

## Former Kingsley dependent returns, wearing 4-stars

Story compiled by  
173rd Fighter Wing  
Public Affairs Staff

**KINGSLEY FIELD, Ore.** -- The commander of the U.S. Air Force Air Education and Training Command made his first official visit to Kingsley Field, a base he is very familiar with, Aug. 27, 2014.

Gen. Robin Rand remembers the time he spent here long before his acceptance to the Air Force Service Academy in 1979 and long before he earned his place in the cockpit of the F-16 Fighting Falcon.

This visit took him back to 1962 when his father Col. Phil Rand commanded the 408th Fighter Group right here at Kingsley Field.



Gen. Robin Rand, commander of Air Education and Training Command, coins Airman 1st Class Zach Hamilton, a 173rd Fighter Wing Aircrew Flight Equipment technician, for his outstanding performance at Kingsley Field, Klamath Falls, Ore., Aug. 27. This is Rand's first official visit to the base and serves to familiarize him with the 173rd FW mission and people. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

*(Continued on page 2)*

## Top enlisted man speaks candidly with Kingsley Airmen

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

**KINGSLEY FIELD, Ore.** -- The command chief of the Air National Guard visited Kingsley Field in Klamath Falls, Oregon July 15, 2014. Chief Master Sgt. James Hotaling hosted numerous sessions with Airmen from the 173rd Fighter Wing and 270th Air Traffic Control Squadron ranging from junior enlisted, company grade officers, to Airmen support personnel such as the director of psychological health and the chaplain's office.

He frequently touched on the difficult fact that military budgets are slim and explained that this is not going to change. He stressed that the profession of arms is changing and that Airmen must adapt to a new



Top Air National Guard enlisted member Chief Master Sgt. Jim Hotaling holds a discussion forum with offices directly supporting Airmen at Kingsley Field, including the chaplain's office, director of psychological health, and Airman and family readiness, Klamath Falls, Ore. July 15. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

*(Continued on page 3)*

# New AETC commander visits 173rd Fighter Wing

(Continued from front page)

"I played basketball in this gym and this court hasn't changed one bit," he said.

The base theater hasn't changed much either.

"I remember coming in here as a child to watch 25-cent movies," Rand said upon stepping into the foyer.

The base's history has a few twists and turns and in those days it was an active-duty air force base, but was originally constructed as a navy base during WWII to train naval aviators.

Today a training mission is alive and well, and though designated an Air National Guard base, Kingsley Field is responsible for training every single F-15C pilot who enters the cockpit whether they are from the reserve or active components. For this reason, the AETC commander visited the base to see firsthand the work the 173rd Fighter Wing does.

But beyond his familiarity with Kingsley's picturesque setting the changes to the mission over the years are monumental. Since Rand's childhood days here, the mission adopted new aircraft from the F-101 Voodoo, the F-4 Phantom II, the F-16, to the F-15 Eagle.

The mission has also changed several times but when the base joined the reserve component it returned to its roots—training. The 300-days of sun a year and proximity to large flying ranges make it an ideal location for just that.

Kingsley Airmen from maintenance to operations showed the general an organization flying more aircraft and more hours than any other guard unit in the country. With 32 F-15s assigned, flying logs tallying 4,730 flight hours last year alone, and a planned increase in sorties the base has never been busier.



Master Sgt. Casey Rietdyk, 173rd Fighter Wing F-15 crew chief, signals to Col. Wes French (front seat), 173rd Operations Group commander, and Gen. Robin Rand, commander of Air Education and Training Command, that he pulled a pin in preparation for their flight at Kingsley Field, Klamath Falls, Ore., Aug. 27. As the sole U.S. Air Force F-15C training base, the 173rd FW is aligned under AETC. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

***The highest honor you can ever call someone in the U.S. Air Force is Wingman. To say you don't like that term means you don't understand that it was forged in blood, sweat and tears.***

-- Gen. Robin Rand  
Commander  
Air Education and  
Training Command





## ANG Chief brings national view to Kingsley

*(Continued from front page)*

environment.

