

Kingsley Legends: The Alaskan Hangar

By Capt. Ryan Bartholomew, 173rd Fighter Wing Historian

KLAMATH FALLS, Ore. -- During my thirteen years stationed at Kingsley Field, I have heard many legends about the installation. When Colonel Miller assigned me the additional duty of Wing Historian I considered it the perfect opportunity to investigate these legends. What I discovered is most of the legends are based in fact however specific details have been misinterpreted and greatly exaggerated. In this, and upcoming issues of the Chronicle, I will share with you the findings of my research.

As a young Airman at Kingsley I was told our hangar was built in Alaska. During World War II, the Navy disassembled it and moved it to Ore. for use at Klamath Naval Air Station (NAS). This story didn't pass the common sense test. Why would the Navy disassemble a wooden hangar, ship it several thousand miles and re-assemble it in a state famous for its abundant timber and sawmills? Upon further research I discovered that construction of hangar 219 was authorized April 15, 1944 at Klamath NAS and completed in early 1945.

Just as I was about ready to stamp this myth busted, I found some early photos and diagrams of Klamath NAS. The documents revealed that Klamath NAS had a hangar in use prior to the construction of 219. While the hangar is no longer on the military part of the Klamath airport, it is still in existence. It is the large blue and white hangar just north of the airport terminal. Ocean Air currently manages the facility.

The airport manager's office and Bill Hancock confirmed that the blue and white

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This large blue and white hangar is located at Klamath Falls airport. This hangar was part of the Klamath Naval Air Station during WWII.

College level exams at Kingsley

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



Tech. Sgt. Matt Comisky, 173rd Fighter Wing, begins a DSST exam Jan. 6, 2012 at Kingsley Field, Klamath Falls, Ore.

KLAMATH FALLS, Ore.— Approximately 55 college level examinations were administered Jan. 6-8, 2012 at Kingsley Field. Of those 55 tests, 31 were passing and Kingsley Field members were awarded college credit. Three individuals earned enough credits to receive their Community of College of the Air Force degree.

In July 2011 Tech. Sgt.

Robert Thorpe, 173rd Fighter Wing Maintenance Training Office (MXTO), began working to bring College Level Examination Program (CLEP) and Defense Activity for Non-Traditional Education Support (DANTES) Subject Standardized Tests (DSST) free of charge, for military members and their spouses at Kingsley Field.

"The process was difficult, considering all of the coordination

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Commander's Corner

Kingsley updates and information

Commentary by Col. Jeffrey M. Silver, Commander 173rd Fighter Wing

Welcome back for the March Unit Training Assembly! This month we are sending five jets and 95 personnel to Joint Base Hickam-Pearl Harbor for a two-week air combat training TDY. While we will still be conducting operations here at home station, the wing will be flying at a reduced rate at home while conducting flying operations simultaneously in Hawaii. This deployment is a unique opportunity to train our instructor pilots while also giving our maintenance and support troops a chance to practice working in a deployed environment. We will be flying large force employment sorties with the Hawaii Air National Guard F-22 fleet and with the adversary F-16s out of Eielson Air Force Base, Alaska. During this exercise F-15s and F-22s will practice integrating their operations and tactics in order to defeat large numbers of

adversaries in a complicated electronic countermeasures environment. This is great training for our pilots and we are also helping to validate tactics that will be used USAF-wide wide once they are thoroughly tested. Should be a great training exercise. Oh by the way, I'll report on how the surfing was in the next Kingsley Chronicle!

In other news, most of us know that the USAF has released its announcement of planned cuts to USAF aircraft fleet in order to meet budget reduction requirements. The ANG as a whole will see several flying wings lose their missions if Congress concurs with the budget. The second, and last part of these cuts, occurs on 6 March when the USAF releases its plan to cut manpower. Right now we know that USAF plans to reduce by 10,000 troops. What is disturbing is that they have earmarked 5,100 to

come out of the ANG. It appears that the USAF is planning to make the ANG and Air Force Reserves shoulder most of the burden of cuts in order to preserve active duty force structure. The Adjutant Generals of all 54 states and territories released a letter



sent to Congress protesting these cuts to the ANG. At this point, it is up to our elected political representatives to decide what is best for the country's defense, and this may well take several months of debate in our nation's capital. While it remains to be seen for sure, we are fairly confident that the 173rd Fighter Wing and the Ore. Air National Guard will escape significant cuts. We here at Kingsley have an essential mission that we are experts at. Because of the excellence with which you all accomplish your work, we have a great reputation, and that helps secure the mission here at Kingsley Field.

