

Follow the journey, six students hope to earn Eagle patches

Story by Tech. Sgt. Jefferson Thompson,
 173rd Fighter Wing Public Affairs

KINGSLEY FIELD, Ore.-- Over the next seven months, we will follow a new class of aspiring F-15C pilots from their arrival at the 173rd Fighter Wing to graduation in what is commonly referred to as the “B-Course” or basic course.

Beginning with academics, we will watch these students wrestle with what many say is the most difficult training program in the U.S. Air Force. Although the main thrust of the course is evident, training them to be fighter pilots, what makes the course

so challenging is less so. Instructors say the cost of the program is nothing less than “constant and endless hours of preparation in order to earn the right to be called an eagle driver.” Over the course of this series, we will learn what skills students must perfect to be successful in the cockpit and what personal characteristics make it possible in the first place.

Welcome to the first day.

The 173rd Fighter Wing’s daily mission is ushering prospective F-15C pilots into

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Class 16-ABK began their seven-month journey to earn the F-15 Eagle patch worn by rated pilots, Nov. 2, 2015. This class from top left is: Capt. Alexander Lisot, Capt. Alex Frank, 1st Lt. Brock McGehee, 1st Lt. Scott McGowen, 1st Lt. Garret Womack, 1st Lt. Colton Buechel. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

Keeping Eagles in the air--challenges and successes at the 173rd FW



On July 27, 1972, the F-15 Eagle made its first official flight, 43 years ago. In the ensuing years the F-15 flew in Operation Desert Storm, in Bosnia in 1994 and they enforced no-fly zones over Iraq in the 1990s. Eagles also hit Afghan targets in Operation Enduring Freedom, and the F-15E version performed air-to-ground missions in Operation Iraqi Freedom. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

Commentary by Col. Jeffrey Smith,
 173rd Maintenance Group Commander

KINGSLEY FIELD, Ore. -- In Nov. 2011, the Chief of Staff of the Air Force, Gen. Norton A. Schwartz, authored a letter detailing the need to significantly increase fighter pilot production. The F-35 development and production delays led analysts to believe a large number of fighter pilots would retire before the new aircraft was fielded, leaving a gap in manpower and experience available to bring the system on line and integrate with other U.S. Air Force assets. Gen. Schwartz highlighted Total Force Integration as a critical part of the production and increase required. The letter also stated “The F-15C aggressor squadron will convert to a Formal Training Unit, location to be determined.”

In 2012, the 173rd Fighter Wing was asked if it could increase F-15 student pilot training throughput with more aircraft and personnel. A scalable model was provided in response, showing how many jets and people we would need to achieve several different levels of production. For example, with seven jets and seventy maintainers, we could produce X amount more students; with fourteen jets and 140 maintainers, we could produce even more. Additional bases were also examined for their ability to support F-15C FTU operations with academics, simulators, and flight training. Each course of action came at a cost in terms of manpower, jets, flying hours, infrastructure, and equipment. In 2013, Kingsley Field was selected as a new TFI unit to increase F-15 pilot generation

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Cyber War

[\(Click here\)](#)

Happening now,
 happening to
 you!



Air TAG

[\(Click here\)](#)

Oregon selects
 new adjutant
 general



Family Day

[\(Click here\)](#)

Featured hay
 rides, face
 painting and fun

Maintenance issues bring sustainability to forefront for F-15s

(Continued from front page)

with the addition of 5 Primary Aircraft Assigned, seven Total Aircraft Inventory, eight pilots, 66 maintainers, eight base operating support personnel, and one flight surgeon. The 24-percent increase from 21 PAA to 26 PAA came with a corresponding expectation of a 22-percent sortie generation increase, moving to a 12 turn 10 (22 sorties per day) from a 10 turn eight (18 sorties per day).

The extra F-15s were transferred to Kingsley Field in 2014. In the fall of 2014, the active duty Airmen started to arrive, and it took nearly six months to get over 40 maintainers moved to Klamath Falls. In April 2015, the wing attempted to increase the sortie generation to the 12 turn 10. Some weeks were a success, but it was not consistent or sustainable, and a large scale oxygen regulator study/inspection hindered the effort. Additional manpower continued to join the unit and key personnel learned valuable lessons about planning, communication, and organization needed to keep track of the larger fleet, flying more, breaking more, and with more recurring inspections. By June 2015, the 12 turn 10 seemed possible to sustain. The unit had an amazing 75-percent mission capable rate during July and August 2015.

September and October were markedly different, with MC rates hovering between 40 to 50-percent. November looks possibly worse. What has caused such a big shift in MC rates in so short a time? Parts availability.

On Sept. 10, aircraft 79-0012 departed the runway and skidded to a bumpy stop in a cloud of dust in the field surrounding the runway. The maintenance group initiated a recovery effort that involved towing the aircraft back to the hangar for the ensuing in-depth inspection to determine what had gone wrong. Following that inspection maintainers conducted a similar inspection on the rest of the two-seat F-15s at Kingsley Field. nine of the 13 F-15D aircraft inspected failed. This brought to light a bigger problem, replacing the faulty part. There were, and are, zero replacement parts in the

supply system and only one available for direct buy from Boeing. In an attempt to repair the jets, the Kingsley MICAP team made a request to pull the parts off old F-15s at Aerospace Maintenance and Regeneration Group, commonly known as “The Boneyard.” A component removal from AMARG commonly takes between a month and six weeks, and the parts received after that waiting period are sometimes unserviceable due to previous use/damage or decay from sitting in the desert unprotected. In this case, the first two components received this week are unserviceable. Eight of Kingsley’s 14 two-seat aircraft can’t fly training missions while awaiting these parts. One F-15D has a cracked bulkhead and just left for Edwards AFB for wheel/brake testing. One F-15D is at Programmed Depot Maintenance with a canopy sill longeron crack, and will not return to Oregon until June 2016 at the earliest. That leaves only four flyable F-15Ds. On average, the operations group needs five or six F-15Ds for a normal flying schedule to meet their student syllabus training requirements.

There are other parts issues compounding the issue. In October, an aircraft had an in-flight emergency for nose landing gear slow extension. Quality assurance personnel inspected the gear with hydraulic and electrical maintainers and found some strange marks and damage from physical contact on the surfaces of the nose landing gear components. The jury links on the nose landing gear appeared to be unfinished—there were casting marks on them from manufacturing, and these raised casting marks made the component larger. The unfinished jury links were making contact with other components and causing issues with gear retraction/extension. After checking all Kingsley Field F15s, three were found to have these unfinished jury links installed. QA contacted the engineers and item manager responsible for the new jury links. They were unaware of the problem but quickly realized it could be a fleet-wide challenge. All of the jury links available in the supply system are new or unfinished and do not function properly, so Kingsley couldn’t simply order



Col. Jeff Smith, 173rd Maintenance Group Commander. (U.S. Air National Guard photo by Staff Sgt. Penny Snoozy)

replacements. Once again, MICAP is requesting “boneyard” parts to return the jets to service, and we hope these parts are serviceable.

