

114th Fighter Squadron Command Change

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

KLAMATH FALLS, Ore. -- Lt. Col. Robert “Leif” Erickson passed the reigns of leadership to Lt. Col. Whitney “Crab” Sieben during a change of command ceremony for the 114th Fighter Squadron Feb. 14, 2011, at Kingsley Field in Klamath Falls, Ore.

Standing before an assembly of ops and maintenance troops, as well as many others from around the base Erickson looked back upon his tenure fondly.

“I’ll remember the instructor pilots of the ‘Land of No Slack’. I’ll remember your unparalleled efforts of the past year-and-a-half and your dedication to the mission while deployed and your ability to get the job done while we prepared for our two inspections,” he said. “You are the best cadre’ of instructor pilots on the planet and I salute each and every one of you.”



Chief Master Sgt. Brian Wigen holds the guidon at present arms while Lt. Col. Jeffrey “Thug” Edwards and Tami Narramore sing the National Anthem during a change of command ceremony Feb. 14.

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Physical Fitness Testing Times Saturday



0900 - Run Only
1000 - Run Only
1300 - Run & Walk

Sunday

1300 - Run & Walk

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Chronicle...*



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Kingsley Fighter Squadron Change of Command



We want to have an overwhelming advantage, because by doing so, we will accomplish what we desire most—deterrence, dissuasion and peace through strength.

-- Lt.Col. Whitney A. Sieben,
114th Fighter Squadron Commander

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He went on to recount a busy two years beginning with Sentry Displacement, where the entire wing relocated to Boise, Idaho to facilitate runway reconstruction, and followed with the highly successful Unit Compliance Inspection.

He specifically mentioned the integral efforts of the maintenance group, which among other things upgraded every Kingsley jet with higher performing -220 engines.

With that both men came to attention and Col. James "Cannon" Kriesel conferred command of the 114th upon Sieben with the traditional passing of the unit guidon.

As the newly minted commander of the squadron Sieben addressed the crowd thanking the faith they have placed in him and detailing why the mission of training the best fighter pilots

in the U.S. Air Force is key to our success on the battlefield.

"There are those that would have us believe that we will always own the sky and we don't need to invest in air superiority," Sieben said. "They say we are so powerful that the bad guys bury their aircraft instead of fighting us—yes they do, and you just made my point for me."

We want to have an overwhelming advantage, because by doing so, we will accomplish what we desire most—deterrence, dissuasion and peace through strength."

Effective March 4, 2011 Erickson assumed the position of State Director of Operations for Air at Joint Force Headquarters in Salem, Ore.

The ceremony concluded with the playing of the Air Force Song while the official party filed out of the hangar.



Master Sgt. Jason Wilson, dedicated crew chief for the 114th Fighter Squadron jet, removes Lt. Col. Erickson's name to reveal Lt. Col. Sieben's name.

'Fill'er up': Kingsley's Fuel Troops Pump 7 Million Gallons

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

KLAMATH FALLS, Ore. -- The whine of auxiliary power units and the roar of jet engines fill the air of the Kingsley Field flightline.

The noise begins when a small jet engine assembly called the JFS, or jet fuel starter, housed inside the F-15 is primed with fuel and ignited upon a signal from the pilot. An electric spark fires the oily air-fuel mixture turning the small engine and subsequently the central gear box. More fuel is poured into the small engine and the whine grows to a scream—supplying the power to turn the behemoth number two engine. The engine catches, howls to life and begins gulping fuel and air in the self-perpetuating process known as internal combustion that has powered machines for more than a century. As long as the fuel known as JP-8 travels through the right hoses and reaches the combustion chamber with precise timing and measurement then this jet and all the others stay aloft. The intricate process of keeping each Kingsley aircraft fueled and flight-ready begins long before the jets roar to life on the flightline.

The 173rd Fighter Wing's POL troops pump Kingsley's metaphorical lifeblood to every waiting F-15.

"We moved about seven million gallons of fuel last year," said Senior Master Sgt. Neal Rutter, the fuel shop supervisor.

The fuel itself is interesting in that it's been changed substantially over the years. Today's fuel, unlike modern automobile gasoline, isn't very flammable. JP-4 the precursor to modern jet fuel was thin, like white gas, the stuff used for camping stoves and



Top: Staff Sgt. Colin Carr pumps about 1,500 gallons of jet fuel to one of a fleet of fuel trucks before taking it to the flightline to refuel jets returning from missions flown in the morning.