“Are things changing rapidly in our United States Air Force?” he asked the audience to general agreement. “We need to understand that even if we get frustrated we chose to be a professional in this profession of arms, and who needs to change if rules change?—we do.”

He went on to say that this is the starting point for the rest of the conversation, meeting as professionals and looking toward what the future has in store. Hotaling brought his unique perspective from the top of the enlisted corps and spoke bluntly about what he sees down the road.

If we do not change the way we do business, we will face enemies who are peers to us in military strength—“and that’s scary,” he added.

He emphasized that what cost savings are realized through cuts now are providing a safeguard against that point; that the money we are able to invest in future systems and weapons platforms for that contingency are critical.

While the chief discussed some difficult concepts affecting our Air Force and Air National Guard, he left Kingsley Airmen with a positive message.

“Out of the three components active, Reserve and Guard you are positioned the best because of how efficient you are, because you do more with less,” he said.

The 173rd Fighter Wing sees this unfolding now as they expand the number of pilots produced without greatly increasing costs, and with the addition of a modest complement of active-duty troops scheduled to begin



Command Chief Master Sgt. Jim Hotaling, the Air National Guard Command Chief, speaks with junior enlisted Airmen during his visit to Kingsley Field, Klamath Falls, Ore. July 15, 2014. Hotaling spent the day meeting and speaking with the Airmen of the 173rd FW and 270th ATCS. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

arriving in the fall.

When asked whether the guard would enjoy equal footing with the active duty on benefits such as base gyms and other nice-to-have infrastructure, he compares the cost of those things balanced against the ANG’s efficiency saying “it’s a dangerous road to go down.”

He toured the base after the briefings including stops at the 270th ATCS and 173rd Security Forces Squadron.

Hotaling has occupied the top enlisted spot for 18 months and is the 11th Command Chief Master Sergeant for the ANG. Previously he served in Oregon as a 125th Special Tactics Squadron Combat Controller and then became the 142nd Fighter Wing Command Chief at Portland Air National Guard Base.

## New “EPR” System coming to ANG

*Letter by*

**Gen. Mark A. Welsh III**

**USAF Chief of Staff &**

**Chief Master Sgt. of the Air Force**

**James A. Cody**

Fellow Airmen,

Two months ago we sent you a note to introduce the Airman Comprehensive Assessment. It was the first of many steps we’ll take as we purposefully evolve our enlisted evaluation system to ensure job performance is the most important factor when we evaluate and identify Airmen for promotion. You may have heard us discuss the steps we’re taking in public forums; we both understand you want—and deserve—greater details. This letter highlights where we are heading beginning in August 2014 and continuing through early 2016.

First, we are completely overhauling the current Enlisted Performance Reports. It’s no secret we’ve struggled with the current evaluations where inflation limits our ability to effectively differentiate performance. The new reports will include a section for promotion recommendations that will help us get after inflation through forced distribution and stratification restrictions. The forced distribution will limit the number of top promotion recommendations unit commanders are authorized to give

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## EPR system changing again

*(Continued from previous page)* motion System with the goal of removing them completely. We'll do

to promotion eligible junior enlisted Airmen. For SNCOs, senior raters will be limited on the number of EPR stratifications given to promotion eligible MSgts and SMSgts.

We're also introducing a performance report designed specifically for chief master sergeants that we'll implement and utilize during this year's Command Chiefs Screening Board process. For now, the EPR will be a test form and not a permanent part of a Chief's record, but we intend to fully implement it over the next year.

To make these changes work, we will make several modifications to the EPR process. Starting this November, we will use static, or fixed, annual close out dates for each rank tied to RegAF promotion eligibility cut-off dates. The static dates will enable the implementation of the forced distribution and stratification policy and result in better performance-based evaluations.