A third component further reduces aircraft availability and has reduced sortie generation. Five radomes were found damaged at the end of September and into early October. Radomes, even when available at depot, typically take over two weeks for packaging, shipping, receiving, and installation. In this case, the radomes were not immediately available and the unit has been waiting on several for over a month. The engineers gave our structural shop permission to repair two of the radomes at Kingsley. While this shows their confidence in our expert mechanics, this is unprecedented—we haven’t done this type of repair at the unit level before, and it takes up to three weeks to perform the repairs properly. Our folks have done a great job and have returned one to service with another currently in work.

The unit generated a 12 turn 10 through the end of September to close the flying hour program. However, since Oct. 2, these problems have forced a reduction to a current 10 turn eight, and reduction to an eight turn six within the next few weeks is probable. When parts availability dries up, catastrophic structural failures occur, and life-sustaining systems such as oxygen regulators start to fail, this can be a sign that an airframe is near its sunset.

Let me restore your hope with current discussions and future projections for F-15 sustainment. I write this from Robins AFB, Georgia, where F-15C/D/E Maintenance

**Let me
restore
your hope**

-- Col. Jeff Smith,
On F-15 sustainment
programs designed to
prolong service life to 2045

Group commanders, chiefs, engineers, supply item managers and contractors are gathered to discuss the way ahead, and we have had a very interesting week.

During our conference this week, several of the lead supply chain program managers painted a brighter picture of the future. They admitted their recent failures in supply with lapsed contracts and insufficient stock on hand to meet the consumption demand across the F-15 enterprise. They outlined their current initiative to look at each part in their portfolio and plan for success on 3-year intervals. That means if a contract is going to expire in three years, they will review the consumption rates and pursue replacement contracts as required to meet expected demand. Antiquated support equipment for the F-15 fleet was also acknowledged, and multiple upgrades and replacement options were briefed.

Our maintenance experts at Kingsley Field are part of the solution, as always! We have members from multiple career fields traveling to conferences at Robins AFB and Andrews AFB on a recurring basis to do nose-to-tail reviews of the F-15. As part of a program called “MSG-3”, they are looking at the jet from a holistic perspective to identify parts that may fail unexpectedly over the next three decades of service. Which parts are fly-to-fail and have never been changed? As they are identi-

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Story series to follow B-Course from day-1 through graduation



Maj. Adam Gaudinski briefs a student pilot with unclassified information, he says he wears this quizzical expression quite often while introducing students to the airframe. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

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fighter squadrons at Kadena Air Base in Japan and RAF Lakenheath in the United Kingdom, as well as a number of Air National Guard units who fly the Eagle. The first day for Class 16-ABK starts like any other as the new students make their way to the classroom for the very first academic session, a welcome really...and a warning.

Lt. Col. Alaric Michaelis, the incoming 173rd Operations Support Squadron Commander, extends the first welcome to this group and references being in the student's shoes. "You guys are coming in, just like I was some 16 years ago and I was thinking 'this is the biggest day of my life, this is what I worked for all these years to get to this point.' What this really is...this is the most difficult thing you'll ever do in your life, and you've done a lot just to get here," he said.

The six new students, ranging from 24 to 31 years old, listening and this pronouncement doesn't elicit any signs of apprehension. Later, each of them characterizes that although they realize it's going to be difficult they are anxious to get started, to start the uphill climb, in the words of the newly minted class leader, Capt. Alex Frank.

The rest of the students consist of one Air National Guard pilot, 1st Lt. Scott McGowen, a former enlisted crew chief from Barnes Air National Guard Base in Massachusetts, and the active duty pilots bound for overseas assignments – Capt. Alexander Lisot, 1st Lt. Colton Buechel, 1st Lt. Garret Womack, and 1st Lt. Brock McGehee.

The day gets on in earnest when Maj. Adam "AXE" Gaudinski, the class Flight Commander, takes control of the room and lays out the ground rules on everything from taking leave (he doesn't recommend

What this really is...this is the most difficult thing you'll ever do in your life.

-- Lt. Col. Alaric Michaelis
On welcoming Class 16-ABK to the first day of training

it) to attending gatherings known as Roll Calls (he does recommend it). A roll call is an informal gathering of pilots where the history of the F-15 community is shared along with tactical lessons learned in a tradition dating to World War I.

He quickly makes the case that with the chaos growing in the Middle East, an increasingly aggressive Russian presence on the world's stage, defiance in Iran, and more saber rattling in North Korea and China, the graduates of Class 16-ABK can expect to fly into harm's way scant months after graduation.

Gaudinski plays both good cop and bad cop. He briefs everything from ground safety to surviving in a high-risk, tactical environment. He stares at them pointedly and uses pointed language while describing the measure he will take of them by course completion. He says bluntly, "the stark reality of this business is kill or be killed." He tells them at one point they will be scared. And finally he repeatedly offers whatever assistance he can provide to them, at any time, to include the middle of the

night.

The rest of the themes seem normal for any military instruction, including teamwork, which Gaudinski repeatedly returns to, saying that class cohesion is a factor in the highest performing classes. Finally, he stresses humility and credibility, the need for a thick skin, and promises that "we are going to rough you up while you are here, but this is meant to make you the best in the world." He sums it up saying, "Other people are training right now to kill you. I won't let them have that opportunity and neither will you."

With that, the first three academic hours are in the books and crossed off the list leaving 277.85 academic hours remaining before graduation.

Over the next seven months, Class 16-ABK will move from the classroom to the cockpit. We will follow their progress examining some of the inherent challenges, helping the reader gain a greater understanding of what the "Land of No Slack" teaches these fledgling eagle drivers.

Over the coming months frosty fall mornings like this one will greet the visiting students who hail from as far away as Massachusetts. By the time they graduate winter will have passed and a basin spring will be in the air, which may well mean more frosty mornings. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)



New Oregon Adjutant General a "Blue Suiter"

SALEM, Ore. -- Governor Kate Brown announced she appointed Brig. Gen. Michael E. Stencel to succeed Lt. Gen. Daniel R. Hokanson as Adjutant General, Oregon, Sept. 25.

Brig. Gen. Stencel began serving as Acting Adjutant General, Aug. 16, following Hokanson's promotion to Deputy Commander, United States Northern Command (NORTHCOM), Vice Commander, United States Element, North American Aerospace Defense Command (NORAD), Peterson Air Force Base, Colo.

"Michael Stencel is a proven and accomplished leader. He will make an excellent Adjutant General, and I thank him for his continued contributions to the state and nation," said Governor Brown.

Prior to his selection as Adjutant General, Stencel served as Acting Adjutant General, in a dual position as the Oregon National Guard's Air Component Commander as well as



Brig. Gen. Michael Stencel is only the second Oregon Air National Guard Adjutant General to serve the state, following Maj. Gen. Gene A. Katke from 1991-1994 who was the first, according to the Adjutant General's Public Affairs Office in Salem, Ore.

the Air National Guard Assistant to the Commander of 11th Air Force.