Right: A waiting fuel tanker pumps more than 10,000 gallons of jet fuel. The tankers typically make the journey to Kingsley from Vancouver, Wash., but can come from many other places as well.

lanterns and evaporated very rapidly. JP-4 was extremely flammable at any temperature above minus-20 degrees Fahrenheit. Rutter mentions that even shoes scuffing on the floor could release a potentially catastrophic spark. By contrast you can strike a match and hold it to JP-8 and it won't ignite, at least not until it reaches 110 degrees

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“Lifeblood” Kingsley Fuels Keeps Jets Airborne

(Continued from previous page) Fahrenheit, called the flash-point, or the point where the

A fuels technician opens a valve which combines a fuel additive called “plus 100” with a load of raw JP-8. The additive catalyzes a cleaner burn by raising the temperature of the reaction when it burns in a jet engine. This benefits the engines by preventing “coking” a buildup or crusting that can occur in fighter engines.

petroleum begins to evaporate fast enough to sustain ignition. Rutter also adds that modern jet fuel contains less benzene, a potentially harmful substance. It’s welcome news to this reporter who was wearing splashes of fuel in his hair and on his uniform at the time of the interview—but such is the nature of up close and personal photography.

Another interesting wrinkle in moving such large amounts of fuel is the way it expands and contracts depending on the temperature. Unlike water which doesn’t change much until it is frozen, JP-8 expands and contracts significantly. Because of this, every time it is moved either from commercial tankers arriving on the base or being pumped into the waiting jet, in order to have an accurate measure of how much fuel is moved you must standardize the temperature at which you measure the volume, Rutter explains.

As an example if you fill a jet at 0 degrees Fahrenheit and it heats up to 100 degrees Fahr-

enheit, 97 gallons of fuel would vent out of the jet onto the ground, or about enough to drive your vehicle to and from work for about three months.

So tracking the transactions of fuel becomes more complex because if this expansion went uncorrected for over the course of the year the magnitude of the accounting error could be in the millions of gallons.

“All the trucks have internal sensors that calculate the volume at 60 degrees Fahrenheit,” Rutter explains, the standard temperature for fuel transactions everywhere.

In addition to standardizing every transaction to 60 degrees fuel troops also ensure it is pure. As the fuel makes its way to Kingsley’s large storage tanks it travels through high-grade filters; in fact every time the fuel is moved it is filtered to remove any stray particulate.

Staff Sgt. James Hubbard walks out to the waiting fuel trucks and draws a small amount of fuel into a flask. In a room equipped with all
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Staff Sgt. James Hubbard prepares to draw a sample of fuel from one of the tanker trucks used to transport fuel to the flightline and to the fleet of F-15 aircraft at Kingsley Field.

Fuels Continued

manner of scientific instruments he pours the sample into an apparatus that forces exactly one gallon of fuel through a paper filter so fine the naked eye can't perceive its porousness. He then bakes the filter in a special oven for 30 minutes and weighs the resulting deposits to the nearest one, one-thousandth of a gram.

This ensures the fuel is clean enough to meet the rigors of powering a modern fighter aircraft.

Finally the jets are recovered with low fuel just returning from their respective missions. A waiting fuel truck sits ready to fill them for the next missions later that day or the next.

This process repeats itself again

and again at Kingsley. Metaphorically it is well likened to the way a heart pumps blood to the extremities; the repeated cycles of replenishment sending fuel to thirsty aircraft, giving them new vitality for another mission.

Like the blood it sustains the function of the mission here and at any other flying wing.



Staff Sgt. James Hubbard pours exactly one gallon of fuel into a filtering device to test for purity. The device uses a vacuum to pull the fuel through a filter.



Staff Sgt. Colin Carr pumps prepares to fill a waiting tanker truck before taking it to the flightline to refuel jets returning from missions flown in the morning.

Mentoring A Recipe for Success

Commentary by

Col. P. Eric Swanson,

173rd Medical Group Commander

KLAMATH FALLS, Ore. --

Fellow Guardsman: we often talk a lot about the need to find mentors and to mentor others. Sometimes we forget to ask, "so what is mentoring?"

The textbook definition of mentoring is "a personal enhancement strategy through which one person facilitates the development of another by sharing known resources, expertise, values, skills, perspectives, attitudes and proficiencies."