To further emphasize performance as the primary factor in promotions, over the next several years, we'll gradually draw down the time-in-grade and time-in-service points awarded in the Weighted Airman Pro-

the necessary analysis every year to ensure there aren't any unintended consequences of the reduction. If there are, we'll adjust. In addition, beginning with the 2015 promotion cycles for staff sergeant, technical sergeant and master sergeant promotions, we'll give points for a maximum of the last three EPRs instead of five to emphasize recent performance.

Lastly, starting next year, promotion to master sergeant will be through a two-phased process that blends WAPS with a board similar to the evaluation boards already in place for promotion to senior master sergeant and chief master sergeant. The process will enable us to assess leadership, sustained performance, and future potential, and will align promotion to master sergeant more with the process for our other two senior NCO grades.

The changes we're making are comprehensive and significantly update our enlisted evaluations and promotions system. We have one goal in mind here: focus on performance. We believe these are purposeful steps in that direction. As always, we'll need your continued commitment as we move forward.

## New Policy: command directed mental health evaluations

**Commentary by Lt. Col. Miguel Chabolla**  
**173rd FW Inspector General**

In the past, mental health evaluations carried a certain stigma most Airmen desired to avoid. Recently though, by direction starting with Secretary of the Air Force all the way through wing commanders, seeking mental/psychological health services is becoming viewed as an acceptable course of action when stress affects an Airman's wellbeing and performance.

March 2013, Dept. of Defense Instruction 6490.04 superseded DoD Document 6490.1. The original policy granted only the commander with the authority to direct an Airman to a mental health evaluation. When an Airman was ordered to a Command Directed Evaluation by any other person, the Inspector General became directly involved to investigate the policy violation. The new policy however broadens this authority to the Airman's commander and supervisor.

DoDI 6490.04 defines a supervisor as "a commissioned officer within or out of a Service member's official chain of command, or civilian employee in a grade level comparable to a commissioned officer who: 1) Exercises supervisory authority of the Service member's current or temporary duty assignment or other circumstances of the Service member's duty assignment. 2) Is authorized due to the impracticality of involving an actual commanding officer in the member's chain of command to direct the MHE." The policy further states that "a senior enlisted Service member may be designated by the commander or supervisor for ordering an emergency CDE for enlisted Service members."

The policy requires that all Service members receive annual training regarding the recognition of personnel who may require a MHE for imminent dangerousness, based on

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# Air Force Deployment system undergoing large changes

**Story courtesy  
Air Force News Service**

**WASHINGTON** -- The Air Force will deploy Agile Combat Support Airmen under its redesigned air expeditionary force construct October 1.

The primary purpose of the redesign was to look at ways to deploy more ACS Airmen with their units and standardize dwell times across the Air Force as much as possible to present a consistent Air Force capacity to the warfighter.

While the construct was approved in April 2013 by Air Force Chief of Staff Gen. Mark A. Welsh III, the first deployments under this construct will be October 2014. Under the revised AEF construct, installations will deploy larger numbers of Airmen from the same unit under a 1:2 deploy-to-dwell ratio for active component, ACS Airmen. The revised construct establishes an 18-month battle rhythm where an Airman may deploy for six months and be home for 12. This will allow wings to more effectively posture their forces to meet global mission requirements as well as continue home station training.

In the past, Airmen deployed as individuals or small elements via "tempo bands" based on their Air Force specialty codes. Those Airmen met downrange from bases across the Air Force.

"Our Airmen have performed superbly in their individual deployments under the current AEF structure for the last 11 years," Welsh said. "This new construct will facilitate even better teamwork and unit performance during deployed operations. I visited a deployed squadron last year that was manned by 81 Airmen from 41 different bases! While we've proven we can be successful with that approach, we

believe the new AEF model is a more efficient way to get the job done."