Stencel received his commission in 1984 from the Air National Guard Academy of Military Science. Upon completion of Undergraduate Pilot Training in 1985, he completed F-4 upgrade training and was assigned to the 123rd Fighter Interceptor Squadron, Portland Air National Guard Base. In 1989 he completed F-15 transition training as part of the 142nd Fighter Wing's conversion to the F-15.

His many assignments consist of Maintenance Officer and State Plans and Programs Officer at Oregon Air National Guard Headquarters.

Stencel has served as Commander of the Oregon Air National Guard and Chief of Staff to the Oregon Air National Guard in

Salem.

He has commanded the 142nd Fighter Wing with an interim assignment as Battle Director in Air Force Central's 609th Air and Space Operations Center, Al Udeid Air Force Base, Qatar. He also commanded the 142nd Civil Engineering Squadron and the 142nd Mission Support Group prior to serving as the State Director of Operations/A-3 Joint Force Headquarters for the Oregon Air National Guard where he was the principal advisor to the Commander of the Oregon Air National Guard on operational readiness and strategic planning for state and federal tasking.

An investiture ceremony is planned for Nov. 18, 2015 in Salem, Ore., and will be officiated by the former Oregon Adjutant General, Lt. Gen. Daniel Hokanson. ~Ed.

F-15 sustainment: hot topic at 173rd and across entire fleet of aircraft

(Continued from page 2)

fied, a replacement plan will be initiated. This is a very difficult undertaking, but it is critical and needs to happen now.

New longerons, new wings, new vertical tails, improved generators and cooling systems are all on the list of future upgrades as part of a Service Life Extension Program. A Digital control augmentation system is being considered to help reduce fleet attrition due to departures from controlled flight, a critical item as the modernization staffs propose addition of conformal fuel tanks to the jet as well. New radars and computers with high mean time between failure rates are also in work.

At the same time, PDM seems to have turned things around on aircraft production timelines. Last year, we received multiple jets back from depot four to six months after the scheduled return date (the jets were gone nearly twice as long as scheduled).

In contrast, the PDM has been on schedule for about four months straight. Test equipment used at depot maintenance is also coming around. The sustainment leadership has secured additional options to repair key parts such as radomes and rudder actuators when primary test equipment fails. They have also asked Kingsley Field to help in the effort.

As just one example, our hydraulic shop has received equipment and training needed to rebuild some components to help reduce backlog at the depot. This helps us keep our aircraft in service and helps the overall sustainment effort.

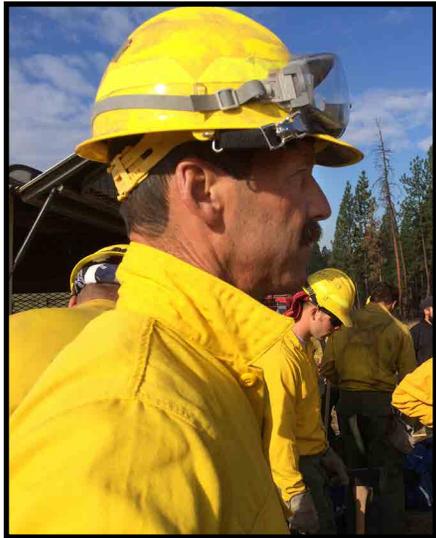
The calendar year 2045 was repeatedly stated as the new retirement target date for the F-15C/D fleet. Why 2045? That's a rough estimate for the release of the next generation Air Dominance fighter that will be fielded to replace the F-22. At one point, the F-22 was going to replace the F-15 in the air-to-air role. However, when procurement funding fell short, the reduced F-22 purchase kept the Eagle alive. While the F-35 is technologically superior to the F-15 in many regards, it was never intended to serve in the Air Dominance role as a stand-alone entity. Until the F-22 replacement is fielded, the F-15 and F-22 must work together as an integrated fighting team to deter or defeat the current air threats. The Eagle community needs high level support/interest to improve the sustainment landscape and reinvigorate the supply chain to remain viable to fight alongside the Raptor. That high-level support is emerging.

During the Air Force Association conference in September 2015, the commander of Air Combat Command, Gen. Herbert J. Carlisle stated "[The F-15s] are going to be in the inventory for a long time to come, and we have to get them as capable as we can." He has confirmed funding for a new

F-15 electronic protection suite, with a price tag in the billions of dollars. He also mentioned that the F-15 will require the Service Life Extension Program to ensure safety and structural integrity. Along with those modifications, which are often limited to structures (wings, tails, longerons, bulkheads), he proposes modernization with an improved sensor package and a drastic increase in weapons stations (up to 16 air-to-air missiles from the current limit of eight). When a four-star general states that there's a requirement for F-15 sustainment and modernization, money tends to follow.

To state the obvious, 2045 is 30 years away. Many of our jets are 1978 models—they are already 37 years old. At this week's sustainment conference, we likened this period to halftime in a football game. The game is the sustainment of the F-15 through its life span. We had a great first quarter, but we lost a lot of momentum approaching the half. We are formulating our plan to come back and win in the second half. It will take a great deal of planning, communication, collaboration, and perseverance to succeed. It will also require approval of funding which seems promising but is not yet guaranteed. The second half won't be without challenges, but I'm glad the F-15 is still in the game and am very proud to serve with the many men and women in the 173d Maintenance Group, the World's Greatest Eagle Keepers!

Kingsley Chief sees leadership opportunity in state fire support



Top: Members of the 173rd Fighter Wing put out a hot spot during cleanup operations following a massive wild fire known as the Grizzly Complex, Sept. 3, 2015 in Eastern Oregon. **Left:** Chief Master Sgt. Mike Zalunardo, like all the National Guardsmen, wears the uniform of a wildland firefighter while deployed in support of the state of Oregon, Sept. 3, 2015. **Bottom:** 2nd Lt. Adrian Mateos works to squelch a hot spot during firefighting operations on the Grizzly Complex fires during a two-week stint on state active-duty where members of the 173rd Fighter Wing traveled to Salem, Ore., for training and then to Northeastern Oregon to fight fires.

Story by
Tech. Sgt. Jefferson Thompson,
173rd Fighter Wing Public Affairs

GRIZZLY FIRE COMPLEX, Ore. -- When the need arose to fight wildland fires, Kingsley Airmen were quick to volunteer. Upon their return after helping quell blazes nearly all said it was a very valuable experience.

“Everyone should do it if they get the chance,” said 2nd Lt. Adrian Mateos. “You learn so much about each other’s culture across our base but also with the army guard and the forest service.”

Another member saw it as a professional windfall, an opportunity to take leadership outside the gates.

“This was an opportunity for me to see if my style of leadership was effective in a short amount of time and with a new group of twenty people,” said Chief Master Sgt. Michael Zalunardo. “I know it works here at home after 30 years of experience but until this came along I really didn’t have the chance to validate that.”

