

Smith takes command of 173rd Fighter Wing

Story by Master Sgt. Jennifer Shirar, 173rd Fighter Wing Public Affairs Superintendent

KINGSLEY FIELD, Ore. - A change of command took place April 3, 2016, at Kingsley Field. Colonel Jeff Smith, who has more than 20 years of military experience, took command of the 173rd Fighter Wing in an official ceremony.

Smith has a wide range of experience to including 10 years with the active-duty component and joined the Oregon Air National Guard in 2005. He previously served as the 173rd Maintenance Group Commander, and prior to that held numerous positions within the 173rd FW to include 173rd Maintenance Group Deputy Commander, 173rd Maintenance Squadron Commander, and the 114th Fighter Squadron Director of Operations.

“Col. Smith is one of Kingsley’s own, with strong relationships at the national level,” said Brig. Gen. Jeffrey Silver, Oregon Air National Guard Commander. “I have no doubt that he will successfully carry on the 173rd Fighter

Wing’s legacy of excellence as he leads the wing forward.”

The official ceremony included the passing of the wing guideon from the outgoing commander to the incoming commander. According to Air Force protocol, this ceremony is rooted in military history, dating to the 18th Century. During this time, organizational flags were developed representing the individual units. When a change of command took place, the outgoing commander would pass the flag to the individual assuming command. This took place in front of the entire unit so that all could witness the new commander assuming his position.

Additionally, Smith’s name was revealed on the wing flagship F-15 Eagle. The newly painted aircraft on display commemorates the Oregon Air National Guard’s 75th Anniversary.

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Brig. Gen. Jeffrey Silver passes the guideon to Col. Jeff Smith as he accepts command of the 173rd Fighter Wing during a change of command ceremony April 3, 2016 at Kingsley Field in Klamath Falls, Ore. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

Bringing to life the ORANG 75th Anniversary F-15 Eagle



The ORANG 75th Anniversary F-15 Eagle flies through the Southern Oregon skies. (Photo by Scott Wolff, Fighter Sweep)

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

KINGSLEY FIELD, Ore. - The idea started with Col. Jeff Smith in November, when he was the maintenance group commander; he asked if anyone had ideas for a paint scheme to commemorate the 75th Anniversary of the Oregon Air National Guard. Master Sgt. Paul Allen submitted a nice, albeit small, design for the vertical tail surfaces.

Smith says he looked at the design and said, “the 75th only happens once so you can go “big” on this one.” Armed with a new sense of carte blanche, Allen created plans for a tip-to-tail scheme that is what you see on the aircraft today.

The design was ambitious as well as the timeline for completion.

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#ORANG75

(Click here)

History of Kingsley Aircraft



ANG News

(Click here)

New ANG Director Named



B-Course Series

(Click here)

Warrior Skills

Commander's Corner

173rd Fighter Wing Commander - People, Mission, Future

Commentary by
Col. Jeff Smith, 173rd Fighter Wing Commander

For my first article in the Chronicle as the wing commander, I'd like to briefly cover the three recurring topics of Mission, People, and Future. We'll cover much more during the June Regularly Schedule Drill commander's call and again in future Chronicle articles.

Mission. The Finland deployment is successfully underway. I just arrived back in CONUS today after a week overseas and after flying twice with the Finnish F-18s. The team-building with our partner nation is going very well, and this training opportunity has already been outstanding for the pilots in both nations. From security forces to supply, comm, POL, medical, maintenance, and ops, all of our folks are working together in classic Kingsley fashion to get the job done over there, and I was proud to watch the machine in motion. We're closer and closer to sending folks overseas as part of Reserve Component Posturing five. I appreciate all of the efforts across base to ensure our personnel are properly trained and ready in accordance with medical requirements and fitness standards. F-15 pilot demand continues to increase. We're answering repeated questions of "how can we produce more?" We will not produce more without more personnel, more equipment, and more jets--we simply can't do any more with the resources we currently have. However, there may be some changes in the student syllabus to help us increase throughput to keep the supply (we generate) as close to the demand (from the Combat Air Force) as possible. Our mission is busy and continues to grow. Thanks for being so good at what you do!

People. We are very close to a major breakthrough on Basic Allowance for Housing issue, thanks to a lot of work from Lt. Col. Clark (TFI detachment commander), Tami Narramore, Staff Sgt. Arloa Patrick, and some folks back in DC. We expect another short-term BAH increase for the Active Duty AF and Active Guard Reserve members and long term "significant" improvements for Airmen in the ranks below O-3. This will also positively impact Drill Status Guardsmen who deploy and receive BAH benefits. We are working a corollary initiative for technicians--the first phase of that effort has left the state of Oregon and is now in DC for staffing and approval.

Thanks again to all who worked so hard to highlight these issues and to those who continue to work to help our Airmen receive the compensation they are due, all of which reduces strain on them and their families. With respect to healthcare, Lt. Col. Clark, Lt. Mateos, Maj. O'Neal, and others have worked hard to accurately capture and describe the availability of Tricare healthcare providers (or lack thereof) in the Klamath Basin. As a result, Secretary of the Air Force, Head Quarters AF and HQ AETC have agreed to support our clinic to provide some medical care for members in a military status. This should help reduce the need for members to schedule appointments downtown for concerns that can be addressed on base. That, in turn, should reduce some downtown congestion so that our families have more access to needed medical care when the time arises. We'll understand the details of "who, what, when, and how" as we move forward, but for now I am simply excited that we're close to success. Common sense can prevail!