I like John Crosby's definition better which says mentoring "is a brain to pick, an ear to listen and a push in the right direction."

I know for me that "push in the right direction" has really made the difference and helped me both in my

personal life and professional career development.

In many cases, it has provided me the confidence to pursue challenges I might have otherwise passed on. Without a mentor I may have missed a great opportunity for the organization or my family.

Conversely, when I have mentored others I have found this act of service to another human being gives me a profound sense of satisfaction and happiness.

Still skeptical about the value of mentoring? Then let me appeal to your practical side. Studies show that professionals who have had mentors earn between \$5,610 and \$22,450 more annually than those who have not. Seventy-five percent of companies report mentoring programs were effective in increasing retention and reported turnover reductions of



Col. P. Eric Swanson

20 percent with mentoring. Ninety-five percent of mentoring participants said the experience motivated them to do their very best.

Thank-you for your service and consider yourself "mentored".

Around the State

Oregon Air Guard Relocates Many Officers



SALEM, Ore. -- In a memo dated Feb. 28, 2011, Brig. Gen. Steven D. Gregg, the commander of the Oregon Air National Guard detailed numerous moves for field-grade officers around the state over the next eight months.

Among the moves Col. Jeff

Silver will take the reigns in September as commander of the 173rd Fighter Wing. Col. Curtis Waite will step in as the 173rd Fighter Wing Vice Commander.

Gen. Gregg detailed the following additional assignments.

Effective Mar. 4, 2011.

- ♦ Combat Operations Group Commander, Portland Air National Guard Base – Lt. Col. Matthew Andrews
- ♦ State Director of Air Operations, Joint Force Headquarters, Salem, Ore. – Lt. Col. Robert Erickson

Effective 11 Mar. 2011

- ♦ Strategic Plans & Programs Office, Joint Force Headquarters, Salem, Ore. – Lt. Col. Duke Pirak
- ♦ 142 Maintenance Squadron Commander, Portland Air National Guard Base – Lt. Col. Paul Fitzgerald

Effective Jun. 1, 2011

- ♦ 173 Fighter Wing Vice Commander – Col. Jeffrey Silver
- ♦ 142 Operations Group Commander, Portland Air National Guard Base – Lt. Col. Jeffrey Hwang (promotion to Colonel)
- ♦ 142 Operations Support Flight, Portland Air National Guard Base – Lt. Col. Christopher Barber

Effective Jul. 1, 2011

- ♦ 123 Fighter Squadron Commander, Portland Air National Guard Base – Lt. Col. Richard Morris

Effective Aug. 1, 2011

- ♦ National War College – Lt. Col. Duke Pirak

Effective Sep. 1, 2011

- ♦ NORTHCOM, Peterson Air Force Base, Colorado Springs, Colo. – Col. James Kriesel
- ♦ 173 Operations Group Commander – Lt. Col. Jeremy Baenen (promotion to Colonel)

Effective Sep. 11, 2011

- ♦ 173 Fighter Wing Commander – Col. Jeffrey Silver
- ♦ 173 Fighter Wing Vice Commander – Col. Curtis Waite
- ♦ 173 Mission Support Group Commander – Lt. Col. Gregor Leist (promotion to Colonel)
- ♦ 142 Fighter Wing Vice Commander – Col. Rick Wedan

Effective Oct. 1, 2011

- ♦ Combat Operations Group Commander, Portland Air National Guard Base – Col. Michael Bieniewicz
- ♦ State Director of Air Operations, Joint Force Headquarters, Salem, Ore. – Lt. Col. Frederick French
- ♦ Strategic Plans & Programs Office, Joint Force Headquarters – Lt. Col. Paul Fitzgerald

Peer-to-Peer Program Aids Crew Chiefs

*Commentary by
Capt. Micah Lambert,
173rd Aircraft Maintenance
Squadron Commander*

KLAMATH FALLS, Ore. -- One event that an F-15 dedicated crew chief dreads is sending their aircraft off to Depot Maintenance.

Programmed Depot Maintenance (PDM) involves challenging work, such as extensive aircraft disassembly and overhaul, which is not done at aircraft home installations. Instead, it occurs at specialized facilities at the Air Logistics Centers.