And in the ensuing two weeks he says his team of twenty bonded around hard work, making the mission, and ubiquitous military esprit de corps.

“When we came back it felt good, it was rewarding, but to really get to measure your

experiences and skills as a leader? Every one of us had that opportunity,” said Zalunardo.

Through a three week process 55 Kingsley Airmen joined forces with the Oregon Army National Guard and worked under the incident command system under the command of the USDA Forest Service to battle fires proving too onerous for existing resources. The most noticeable difference in this tasking—every member wore the Forest Service safety yellow shirt over green cargo pants. It was the first time guardsmen have been called up to fight fires in more than a decade.

According to news reports the call up was directed by the governor after officials expended all available resources. Now that firefighters of all stripes have quelled the numerous blazes around the state officials are using lessons learned to predict how to better utilize the guard if faced with more severe fire seasons. They say an earlier call-up could be possible as well as utilizing more guardsmen and getting an earlier start on their training.

For Zalunardo’s part he feels the first year was highly successful and is ready to volunteer again should the need arise.

“It’s amazing to see how our collective skills can be focused and applied to any situation required for our state and nation,” he concluded.

Medical Group mobilized for fire support

Commentary by 2nd Lt. Adrian Mateos, 173rd Fighter Wing Medical Group

The 173rd Medical Group displayed its ability to expeditiously mobilize personnel in response to state contingencies. Staff Sgt. Wyatt Stinnett was among four medical group Airmen who assisted Oregon firefighting efforts with less than 48-hours’ notice, Aug. 24, 2015.

He was rapidly trained as a type-two wildland firefighter at Department of Public Safety Standards and Training in Salem, Ore. by instructors flown in from across the nation. Seventy one Australian and New Zealand fire-

fighters arrived in the U.S. and took command of the Grizzly Complex Fire shortly before the Oregon National Guard arrived, Aug. 30, 2015.

This was truly a unique experience for medical group Airman to step out of their ABU’s and into green and yellow firefighting gear. The new environment required the ability to adapt quickly and work cooperatively. Additionally, the ability to efficiently execute the mission under command of Governor Brown and Australian leadership was

a wonderful display of versatility, cooperation, and professionalism.

The efforts of the ORANG in Op Plan Smokey resulted in increased containment of the Grizzly Complex Fire and preservation of Oregon land, property, and life. This mission was a superb demonstration of the commitment and capabilities of the professional Airmen of the 173rd Fighter Wing, and their example of placing service before self is a testament of continued excellence from the “Land of No Slack”.



Video coverage: <https://www.youtube.com/watch?v=OGzXnnn7gbg>

Cybersecurity: the war against global threats, locally

Story by Tech. Sgt. Jefferson Thompson, 173rd Fighter Wing Public Affairs Office

KINGSLEY FIELD, Ore -- "What a lot of people don't understand is that there is a war going on in the cyber world," said Tech. Sgt. Steven Meng, 173rd Fighter Wing Cyber Security representative. "There are daily attacks on our network, and some of them are incredibly sophisticated."

He details an alarming reality: a skilled enough hacker can access all of your information such as your bank account passwords and your credit card numbers, no matter the precautions you take. Once a hacker has that information they can steal your paycheck, steal the funds from your retirement account or savings, or make large purchases in your name.

The underlying assumption for cyber security experts is that nothing is 100-percent safe—despite using strong passwords and being guarded with your information, it is still available.

Considering this, it's alarming how risky our online activities are. Do you shop online using a credit card; perhaps from a coffee shop or one of the myriad wifi hotspots sprouting from every storefront? Do you do our banking on your mobile device there?

"To sit in a coffee shop with a laptop and capture enough information to exploit all the other users on that network isn't very hard," says Meng.

He details a simple process by which he could download a scanning program and a password cracking program in a moment's time, capture your communications with your bank, and shortly thereafter access your accounts. And he makes the point that he's not a skilled hacker, he just happens to be informed on the risks.

"I went to a classified symposium on cyberwarfare and all I can tell you is it made me want

to go home and cut my internet cable with scissors," says Meng. In other words he's saying the only safety is being completely isolated from the internet. The resignation on his face shows he's kidding, but it conveys how deep-rooted the problem is.

The breadth of the problem for the Air Force

is surprising—daily onslaughts originate from friendly countries and through proxies all over the place. The recent Office of Management and Budget hacks affecting the majority of servicemembers is an example of sophisticated state-sponsored hacking. Those incidents compro-

mised millions of records and those in the know are waiting for a glut of identity theft affecting the employees of the Department of Defense.

"Of course our enemies are getting smarter all the time," says Meng. "And they may wait to use the identity for two years or more, waiting for all the credit monitoring and watchfulness to die down."

There are a number of thorny issues associated with cyber security; one of the main ones is that if an infection enters the body on the smallest finger on a person's hand, it still infects the entire organism. The "body" of the Air Force network we operate on spans the globe and has millions of connections to other networks, our base alone has more than 1,000 users—and each of us is vulnerable to attack and infection.

In the face of this threat there are things we can and should do to mitigate the threat. Set strong passwords, and don't share them; ensure work and personal operating systems, browsers and other critical software are optimized through regular updates; maintain dialogue with family, friends, and communities about internet safety; limit the amount of personal information shared online and use privacy settings; and be cautious about what you receive or read online and the potential for phishing and identity theft campaigns—we are all obligated to fight this war as best we can.

Every mission across the range of military operations depends on cybersecurity and every Airman is tasked to defend and protect their domain.

Of course the bottom line with all of these is although we can't stop a determined enough hacker, but we can make it harder to target our network and encourage our enemies to move on to softer targets.



CYBERSECURITY

Maintenance Group reaches out to spouses, puts them in F-15 cockpits

Story by
Tech. Sgt. Jefferson Thompson,
173rd Fighter Wing Public Affairs

KINGSLEY FIELD, Ore. -- Twenty spouses of Kingsley Airmen climbed into the back seat of an F-15 aircraft for a “hot taxi” down the runway on the morning of family day at the 173rd Fighter Wing, Oct. 4, 2015.

The event served as a morale builder, helping family members see firsthand the result of their loved one’s efforts.

“It’s a little tough logistically but the morale value makes it worth it,” said Col. Jeffrey Smith, 173rd Maintenance Group commander.

The event organizer, now Chief Master Sgt. Brian Stroup, said the idea was to showcase the excellent work the maintenance group does day-in and day-out.

“I’m very proud of what we do and wanted to share the experience across the entire maintenance group,” added Stroup.

The morning began with each rider getting suited up and then attending a pre-flight brief to familiarize them with getting into the aircraft.

Following the training wives, husbands, and pilots stepped to the

jets. Pilots went through their pre-flight routines, just like any sortie, and crew chiefs readied jets for roll-out. With engines spooled up, the crew chief marshalled the jet out of parking and saluted the pilot and back seater.