Since I won't be here for the UTA, as I must lead our troops to Hawaii, I'll miss seeing our Drill Status Guardsmen this month. Have a good drill, make the most of your training time, and I'll see you all in April.

Hiiho



Photo by James "Hazy" Hazeltine, High-G Production

Focusing on the positives

Commentary by Tech. Sgt. Osten Coaty, 173rd Fighter Wing Chaplain Assistant

Capt. Kraig Kroeker, 173rd Fighter Wing Chaplain, and I just returned from a six-month deployment to Ramstein, Germany. We were tasked to support the wounded warriors returning from Operation Enduring Freedom and Operation New Dawn. We were attached to the 86th Contingency Aeromedical Staging Facility (CASF) and had the privilege to meet every wounded Marine, soldier, Airman, sailor, and civilian contractor as they arrived in Germany. Many were in critical condition, fighting for their life.

I have been asked if it was hard to be a part of, and how am I deal-

ing with all the carnage that I was exposed to. The answer isn't a simple one, and in fact there are a lot of things that I will have to deal with for the rest of my life. Like many of you growing up there can be this romantic idea of what war is like. We all want to be the hero that saves the day. For me, seeing the effects of war first hand led me to one conclusion--War is Hell.

I learned through my tour in Haiti (Operation Unified Response 2010) how easy it is to get caught up in all the negatives. The suffering, dying and seemingly hopeless conditions people deal with can really bring a person down spiritually, mentally and physically. I noticed how quickly ones perspective on life could change. I myself started dealing with major life issues with sarcasm. My wife pointed this out to me, and I have made a conscious decision to change my attitude. No longer will I dwell on the negatives, but put as much focus as I can on the positives.

Left: Tech. Sgt. Osten Coaty talks with a wounded warrior during a flight to Ramstein, Germany.

Below: Capt. Kraig Kroeker and Tech. Sgt. Osten Coaty council a wounded soldier.



Chaplain Kroeker and I had the amazing opportunity to minister to over 7,000 wounded soldiers, civilians and their families. Thousands of the wounded are true patriots who signed up during the war, volunteering for combat positions - knowing full well what would be expected of them, and for many, this was their second or third purple heart. I spoke with wounded fathers and mothers who said that they fought so that their children wouldn't have to.

I saw firsthand how the military can fly a critically injured patient half way across the world in order for him/her to receive the best possible care. I witnessed flight doctors performing miracles in air in order to keep their patients alive. One of the best compliments that I heard was by a doctor who managed a large hospital in the States. He said he was amazed that we are successfully moving patients half way across the world, which he wouldn't even move from room to room.

I met one double amputee patient whose dad was with him in uniform, same rank and career as his son. He apparently joined when he found out that his son joined; he didn't want his son to go to war without him.

I met a soldier who was hit by a roadside bomb, which killed two of his comrades. He was so thankful that God spared his life; his wife was pregnant with their first born which she gave birth to 9 days later.

Another soldier spoke of how he was shot in the back of the head. The bullet hit him in the back of his helmet spun around the inside and

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College level examinations brought to Kingsley

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that had to happen between the various parties,” said Thorpe.

An agreement between Grantham University, DANTES and the 173rd FW was finally reached.

“This unprecedented agreement represents months of collaboration and coordination between these agencies in order to provide our members with this opportunity on a recurring basis,” said Master Sgt. Michael Shirar, 173rd MXTO.

These exams have not been available on Kingsley, or the greater Klamath area, for over seven years.

“Before, Kingsley members who wanted to take one of these exams had to travel to Medford, incurring the cost of the test and related commute expense,” added Shirar.

The estimated cost savings of this program are extremely significant.

Shirar estimates that if the member had elected to pay tuition for classes in order to meet these same goals the approximate cost would be \$31,000.00.



Above: Airmen from Kingsley Field log into computers in preparation for college level examinations. Members of the 173rd Fighter Wing, 270th Air Traffic Control Squadron and their families were able to take both CLEP and DSST exams, free of charge at Kingsley Field during the January UTA.

This is based on the number of passing exams against a national average for books, fees and tuition cost of \$1000.00 per class.

Additionally, the estimated cost to members had they all elected to commute to Medford to take these tests is \$10,750.00. This is based on Southern Oregon University administrative and sitting fees as well as the mean cost in fuel to commute there and back.

“Congratulations to all those that completed their CCAF degrees because of this opportunity; we look forward to serving everyone else on their educational journeys,” added Thorpe.

The next cycle of testing is scheduled for the July 19 - 22. For more information or to sign up for a test please contact the 173rd MXTO at 885-6373 or 885-6400.