Future. Excellence in the current mission makes us attractive for future missions. We have a bright future because of all the hard work you put in day after day and month after month. It matters. I was on the phone with an Air National Guard representative on the USAFE staff this week who is currently TDY to Bulgaria. I mentioned that I had visited Plovdiv in 2006 when Kingsley deployed there. He said the Bulgarians still talk about that trip as one of the most important events in their recent history, despite have literally 20+ other training deployments on their soil since. The USAFE rep was blown away by that--we made that large an impact on that country. To us, it was just "Kingsley standard," which means we sometimes don't even know the impact we're having on the mission and other units/people just by being professional, by digging in to help where needed, by going out of the way to be good hosts, etc. If you read the news carefully, you may see some nuances about the future of the F-15 that cause confusion. Some articles talk about the F-15C/D mission through 2045, some



discuss a 2040 time horizon, and others mention 2030. We're already looking at future options in case the 2030 number is the reality, which only time can tell. Whether the follow-on mission is an F-35 Fighter Training Unit (called a Pilot Training Center, or "PTC"), an international flight training mission in the T-38 (T-X) replacement which is currently in development, Next Generation Air Dominance ("F-X", the F-22 replacement), or even a non-flying mission, we're looking at all options. We work closely with our state and national congressional delegations, our city and airport leadership, and with the ORANG, ANG, Air Education Training Command, and Air Combat Command staffs to determine what's next. I've had a lot of folks ask "what's next?" I can't tell you what's next, but I promise you our options are being studied and we're working hard to ensure that your continued excellence is rewarded with a relevant, important mission at Kingsley Field for decades to come.

Have a great May drill, and I look forward to seeing you out and about across the wing.

Overcoming the challenges of creating the anniversary jet

(Continued from front page)

Allen says he even took a phone call from paint shop supervisors at other units saying, “hey, your design isn’t realistic....”

The project itself was a journey into the unknown--how it would come together, how a team of volunteers could bring it to fruition, and the funding all remained just over the horizon.

Initially the project slid smoothly into gear. Stencils arrived from a new printer looking sharp, specialty automotive paint arrived and the surface lay prepped to accept the first coat of paint. Then disaster struck. Allen remembers laying a stencil atop the first layer of black paint and when he lifted it up it took a huge swath of paint with it, leaving a ragged bare patch. The paint was dry, but it hadn’t adhered to the surface.

“I remember these eight guys looking at me and I didn’t know what to do, I actually felt a little sick like I might pass out,” said Allen.

They had sprayed six gallons of expensive black paint on the top and bottom of the jet, and it was all going to have to be removed taking weeks, not to mention money to fix. He figured in that moment the project was most likely dead—there was really no way to salvage it.

None-the-less, it was too early to order a retreat and the only option was to start searching for a solution. The solution to the problem involved phone calls to the vendor, an intimate understanding of the science behind the specialty paint they were using, and a very detailed picture of temperature and humidity variations in their paint booth throughout the course of a day. What they discovered were temperature variations in their paint booth due to uncontrollable factors--needing

to constantly open and close doors to keep oxygen levels safe for workers, and a natural variation in building temperatures of more than 20-degrees.

“At one point we were all walking around with laser thermometers testing the temperature in every corner of the place,” said Allen.

Further complicating matters was the heat in the facility was turned off when it was unoccupied. Something that simply makes good sense for most every building on base, except one where paint is curing that requires a bare 10-degree temperature variation.

Allen says the fight to get past paint delamination represented the crux of the project, and once they climbed that obstacle the rest of the project was simply up to hard work to regain lost time and lots of extra hours on evenings and weekends.

“We did it out of hide,” he said.

They also got some help along the way.

“I remember Chief Dean coming down there and working for an entire day, just sanding on a wing to help us get past the hump,” said Senior Airman Badner.

The idea was to have it ready to unveil for the change of command ceremony scheduled for April 3 and with the jet towed into the hangar bay Allen and his team remained

at work, racing to the finish even as the change of command rehearsal took place alongside them.

While he stood in the hangar watching Airmen take cell phone videos and selfies, and high-fiving each other, he reflected on the underlying reason for taking on such a big project.

“By taking on this large project we all got stretched, we all got experience that we can’t get in the day-to-day flying mission and we all learned a lot,” said Allen. “When it’s time to move up and take on more responsibility this project helps prepare all of us for that, we know we can take on a big job, we can own our mistakes, trouble-shoot problems and get it done, and that’s a huge benefit for my people.”

In thinking back over the last two months he says, “I get goose bumps when I look at this jet right now, other people have said that to me, but they don’t understand the reason I get them is because of the worry and the stress—wondering if we could really do it.”



Top: An Airman from the structural shop sands down the black paint after initial tests showed it did not adhere properly to the aircraft. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

Top Right: Members of the 173rd Maintenance Structural shop apply a vinyl wrap of the Oregon Air National Guard patch to the commemorative ORANG 75th Anniversary F-15 Eagle. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

Bottom Right: Airmen from the 173rd Maintenance Structural shop touch up the nose stencil of the screaming eagle on the ORANG 75th Anniversary F-15 Eagle. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)



New wing commander sees the way ahead for Kingsley

(Continued from front page)

Smith thanked those in attendance, the local community, and his family.

“I’m excited to have the opportunity to help the whole wing move forward,” Smith said. “We have phenomenal Airmen doing phenomenal things all across the base. I will learn a ton in this new job about people and jobs that I have not been directly connected with before, and I look forward to it.”

Smith noted that this job does not come to him without challenges but was quick to add, “We have the right team with the right skillsets to address all of those with proper engagement.”

Smith replaced Brig. Gen. Kirk Pierce, who commanded the 173rd Fighter Wing since January 2015.

We have phenomenal Airmen doing phenomenal things all across the base. I will learn a ton in this new job about people and jobs that I have not been directly connected with before, and I look forward to it.