The jets rolled down the taxiway to the main runway where they kicked on the afterburner for a short blast which often lifted the nose to the sky before settling back to a roll-out.

Right: Tech. Sgt. Aaron Starnes’ wife Sara gives a “thumbs-up” before rolling down the tarmac for the “hot taxi” organized by the maintenance group, Oct. 4. Pilots conduct a “hot taxi” by accelerating down the runway until just before enough lift is generated to get airborne, about 115 mph.

Below: Jamie Hursh waves at her family while stepping to the F-15C with pilot Lt. Col. Jeremy Wieder, in preparation for a taxi ride arranged for spouses of maintenance group members, Oct. 4, 2015. During the morning 20 spouses saw first-hand the result of their significant others’ work on a day-to-day basis.

Middle Right: Master Sgt. Nate Morehouse takes a family photo with wife Rebecca and two children shortly before she strapped into the jet, Oct. 4.

Bottom: A spouse signals that all is well as she taxis toward the flightline.

Left: The first group of spouses step toward the jets in the morning light Oct. 4. Pilots ferried 20 spouses of maintenance personnel as a morale building activity to showcase the machines their significant others keep in good working order day-in-and-day-out.

With the relatively large wing surface and powerful engines, pilots have to keep their Eagles on a short leash; anything beyond a short burst of afterburner would put the aircraft in the air and that is not permitted for this activity. Even so, the riders said they got a taste of the power of the aircraft and for the work that their significant others’

do on a daily basis.
“What an amazing day!” said

Tracy Ricketts. “Thank you to all of the people who made it possible for me to see firsthand how many exceptionally talented personnel contribute to the success of Kingsley. After 14 years, I am so proud to be a part of such a wonderful base where family and community are clearly valued so much.”



Inaugural Kingsley Field Duathlon paves way for next year's event



Story by
Tech. Sgt. Jefferson Thompson,
173rd Fighter Wing Public Affairs

KLAMATH FALLS, Ore. -- The first annual Kingsley Field Duathlon organized by the Junior Enlisted Council took place Sept. 19, 2015 and featured athletes from around the region.

More than 30 athletes took part but a 58-year-old local man took home the trophy. Uwe Britsch finished what some called a punishing course in one hour, 34 minutes and 16 seconds. Behind him a number of 173rd Fighter Wing members made good time and had fun as well.

"This was my first duathlon and it was really fun," said Tech. Sgt. Dave Millard. "I was happy with my performance and I think I'm going to try some more of these. I'm already getting ready for next year's event."

Right now he's getting ready for a half-marathon and hopes to move to triathlons and a full marathon.

"My goal next year is to be in the running for first place," said Millard.

Millard finished about nine minutes behind first-place Britsch and says this event started a passion to train even harder.

"If I trained for this event like I am now I think I would have been in first," he added.

Above: Chase Larsen, the step son of Tech. Sgt. Daniel Waller, Det. 2, 56th Operations Group, in his first competitive race left the advice "pace yourself" far behind as he sprinted to an early lead during the 5K which was held in conjunction with the duathlon, Sept. 19, 2015. Waller said that the lead evaporated shortly after the energetic start but he'll continue to encourage him to run the race with the finish in mind. (Photo courtesy Floyd Kendall)

Top Right: Tech. Sgt. Dave Millard, 173rd Logistics Readiness Squadron, cycles toward a 7th place overall finish in the duathlon which consisted of a 5k run-10k bike-5k run format, Sept. 19, 2015. He said the event has spurred him to train harder and he has his sights set on first place for next year. (Photo courtesy Floyd Kendall)

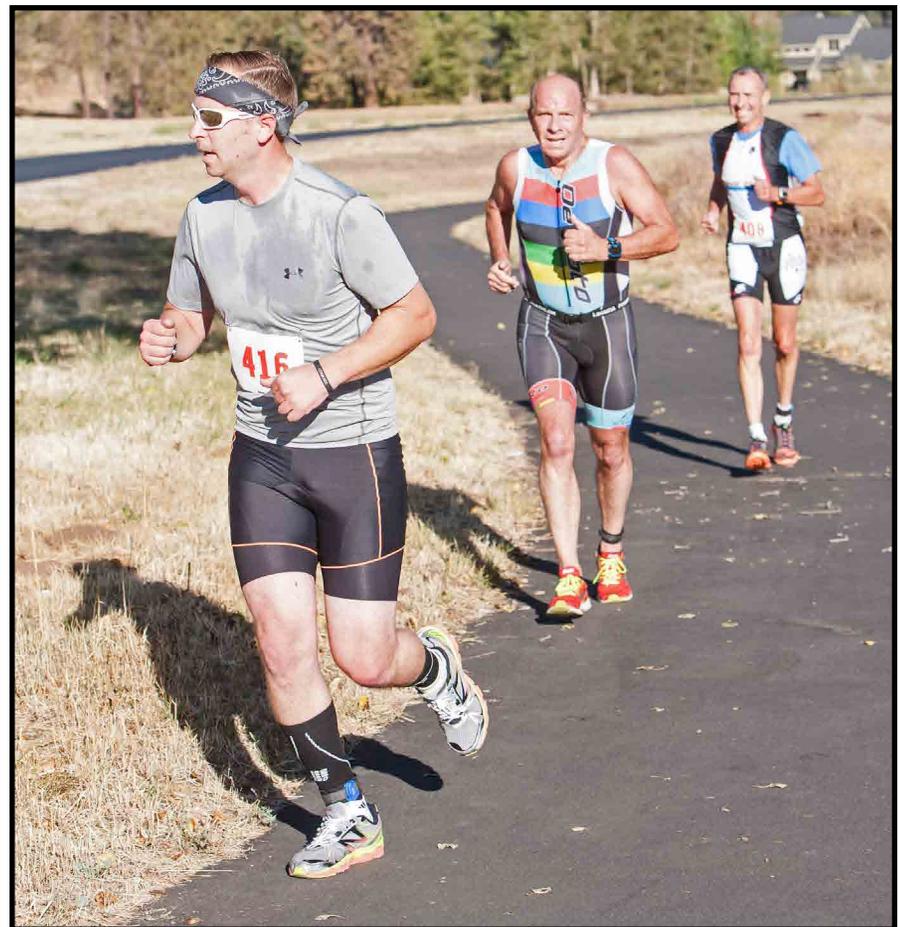
Right: Tech. Sgt. Daniel Waller, Det. 2, 56th Operations Group, climbs a hill with others in close pursuit during one of the run stages of the Kingsley Field Duathlon, Sept. 19, 2015. (Photo courtesy Floyd Kendall)

Others have taken up the challenge as well; Senior Master Sgt. Jason Witts competed in the associated 10K run and shortly after the event went out and purchased a road bike and began training for next year's duathlon.