Kingsley Chaplain's office return from deployment

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went out the front without putting as much of a scratch on his head. He thanked God for sparing his life, because he has two little girls at home who still have their daddy. He was being treated for a herniated disk from the impact of the bullet.

Every patient was treated with such care and respect; many precautions were taken to keep each patient as com-

fortable and free of pain as possible. Many who came to encourage our soldiers in their recovery, and offer support wherever possible. I was truly blessed by this tour.

It is my prayer that our nation will continue to give these men and women more honor and respect then they brought to our country.



Left: Capt. Kraig Kroeker and Tech. Sgt. Osten Coaty, 173rd Fighter Wing Chaplain's Office, help offload wounded patients in Ramstein, Germany.

Kingsley JET tasked Airman

**Commentary by
Capt. Josh Downs,
173rd Civil Engineering Squadron**

Hello Kingsley from Capt. Josh Downs representing the 173rd Civil Engineer Squadron, 173rd Fighter Wing, Oregon Air National Guard, out here in Northern Afghanistan. I'm nearing the end of my 179-day rotation (hopefully arriving in Manas, Kyrgyzstan, by the time you read this). I wanted to inform you all of the great work being done here by the Air Force's Expeditionary Prime Beef Group (EPBG). I'd also like to convey to you what a tremendous learning experience this deployment has been for me as an Air Force Engineering Officer and encourage you all to seek similar experiences. As many of you are aware, it is difficult to sum-up a six-month deployment in two pages, but I'll give it a shot.

We (577th EPBG) are deployed under the Sourcing Solution program in support of the Army commonly known as a Joint Expeditionary Tasking (JET). One of the requirements of JET airman is pre-mobilization Combat Skills Training (CST). CST is a three-week course held at an Army Power Projection Platform (Fort Bliss, Texas, in my case) taught by Army instructors. The goal of CST is to teach airman to Shoot, Move, Communicate and Treat on the battlefield. You also take extensive Army Language courses and fluently use phrases such as, "you tracking", "too easy" and "HOOAH!"

In my role here as a Liaison Officer (LNO) for the 577 EPBG, I work directly with Army Base Operating Support – Integrators

(BOS-I) in eight locations to plan and execute construction projects. The locations I represent are Camp Marmal, Camp Deh Dadi, Camp Spann, Forward Operating Base (FOB) Kunduz, Combat Outpost (COP) Khelagay, COP Whitehorse, COP Hatchet and COP Fortitude; however, the Air Force EPBG is represented throughout Afghanistan.

Construction projects are validated and prioritized by United States Forces – Afghanistan (USFOR-A) then handed to us for execution. I coordinate with the Regional Contracting Command and the 18th Engineer Brigade to decide if the project will be executed as an Army/ Air Force Troop Labor or Local National (LN) Contract. This decision is based on guidance of the "Money As A Weapons System – Afghanistan (MAAWS-A)" concept. It's obviously cheaper and quicker to execute projects with organic engineering assets; however, in the hopes of developing

the Afghan economy and expanding the capability of local contractors to improve Afghan infrastructure, certain projects qualify for Local National contracting. The EPBG is intimately involved "cradle-to-grave" in either case.

Fulfilling LNO duties for eight geographically separated areas requires constant travel "outside-the-wire". During this deployment we've spent countless hours in passenger seats of Black Hawks, Huey's, MRAPs and M-ATVs. I even spent 20 hours cross-country in an up-armored semi-truck. My

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Right: Capt. Joshua Downs proudly displaying his alma mater for a trip through Afghanistan.

Below: Capt. Joshua Downs briefing the construction status of a large power distribution project at FOB Kunduz to Air Force Leadership.



173rd LRS welcomes new commander

By Chief Master Sgt. Richard Vieira,
173rd Logistics Readiness Squadron

KLAMATH FALLS, Ore.— Lt. Colonel Lance McCuiston assumed command of the 173rd Logistics Readiness Squadron during an Assumption of Command ceremony, February 11, 2012. Recently returning from a tour in Afghanistan he relinquishes the reins of the 173rd Civil Engineering Squadron, and comes to LRS extremely qualified. This command will bring new responsibilities for a squadron that touches nearly every operational function at Kingsley Field.

“My six years in CES was an outstanding experience. I am extremely thankful for that opportunity and all that I learned and experienced in such a fine organization. I am very excited about the opportunity to serve in a new capacity,” said McCuiston.

Within the realm of the Mission Support Group, this Squadron defines the meaning of support. Their overshadowing purpose is to provide the resources and capabilities to enable the Wing, State and Federal mission accomplishments for our warriors. They are always in the background delivering equipment, materials, parts, vehicles and fuel to the ‘front line’ crews. Others are synchronizing the preparation of our worldwide deployers.

