

Kingsley first in ANG, earns Highly Effective rating

Story by
2nd Lt. Beth Narramore
173rd Fighter Wing Public Affairs

KINGSLEY FIELD, Ore. – The 173rd Fighter Wing underwent the first capstone Unit Effectiveness Inspection for the Air National Guard in September 2014 and earned the rating of “Highly Effective.”

Capt. Nikki Jackson, a member of the wing inspection team, says this UEI was dramatically different than inspections in the past with the elimination of “inspection preparation”; two words that describe a six-month period of rigorous work mostly designed to present one’s office or program in the best possible light and for a limited time.

“They want to come in and see us at work like it was any other day; they



want to see us do our job exactly how we would do it and not prepare for them to show up and make everything pretty before they get here.”

The biggest departure from previous inspections is a cyber-inspection, named the Management Internal Control Toolset, it facilitates completion of 90-percent of the process before the visiting inspection team arrives. This software program continually tracks progress and helps to develop an overall picture of effectiveness rather than a snapshot of compliance. The capstone event finalizes the inspection with an actual face-to-face visit.

“The inspection team that we have in place on base has gone through the process with us, and the new inspection team from off base are reviewing that process and making sure that the inspection team we have in place is doing the job correctly as

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Land of No Slack: New construction projects everywhere

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

KINGSLEY FIELD, Ore. – At the 173rd Fighter Wing two things mark the beginning of each day, the sun comes up and a parade of contractors begin making their way to any number of projects across the base.

At the moment the operations group is expanding their vault, the flight simulator is enlarging their building, workers are expanding the arm and dearm areas for the south runway, phase maintenance buildings 400 and 404 are under construction, and now the largest building on base-hangar 219- is getting a needed renovation as well.

“This is most

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The East Bay of Hangar 219 stands empty and cordoned off as crews prepare to renovate the building from office spaces to hangar floor. Losing this space and others in the largest structure on base requires some creative juggling on the part of maintenance crews as the flying mission continues without interruption. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

New inspection system pays 1st visit to 173rd FW

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well as reviewing any processes that we've implemented here as a wing," said Maj. Kevin Welch, a 173rd FW instructor pilot.

The inspection team, consisting of officers, senior non-commissioned officers, and civilians arrived late afternoon Sept. 18, and completed the assessment in three days. This new inspection process differs for everyone; however, for 173rd FW Antiterrorism Officer 2nd Lt. Adrian Mateos-Chavarria, this was his first inspection ever.

"The software (MICT) is one of the main instruments guiding this inspection," explains Mateos-Chavarria. "It has had similar predecessors but this resource in particular integrates best policy guidelines, communication methods, metrics, and controls to continue developing the squadron practices and operations."

Previous inspections measured compliance, making sure each checklist was filled out with all "yes's" and that all of the ducks were in a row before the inspection team arrived. "The UEI has a compliance focus, but only as it pertains to executing the mission," said Jackson.

The UEI did not interfere with student training, said Welch. "We are still able to get the job done on a daily basis based on the fact that we have fantastic maintainers, enlisted folks, as well as officers that are focused on getting the mission done."

When the results of the inspection were announced many said they were not surprised at the 173rd's high rating.

"That really comes from our leadership all the way down to the lowest Airman on the base," said Welch. "Everyone here has a good sense of the mission as well as a healthy respect for getting the job done."



The inspection team, consisting of officers, senior non-commissioned officers, and civilians traveled from Randolph Air Force Base and arrived on the afternoon Sept. 18. The team completed the capstone event, a face-to-face inspection in three days. (U.S. Air National Guard photo by 2nd Lt. Beth Narramore)

They want to see us do our job exactly how we would do it and not prepare for them to show up and make everything pretty before they get here. There is no such thing anymore as inspection prep.

-- Capt. Nikki Jackson
173rd Fighter Wing Inspection Team

**TO SEE VIDEO COVERAGE OF THE
UNIT EFFECTIVENESS INSPECTION
[CLICK HERE](#)**

Biggest base building gets a facelift

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definitely a balancing act,” said 2nd Lt. Oscar Ayala, the deputy base civil engineer. “With the additional aircraft already on-base and new active duty personnel arriving soon, we have to be creative in ensuring that our facilities can accommodate the expansion—as it is happening.”