— Col. Jeff Smith, 173rd Fighter Wing Commander



Top: Airman 1st Class Carlos Ruiz of the 173rd Maintenance Group reveals Col. Jeff Smith’s name emblazoned on the newly painted Oregon Air National Guard 75th Anniversary jet. (U.S. Air National Guard photo by Senior Airman Amber Powerll)



Right: The assembled Airman of the 173rd Fighter Wing stand at parade rest before the Oregon Air National Guard 75th Anniversary commemorative jet during a change of command ceremony. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

173 FW commander promoted to brigadier general



Maj. Gen. Michael Stencel, the Adjutant General, Oregon, assists Col. Kirk Pierce’s family pin the rank of brigadier general on his shoulders during a promotion ceremony, April 3, 2016, at Kingsley Field in Klamath Falls, Oregon. Over the ensuing hour-and-a-half the 173rd Fighter Wing was commanded by a general officer for the first time, prior to a change of command ceremony where Col. Jeff Smith took over the wing. Pierce is heading to a staff position at the National Guard Bureau. (U.S. Air National Guard photo by Senior Airman Amber Powell)

B-Course Series: student pilots perfect warrior skills

Story by

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

KINGSLEY FIELD, Ore. - As 16-ABK crosses the halfway point they leave behind the basic aspects of flying and dogfighting in one-on-one scenarios.

The F-15 does these things very well, but these students are moving toward the core of what the Eagle was born to do—control the air.

Like its namesake, this aircraft has excellent vision and with modern upgrades its radar sees a huge swath of airspace. The wrinkle for these students is that means one more thing to think about. 1st Lt. Brock McGehee paints a mental picture of what it can feel like as a student trying to come to grips with the extra layers of complexity.

“It’s like driving a race car, while you’re playing a video game, while you’re playing football on a roller coaster and commentating on it on the radio at the same time,” he says tongue in cheek.

The underlying point is that for these students the task of flying and fighting in this aircraft outpaces their ability to keep up mentally, and in these moments they return to a mantra every pilot knows, “aviate-navigate-communicate”. That phrase anchors them, when task-saturated, by prioritizing the three most basic elements of flying, get your aircraft right in the air, recognize where you

are on the map, and tell somebody. Capt. Ryan Reeves is the new flight leader for this class and he describes the challenges he and the other instructor pilots are presenting to the students.

“So now the big thing we are introducing to them are contracts,” says Reeves explaining that the idea is a student agrees to execute specific tasks in concert with their flight leader. “It’s just piling more responsibilities onto them as they are flying, watching their flight lead, watching the bandit and now starting to operate their radar as well as their defensive systems to let them know if they are being targeted by an enemy outside visual range,” said Reeves.

The students feel that pressure and note that though their skills are growing, it is unrelenting.

“Every phase you step up, the game gets harder, but you’re better too,” he says. “What I’m doing right now, gosh, even a year ago would completely blow my mind, so I’m better than I was a year ago. But the growing process means the pressure cooker never really lets up.”

And Reeves says that is by design, “this is a course that continues to get harder, there is not really a point where they know they have it in the bag.”

He evaluates Class 16-ABK saying that they are cohesive as a team and are receptive to learning

and he complements their good attitudes. The difficulty hasn’t eliminated any of the six-person class and he says by and large they have a strong reputation.

However, when asked if anything in particular has impressed him he says “no”, and it seems to suggest that for this class there are many sorties and many hurdles yet to come, and it will be graduation day before we know if each of these six students earns their Eagle Driver patch.



B-Course profile: 1st Lt. Colton Buechel

By: **Tech. Sgt. Jefferson Thompson,** 173rd Fighter Wing Public Affairs

Over the course of the B-Course series we will introduce you to each of the six students who are making their way through the course. This time it’s 1st Lt. Colton Buechel’s opportunity to explain how he landed an opportunity at the sole F-15C training house.

Catching up with Buechel has been an exercise in persistence, and when we sit down for an interview he mentions nearly all of his classmates as either more exciting or more charismatic and also that he’s really not good at public speaking.... I infer that he’s a little allergic to the attention.

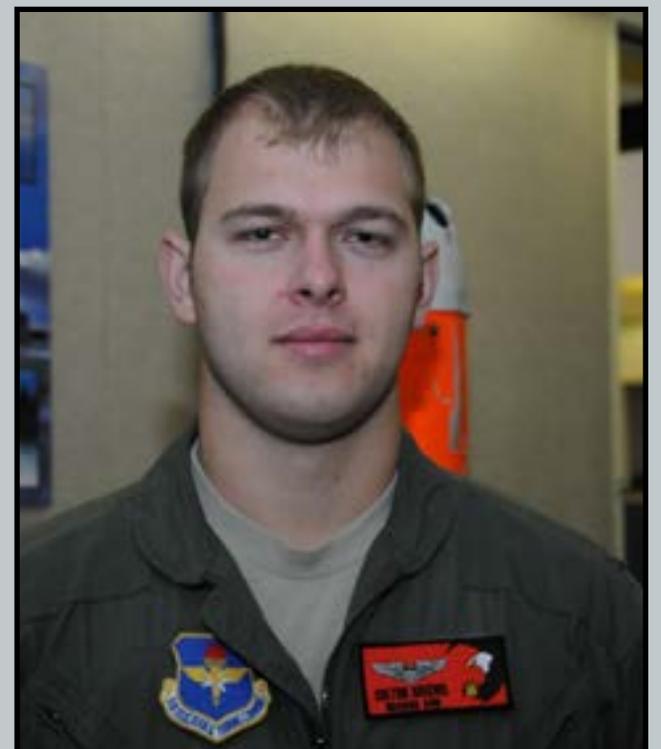
One could almost anticipate what his approach to this difficult course is when he says, “I may not be the smartest, I may not be the fastest, but I’ll do whatever it takes.” And it has taken seven years of hard work to arrive here for Class 16-ABK. From the beginnings of picking up a job at a regional airport in the greater Seattle area to his appointment to the United States Air Force Academy he’s said little, worked hard, and put together a record of accomplishment that’s earned him what many see as the top choice for that of any aspiring pilot.