McCuiston added, “The LRS is an outstanding organization that has proven itself in many areas including excellent inspections, support of Sentry Displacement, executing the federal and state missions, and taking care of our deploying warriors. The squadron’s dedication and successes shine throughout the wing and abroad including being honored with the 2009 Daedalian Award. I am proud to be a part of it.”

The Logistics Readiness Squadron is comprised of six flights with nearly eighty members total, sixty percent are full-time and all are war-time tasked. Each flight has its own unique responsibilities in supporting missions from wing level to global engagements.

Operations and Compliance: This area is seldom seen by base customers. They cover the Compliance and Quality Assurance to keep the squadron operating within regulations.

The Functional Systems and Resource Management take care of our programs, computers and funding issues. The Readiness and Training



Above: Lt. Colonel Lance McCuiston accepts the squadron guidon in a symbolic assumption of command ceremony.



Right: McCuiston salutes during the assumption of command ceremony

element ensure all squadron members are current on their training and ready to deploy world-wide at a moment’s notice.

Material Management: This flight manages the receiving, accountability, inspection, storage and issue of physical assets. They are one of our high ‘customer service’ areas with daily contact among maintenance shops, clothing issue and individual protective equipment for those who deploy.

Distribution: Another of our high ‘customer service’ areas; this section handles all outbound freight with the cargo movement element. Other duties include dispatching our ‘You-Drive-It’ fleet through vehicle operations;

Commander’s Intent: “Maintain our squadron excellence, the group and wing missions, and Kingsley Field’s future while focusing on supporting the needs of our Airmen and their families”

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Civil Engineering Officer deploys

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most interesting trip however was with our NATO brethren on-board an E3-A Airborne Warning and Control System (AWACS).

We all know the Air Force typically enjoys much better deployed living conditions than the Army which leads me to the most fulfilling aspect of my job here. Our projects not only have immediate impacts on the ground and air war in Afghanistan, but we're having a major impact on the Morale and Welfare of soldiers that risk their lives daily. These soldiers are on 360-day rotations and many of them have deployed multiple times in the last ten years. It's a great feeling to know you've accomplished projects that directly impact their living conditions; thus their ability to focus on a very important mission. The construction projects we've completed in our rotation include Force Protection, Airfield Surfaces (both expeditionary and enduring), Dining Facilities, Command Posts, Life Sustainment Areas, Gyms and MWR facilities. We also complete Life, Health and Safety assessments at remote outposts to safe electrical and general living hazards.

All and all this deployment has been much more than I ever expected. Yes,

it is difficult to be separated from your family and the amenities of the good 'ole USA, but the payback is invaluable. I have matured and grown as a Joint Airman. If you've been considering a deployment I highly encourage you to go for it.

I know my lovely wife would agree that this has also been a very positive experience for her and our four wonderful kids. Not living in a predominant military community (Central Point, Oregon), most of our friends and family have not had a direct relation or ties to the ongoing war effort. It gives all of us a better understanding of the outstanding sacrifices so many have and will continue to make in order to keep the United States the greatest country in the world. It's easy to recognize the sacrifices of a service member, but all too often the innumerable loved ones left at home to an ordinary life with irregular burdens and fear are forgotten.

Kingsley, thank you for taking care of my family during the last seven months. I look forward to seeing Southern Oregon and your smiling faces soon. Until then, take care and God Bless!



Above: 577 EPBG Airmen framing walls for the much anticipated Dining Facility at FOB Kunduz. The aggressive construction schedule on this project enabled the 2-18 IN BN to enjoy a LOGCAP prepared Christmas meal. Merry Christmas Army – from the Air Force!

LRS continued

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assisting passenger movement via airline travel; and the processing of household goods for our student pilots.

Plans and Integration: This crew splits their time between deployment processing for those outbound/inbound abroad; managing the deployable readiness for the wing; and ensuring our support plans are current. These functions are critical to our global posture and engagement for both State and Federal missions.

Vehicle Management: This flight works to keep your vehicles safe and serviceable. The general rule is, if it has four or more wheels, you will see them sometime every year, if not sooner. This section interacts with every area at Kingsley Field and is crucial to every day operations.

Fuels Management: For the most part, fuels managements largest customer is our aircraft. Regardless of the flying schedule, they make sure each tail number is ready to go – on time. Aside from the quality control functions few know about, they also maintain the ground fuel service station for your ground vehicle.

The 173rd LRS welcomes their new commander. The future is unknown and resources will be limited, but with the strength of our leadership and the proven expertise of the members, the mission will not fail.