While there are some other subtle changes, the most noticeable change to ACS Airmen will be a stabilized battle rhythm at 1:2 deploy-to-dwell ratio. Some Airmen will see this battle rhythm as an increase in their deployment vulnerability. Requirements for most skill sets have remained constant. However, those who deployed less frequently may be more vulnerable. Not all Airmen will be selected for deployment in their vulnerability window.

Air Force leadership has worked very hard to secure 1:2 as the standard battle rhythm therefore reducing the number of Airmen who will deploy at rates greater than 1:2. While this is the goal, there may still be some high-demand specialties that may deploy under a different scheduling construct.

"Previously, Air Force specialty codes played a large role in determining an Airman's battle rhythm and deployment location; the redesign focuses on aligning Airmen to deploy with their unit," said Col. Stephen Hart, the Chief of War Planning and Policy Division. "Deploying with members of their own unit increases continuity of work, allows our junior Airmen to deploy with their supervisor, trainers, and enhances the skills and management of wing missions."

According to Hart, there are benefits to the Airmen and to the service, as it allows the Air Force to better understand its available capacity and it allows Airmen to have a better idea of when they will be deploying within the given year.

For Airmen maintaining expeditionary readiness, it's "business as usual." Airmen should continue preparing themselves and their families for the reality of deployment, and en-

sure they are ready to go when called.

For more information on AEF battle rhythm and individual base dwell times, Airmen should contact their local unit deployment manager or base deployment manager.

(Senior Airman Jason J. Brown, 633rd Air Base Wing Public Affairs, contributed to this article.)

(Information courtesy of Air Force Public Affairs Agency OL-P)

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the individual's behavior or apparent mental state.

Commanders and supervisors who in good faith believe an Airman may require a MHE are authorized to direct an evaluation, and a CDE has the same status as any other military order.

Finally, no one may refer a Service member for a MHE in reprisal for making or preparing a protected communication to an IG, member of congress, or any anyone within the member's chain of command.

As with any DoD policy, there are specific procedures to be followed and documentation to be accomplished in order to be in compliance. Feel free to contact me and/or the base clinic for more information about the policy and specific procedures to follow.

For more detailed information DoDI 6490.04 is available on the IG tab of the 173rd Fighter Wing SharePoint portal, or contact me at 541-885-6668 and I will email you a copy of the 16 page document.



# 270th takes capabilities on the road in Klamath Falls

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

**CHILOQUIN, Ore.** -- The 270th Air Traffic Control Squadron took their annual training up a notch this year choosing to make it more realistic.

Typically, this training falls in conjunction with a major inspection and that requires all of the exercises and simulations be constrained to Kingsley Field proper. However, the 270th ATCS mission is expeditionary in nature and this year they will train to pack up and control aircraft on any field anywhere in the world.

They exercised that capability in specific ways; first in securing an area using base defense tactics, and secondly by setting up an actual airfield with all the required parts—far away from the base.

July 24 found the 270th caravanning toward Bonanza, Oregon, “deuce-and-a-half’s” brimming with helmeted troops ready to secure several acres of public land. After arriving, troops formed a perimeter prepared to take on any threats to securing a simulated airfield.

Tech. Sgt. William Briones of the 173rd Security Forces Squadron lent his expertise and experience from Afghanistan and other deployments, as well as Marine Corps training, to throw a number of scenarios at them. Among them, insurgents stormed down a hill assaulting the perimeter with weapons loaded with blanks.

A quick reaction force rapidly quelled the attack and Briones evaluated the effort.

“The quick reaction force was bar-none, good,” he said later.

The next logical step was to set up an air traffic control center complete



**Top:** Oregon Air National Guard Airman 1st Class Timothy Schneider, 270th Air Traffic Control Squadron, flags in a truck towing a TRN-48 Tactical Air Navigation Aid into an area he and his fellow Airmen just cleared for the purpose, at Chiloquin State Airport near Klamath Falls, Oregon, July 26, 2014.