It’s also ironic that an electrical

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1st Lt. Brock McGehee, Class 16-ABK, looks at the paperwork showing his jet is ready for the mission, in this case it’s to practice basic fighter maneuvers with an instructor pilot in the back seat of this D-model F-15, March 11, 2016. Class 16-ABK has crossed the half-way mark for their introduction to the airframe and is rapidly moving into the heart of the training—learning to employ the Eagle as the weapons platform it is designed to be. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)



ORANG 75th - Evolution of Kingsley aircraft

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

KINGSLEY FIELD, Ore. - Kingsley Field became an Oregon Air National Guard asset in 1981 when the active duty turned over its alert mission to the reserve component. The USAF used the F-106s in those days but because the 142nd Fighter Wing in Portland, Ore. would man the mission, they converted the alert mission to their aircraft, the F-4 Phantom II.

At this time the Active Duty Air Force began moving out of the F-4 airframe and transitioned the aircraft to the reserve component and ANG units which were using the F-4 for alert missions around the country. This triggered a need to train additional Air National Guard pilots for the F-4, and top officials began looking for a place to bed that mission down.

Out of several options they finally chose Kingsley Field for several different reasons, says Maj. Ryan Bartholomew, 173rd Fighter Wing Historian. "The key features were that the Air Force has just left so you had a base that had recently been mothballed, a friendly community, and of course flying weather."

The alert mission and the schoolhouse both operated with the F-4 Phantom until the Air National Guard announced the pending replacement of the F-4 for the alert mission, says Bartholomew. The only question remaining being what aircraft would fly the mission.

"There was a competition between the F-18, the F-20 which never came into existence besides a prototype, and the ADF-16 which is the air defense version," he said. The Air National Guard also announced that whichever airframe they chose, the new pilots would receive their training at Kingsley Field. He also mentions that a small mockup of the F-20 was created with the Kingsley Field tail flash (see photo).

"The F-16 won that competition," said

Bartholomew, and the newly modified airframes arrived at the base in 1989. At this time the 142nd Fighter Wing is still manning the alert mission at Kingsley Field and began a transition to the new air superiority fighter, the



F-15.

"Portland could no longer sit alert here because then they didn't have the maintenance resources; so they left and North Dakota, the Happy Hooligans, began to sit alert here in the early 90s in the F-16," he added. They remained here for about five years before the alert mission at Kingsley Field was closed permanently.

At the same time those aircraft departed Klamath Falls, those running the training mission were taking stock of their situation and making decisions with long-term ramifica-



Pictured is a model rendering of the F-20 aircraft with the Kingsley eagle tail flash. In the mid 1980s this aircraft was one of multiple designs that were proposed to replace the F-4 Phantom.

tions.

Colonel (ret.) Thomas Schiess, a former 173rd Fighter Wing commander, takes us back to his time as an instructor pilot. "If we go back to the 94-95 timeframe it became obvious to the

ing.

"From 95-96 time frame we worked really hard to try and get this F-15 training mission," he said. "There are a lot of misconceptions people have, they think someone just walked up to us and said 'we'd like you to be the F-15 training base'—it wasn't like that there were a lot of people that worked really hard to make that happen."

On Feb. 13, 1998 the first F-15 Eagle arrived at Kingsley Field, and inside of a year the first student pilot arrived making it the first Air National Guard F-15C training base.

The hard work didn't end with gaining that mission; in fact, in some respects, it began in earnest, said then vice commander Lt. Col. Paul Weitlisbach in an interview cited at skytrailer.com. During a normal transition between airframes there is a gaining and losing unit, and the support equipment transitions with the airframes. In this case a number of units around the country each contributed an airframe or two without the accompanying support assets. Kingsley Field had to literally scavenge old, worn-out gear that was ruled a loss by other units.

"You talk about your \$300 toilet

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guys running the base at the time 'our future in the F-16 is limited and we are hunting for new missions,'" he said.

Their hunt revealed an opportunity for an increase in F-15 air superiority train-

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— Col. (ret.) Tom Schiess, former 173rd Fighter Wing Commander

Humble persistence carry's student through pilot training

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engineer with a minor in Japanese claims he's not the smartest. So one could grant him this in the case of the superlative use of the word that's true; however, it's also evident that he is plenty smart. After five months of this learning experience he expresses how his underlying philosophy has helped him succeed thus far in training to fly the Eagle.

"I've found that a good way to start every day is with the realization that I really don't know anything," said Buechel, staying completely in character. He does elaborate a bit, and it's telling that there is a reason he chooses this humble approach saying it's a mindset that helps him absorb more from the experience.

One thing he doesn't mention is that he is by far the biggest student in his class, in fact he has a larger stature than any B-course student or instructor pilot at Kingsley Field. But before you draw the wrong conclusion, let me assure you he is not overweight; he is just a large man and he used that frame to his advantage as a wrestler in high school taking third in the Washington State tournament. He does concede that he had to fly

F-15s because he simply wouldn't fit in an F-16 cockpit.

Capt. Alex Lisot said the class jokes that he's here because he flunked out of truck driver school, paying homage to his large stature.

At this point the driving he's doing is significantly harder than navigating his 80-thousand pound payload on a cross country run. He's taking off in total darkness relying on night vision goggles to light up a small circle directly in front of him, and flying around at 500 miles-an-hour. In his understated fashion he says the most important thing to remember while night flying, "is knowing where the ground is...."