Consequently, while the hangar is under repair the tarmac is a parking lot; every available space either has an aircraft on it, or is waiting for its return from a sortie. That is because the 173rd Fighter Wing is training more pilots at a faster rate than ever before, and with more aircraft than ever before.

“The loss of parking areas for aircraft is a challenging choke point,” said 1st Lt. Richard Schuster, the maintenance operations flight commander. “We currently have no hangar access, and with the added iron, we are now using almost every parking spot possible on the ramp. This forces many repairs to be accomplished on the ramp that would normally occur indoors.”

Schuster anticipates further complications by impending winter weather which forces maintainers to de-ice aircraft while attempting not to slow jet launches.

Though these complications could hamper the wing’s ultimate mission, producing trained F-15C pilots, Lt. Col. Jeff Edwards, 114th Fighter Squadron Commander, says these measures are working and that the flying training schedule is unaffected. He credits the close coordination with civil engineering, maintenance, and operations. But these are encouraging problems, says Schuster.

“The awesome part of this is we

are growing when the entire DoD is trying to shrink; growing pains come when you get bigger and stronger. We’re gaining efficiency and the Air Force top brass have identified the extra capability as a key to America’s continued air superiority,” he added.

Meanwhile contractors tend to their projects, maintenance personnel have moved all of their gear, office furniture, supplies, and anything else not physically attached to the building, to new spaces scattered around Kingsley Field.

Many anticipate a better facility when the project reaches its scheduled completion next summer.

“The renovated HVAC should provide more energy-efficiency,” said Master Sgt. Mike Shirar of maintenance training. “This, combined with some new carpet and paint, will breathe some renewed energy into the heavily-used facility which has not gone through any major renovation in nearly two decades.”

As these projects draw to a close, civil engineers are planning more large scale projects ranging from the construction of a new fire station to constructing a new fuel loading and off-loading station located adjacent to the south gate. The old alert facility now converted to phase maintenance will undergo further construction and all base waterlines will receive an upgrade as well.

So as Kingsley Airmen arrive at the base each day, they will join hard hatted construction crews, trucks of building supplies and equipment at the front gate, for at least the next several years.

VIDEO STORY [HERE](#)

More CBTs Anyone? Didn’t think so ...

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

KINGSLEY FIELD, Ore. -- A Kingsley Security Forces Airman recently observed just after a round of combatives training that he wouldn’t call it fun, but it was better than CBTs.

In one sentence he summed up what many feel is a problem with ancillary training, namely that many Airman would rather be the subject for a pain compliance demonstration than do another computer based training course.

It’s an especially galling problem for traditional guardsmen who are forced to spend whole drill weekends in front of a computer certifying that they can use the network, know the laws of armed conflict, understand Air Force culture generally, can apply a tourniquet, know the difference between NATO and DoD classification levels, can identify an improvised explosive device, manage records and even exercise free religion.

This broad scope is available and furthermore required, and this list is by no means comprehensive, of every Airman at Kingsley Field and in the Air National Guard.

The ANG has considered this problem both in terms of

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Ancillary Training System Changing, Fewer CBTs