Kingsley Legends: The Alaskan Hangar

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hangar did come from Dutch Harbor, Alaska in 1943. This made sense. By 1943, the U.S. was using all available steel to directly support the war effort building tanks, airplanes, ships, etc... The new Naval Air Station in Klamath Falls would have to build their hangar out of wood or use an existing structure. Due to the ease of construction of a steel hangar versus a wooden hangar, I understood why the Navy disassembled and shipped the hangar to the new airfield.

Wanting to learn more, I continued my research of the steel hangar. What I uncovered was a fascinating history well beyond all of my expectations.

The story begins in the mid 1930s. The House of Representatives Committee on Military Affairs asked

a group of experts, if war were to break out in the Pacific which of our strategic locations is the key to victory? Almost unanimously, the group indentified Hawaii and Panama. The one dissenting opinion came from General Billy Mitchell. He charged that the holder of Alaska held the world, that Alaska was "the key point of the whole Pacific....Alaska is the most strategic place in the world. It is the jumping off place to smash Japan."

Committee members asked Anthony Diamond of Alaska what type of artillery the territory possessed. Diamond's response was "we have one 1867 Russian cannon currently being used as a flower pot." Over the next couple of years Congress appropriated funds to beef-up Alaska's defenses and

every year failed to release the funds. Instead, these earmarked funds went to Hawaii and Panama.

Through a bad intelligence report, Alaska finally received its funding. In April, 1940 U.S. military intelligence reported that the Nazis and Russians were building a joint submarine base in East Cape, Siberia, just 150 miles from Nome, Alaska. It turned out that the Russians were just building a weather station but by this time the funding source for Alaska had been turned on. Congress allocated \$350 million for military construction in Alaska. The Navy planned to build three installations, one at Kodiak, one at Sitka and one at Dutch Harbor.

Dutch Harbor was built as a seaplane base for PBY Catalinas. PBYs take off and land in water so the hilly terrain of Dutch Harbor suited this mission well. Contractors began work on the Dutch Harbor station in late 1940.

In May 1942, U.S. intelligence personnel cracked a Japanese code message that Japan was planning to attack Midway Island and the Aleutians simultaneously within one month.

Admiral Nimitz sent word to Admiral Theobald, officer in charge of the Alaska region, of the pending attack. Theobald began sending PBYs out of Dutch Harbor on reconnaissance missions searching for the Japanese Navy. The plan was to locate the Japanese Navy and then send destroyers and bombers out to intercept them. Theobald's plan had one major drawback, weather. If the weather is bad and one can't see, even if there was a major battle fleet dead



Above and Left:
Japanese bombs
hitting the steel
hangar in Dutch
Harbor, Alaska June
4, 1942

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Kingsley Legends: The Alaskan Hangar

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ahead, that fleet would go unreported. None of the PBYs had RADAR.

As luck would have it, weather remained poor throughout May and early June. On June 2, a break in the clouds allowed a PBY patrol plane to spot the Japanese Navy just 180 miles from Dutch Harbor. The PBY circled high above as Japanese aircraft launched off the carriers. A quick message was sent back to Dutch Harbor "ABOUT TO BE BOMBED BY ENEMY PLANES." General Quarters was declared and for the next two days Dutch Harbor was attacked by three waves of Japanese aircraft.

During the two day attack on the Aleutians, 78 Americans were killed and 14 aircraft were lost. At Dutch Harbor, a communications tower and fuel storage tanks were destroyed. The recently completed steel hangar was hit by a bomb creating a 50 foot hole in the roof and destroying a PBY inside. Japan was able to take control of two islands in the Aleutian chain, Kiska and Attu. Although not strategically important, this was a black eye for the U.S. since Japan now occupied land on the North American continent. The Navy censored the Japanese occupation of the islands and instead focused on their huge victory at Midway. Tokyo Rose had different ideas however. She played up the occupation and soon it was public knowledge.

To keep public confidence high, the U.S. was forced to expend resources on the strategically unimportant islands. The plan was simple; bomb the Japanese occupiers into submission. Due to its location in the Aleutian Chain, Dutch Harbor became a much more strategic location for the strategy to re-take the islands. It would remain

a sea plane base, but the new plans called for a large emergency gravel runway for bombers returning from their missions to Attu and Kiska.

In early July, 1942 Seabees arrived and took over construction operations. Flat land was at a premium at Dutch Harbor, and there was just enough of it available to build the emergency runway. Right in the middle of this stretch of flat land was the steel hangar. Seabees quickly disassembled the hangar and shipped it south to the lower 48 for future use.