On further prodding for an analogy of what it's like he says, "It's like rolling out of mile-

high headed for Shaky Town bundled out and tryin' not to catch the greasy side in a come-a-part. When you got nothing but a mud-duck and hopin' not to throw iron and needing a cup of 100-mile darktime to keep clear of the meat wagon it can end up 10-200 in a jiffy—and that's pretty much what it's like."

We will take his word for it.



1st Lt. Colton Buechel of class 16-ABK listens to last minute advice from his instructor pilot as he prepares to start up the F-15 Eagle at Kingsley Field in Klamath Falls, Ore. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

Vehicle maintenance - Keeping an aging fleet running

**Commentary by: Master Sgt. Isaac Nunn,
173rd Fighter Wing
Vehicle Fleet Manager**

Once upon a time in U.S. Air Force Vehicle Management, budgets were fat and Airmen were plentiful (or maybe the other way around) and the mission of keeping the vehicle fleet running smoothly was comparatively easy. It was not uncommon to have an unannounced car carrier show up at the loading dock with shiny, new strata blue

vehicles for all to use and enjoy. When a vehicle started showing signs of wear and tear, the vehicle mechanics would simply perform a limited technical inspection and send the vehicle on its way to a DRMO yard and fill the vacancy with the next new vehicle coming in.

As you may have noticed by looking at your current Air Force vehicle, times have changed. The budget the Air Force sets aside for new vehicle purchasing has shrunk drastically. As was announced at this year's annual Vehicle Man-

agement Advisory Group conference at Andrews Air Force base, the Air Force has only 4-percent of its vehicle purchasing budget. Yes you read that correctly, 4-percent, and it doesn't need to be said how much priority is given to an AETC, Air National Guard base regarding the big picture Air Force vehicle fleet. This is why most Airmen here at Kingsley Field are driving an old, worn

out vehicle. The last new vehicle to arrive on station was received in early 2014.

Due to these circumstances your 173rd Fighter Wing Vehicle Maintenance team has been put to the test. Your vehicle mechanics are demonstrating resiliency and talent. With the aging fleet and increased vehicle use due to a growing mission, broken vehicles are pouring into the vehicle maintenance yard every day. The top priority in any Air Force vehicle maintenance shop is scheduled maintenance and safety inspections. Vehicle maintenance is pleased to announce that even with the heavy workload increase, none of these vehicles have ever been dropped, missed or even failed a quality assurance inspection.

The second priority following the scheduled maintenance are all of the unplanned things cars suffer—it can be anything from a tail light out, to an engine failure. This is where your team is showcasing that talent and resiliency. In the "good old days" and engine rebuild was something one of us would see maybe once or twice in a 20-year career. Today this is a common occurrence. We have one vehicle on its third engine. Today it is rare a vehicle arrives with only a tail light out; now it's the tail light, check engine light on and the front end needs to be rebuilt. In order to keep the Kingsley vehicle fleet from getting



Senior Airman Michael Daniel, 173rd Fighter Wing Vehicle Maintenance, removes a dashboard assembly of a truck that was totalled in an accident last winter. National Guard Bureau was unable to send a replacement vehicle, so the 173rd vehicle maintenance team decided to completely restore the vehicle to working order from the frame up, a first for Air Force Vehicle Maintenance. (Photo courtesy of 173rd Fighter Wing Vehicle Maintenance)

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Rice confirmed as Air Guard director; to receive third star

Story by:
Army National Guard
Sgt. 1st Class Jim Greenhill

WASHINGTON – Air Force Maj. Gen. Scott Rice, the adjutant general of the Massachusetts National Guard, was confirmed Thursday as the next director of the Air National Guard by the U.S. Senate.

Rice will be promoted to lieutenant general.

“I’m honored and humbled to be chosen to lead the outstanding Airmen of the Air National Guard,” Rice said. “I look forward to working with Air Force leaders and the adjutants general to shape our force for the future.”

In his new role, Rice is responsible for formulating, developing and coordinating all policies, plans and programs affecting more than 105,000 Guard members and civilians in more than 90 wings and 175 geographically separated units across 213 locations throughout the 50 States, the District of Columbia, Puerto Rico, Guam and the Virgin Islands.

“Major General Rice’s diverse career experience – and especially his time as adjutant general – uniquely qualify him to be an outstanding leader of our Air National Guard, with a deep understanding of state and territorial missions in addition to his federal experience,” said Army Gen. Frank Grass, the chief of the National Guard Bureau. “I am delighted to hear the news of his confirmation for this critical role at a complex and challenging time.”

As adjutant general, Rice oversaw the administration and operation of the Massachusetts National Guard to ensure troops were trained,

equipped and mission-ready to support national security objectives. He also was charged with protecting life and property and preserving peace, order and public safety in times of natural disaster and civil emergency.

His tenure as adjutant general saw the 9,000-strong Massachusetts National Guard activated for state service multiple times, including for winter storms that brought record snowfall.

Rice was commissioned in 1980 through the Reserve Officer Training Corps at Rensselaer Polytechnic Institute, Troy, New York.

Following graduate school, he attended pilot training at Reese Air Force Base, Texas, receiving the pilot badge in 1982 and later serving in England, where he flew the F-111 Aardvark tactical attack aircraft.

Rice joined the Massachusetts Air National Guard’s 104th Fighter Wing in 1989 to fly the A-10 Thunderbolt II low-altitude close-air-support aircraft. He then served as squadron commander, operations group commander, wing commander, and Air National Guard Commander.

He mobilized numerous times since 1995, including deployments to Bosnia, Kosovo, Kuwait and Iraq. He also served as the commander, Air Force Forces, Exercise Eastern Falcon in the U.S.



Maj. Gen. Scott Rice was approved by the U.S. Senate April 28, 2016, to become director of the Air National Guard

Central Command Area of Operations, where he supervised F-16 Fighting Falcon multi-role fighter aircraft units deployed to Kuwait in 2004, to Jordan and Oman in 2005, and to Pakistan in 2006.