**Right:** Oregon Air National Guard Staff Sgt. Mark Chinander, 270th Air Traffic Control Squadron, hacks at sagebrush to clear an area for TRN-48 Tactical Air Navigation Aid which must be placed in a very specific area relative to the runway, July 26, 2014. The 270th ATCS controls the airspace for the 173rd Fighter Wing as well as civilian aircraft at Kingsley Field but also has an expeditionary tasking.

with all necessary gear. The Chiloquin State Airport made a perfect setting for the training—unmanned and ringed with sagebrush, it was just austere enough to test every aspect of mobilizing air traffic control capability.

“It’s actually getting our equipment off of Kingsley Field exercise area which was condensed,” said 1st Lt. Alex Fugate, 270th Chief of Air Traffic Control.

Troops wielded hand axes, clearing brush for the TRN-48 Tactical Air Navigation Aid TACAN, a large trailer housing a system that allows



aircraft to orient themselves to the airstrip. Once the TACAN was properly placed, troops dug holes near it and drove copper rods into the ground

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## Air Traffic Control exercise held around Klamath Basin



**Top:** Oregon Air National Guard 1st Lt. Daniel Dierickx of the 270th Air Traffic Control Squadron fires blanks after completing an exercise to hone base defense skills near Bonanza, Oregon on public land, July 26, 2014. The 270th Air Traffic Control Squadron controls the airspace for the 173rd Fighter Wing as well as civilian aircraft at Kingsley Field but also has an expeditionary tasking. This year's annual training emphasized that capability and involved several exercises off base.



**Left:** Oregon Air National Guard Airman 1st Class Joshua Scruggs, 270th Air Traffic Control Squadron, digs a hole for the grounding system designed to protect the TRN-48 Tactical Air Navigation Aid from lighting strikes by conducting the tremendous amount of electrical energy into the earth and around vital components.

goes out 15 nautical miles, you'll be way off out there for a precision approach."

That would be unacceptable; therefore, Tecson's Airmen practice something he's done on deployments to Iraq and elsewhere—trial and error until finally pulling the trailer around one last time results in perfect alignment.

On the other side of the airfield, members set up reflectors resembling satellite dishes. This provides another dose of reality—they have to be connected by wire to the mobile air traffic control tower, more than 1,500 feet laid around the air strip.

"This really exposes folks to the real world, tech order criteria versus what we've done for multiple years which was how to do it for the Operational Readiness Inspection," said Maj. Michael Balzotti, 270th ATCS Commander. "For example, convoying up here is not an ORI requirement, but we have to forward deploy in the real world, and this helps prepare us to really gather our gear and set it up where and when we are asked."

The process of staging an exercise at the Chiloquin Airport actually began in January with members of the 270th doing a site survey as well as coordinating with local officials to get the ok. Over the ensuing months, Balzotti says those members chose the locations for all the gear and the activity on the field.

"What we see here is getting it out the door," he said.

The 270th ATCS is responsible for day-to-day air traffic control at Kingsley Field and falls under the Oregon Air National Guard Combat Operations Group.

Elsewhere, crews worked to properly place the radar unit, although in this case a trailer with a generator substituted for the actual piece of equipment. The other pieces of equipment are the real thing, but the radar's challenges are easy to simulate and hard to overcome. That equipment, towed by a vehicle must be perpendicular to the airstrip, and that means it may not be even one degree off.

"What is critical is the angle that it's lined up to," said Master Sgt. Xavier Tecson, 270th Radar Maintenance Technician. "If you are a half-an-inch off here and this thing

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with sledge hammers. Then, with fire extinguishers at the ready, a contained pyrotechnic device fused ground wires and rods together. This insured that if lightning did strike the TACAN antennae, it would travel around vital components and dissipate into the soil.

# Kingsley jet photos over OR & CA wildfires go viral

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

## KINGSLEY FIELD, Ore.—

As it happens, an aerial photographer joined a routine training mission out of the 173rd Fighter Wing in Klamath Falls, Oregon destined for the range over the eastern part of the state, July 31, 2014.