In the case of the F-15, PDM is done at Warner Robins Air Logistics Center (WR-ALC) at Robins Air Force Base in central Georgia. Intermittent PDM is felt to be essential to keep fighter aircraft operating safely and effectively.

PDM increases capability by extending the life of an aircraft and providing aircraft system overhaul and modifications. F-15s are sent to PDM every six years and can be operated for another six years after a completed PDM visit.

The six-year PDM “clock” starts on completion of a PDM visit. Nonetheless, the return of an aircraft from PDM is a bitter sweet event for a dedicated crew chief.

Inevitably the thought of what condition the aircraft is going to be in, or how long it will take to get the aircraft flying reliably again are prevalent.

Two members of the 173rd Aircraft Maintenance Squadron recently participated in Operation Team Spirit, a program that is postured to improve this reoccurring quandary and the



173rd Fighter Wing F-15 Eagle on takeoff. Stock photo courtesy, 173rd Fighter Wing Public Affairs.

quality of aircraft that are returned from Depot Maintenance.

Team Spirit allows the dedicated crew chief to travel to WR-ALC to look over their aircraft toward the end of its PDM inspection to check the general condition and verify serial numbers prior to panel up. This program is a partnership between the flying units, the Air National Guard Bureau and the 402nd Aircraft Maintenance Group, and Robins AFB.

The program is intended to help build a strong rapport between customers and the respective squadrons that perform depot maintenance.

Allowing the crew chief to accompany their aircraft and foster relations between the F-15 programmed depot facility personnel

is key to honest feedback, trust and quality aircraft.

The team spirit intent is to use “peer-to-peer” teaming methods to produce mission-ready aircraft that have the ability to fly immediately after delivery to the gaining unit. On day one the crew chiefs are introduced to numerous people performing a wide range of tasks related to the full process of depot on the F-15 aircraft.

They are briefed on local safety requirements, flight line driving, tool control, FOD programs and points of contacts for the cells in the depot line.

They are then taken to the facility that their assigned aircraft are located.

They are shown around the hanger and introduced to mechanics performing inspections and

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Crew Chiefs Visit Jets During Depot Maintenance

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maintenance on the aircraft.

The second day the crew chiefs roll up their sleeves and work side by side with their depot counterparts performing serial number verification inspections.

“Everyone involved projected a friendly and knowledgeable personality. They truly seemed to show great pride in their work,” said Tech. Sgt. James Moffett, a 173rd Aircraft Maintenance Squadron Crew Chief.

The last day of the visit consisted of touring the depot facilities and being briefed on all aspects and programs related to the

F-15 depot as well as other aircraft serviced at Robins.

“The entire trip was informative and I felt it served the purpose. This is a great mentoring opportunity to develop crew chiefs and expose them to the depot maintenance process” said Tech. Sgt. Sean McDougal, also a crew chief. As in nearly every aircraft maintenance program, the ultimate goal is to provide greater aircraft availability. The program’s efforts have reduced home station acceptance inspections by 75 percent and helped the aircraft transition from a programmed depot maintenance posture to an active flying schedule.

The Commander of the 402nd AMG, Col. Randall Burke, stated

“working together we will build a solid foundation that will strengthen the Quality Policy.” This policy is to consistently meet war fighter readiness requirements through responsive and clearly defined processes that are continuously improved to achieve excellence.

There has long been a stigma on the condition of aircraft returning from the depot line.

It is clear that the effort put forward with Operation Team Spirit is beginning to build trust and provide an opportunity for verification and feedback.

The results are sure to be a higher quality aircraft returning to home station.

Chaplain's Office Info.

Need to reach the chaplain?

Capt. Kroeker is on base each day from 7:30 a.m. -3:30 p.m. and here on UTA weekends. Maj. Linzy Laughhunn is here on UTA weekends. Drop by their office or call to make an appointment.

Contact information:

Chaplain's Base Line: x5-6239

Ch. Kroeker's Cell: 331-3739 Email:

kraig.kroeker@ang.af.mil

Ch. Laughhunn: Email: linzy.laughhunn@ang.af.mil

In between UTAs Ch. Laughhunn can be reached by email: Linzy.laugh7@yahoo.com and by phone (weekdays) by calling his work line, 541-228-3083 8a.m. to 5p.m. (please leave a message).

Chaplain's Assistant: Tech. Sgt. Osten Coaty: (541) 892-8784

UTA Services:

Catholic Service: LRS Main Conference Room Bldg 223, Sundays at 7:30 a.m.