Batkid, Miles Scott, returns to Kingsley Field

Right: Miles Scott, better known as Batkid, gives the intercom a try on one of the Kingsley Field Fire Department engines during a visit to the base, March 2, 2016. Firefighters asked him to visit the base as they prepare for the annual stair climb in Seattle, Wash., a fundraiser for cancer research. The Kingsley firefighters made the climb with photos of Batkid adorning their uniforms.



Far Right: Staff Sgt. Andrew Lautenschlager, a 173rd Fighter Wing crew chief, explains to Miles Scott all the inner workings of an F-15 Eagle cockpit, March 2, 2016. Scott is in remission after being diagnosed with cancer at the age of 18-months. (U.S. Air National Guard photos by Tech. Sgt. Jefferson Thompson)



Changing network security operations

Story by Senior Airman Amber Powell, 173rd Fighter Wing Public Affairs

KINGSLEY FIELD, Ore. – When Senior Master Sgt. Tina Wilson, plans superintendent for the 173rd Fighter Wing Communications Flight, joined the Oregon Air National Guard in 1985, network security looked a lot different than it does today.

In that short amount of time, technology has changed from one large mainframe computer, which could do the work of one server, to a room filled with multiple servers a fraction of the size.

“At the time, there was no network on base,” said Wilson. “If you can picture a big rack of computers with reel-to-reel magnetic tapes, that’s what data was stored on.”

Wilson helped run the first underground conduit lines on base in 1992 and a few years later fiber lines were installed.

“Once the fiber was put in place, then servers were brought on base and more computers were put out into the office areas, which were connecting back to the servers,” said Wilson.

With more computers readily available, security had to change as well. When Tech. Sgt. Steven Meng, 173rd Communications Flight’s Network Operations NCOIC, joined the unit almost ten years ago, the security on these computers was basic.

“When I first got here computers only required a username and password but now they have moved to a PKI [public key infrastructure] method which is using your smart card,” said Meng. “The smart card requires a pin number that authenticates back to a server that assures you are good to go. Since we’ve moved to the smart card it makes it a lot harder for someone to hack your user account.”

As networks have evolved, extra security has been put in place such as firewalls, routers, and crypto keys in order to keep communication safe.

The Air Force sends patches for the network and we will get on average 20 a week to make our networks more secure, said Wilson. These patches serve to secure vulnerabilities found in the network that could compromise security.

“The amount of technology and security has really gotten important and it needs to



Top: U.S. Air Force Tech. Sgt. Steven Meng, 173rd Communications Flight Network Communications, has an active role in cyber security at the 173rd Fighter Wing in Kingsley Field, Ore. The roll of communication specialists and cyber security has dramatically changed over the last thirty years. (U.S. Air National Guard Senior Airman Amber Powell)

Bottom: An F-4 Phantom student pilot uses one of the first computer systems at Kingsley Field in 1986. When the F-4 school house started at the 114th Tactical Fighter Training Squadron, computers were a novelty and used on a minimal bases. Computers and network security are now an integral piece of everyday training and operations. (U.S. Air National Guard file photo)

be because in the cyber world, hacking has become so much more in depth and crazy,” said Meng. “Through the smallest vulnerabilities, a good hacker could get in there and totally exploit the system, take over, and get critical information.”

With the evolution of technology and how much it is used and depended on, it has become a priority in the military. Networks are a warfighting tool now.

“The leaps in cyber technology from when I joined, it’s really advanced quite a bit,” said Wilson. “The security of that has also made huge leaps because information is so readily available that it’s almost too readily available. You have to be really careful what you’re sending and who you’re sending it to.”

Replacement vehicles nearly non-existent

(Continued from page 7)

smaller and smaller in this time of need, VM has stepped up to the plate and knocked it out of the park.

Recently two Airmen were in a vehicle accident that totaled a Ford F-350. Thankfully everyone but the truck was ok. When we asked for a replacement Guard Bureau explained that no funds were available, and that Kingsley would just have to continue without a replacement. Team VM decided this was unacceptable. They began a frame-up restoration, something Air Force Vehicle Maintenance has never done. They kept that truck out of the junkyard and you may see it or even drive it today.

It is understandable that some Airmen are in low spirits over dilapidated vehicles, but I’m hoping that now everyone realizes how fortunate we are to have any operational vehicle in this age of tight budgets. I also hope that everyone who reads this can remember that the easier the miles put on these vehicles the longer they will last. Remember that scratched up dented truck still hauls your tool box and it still has heat and air conditioning!



Tech. Sgt. James Childs, 173rd Fighter Wing Vehicle Maintenance, paints the truck cab strata blue. This is part of the new frame of a truck that was totaled in an accident last winter. National Guard Bureau was unable to send a replacement vehicle, so the 173rd vehicle maintenance team decided to completely restore the vehicle to working order from the frame up, a first for Air Force Vehicle Maintenance. (Photo courtesy of 173rd Fighter Wing Vehicle Maintenance)



Photo courtesy of Scott Wolff, Fighter Sweep

Phantoms to Falcons and then Eagles, how it came to pass

(Continued from page 6)

seat. This is the complete opposite. We're creating multimillion dollar test stations out of 'garbage' — spinning straw into gold," Weitlisbach said of the period after gaining the mission. "This has been a Herculean effort by my people."

The 173rd FW labored through the intervening years and earned a reputation for stellar work, and the 114th Fighter Squadron earned top Air Education and Training Fighter Squadron of the Year in 2006, 2009, 2010, and 2014.