When construction began on Klamath NAS November 1, 1943, the Navy removed the steel hangar from storage and shipped it to Klamath Falls. Morrison Knudsen workers, the contractor in charge of base construction, began to re-assemble the 100 foot by 200 foot steel hangar in its present location.

At Klamath NAS, the steel hangar served as the work center of the Carrier Aircraft Service Unit (CASU). CASU was responsible for the maintenance of the base's more than 100 planes. It was an entity in itself and was comprised of nearly 950

enlisted men and officers.

When Klamath NAS closed in 1946, the Navy turned the steel hangar over to the city. The Air Force chose not to include the hangar in its plans for Kingsley Field. Today, the hangar remains a part of the Klamath airport. Many of the doors inside are still labeled from the Naval Air Station days. "Officer's only" is stenciled on one of the doors upstairs. On one of the large hangar doors, someone painted D.V. Greer, 1944.

I am confident to say this Kingsley Legend is confirmed. Next time you leave base, glance over at the big blue and white steel hangar and remember the almost forgotten role it played in World War II history.



Above: Top view of the damage to the steel hangar after the bombing in Dutch Harbor, Alaska June 4, 1942.



Left: Inside view of the damage to the steel hangar after the bombing in Dutch Harbor, Alaska June 4, 1942.

National News

Ride the resiliency slopes

Commentary by Capt. Cary Tolman
Air Force District of Washington
Judge Advocate

WASHINGTON (AFNS) -- Life is like a ski slope.

Life has smooth parts, bumps, turns, and sometimes even icy patches. Every person on that hill needs to find a way down, no matter what his or her experience level is in negotiating the terrain. Some people are better equipped to tackle the large bumps while others are content to try to avoid them. Some people are not at all equipped to handle the terrain and prefer to take their skis off and slide down the hill. No matter the ability level, every person on that mountain needs to get down the hill.

Like the ski hill, we all have obstacles in our daily lives. It's part of life. Like the ski slope, those obstacles can range from a difficult boss, an accident on the beltway that makes us late for work, or an argument with our spouse. These are the ordinary day-to-day stressors that we all deal with as part of our everyday lives. At times, those day-to-day stressors give way to more significant, sometimes traumatic events that can have devastating and long-lasting effects on us, such as the death of a loved one, a serious illness or the stresses associated with combat.

The mechanism we use to deal with the more distressing events that life throws at us is called resilience. Resilience is the ability to work within the face of adversity and come out

stronger on the other side. It is the ability to bounce back from difficult or traumatic experiences. Resiliency is a skill set developed during the course of life that includes thoughts, behaviors and attitudes employed when dealing with stressful situations.

Not everyone reacts to trauma in the same way. According to the American Psychological Association, the most important factor in resilience is having



Photo by: Staff Sgt. Samuel Morse / Air Force
 Chief Master Sgt. of the Air Force James Roy discussed the importance of suicide prevention during a speech at the winter meeting of the Air Force Association. Here, he talks with airmen of the 35th Aircraft Maintenance Squadron during a December visit to Misawa Air Base, Japan.

caring and supportive relationships both inside and outside the family. Additional factors associated with resilience include the capacity to make realistic plans and carry them out; having a positive view of yourself and confidence in your strengths and abilities; possessing communication and problem-solving skills; and the capacity to manage strong feelings and impulses.

In its pamphlet, "The Road to Resilience" (<http://www.apa.org/help-center/road-resilience.aspx>), the APA recommends 10 ways that we can build resilience. Here are a few of those skills

and how we can relate them to our everyday lives.

1. Accept that change is a part of living. There are events and circumstances in life that are beyond our control, no matter how hard we try to make it otherwise. By accepting that changes in our lives must occur as a result of an event or circumstance outside of our control, it frees us to concentrate on those objectives and goals that are within our control. Additionally, it encourages us to set new goals for ourselves to keep in line with the change.

2. Keep things in perspective. It is important to try to keep stressful or traumatic events from being blown out of proportion, even when we feel that the pain or stress is never going to end. By employing a long-term view to situations and putting them into the context of a bigger picture, it can provide a greater perspective on the situation. As the old sayings go, "time heals all wounds" and "this too shall pass."

3. Maintain a hopeful outlook. By being optimistic about your future, you become empowered to believe that the best is yet to come. One way to achieve this is to try and visualize what you want your future to look like and then set reasonable, attainable goals toward that future. Even when it's hard to visualize an end to the pain of the event, maintaining a positive, healthy outlook is a small step toward helping to ease the burden.