Protestant Service: Medical Conference Room Bldg 211, Sundays at 7:30 a.m.



The 173rd FW Chaplains COP is up and running. Have you been looking for a place to worship? Got a suggestion? Need Buddhist Contact information? Did you miss a Chaplains Chatter article in the past? Want to comment on a prior article in Wings or Chronicle? Need to ask the Chaplain a question?

Find information and a whole lot more on the 173rd FW Chaplains COP!

Visit: <https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=AE-OT-00-91>

Or go to our 173rd FW COP neighborhood at: <https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=OO-OT-AE-90>

click on Chaplains Office. Don't forget to bookmark these pages!

Kingsley Firefighters Lend Support, Expertise to City

*Story and photo courtesy
Chief Master Sgt. Les Tyree,
Fire Emergency Services Chief*

KLAMATH FALLS, Ore. -- The 173rd Fighter Wing fire department has seen a busy month due to mutual aid requests from Klamath County Fire District 1. The Fire District has experienced a string of multiple alarm fires and house fires.

Kingsley Fire Department responded Feb. 13, 2011 at 4 a.m. to assist Fire District 1 with a 2-alarm fire at the county mental health facility near the county jail. The fire initially involved two exterior sides of the top floor and spread into the attic and several offices. The fire was limited to the original exterior sides, original offices that burned, and attic area. Several critical records areas were saved.

The fire department responded on Feb. 24, 2011 at 12:15 a.m. to a 2-alarm fire at the Klamath Falls



Kingsley firefighters assist in the aftermath of a local fire. The firefighter on the far left in the silver gear is Kyle Tecmire, and the firefighter 2nd from left is Dale Dodenhoff, both of the 173rd Fighter Wing.

Gospel Mission Thrift Store at the intersection of 7th and Walnut streets. The fire destroyed the storage areas and the thrift store, but firefighters prevented the fire from spreading to the women's shelter

and the main mission building housing the dining facility, offices, and men's shelter.

Several hours after the mission thrift store fire started, a fire started in a multiplex structure.

Our firefighters responded from the mission fire scene to the multiplex structure and assisted in limiting the spread of the fire to adjacent units.

The fire department responded with Klamath County Fire District 1, Feb. 25, 2011, to a structure fire that spread from an external heat source to the structure.

Our firefighters were the first to arrive on the scene and extinguished the fire before the next engines could arrive.

They saved the structure from severe damage or loss.



A Kingsley firefighter trains for a real emergency with a live-fire unit at Kingsley Field in Klamath Falls, Ore. The firefighters are confronted with real flames, extreme heat, and dense smoke during their training. This allows them to train for an emergency as realistically as possible.

National News

Air Force Fields New Camo to Afghanistan Deployers

*Story by Tech. Sgt. Jess Harvey,
Air Force News Service*

WASHINGTON -- Airmen deploying to Afghanistan in 2011 will see a new uniform issued to them as part of their deployment gear beginning in March.

While Airmen have been faced with a slew of uniform changes in recent years, this new uniform is not a matter of image or heritage but instead has resulted from a joint initiative that ensures all outside-the-wire deployers in Afghanistan, regardless of branch of service, have the best ground combat uniform in order to enhance combat effectiveness.

According to Lt. Col. Shawna McGowan, the Air Force future programs branch chief, Air Force leaders collaborated with Army experts to develop a solution to meet evolving camouflage and fire-retardancy demands in theater.

The new uniform, called the Operation Enduring Freedom Camouflage Pattern, or OCP, is the same uniform recently fielded in Afghanistan to U.S. Soldiers, Colonel McGowan said.

“At first, Airmen receiving the (Airman Battle System-Ground, or ABS-G) uniforms with mission responsibilities outside the wire in Afghanistan will have priority for the

OCP.”

But the plan is for the OCP uniform to eventually become the only ground-combat uniform worn by Airmen in Afghanistan both inside and outside the wire, she said. This also will minimize the number of bags Airmen will carry into and out of the theater.

“The OCP uniform is scientifically developed to blend in with Afghanistan’s terrain, which

is the fiscally responsible thing to do.

“It’s not only a joint use of the best ground combat uniform available,” Colonel McGowan said, “it saves fiscal resources and also aligns with the National Defense Authorization Act language that encourages collaborative efforts between the services.”