James Haseltine of HIGH-G Productions noticed a number of wildland fires as the aircraft made their way back to the base and snapped photos of the F-15 Eagles flying in front of the billowing, opaque clouds.

He did not know at the time how much attention these images would garner. No one really knows how, but in the information age the photos quickly went viral, finding their way through cyber space to the Today Show broadcast on national television Aug. 5, 2014.

Images of Kingsley's own F-15 Eagles made the round from KDRV's 5 p.m. news out of Medford, Oregon,



Lt. Col. Alaric "Klepto" Michaelis pilots a 173rd Fighter Wing F-15 carrying aerial photographer Jim "Hazy" Haseltine in the back seat, July 31, 2014. The aircraft in the photo is piloted by Lt. Col. Geoffrey "Kid" Jensen. (Photo by James "Hazy" Haseltine, HIGH-G Productions)

to Mashable.com, and all the way to the NASA Goddard Institute for Space Studies.

Firefighters on Oregon's Gulch Fire have battled the blaze for more than two weeks and officials posted the photos in camp early in their

efforts. They contacted the 173rd Fighter Wing Public Affairs office saying they wanted to verify the photos hadn't been enhanced or altered, given their dramatic nature.

Weather scientists were particularly interested in these clouds as they are a phenomenon called pyrocumulus clouds, caused by the rising heat of the fire carrying ash and water vapor into the atmosphere where it condenses. Experts typically utilize satellite imagery to view these cloud formations but expressed their delight to have an up close and personal view from an aircraft.

Although the 173rd Fighter Wing's mission does not include wildland fire photography, these aircraft were in the vicinity by happenstance and provided images that furthered science and the public interest.

This cloud formation is called a Pyrocumulus cloud and is seen in these images taken by a NASA weather satellite. They are rarely photographed in an up close and personal way such as you see in the adjacent photograph. These clouds are formed by heat from the wildfire rising into the atmosphere.





# 162nd Fighter Wing travels from Tucson to Klamath for training

Story by

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

**KINGSLEY FIELD, Ore.** -- For two weeks in August F-16s from the 162nd Fighter Wing, Tucson, Arizona flew alongside 173rd Fighter Wing Eagles in Dissimilar Air Combat Training. Those directly involved felt the training was essential for both the students and instructor pilots.

"The idea is to fight another platform other than the one we train with day to day; a lot to be gained from that," said Lt. Col. Chad "Rainman" Greer, an F-16 instructor pilot. "Seeing the same aircraft everyday and knowing what their capabilities are will get kind of redundant so it is good to go off base and see other aircraft."

Both units train fighter pilots. The 173rd is the sole F-15 schoolhouse for the U.S. Air Force, while the 162nd trains F-16 pilots. The two aircraft have a number

of visible differences; at first glance one is far bigger than the other.

"We are really, really small," said Greer. "So seeing us on the radar and with your eyeballs gets to be a problem, specifically for the F-15s because day-to-day they look at a very, very large aircraft. So it's going to be hard for them to see us and we use that to our advantage."

There is a natural rivalry between the two, but it is good humored and within the fighter pilot brotherhood.

"There's always a good rivalry that exists between the F-15 and F-16 community, but bottom line is that when you get down to the end of the day, this training is going to increase our capability as a Nation, as

a service, as the Air National Guard," said Maj. Adam "Axe" Gaudinski, a 173rd F-15 instructor pilot.

Although training like this is dwindling with shrinking budgets and growing fiscal constraints, organizers see this trip as a benchmark for cost effectiveness.

"This is the best use of government money for training that I have ever been a part of," said Greer.

This means there may be more collaboration between the two units both here and in Tucson.