"This event in a lot of ways was a springboard for next year's duathlon," said Staff Sgt. Jared Boyer, 173rd Fighter Wing Junior Enlisted Council President, who organized the event. "We have a number of new ideas we are already working on and we've got a number of teams who are looking to send more athletes as well."

He says that among other sponsors Sky-lakes Medical Center has pledged financial support for next year's event.

Among the many JENC members who helped get the inaugural event off the



ground, Staff Sgt. Jennifer Hall who managed the finances for the duathlon said they donated \$4,000 toward the event and they have indicated they may increase that amount for next year.

Hall and fellow JENC member Staff Sgt. Danielle Siluano also selected the charities the proceeds will support: The Wounded Warrior Project, CARES, CASA,

(Continues on next page)

Kingsley Lifestyle: Culture of Fitness



Duathlon set to become annual Basin event



(Continued from previous page)

Badger Run Animal Shelter and Veterans Outreach of the Klamath Basin.

“We are finishing crunching the numbers and it looks like we’ve raised more than \$600 for each of those charities,” said Hall.

“It was challenging,” said Hall, “bottom line, I saw it as an opportunity for us to grow closer with the Klamath Community and do something to show our support for them.”

Some things in the works for next year include a new course for the bike portion and an expanded venue for spectators and exhibits.

“It’s a really nice place to come out and spend a morning or a whole day and we are looking forward to having fun day for everyone from the athletes and their families to the people who come to watch and cheer,” Hall said.

Next year’s event is scheduled for Oct. 8, 2016; more information will be available at kingsleyfieldduathlon.com

Team completes 216 mile Cascade Lakes Relay

Commentary by Maj. Joshua Downs, 173rd Maintenance Group

DIAMOND LAKE, Ore. -- Across two days, July 31 through Aug. 1, Kingsley Airmen fielded a Cascade Lakes Relay (CLR) team for the 8th consecutive year.

The race begins at Diamond Lake and continues for 216.6 miles until it reaches the city of Bend, Ore. Each team can consist of between six-12 runners, who run continuously through the night and into the next day. The total distance is divided into three-to-nine mile lengths for each runner.

Kingsley has participated in the race since its inception in 2008. The team members change each year due to deployments, TDY’s, supporting the Kingsley mission and “got too smart to run a 30-hour race....”

This year our runners covered three legs averaging 18 miles total.

The Kingsley Eagles had a great year, finishing in 31-hours, 52-minutes and 14-seconds. That’s an 8:50 average pace with over 8’000 feet of elevation gain in mid-day temperatures exceeding 90 degrees! The team was 50th of 187 overall including the elite teams and 2nd of the 4 teams in the Public Service Division.

This year’s team included: Shawn, Jason and Maddie Elliott, AJ Davila (retired Marine), Scott Lee, Airman 1st

Class Steve Gross, Staff Sgt. Derek Trumbull, Staff Sgt. Chris Knight, Staff Sgt. Chad Butler, Chief Master Sgt. Jeff Elliott, 2nd Lt. Tracy Coon and myself, Maj. Josh Downs. The Team also provided two volunteers that provided help to all of the CLR runners, a big thank you to Christine Kerzel and Brianne Elliott! The team would also like to recognize Cascade Auto Group and Lithia Ford as they each provided vehicles for the Kingsley Eagles.

The CLR benefits local charities in the communities we run through. To date, they have donated over \$170,000 to La Pine, Silver Lake and Bend.

AJ ran arguably the toughest leg of the race in memory of the Marines & Sailor that recently lost their lives in Chattanooga, Tenn. Leg 32 is 4 miles up a mountain... 900 foot of elevation gain ending at over 6,300 foot! As if just running this leg isn’t tough-enough, AJ completed the leg bearing the Marine Corps colors... Semper

per Fi!

Kingsley’s participation in events such as the CLR embodies the Air Force’s focus on being fit to fight by encouraging physical fitness, increasing morale, team building, and providing recruiting opportunities.



Kingsley Lifestyle: Culture of Fitness



Operations Group hosts Down Day Kickball game



Story by Tech. Sgt. Jefferson Thompson, 173rd Fighter Wing Public Affairs

KLAMATH FALLS, Ore. -- Master Sgt. Summer Jordre decided to celebrate the wing down day, Sept. 30, the last day of the fiscal year, with some nostalgia.

"We were talking about it in the office and we usually go for a hike but this year we wanted to do something more fun and fitness oriented so we organized a kickball game," said Jordre.

Jordre said we were looking for something that was still active and ruled out bowling and we didn't feel like we were good at volleyball so kickball it was.

"I want to do it again next year I hope it's an annual thing," she said. "I could see next year being a throw-

Top: Tech. Sgt. Lisa Tysor, Det. 2, 56th Operations Group, stands ready to catch a fly ball during a kickball game as the runner heads for first base, Sept. 30, during wing down day activities. A down day is one way the wing celebrates a busy year; the last fiscal year began with the arrival of active-duty Airmen and concluded with 55 Kingsley Airman fighting wildland fires.

Right: Staff Sgt. Michael Stevens, 173rd Communications Squadron, rolls the "pitch" during a wing down day as the wing transitions to fiscal year 2016, Sept. 30, 2015.

back to the 80s theme, because let's face it most of us haven't played this game since the 80s. It's been since grade school, like 4th or 5th grade since I played."

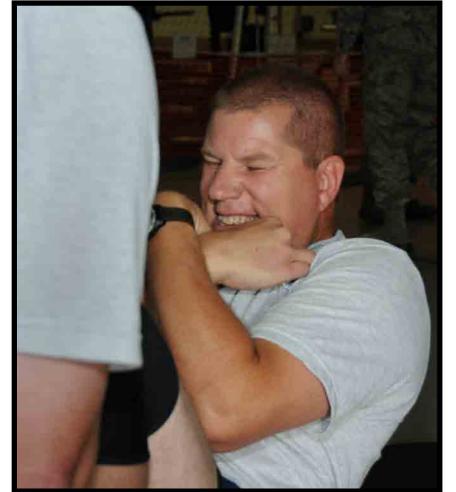
In all she estimates that more than 20 people from shops across the base showed up to try their hand, or foot rather at some old schoolyard kickball.

Annual Fitness test proves Airmen are fit-to-fight



Top: The new 173rd Fighter Wing Command Chief, Chief Master Sgt. Mark McDaniel leads the way during the run portion of the 2015 fitness test at Kingsley Field, Ore., Sept. 12. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson, 173rd Fighter Wing Public Affairs)

Right: Chaplain (Maj.) Kraig Kroeker, the 173rd Fighter Wing Chaplain, finishes his set up sit-ups for the annual Air Force Fitness Test, Sept. 12, 2015. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson, 173rd Fighter Wing Public Affairs)



Kingsley Lifestyle: Culture of Fitness

AETC Command Chief's first visit to 173rd Fighter Wing



Air Education and Training Command Chief Master Sgt. Gerardo Tapia talks to Staff Sgt. Sandra Gudino, of the 173rd Fighter Wing engine shop during his first visit to Kingsley Field, Oct. 8, 2015. Gudino and others were selected to meet the chief who coined them for superior performance. Tapia made the visit to familiarize himself with issues arising from the recent incorporation of active duty Airmen into the base's mission, among them low housing allowance rates forcing junior Airmen to live in at-risk neighborhoods. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

ORANG provides clear guidance on Medical Marijuana



Story by
Tech. Sgt. James Batdorff,
116th ACS, Drug Demand
Reduction Program Manager

During drug testing, several Oregon National Guardsmen have asked the question, how does Measure 91 affect them? Measure 91 does not affect existing employment laws of Oregon. An employer who requires drug testing can continue to do so.