Since the OCP is replacing the other uniforms, there also will be a savings that will come from not

needing to store and supply both the ABS-G and ABU, she said.

This won’t be the first time Airmen have worn this camouflage pattern in Afghanistan though.

“Some Air Force personnel who are assigned to Army units were already issued the OCPs in the Army fielding initiative that began in August,” said

Colonel McGowan, who restated that these uniforms will be issued to individuals, and they won’t be covered out-of-pocket by Airmen.

Individual units won’t even be authorized to purchase these uniforms for the foreseeable future, the colonel said.

“The only authorized OCP uniforms are those purchased and issued by Air Force Central Command,” McGowan said. “While



will make our Airmen safer and more effective on the battlefield,” she said. “The new material is also flame resistant and lighter weight than either the ABS-G or the (Airman Battle Uniforms, or ABUs).”

The material also contains a bug repellent to protect our deployed Airmen, she added.

And, the colonel said, not only is this uniform better than its predecessors, but working jointly with the Army to use a tested uniform

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Berndt and Dean Reach Pinnacle of Enlisted Ranks

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



Top: Chief Master Sgt. James Dean buttons his service dress jacket donning chief master sergeant stripes for the first time, signifying his ascension to the highest enlisted rank during a promotion ceremony Feb. 5, 2011, at Kingsley Field in Klamath Falls, Ore. Brig. Gen. Steven D. Gregg, the Oregon Air National Guard Commander presided over the ceremony along with Col. James Miller, the 173rd Fighter Wing Commander.

Right: Chief Master Sgt. Todd Berndt, 173rd Communications Squadron, addresses the assembled members of the 173rd Fighter Wing for the first time as a chief during a promotion ceremony Feb. 5, 2011, at Kingsley Field in Klamath Falls, Ore.



KLAMATH FALLS, Ore. -- Kingsley Field has added two more personnel to the top Air Force enlisted rank. Senior Master Sgts. James Dean and Todd Berndt were promoted to chief master sergeant in a pinning ceremony at Kingsley Field in Klamath Falls, Ore., Feb. 5, 2011.

During the ceremony, Oregon Air National Guard Commander Brig. Gen. Steven Gregg reminded the newly pinned chiefs it was their responsibility to “set the standard.”

“Mentor your people. Prepare them for the future,” Gregg advised both Berndt and Dean during the ceremony.

Chief Dean is the 173rd Fighter Wing Weapons Element Flight Chief and weapons manager. He is

responsible for the leadership, supervision and training of 39 assigned personnel within the weapons element; he is the wing’s subject matter expert and focal point for all weapons loading and armament systems related matters for the wing. Dean advises commanders on regulations concerning any aircraft weapons related issues and has guided the wing through two major aircraft weapon changes.

Dean’s goals as senior enlisted leader focus on building stronger relationships within the 173rd Fighter Wing. He hopes “to help foster strong working relationships, pride in what we do and a true spirit of family. I want to help work on building stronger traditions here at Kingsley and preserve them so our younger troops will carry them on into the future.”

Dean began his career in the United States Navy as an F-14 (Tomcat) egress and environmental systems specialist. After spending approximately five years in the Navy, he separated and joined the Oregon Air National Guard as an F-4 crew chief. Dean has held multiple maintenance positions at Kingsley Field over the past 24.5 years.

Reflecting on his career, Dean offered his counsel to those who aspire to follow in his footsteps.

“Attitude is everything; remember the first week you came to Kingsley and that attitude you had about Kingsley? When you start feeling that things might not be going exactly the way you think they should, reflect back upon that first week and carry that positive attitude with you always. Kingsley is what each person makes it out to be, and it all starts within ourselves and the attitude we project.”

Berndt added, “Never give up; never turn down an opportunity to grow. By this, never turn down a school or the opportunity to coordinate unit functions. Be willing to move to other sections or jobs, this will give you the

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Kingsley Chief Ranks Swell by Two

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ability to see different perspective.
Always enjoy the experience.”

Chief Berndt is currently assigned as the chief of plans and resources in the 173rd Communications Flight. He is responsible for overseeing the information technology and telecommunications programs. Berndt oversees the interpretation and development of policy for administrating the IT and communications system located on Kingsley Field.