4. Take care of yourself. Partici-

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173rd Operations Support Flight, Airfield Management Team (L-R) Tech. Sgt. Melissa Aldinger, Airman 1st Class Shawn Blodgett, Master Sgt. David Armstrong, and Chief Master Sgt. Linda Brown.

Congratulations 173rd Airfield Management!

The 173rd Operations Support Flight, Airfield Management was recognized as the best of the best in the Air National Guard's Airfield Services community in two categories. Master Sgt. David K. Armstrong won the Airfield Management Craftsman of the Year and the 173rd Airfield Management section received the Ronald D. McCarthy Airfield Management Facility of the Year award 2011.

Operation Home Safe

Commentary by

Chief Master Sgt. Victor Krieger
173rd Component Repair Flight

I would like to take a few minutes to talk about the Operation Home Safe program. This program is unique to Kingsley and the Guard as a whole.

The program is sponsored by the Kingsley Chief's Council, and was established to provide an easy and safe way for our Airmen to arrive home after a night on the town. To date, this program has been a success in reducing DUI's and we highly encourage personnel to use the program when needed.

I would like to remind folks that while this program was established as "non-retribution", it does however have a financial cost

associated with it. The Chief's council funds this program solely with the money from the dues we collect from each Chief.

We are asking our members if you use the program please reimburse us for the cost of your cab ride. Although not mandatory, we want to encourage folks to reimburse us. We want to continue the program but need your assistance in making it self-sustaining. You can give your money to any Chief on base with no questions asked.



Operation Home Safe
Kingsley Field Taxi Voucher

Classic Taxi Co.	Basin
541-885-TAXI	Yellow Cab
541-885-8294	541-882-1875

Congratulations on Your Promotion

Col Gregor Leist
2Lt Thomas Eichelkraut
CMSgt Linda Brown
SMSgt George Mulleneix
MSgt Scott Stewart
MSgt Nicholas Figueroa
MSgt Kimberly Rutledge
MSgt Jess Lindsay
MSgt Bradley Dudley
TSgt David Jacobson
TSgt Mark Craig
SSgt Sienna Grandy
SSgt Fraser Holmes
SSgt Kyle Dean
SrA Katie Tucker
SrA Mason Keller
SrA Jeffrey Baker
SrA James Lovell
SrA Jacob Ingledue
SrA Audra Luther
Amn Nicholas Haney

Cub Scout Pack 71 visits Kingsley Field

*By Master Sgt. Kenneth Banks,
173rd Communications Squadron
Cubmaster Pack 71*

KLAMATH FALLS Ore.-- Cub Scouts from Cub Scout Pack 71 visited Kingsley Field on January 11, 2011.

Their first stop was the Engine Shop where they learned about jet engines from Tech. Sgt. Bob Stone, 173rd Fighter Wing Engine Shop. Stone used the portable engine display to show the scouts the inner workings of an F-16 engine.

The Pack then visited the Kingsley Field Fire Department and was given a tour of the station. The Firemen on duty displayed several of their different fire fighting outfits and life saving equipment. The scouts were allowed to see the inside of a fire truck. For the Grand Finale the firemen pulled a truck

outside and gave the scouts a water display with a remote hose on top of the truck. Lucky for them, the wind was blowing their way and everyone received a brisk shower.

"I liked the Fire Department and seeing the fire hoses because we got wet!" said Cub Scout Kevin Banks.

Tech. Sgt. Peter McNally took the pack through the hangar and answered the scouts questions about the F-15s in



there for maintenance. The scouts then walked out to the three static displays and the David R. Kingsley Memorial.

Overall, the visit was wonderful and the scouts and their families had a great time.

Klamath Falls Public-Public & Public-Private (P4) Exercise

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

KLAMATH FALLS, Ore.-- Members of the local community and the 173rd Fighter Wing gathered together February 2, 2012 at Kingsley Field to discuss a mutually beneficial partnership. This part-

nership is known as the P4 exercise.

According Lt. Colonel Lance McCuiston, 173rd Logistics Readiness Commander P4 partnerships are opportunities to share resources and responsibilities to reach a common goal in government and private organizations. "Due to current significant nationwide budgetary constraints, installations and communities, must re-evaluate their operational environments and seek cost-savings opportunities through mutually benefi-

cial partnerships."

The Secretary of Air Force has requested the Air National Guard lead this process since the citizen soldier model is already in place. Three bases were selected by National Guard Bureau to begin the program: Kingsley Field, Oregon; Fairchild ANGB, Washington; Ellington Field, Texas.

Kingsley Field is the first base to begin the program which kicked off in January 2012 and will run thru May 2012.