So, in short, the use of marijuana is still forbidden in the Oregon National Guard.

Additionally, both the Air and Army National Guard prohibit the ingestion of products containing, and products derived from, hemp seed or hemp seed oil. For additional information see Command Policy Memorandum #143.

What about synthetic or substitute marijuana? No. The Oregon Board of Pharmacy has voted to ban the sale and possession of synthetic marijuana.

Synthetic marijuana is comprised of a number of different chemicals, none of which are derived from the Cannabis family Cannabaceae. The chemicals contained in synthetic marijuana have been added to the Oregon Board of Pharmacy's list of controlled substances.

For members struggling with substance abuse issues, please seek help from either your chain of command or mental health care providers. We are stronger as an organization when our members are healthy, happy and ready to protect our communities.

Oregon Guardsman pinned with Solider's Medal by SECDEF



Secretary of Defense Ashton Carter, left, pins the Soldier's Medal on the uniform of Spc. Aleksander Skarlatos, of the Oregon Army National Guard's 1st Battalion, 186th Infantry Regiment, during a ceremony at the Pentagon, Thursday, Sept. 17, 2015. Skarlatos received the award--the highest award for heroism in a non-combat situation--for his role in subduing a heavily armed gunman on a Paris-bound train in August. Looking on is Air Force Gen. Paul Selva, vice chairman of the Joint Chiefs of Staff, and Army Gen. Frank Grass, chief, National Guard Bureau. (U.S. National Guard photo by Sgt. 1st Class Jon Soucy)

Story excerpt courtesy,
Army News Service

WASHINGTON -- Spc. Aleksander Skarlatos, an infantryman with the Oregon Army National Guard's 1st Battalion, 186th Infantry Regiment, was awarded the Soldier's Medal in a ceremony at the Pentagon for his actions in subduing a heavily armed gunman while on a Paris-bound train in August.

Airmen 1st Class Spencer Stone and Anthony Sadler, childhood friends of Skarlatos, also received awards in the ceremony at the Penta-

gon in recognition of their actions.

On Aug. 21, the three friends were on a train bound for Paris when they heard a gunshot. Amidst screams and commotion, they quickly focused on a man wielding an AK-47 rifle, said Defense Secretary Ash Carter during the ceremony honoring the three men.

The secretary thanked the three for their valor.

Carter described the chaotic scene on the train, where passengers were hiding, unsure of what to do, or running away. While that was happening, Skarlatos said, "Let's go,"

and the three sprinted toward the gunman, who had his weapon pointed at them.

Stone tackled the assailant and all three men worked to disarm him, the defense secretary continued. In addition to the AK-47, the attacker was also armed with an automatic pistol, 270 rounds of ammunition, a box cutter and a bottle of gasoline.

"As we know, Spencer was stabbed in the effort," Carter said

After they knocked out the gunman, they tended to other injured on board the train before paramedics and police arrived, he added.

Airman finds ways to commute 700-miles for drill weekends

Although the small town of Klamath Falls has no commercial air service one Kingsley Airman has found unique ways to attend UTA weekends.

*Story by Tech. Sgt. Jefferson Thompson,
173rd Fighter Wing Public Affairs*

KLAMATH FALLS, Ore. -- Kingsley Field lies in a somewhat remote part of Southern Oregon. Many drill status guardmembers who travel to the base for weekend duty have stories with a central theme of the difficulty in getting here. Between winter driving conditions and mountain passes Kingsley Airmen practice risk management. They assess conditions and make preparations should something go awry, like packing extra food, water and blankets in case they get stranded for a time. They say these are normal considerations for travel to the Klamath Basin.

One Kingsley Airman has a substantially larger job in preparing to travel to the base for a drill weekend. Lt. Col. Miguel Chabolla, the 173rd Fighter Wing Inspector General, lives in Southern California and makes the nearly 700-mile commute multiple times each year.

Chabolla is a pilot for United Airlines and getting here wasn't really a problem until the airline decided to discontinue service to the Klamath Basin in June 2014. Chabolla says when that happened it became something of a nightmare to make his way to the base for his weekend of duty.

On a previous trip he decided to fly his personal aircraft to the base only to experience a catastrophic engine failure near Yosemite National Park. He was forced to glide into a nearby airfield and after hitching

a ride he was able to get a rental car and continue on his way to the base. In the aftermath it was determined that his aerodynamically rated engine had broken the crankshaft. Chabolla details that story here.

Most recently he flew a borrowed experimental aircraft and landed at the neighboring municipal airport. The distinctive front canards and rear swept wings made it easy to spot sitting next to more traditional prop planes. It is a very small craft which can seat two people, but with no room for luggage at that point.

"I always say 'it's so small you don't get in or out, you put it on or take it off,'" laughs Chabolla.

Like many of his trips there were complications; upon returning from a short flight in the Klamath Basin the electrical system stopped functioning. The next day found him unscrewing panels and tracking down problems with an ohm meter in hopes to revive his ride home and avoid the hassle of trying to figure out what to do about the stranded aircraft from 700 miles away—again.



Top: Lt. Col. Miguel Chabolla is forced to lower the front landing gear with a hand crank after diagnosing an electrical failure following a short flight, Sept. 12, 2015. The aircraft is an experimental, home built Burt Rutan design called a Long Eze which he borrowed from a friend for his trip to Klamath Falls for drill weekend. He flew from his home in Southern California.

Right: Chabolla rotates the rear-facing propeller to test for good compression in the engine. The propeller rotates the pistons compressing the air in the cylinders and provides resistance, a simple yet effective way to test generally for compression.

Bottom: Chabolla departs Klamath Falls Regional Airport on a short flight to test electrical system repairs he made using an ohm meter and some sandpaper. He was able to determine the electrical system failure was caused by corrosion on one of the main contacts leading from the battery.



In the end he was able to isolate the problem--a corroded contact--and a little elbow grease had it working properly. Unfortunately as his departure got closer so did bad weather and he was faced with another possible delay. In the end the weather held for long enough to leave but forced him down at the wrong airport in the Los Angeles

area. The last part of his adventure ended with another taxi ride and explaining to airport officials that he really did have his access credentials but they were in his car parked in their secure lot. All-in-all you might say it was another typical drill weekend for the Wing IG.