“I feel honored. I have, over my career, worked with many outstanding chiefs throughout the Air National Guard.

Now being a chief, I feel the weight of carrying on the great legacy of the Chief’s Creed is very humbling,” he said.

Berndt has spent his career with

Oregon ANG, joining the 116th Air Control Squadron in 1985. After spending five years with the 116th, Berndt transferred to the 142nd Fighter Wing in Portland, Ore.

He worked in the 142nd Fighter Wing Communications Flight in various positions until he joined the 173rd Communications Flight at Kingsley Field in 2009.

Berndt is an active member of his community.

He has volunteered for many organizations including Camp Rosenbaum, the United Way and many other local associations.

He has received the United Way community Leadership Award for his exemplary leadership and commitment in determining how best to allocate United Way campaign contribution to help the people of Klamath county.

New deployment camo

(Continued from page 10)

some units are interested in procuring the OCP for training, future deployments and such, they won’t be authorized to do so because those orders would take away from supplies that are prioritized for the most at-risk deployers.”

The colonel emphasized that patience and teamwork are critical during any individual equipment transition and while actions to field the OCP as quickly as possible are ongoing, Airmen should be reassured they will have them as soon as they can be fielded.

She also discouraged individuals from purchasing their own uniforms as that could result in them receiving non-tested, non-compliant uniforms that ultimately could put lives at risk. With any new uniform, ‘knock-offs’ are readily available and Airmen need to use sound judgment and not spend personal funds on potentially non-compliant OCP assets, she said.

“Essentially, any unauthorized purchase of the OCP uniforms could result in putting Airmen at risk either on the front lines or at home,” she said.

And added switching to the OCP and having AFCENT as the sole issue point for these uniforms will meet the ultimate goal of ensuring that Airmen are equipped with the best, most advanced uniform available today.

Menu: March UTA

Saturday, March 5

German Meatballs, Hawaiian Chicken, Rice, Glazed Carrots , Zucchini & Squash, Cheddar Biscuits, Salad Bar, Corn Chowder, Assorted Desserts

Sunday, March 6

Corned Beef, Herbed Baked Chicken, Garlic Mashed Potatoes, Cabbage, Corn O’Brien, Rolls, Salad Bar, Potato Soup, Assorted Desserts

New Program Saves Quarter Million This Fiscal Year

**Commentary by
Chief Master Sgt. Vic Krieger,
Component Repair Flight Chief**

KLAMATH FALLS, Ore. -- The Air Force Repair Enhancement Program (AFREP) was initially started in the summer of 2010 and became fully implemented at the beginning of this year.

Last year, with only a partial program in place, the wing was able to generate about \$80,000 in cost benefit for the base.

This fiscal year, from October to the present, we have generated approximately \$250,000 for the base.

The success of the program is due largely to the efforts of several key players.

The wing AFREP manager, Master Sgt. Christopher Conway, coordinates all items for induction into the AFREP repair process.

The supply customer support representatives, Master Sgt. Fred Tidball and Tech. Sgt. Rhonda Reinhardt, accomplish all supply work on assets, from ensuring parts are correctly coded for repair to actually routing the part for local or contract services repair.

The rubber meets the road in the maintenance shops who do the actual repairs—Avionics Intermediate Shop (AIS), Fuels Systems, Electrics & Environmental (E&E), Structural Repair, Hydraulics and Propulsion. These folks are the key to the success of this entire program.

Some of the AFREP items currently being repaired either at the local level or through depot-approved contractors are: engine flame holders, aircraft hydraulic tubing, aircraft canopy actuators, aircraft fuel probes, cockpit stick grips, 8mm video tape recorders, data transfer modules, aircraft test equipment cables and circuit cards.

We hope to include aircraft fuel cells in the near future.

AFREP helps units at the local level increase efficiency by minimizing cannibalization, moving parts from

one aircraft to another, and Mission Impaired Capability/Awaiting Parts (MI-CAPs).

The overall goal of the program is to enhance mission capability.

The program optimizes repair capability at the base level by utilizing commercial sources of repair to complement existing repair capabilities.

This is done by addressing repairs to certain classes of assets that were considered throw-away parts.

Through AFREP, the 173rd Fighter Wing repairs assets that in the past have been either thrown away or turned in through supply for disposal.

The program reduces aircraft down-time and also generates a financial cost benefit to the base which allows the base to expend AFREP-generated funds on any need deemed essential to operation of the base or its personnel.