A U.S. Air Force F-16 Fighting Falcon from the 162nd Wing, Arizona Air National Guard, taxis down the flight line following a training mission Aug. 13. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

## Don't like the Weather? Wait five minutes

Kingsley Maintainers weather all types of well ... weather. Aug. 19, brought a surprise deluge soaking crews as they readied jets for an afternoon sortie. Tech. Sgt. Charles Fleek noted wryly that only one dark cloud in the sky was dumping rain all over the tarmac. It is perhaps ironic that by the time the jets were taking to the skies the cloud had passed leaving a wet flightline and sunshine in its wake. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)



# Need the IG? Remember proper documentation

**Commentary by**  
**Lt. Col. Miguel Chabolla**  
**173rd Inspector General**

**KINGSLEY FIELD, Ore.** -- Complaints have many origins ranging from a deliberate act, to a mere perception of possible impropriety. In all cases, an Airman's first avenue for resolution is the chain of command. If this body fails due to inaction or by the Airman's discomfort with approaching the leadership, the Inspector General is the next resource for complaint redress. An Airman with something on their mind will not perform at 100-percent capacity as long as the complaint remains unaddressed, and that is unacceptable, particularly in today's fiscally challenged military environment.

Documentation is the key to a prompt complaint resolution process. It will render a smoother experience and increase the effectiveness of the IG. When an Airman brings a case to the IG, the more evidence made available, the easier it is to prove the case. Likewise, good documentation by the chain of command helps to clear misperceptions and misunderstandings.

The following suggestions came to light from recent experience. Of course, one never knows when a situation or experience will become an IG complaint, but it is good practice to properly archive all records and documents relating to one's own life and career in case they are required for future reference.

## **Medical records**

All those generated by military facilities are maintained in the Airman's record and are accessible. However, those created by civilian facilities may

become less accessible after some time passes. Always ask civilian facilities for copies of all diagnosis and treatment documents after a visit and file them in case they are needed at a later date. These are your records and you are entitled to a copy.

## **EPRs/OPRs and related records**

If you have not maintained personal copies of these documents, ensure you know how to access them within the appropriate web portal.

## **Promotion, job interview, and feedback records**

In cases where an Airman's career and rank progression are the subject of the complaint, these documents are of great value toward proving the complaint's substance. For the chain of command, these documents also provide a paper trail of the process and help identify procedural and feedback communication failures.

## **Other records**

In situations where evidence records include documents not generally familiar to Air Force, it is vital that the Airman provide a written description of each document and how it is relevant to the case. A printout of a list of job position vacancies with a highlighted line tells the IG very little about the document and how it supports a complaint.

## **Policy and regulation**

Contrary to popular belief, the IG is not intimately familiar with all Air Force Instructions, Department of Defense Instructions, Department of Defense Documents, and the like. If it is believed or perceived that there was violation of any policy or regulation, it is a monumental help if the Airman identifies the specific policy or regulation within the complaint's framed allegation.



**IG**

**INSPECTOR GENERAL**

**YOUR WING INSPECTOR GENERAL**

**LtCol Miguel Chabolla**  
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**FOR URGENT BUSINESS, THE BDOC CAN  
 CONNECT YOU DIRECTLY TO THE IG**

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





# Announcements



## Retiree Corner

Retirees and their families who need information or assistance with a "Retiree Issue" please 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 AM to 2 PM Every Thursday

Phone: (503) 584-2891

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# **FAMILY DAY**

## **OCTOBER 5, 2014**



Lunch will begin at 11:00.

Activities will begin at noon.

Fun for all ages!!



Resource Providers: Tri-Care, Military One Source, USAA and more.  
Stop by and check them out.

Pumpkin Patch



Dunk Tank



Live Band



Collect Candy at different activities.







Pyrocumulus clouds caused by a wildfire form behind a 173rd Fighter Wing F-15 piloted by Lt. Col. Geoffrey "Kid" Jensen during a routine training mission July 31, 2014. (Photo courtesy Jim "Hazy" Haseltine, HIGH-G Productions)

*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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