeson and Senior Master Sgt. Jimmy Crook demonstrated how to raise and lower a United States Flag properly for an outdoor ceremony.

Nine Bears from Pack 10 were in attendance to learn this requirement to earn their Bear patch.

“I like that they taught us how to respect the flag.” said Cub Scout Tyler Jordre.

They used the

Shasta Elementary School flag pole and U.S. flag. After learning how to raise and lower the flag, the boys also learned how to fold the flag.

The visit was a great learning experience and overall fun for the Cub Scouts.



Kingsley Legends: Mount St. Helens eruption

By: Capt. Ryan Bartholomew,
173rd Fighter Wing Historian

Of all the Kingsley legends I have heard, by far the most outlandish was “a Kingsley jet was flying over Mount St. Helens when it erupted.” I was surprised that someone would actually have the imagination to make up such a crazy story. I was even more surprised to discover that the story

was partially true.

In 1971, the Air Force dramatically reduced its presence at Kingsley Field. Keno Air Force Station was still up and running strong but the full-time manning for Kingsley dropped from approximately 2000 to 500 Airmen and civilians. Gone was the full squadron of F-101s present throughout the late 1950s and 1960s.

In its place was a small alert detachment of F-106s from the 318th Fighter Interceptor Squadron

(FIS) based at McChord, Air Force Base. The 318th FIS detachment was housed in the alert hangar at the north end of the runway. Most of the buildings and hangars we work in today were mothballed.

The 318th had an interesting history. On November 24, 1971, the unit was scrambled from its alert barns at McChord to shadow a 727 skyjacked by D.B. Cooper. It was on May 18, 1980 however that the 318th became a member of the “Kingsley Legends.”

The following is from the McChord Air Museum website:



An F-106 from the 318th Fighter Interceptor Squadron.

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Kingsley Legends: Mount St. Helens

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Lt. Col. Randy Neville (Ret), former F-106 Instructor Pilot with McChord's 318th FIS "Green Dragons", relays his account of what was in his words was a "once-in-a-lifetime experience" when he and his fellow Squadron mate witnessed the eruption Mt. Saint Helens from a T-33A T-Bird flying thousands of feet in the air over Washington State.

"I had once-in-a-lifetime experience of flying over Mt. St. Helens on Sunday morning, at 08:32 AM, May 18, 1980. I was in a T-33 with Capt Bob Crow, being ferried to our detachment at Kingsley Field, Oregon, to pick up an F-106 that needed to return to McChord for maintenance work. We had taken off from McChord around 8:00 that morning and proceeded south. About 30 minutes later, we were abeam Mt. St. Helens.

As we looked at the mountain, we commented how picturesque it appeared. Although the mountain had periodically been spitting smoke or steam from its top for several months, that morning, it was very peaceful, not a whiff of smoke anywhere. As we watched, the top of the mountain began lifting off right in front of us.

Initially, the smoke seemed to have its own heavy mass, rolling down the sides of the mountain. Then the smoke and ash began developing vertically, forming the mushroom shaped clouds associated

with a nuclear blast. Lightning was occurring from one part of the cloud to the other. We notified Seattle Center of what we seeing, and the controller responded that he was starting to see it on his scope - the ash was thick enough that he was getting radar returns over several square miles. We were on the western side of the mountain, opposite from most of the blast, and far enough away that we were not in danger. We orbited for a few minutes, taking a few pictures, then preceded south. We knew Seattle Center would be busy establishing a restricted area around the mountain, diverting traffic, and notifying rescue, geological survey, and news agencies.

On my return flight later that afternoon in an F-106, while still far south of the mountain and using the F-106 radar, I was able to get a radar return on the plume as high as 55,000'.

The Mt St Helens eruption was obviously a tremendous event for the entire Northwest, and certainly had a major impact on any flying unit in the vicinity.

From the ini-

tial hints that Mt St Helens was entering an active phase, the 318th FIS had maintained contingency plans. The plans called for the immediate recall of pilots and evacuation of all flyable aircraft to Colorado. We knew the fallout from an eruption could damage the aircraft and close the airfield for an extended period of time. Fortunately, on the day of the big eruption, the winds kept the plume and subsequent fallout away from McChord.

The eruption and the remaining volcanic crater became signature images for those flying, working, and living in the northwest around that time."



Announcements





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 stephanie.baenen@ang.af.mil
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The Inspector General (IG) is available to assist base personnel in resolving complaints and concerns as defined by Air Force Instruction 90-301 and by investigating allegations of fraud, waste, and abuse. While the IG is one of the many avenues to consider when submitting a complaint, military and civilian employees often find the most effective choice is to elevate issues up through their "chain of command." Regardless of which option an individual elects, they can be assured that Air Force leaders are interested and receptive to complaints and concerns. The IG serves the wing commander and unit commanders by ensuring responsiveness, fairness, integrity and impartiality in the complaints and fraud, waste and abuse programs.

Welcome to Kingsley Field

Maj Chad James	A1C Kevin Gordon
SSgt Erik Salyer	A1C Timothy Schneider
SSgt Jennifer Blaser-Kay	A1C Ty Case
SSgt Ashley Hayes	A1C Cort Cox
SrA Drew Thomas Sorlien	A1C Jennifer Kuentler

2012 UTA Schedule

<u>May UTA:</u> 5/5- 5/6	<u>Sep. UTA:</u> 9/15- 9/16
<u>Jun. UTA:</u> 6/2- 6/3	<u>Oct. UTA:</u> 10/13- 10/14
<u>Jul. UTA:</u> 7/21- 7/22	<u>Nov. UTA:</u> 11/3- 11/4
<u>Aug. UTA:</u> 8/4- 8/5	<u>Dec. UTA:</u> 12/8- 12/9

Free Friday Night Movies!!!

Join us every Friday,
7:00pm at the Kingsley
theater for free movies

*Volunteers are needed to keep this
program going. Please contact the
Public Affairs office at x5-6677 if you
would like to volunteer or learn more
about the Friday Night Movies.*

Movies subject to change or cancellation without notice.

Retiree Corner

Retirees and their families who need information or assistance with a "Retiree Issue" are encouraged to contact the Oregon National Guard Retiree Service Office. (Air & Army)

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173d Fighter Wing SARC, Lt Col Martin Balakas Call: (541) 885-6198 or (541) 205-2305

You are not alone





An F-16 Agressor out of Eilson Air Force Base taxis by an Oregon Air National Guard F-15 Eagle from the 173rd Fighter Wing at Hickam Air Force Base, Hawaii. The 173rd Fighter Wing is at Hickam Air Force Base in support of Sentry Aloha. (U.S. Air National Guard photo by Tech. Sgt. Jennifer Shirar)

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Editor, Kingsley Chronicle
173 FW/PA
231 Wagner Street, Ste. 21
Klamath Falls, OR 97603
Telephone: (530) 885-6677
Fax : (530) 885-6311
DSN prefix: 830
E-mail: jennifer.shirar@ang.af.mil

Wing Commander:
Col. Jeffrey M. Silver

Vice Wing Commander:
Col. Curtis Waite

Wing Public Affairs Officer:
2nd Lt. Heather Bashor

State Public Affairs Officer:
Capt. Stephen S. Bomar