AIRMAN SPOTLIGHT

Staff Sgt. Jared Boyer
173rd Maintenance Squadron
Avionics Backshop

How long have you been here? Raised my right hand 6 January 2011 and began working full-time 6 November 2013

What is your job? Avionic Component Journeyman, Backshop Avionics, Avionic Intermediate Shop - AIS, several titles, I enjoy, working in the "Bat Cave" as we call it.

What are your favorite pastimes? Being a good father/husband, but besides that, I typically run 24 - 70 miles a week, just bagged a Bull Elk

What is your professional background? 10 years Line Mechanic at Harley Davidson Motor Co - York, PA, Oregon/California Electrician, still working on Penn State Bachelors, Coach OIT volleyball

What type of volunteer activities do you do? I have worked with CARES in several capacities, Highway cleanups for two sections, local high school coaching, Jackson County Special Olympics, helped create the Kingsley Field Duathlon and some other avenues, assisting other Airmen for fit test training

What book are you reading right now? *Strong Fathers, Strong Daughters*

Whose leadership is the most influential in your career? CMSgts Ross, McDaniel, Mckenzie, Berndt, Zalanardo, Wigen, Rowe, Col. Smith, Col. Baenen, Maj. Knill, SMSgts Witts, McDaniels, Bankston, MSgt Rodriguez - that just mentions a few. Honestly I try to take something from every conversation. Every person on this base knows a piece of the puzzle better than I.

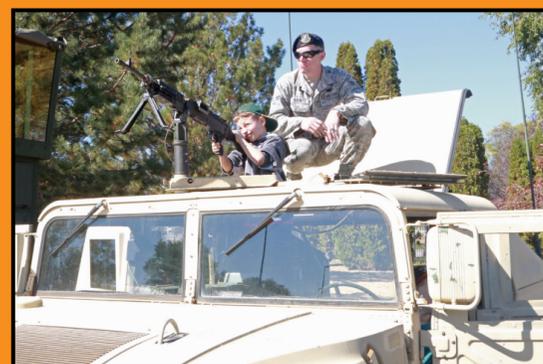
What best piece of advice would you offer to a brand-new Airman? Humility - realizing growth comes in many areas, professionally, athletically, spiritually, and you can always find growth where you least expect it.



173rd Fighter Wings



FAMILY DAY 2015



Get ready for the annual 2015 Snowflake Festival!!!!



It's almost that time of year again! Every year the 173rd Fighter Wing participates in the Snowflake Parade through downtown Klamath Falls, Ore., showcasing the different capabilities the base the base brings to the community and helping the city make it a headline event. This year's Snow Flake Parade is scheduled for Dec. 10, from 7-9 p.m. Stay tuned for opportunities to volunteer!

November Drill weekend lunch menu

Meal Cost For All Officers, AGRs, and Civilians \$5.55, Holiday Meal \$9.05

Saturday, Nov. 7

- Garlic Chicken
- Pork Tenderloin
- Rice
- Corn on the Cob
- Mixed Veggies
- MCs on Main Cakes
- Salad Bar
- Broccoli Cheddar Soup

Sunday, Nov. 8 Holiday Meal

- Turkey
- Glazed Ham
- Mashed Potatoes
- Stuffing
- Candied Yams
- Pumpkin Pie
- MCs on Main Cakes
- Salad Bar
- Green Bean
- Casserole

Mental Health Resource The Strong Seek Help

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Mariana Peoples**



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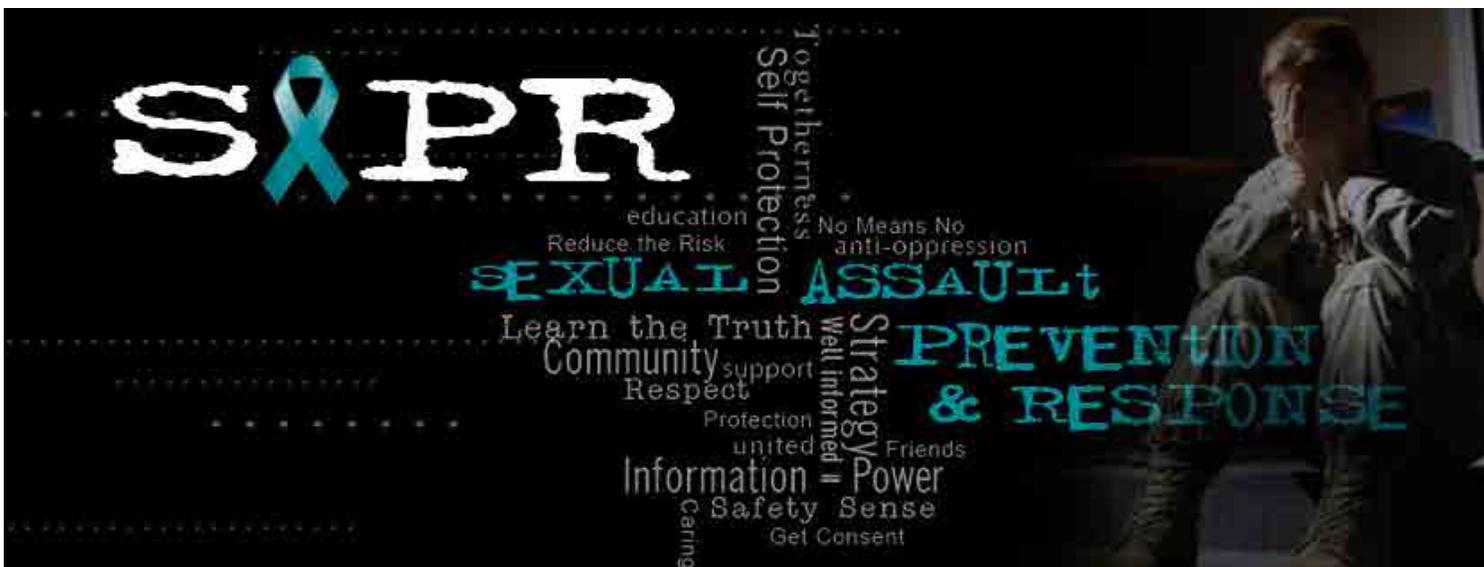
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Open Drill Weekends
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Story files must be submitted in Microsoft Word format, with all formatting turned off. Photos must be high-resolution color JPEG files, and must be accompanied by caption information containing the following: full name, rank, and unit of person(s) depicted in the photo, along with a short description of what is happening in the photo. This caption can be a part of the overall story file. All hard-copy files submitted to the Kingsley Chronicle become the property of the 173rd Fighter Wing Public Affairs Office unless prior arrangements are made with the Public Affairs staff. Stories and photos appearing in the Kingsley Chronicle may be reprinted with permission.



Airman 1st Class Steven Gross stands for a portrait with his wife and son during a Spouses Taxi Day arranged by the 173rd Maintenance Group to showcase the critical work maintainers do on a daily basis, Oct. 4, 2015. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