Members of the 173rd FW Maintenance shops pose with aircraft 016 and a Pratt-Whitney F100PW100 engine, Sept. 1, 2010.

Announcements

Craylene's Family Haircare

Haircuts for Men, Women and Children
Regular Haircut \$10.00 - Style Haircut \$13.00

**Open Monday
through Friday 9-3
Closed Down Mondays**

Located in the Barber
Shop next to the BX

If you have any questions please call 885-6370.

2011 UTA Schedule

Apr. UTA:
4/2 - 4/3

July UTA:
7/21 - 7/24
(4 days for
Sentry Eagle)

Oct. UTA:
10/15 - 10/16

May UTA:
5/14 - 5/15

Aug. UTA:
No UTA

Nov. UTA:
11/5 - 11/6

June UTA:
6/11 - 6/12

Sept. UTA:
9/10 - 9/11

Dec. UTA:
12/10 - 12/11



CHIEFS' ADVISORY COUNCIL 2011

SCHOLARSHIP OPPORTUNITY

\$1000.00

**TWO EACH WILL
BE AWARDED**

Eligibility: Applicants must be affiliated with the Oregon Air National Guard as either a member or dependent and have a GPA of 2.0 or higher.

Scholarship Use: Cash award will be used for tuition and books towards an undergraduate/technical program

Selection Criteria: Applicants must fill out a questionnaire and submit a summary of their educational goals.

Application Deadline is 31 May 2011

Mail applications to the following address:

CAC Scholarship Opportunity
Bldg 135, ATTN: CMSgt J. Eddings
6801 NE Cornfoot Rd
Portland, OR 97218-2797

or Email applications to:
julie.eddings@ang.af.mil



CHIEFS' ADVISORY COUNCIL

For more information contact any Oregon Air National Guard Chief

Announcements



**173d Fighter Wing SARC,
Lt Col Martin Balakas
Call: (541) 885-6198 or
(541) 205-2302**

**You
are
not
alone**



Free Friday Night Movies!!!

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

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

Movies subject to change or cancellation without notice.

Blues Mondays Moved to Summer Months of 2011

Due to the unsuitability of the blue uniform for the inclement weather encountered during the winter months in Klamath Falls, 173rd Fighter Wing members will not be required to wear the blue uniform on Mondays as of Dec. 1, 2010 until April 30, 2011. 173rd Fighter Wing members will wear blues on Mondays from May, 1, 2011 to Nov. 30, 2011.

Congratulations on Your Promotion!

Major

Michael Hicks
Laina Holland

Chief Master Sgt.

Todd Berndt
James Dean

Master Sgt.

Michael Cooper

Tech. Sgt.

Sandra Fugate
Casey Grimes
David Bond

Staff Sgt.

Jordan Chipman
Erika Earnest
Jacob Geroux
Stephanie
Glidewell
Jesse Olhiser
Pedro Rivera

Eve Wasche
Christopher
Whiteley
Jaime Nealy
Jeffrey Ochoa
Clinton Wells

Senior Airman

Rodney Clark
Crystal
McConnell
Michael Rios

Welcome to the Unit!

AB Penny Hamilton
AB Tina Mcallister
A1C Kyle Oshea
A1C Shaun Allison
A1C Jared Boyer
A1C Jeremy Riblett
A1C Nicholas Macha
A1C Justin Widenmeyer
SSgt Brandan Stroh
SSgt Jeffrey Woods
SSgt Nathan Bailey
SSgt Juan Canopii



Photo by Tech. Sgt. Jefferson Thompson, 173rd Fighter Wing Public Affairs
Six 173rd Fighter Wing F-15 Eagle aircraft sit on the Kingsley Field tarmac under a dramatic sky on a clear day in December 2010.

The views expressed, stated or implied in this publication are not necessarily the views of the Department of Defense, the U.S. Air Force or the Oregon Air National Guard. Circulation: 1,000. All photographs are U.S. Air Force or Air National Guard photographs unless otherwise indicated. Story submissions, letters to the editor or other comments are encouraged and may be directed to:



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Col. James C. Miller

Vice Wing Commander:

Col. Chris J. Gatz

Wing Public Affairs Officer:

Lt. Col. Martin G. Balakas

State Public Affairs Officer:

Capt. Stephen S. Bomar