Until 2009 the Air Force split the load for F-15C training between the Tyndall Air Force Base in Florida and Kingsley Field; however in 2009 Air Force officials decided to transition to solely training F-22 pilots at the Florida base—and Kingsley saw an opening. The base was flying around 5,000 hours a year and was postured to go as high as 7,500 and they felt they could train all the F-15C pilots the Air Force would need. The Air Force agreed, and Kingsley Field became the sole schoolhouse for those who wanted to fly the F-15C.

Today, Kingsley Field represents 100-percent of the Air Force's F-15C formal training, or as the base puts it, "where America's air superiority begins." The current era resembles the history outlined here in that there are many changes afoot. One of the most remarkable is the addition of more than 80 active duty Airmen supplied to help increase fighter pilot production beyond initial requests with a total force integration.

Looking down the road there are extensive plans to modify and sustain an already 35-year-old airframe for a service life stretching to 2040. Radar upgrades are planned and a helmet mounted system projecting the heads-up display is fully integrated into the flying equipment.



Members of the 114th Tactical Training Fighter Squadron pose for a group photo in front of an F-4 Phantom and an F-16 Falcon, both bearing the distinct Kingsley tail flash. In 1989, the F-4 Schoolhouse converted to an F-16 training mission as the Air Force transitioned the alert mission to the F-16 Falcon. (U.S. Air National Guard file photo)



Members of the 173rd Fighter Wing Maintenance Group pose in front of an F-15 Eagle and F-15 Falcon, both bearing the distinct Kingsley tail flash in 1998. After ten years of teaching F-16 pilots, the Airmen at Kingsley Field converted to an F-15 Schoolhouse and is now the sole F-15C training base for the United States Air Force. (U.S. Air National Guard file photo)

July SDO Changed!

By popular vote/ decision/request, and in coordination with local union representation, the July 1 Scheduled Day Off has been moved to July 5.



Volunteer of the Year!

Tech. Sgt. Rob Nutter, a 173rd Fighter Wing weapon's specialist, was honored as the United Way Klamath Country Volunteer of the Year during a luncheon April 11, 2016 in Klamath Falls, Ore. Nutter was recognized for his volunteer work with the program Citizen's For Safe Schools. With this program, volunteers sign up to spend one hour a week with young people who have been recognized for being at risk. Nutter was already mentoring a young man in the program when unfortunate circumstances required that the state step in and remove this young man from his home. The two had forged a close bond and Nutter decided to "go above and beyond" by enlisting his wife's support so that they could be certified by the state and become foster parents to this young man. Nutter humbly accepted the award, saying "it was an easy thing to do."



Mustache March - A follicle fight...the struggle of the stubble

Feature by

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

Mustache March came and went with a blink, but not before Airmen around Kingsley Field sprouted their upper lips and tried to bring a real “man-stache” to life.

Senior Master Sgt. Collin Grandy said he watched a lot of Tom Sellek re-runs, but he said what put him over the top was a naturally occurring transplant from the top of his head to his upper lip. Indeed Grandy was awarded the best of show by none other than then Col. Kirk Pierce, who was then promoted to brigadier general, no doubt in acclaim for his judgement where mustaches are concerned.

Another very, very strong mustache arrived on the lip of Chief Master Sgt. Todd Berndt. It looked as if it would sweep the competition but upon closer inspection its unnatural color shone the light of truth on Machiavellian scheming—and his wife called asking if Berndt could return three tubes of mascara he stole from her purse. In light of that information Pierce summarily disqualified him, and banned him from competition for 11 months.

One upper lip that would have benefited from Berndt’s scheming arrived with Staff Sgt. Anthony Clark. At first glance it was obvious that he wasn’t a competitor but when he stepped into the judging que officials closely examined his follicles and decided their valiant struggle against genetic make-up rendered them nearly invisible, but that the spider-web fine tendrils did protrude beyond the epidermis—barely. With science as the guide Pierce awarded the “Dirt Lip” award without hesitation.

Lt. Col. Christopher Clark arrived to the big day brimming with an Eagle Driver’s confidence, the judging was merely a formality and ‘could we please just get to the part where you give me the large trophy?!’ Unfortunately that confidence was sadly misplaced in his upper lip and Clark’s mustache suffered the ignominy of leaving with no award—the only mustache to do so.

In contrast Senior Airman Manuel Hernandez walked into the

room with one of sporting’s great twosomes, Michael Jordan and Scotty Pippen or Joe Montana and Jerry Rice stuff here, and Pierce deemed it the most natural pairing of any upper lip and human being present. While Hernandez breezed through the competition he ran into problems when he was awarded his prize winnings the following week. Tech. Sgt. Daniel Waller was distressed upon seeing that the mustache was shorn and threatened to revoke his winnings if it were not summarily re-grown. He asks all Kingsley Airmen to report if Hernandez is spotted without his mustache for future revocation of his winnings.

The most disturbing was also self-evident, upon entering the room a murmur ran through the audience when Senior Airman Nate Deleon walked into the room for judging. Col. Pierce promptly named his mustache “most disturbing” in hopes of quelling a potential riot, and as an additional measure sent him to Airman Leadership School to let things settle down before his return. It was rumored that while attending ALS Deleon has had his upper lip laser-treated to eliminate future hair for at least another 11 months. Many say they are apprehensive about next March.

Organizer Tech. Sgt. Daniel Waller addressed all the hearsay and flimsy fact finding in this report saying, “all jokes aside, this

year’s 50/50 Mustache March Competition was a rousing success drawing participants from across the Wing and raising money for this year’s pending Combat Dining In.” He did add however that he’s not sure that some of the bases most iconic upper lips, such as Chief Master Sgt. Mike Zalunardo’s or Master Sgt. Brian

Brown’s are capable of their stature in a 30-day period.

“I challenge these individuals to put their money where their upper lip is, let’s see if you really have what it takes or if you’re sandbagging, growing that mustache over a period of months, or even years,” said Waller.