The Klamath Falls P4 exercise is focused on identifying and implementing opportunities for partnering agreements within the



(Continued on next page)

The road to resilience

(Continued from page 10)

pate in activities that you enjoy doing, whether it's going to the gym, taking a walk in the woods or getting a massage. Taking care of yourself physically and emotionally is another way to help keep your mind and body healthy so that you are prepared to cope when adversity strikes. Exercising is a great way to ease stress, as is taking a walk through nature or doing something nice to treat yourself. Good physical health lends itself to good mental and overall health.

5. Resilience also requires flexibility and balance in life as you deal with the emotional rollercoaster that comes along with stressful and traumatic events. There are many resources available to help us fill our boxes with tools to ease the pain of traumatic situations. These resources include the chaplain, support groups, books, on-line resources and mental health providers. There are even resiliency applications for smart phones available both for purchase and for free. Each of these resources offers varying degrees of support along with varying degrees of professional expertise and help in building our resiliency tools.

Whether you face the slopes of life head on or you slide down the hill, the point is to reach the bottom of the hill. With the right resources and approach, even the sliders can someday become the triple black diamond skiers, bumps and all.

The most important factor in resilience is having caring and supportive relationships both inside and outside the family.

Partnering with the community

(Continued from previous page)

community of Klamath Falls between public and private organizations.

"We intend to jointly identify and implement mutually beneficial partnerships that will enable each of us to meet the needs of the communities we serve," said McCuiston.

The team is composed personnel from the 173rd Fighter Wing, City of Klamath Falls, Klamath County, Oregon Institute of Technology, Klamath Community College, Chamber of Commerce, NGB/A7, and Booz Allen Hamilton. The

team members have defined the purpose, objectives, and scope of the exercise. Over the next six months, the team will research and implement any partnership opportunities identified.



Mental Health Resource

Kingsley's Director of Psychological Health Mariana Peoples

- * Available to Support You
- * Consultation
- * Referral
- * Free
- * Dedicated to the Wing
- * Confidential



For mental health needs anytime day or night call: (541) 885-6644 this number reaches my cell phone

Announcements



IG

INSPECTOR GENERAL

YOUR WING INSPECTOR GENERAL

LT COL STEPHANIE BAENEN

DUTY PHONE: 541-885-6668

stephanie.baenen@ang.af.mil

FOR URGENT BUSINESS, THE BDOC CAN
CONNECT YOU DIRECTLY TO THE IG

FRAUD, WASTE, AND ABUSE HOTLINE:
210-652-4460 (AETC)



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

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.

Welcome to Kingsley Field

Maj John Prigmore

SrA Daniel Atchley

Maj Richard Giampietri

AB Josphe Smart

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.

Retiree Corner

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

Located at

Room 231, Anderson Readiness Center
3225 State Street, Salem OR 97309

Office Hours

10:00 AM to 2:00 PM

Every Tuesday

Phone: (503) 584-2891

E-mail: NGOR.J1.RSO@ng.army.mil

Web site: <http://ornngretirees.info/>

Announcements

CHIEFS' ADVISORY COUNCIL 2012
SCHOLARSHIP OPPORTUNITY
\$1000.00

Eligibility: Applicants must be affiliated with the Oregon Air National Guard as either a member or dependant and must have a verifiable 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, submit a summary of their educational goals, and provide a transcript with your current GPA. Missing the GPA requirement make the package submission incomplete not able to be scored

Application deadline is: 15 May 2012

Mail applications to the following address:
 CAC Scholarship Opportunity
 Bldg 142, ATTN: CMSgt J. Eddings
 6801 NE Cornfoot Rd
 Portland, OR 97218-2797
 or Email applications to:
 julie.eddings@ang.af.mil

For more information contact any Oregon Air National Guard Chief

CHIEFS' ADVISORY COUNCIL




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

**You
 are
 not
 alone**



2012 UTA Schedule

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

The Oregon National Guard Invites you to the **2012 Military Ball** **Alongside Oregon's Beautiful Willamette River**



Saturday, April 21, 2012

6p: No-host cocktails * **7p:** Official program * **7:30p:** Dinner * **8-11p:** Dancing * **9p:** Oral Auction

Attire: formal (mess dress, dress blues, civilian formal)
 234 Army Band to perform

Valley River Inn
 1000 Valley River Way
 Eugene, OR 97401

There will also be a Wine & Spirits Mystery Bag Fundraiser with proceeds going to the Oregon National Guard Education Charitable Fund Scholarship Program.

Admission: \$40

Visit www.ornga.org to purchase tickets



Two Oregon Air National Guard F-15 Eagles approach Kingsley Field in preparation for landing.

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