Best of Show

Senior Master Sgt. Collin Grandy



Most Natural

Senior Airman Manuel Hernandez



Dirt Lip

Staff Sgt. Anthony Clark



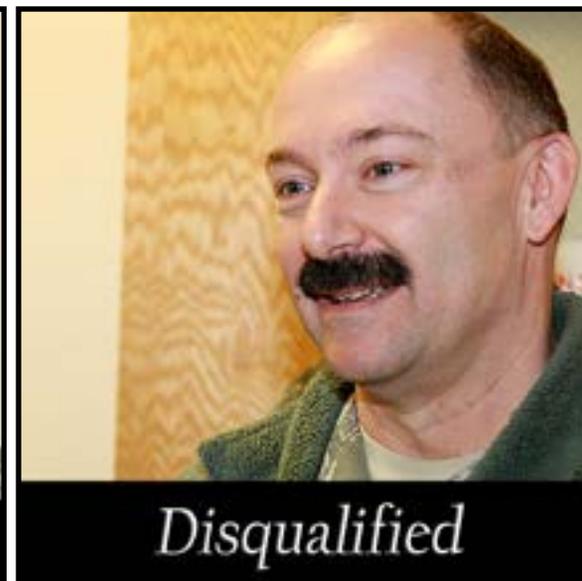
Most Disturbing

Senior Airman Nate Deleon



Thanks for Trying

Lt. Col. Christopher Clark



Disqualified

Chief Master Sgt. Todd Berndt

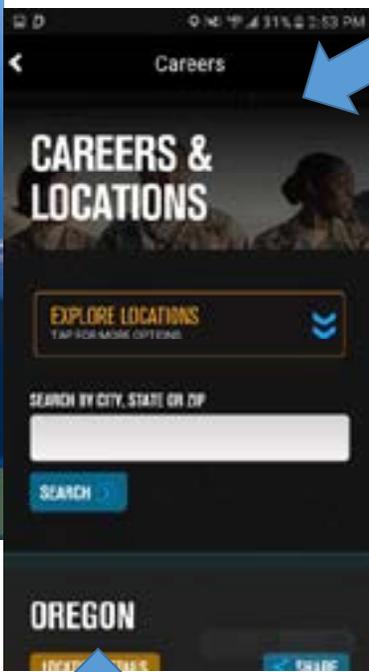
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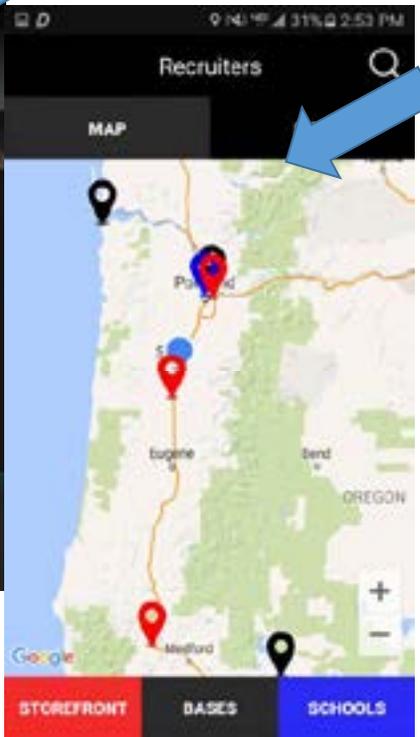
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Kingsley trains in Finland

More to follow
in the July
Chronicle! For
now check out
this video made
by the Finnish
Air Force

<https://www.youtube.com/watch?v=FOwDDNL06Js>

A Finnish air force F-18 and a U.S. Air Force F-15C Eagle from the 173rd Fighter Wing, Oregon Air National Guard, return to Rissala Air Base, Finland following a sortie during a training exercise that is part of Operation Atlantic Resolve, May 10, 2016. Over the course of two weeks the Oregon Air National Guard will fly jointly with the Finnish air force to practice interoperability between the two forces. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson/released)

More than 40 kids attend Kingsley Kids Day



Tech. Sgt. Randy Stacey and Master Sgt. Laduska Wright explain how some simple jujitsu moves can help children, even the very young, resist an attack, get free and run for safety, during Kids' Day, March 5, 2015. Over the course of an afternoon more than 40 kids received instruction in firearm safety, "stranger danger" or situational awareness, along with some entertainment as well. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

May Drill weekend lunch menu

Meal cost for all Officers, AGRs, and Civilians \$5.55, Holiday Meal \$9.05

Saturday

- Beef Enchiladas**
- Chicken Enchiladas**
- Spanish Style Rice**
- Chuckwagon Corn**
- Refried Beans**
- Mexican Cornbread**
- Spanish Soup**
- Salad Bar**
- Assorted Desserts**

Sunday

- BBQ'd Ribs**
- Oven-Baked Chicken**
- Mashed Potatoes**
- Steamed Rice**
- Buttered Cauliflower**
- Seasoned Carrots**
- Rolls**
- Mac Salad**
- Spanish Soup**
- Salad Bar**
- Assorted Desserts**

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173rd Fighter Wing Public Affairs

Wing Executive Support Officer
Major Nikki Jackson

Public Affairs Superintendent
Master Sgt. Jennifer Shirar
jennifer.d.shirar.mil@mail.mil

Editor
Tech. Sgt. Jefferson Thompson
jefferson.j.thompson2.mil@mail.mil

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Three unique F-15 Eagles from the 173rd Fighter Wing fly over Crater Lake National Park in Southern Oregon. Top is the commemorative ORANG 75th Anniversary jet, middle is the shark mouth Eagle, and bottom is the aggressor paint F-15. (Photo courtesy of Scott Wolff, Fighter Sweep)