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previous page)*

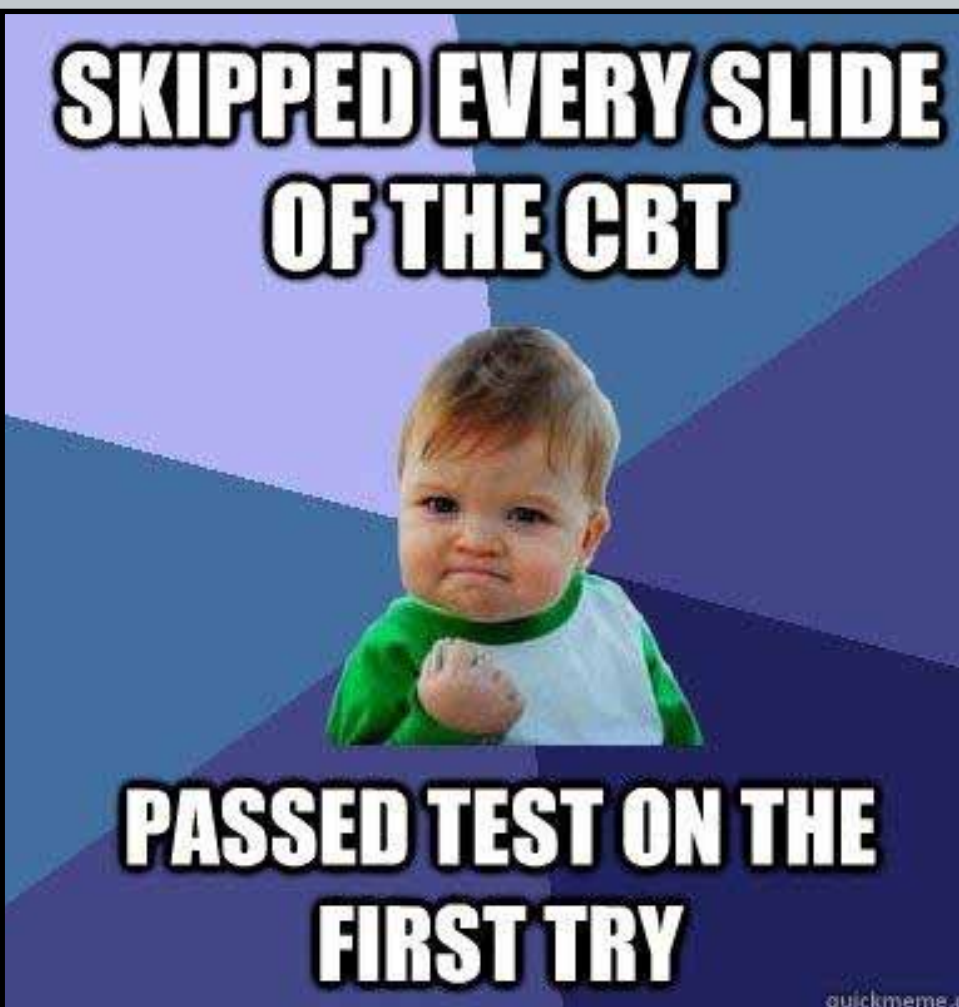
man hours and in the propensity for pencil whipping (an antiquated term referring to completing documentation rather than the job it supposedly records)(with a pencil)(that is the antique in the reference)(the whipping part is alive and well) and has arrived at a solution. Mass briefings.

“Materials are designed to be conducted in an “en masse” format, with commander or subject matter expert focused briefings & facilitated discussions,” states a mailer from the office of the ANG command chief.

If the ANG Ancillary Training Pilot Program lives up to its commission “it will cut out redundant training, saving approximately 2.1 million man-hours over the 3-year test period,” which began Sept. 1.

Commanders and subject matter experts also have a strong commission under the new program as it promises the “ANG has designed focused materials that will be used to train all Airmen on annual, expeditionary and specialized ancillary requirements in an engaging, blended-learning format.”

So while it brings to mind a longer version of a commander’s call with its required briefings on safety, suicide and sexual assault prevention and other topics, it will be different. It is going to be interactive and simply put that means any member of the audience may be asked to answer the random question. This threat alone has proved



In the cyber-world meme's crop up every five nanoseconds or so. Searching U.S. Air Force CBTs on the internet yields pages upon pages of results varying from the tame to the profane, most of which are funny. Many consider it an indication of how deeply entrenched computer based training has become and the growing aversion to it in the ranks of Airmen.

helpful to me beginning in the first grade and I believe it will be helpful to you as well.

I have little concern over the incorrect CBT answer and usually I go right to the final test, fail it, attempt to cram my short-term memory with the right answers—embarrassment free! After seven or eight iterations I can usually reach the high bar of 70-percent correct. Those days are gone. You will now get asked each question before a

jury of your peers. I hope I am not in the same time slot as the maintenance group because those guys (and gals) are brutal.

So as of now I am making a mental note, when the ANG Ancillary Training Pilot Program briefings start—PAY ATTENTION! Don't get caught flat footed with no answer.

You know, this new ancillary training program might actually work.

Drought reveals Kingsley history for the first time

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

GOOSE LAKE, Ore. -- Kingsley Field's location in the high desert of southern Oregon, with its mixture of sunny days and proximity to the west coast, made it home to a frantic effort to train fighter pilots during WWII. In those days, the small base sent as many as 2,000 flights from the base in a single week. Compare that to the modern era of flying, and though Kingsley boasts the highest number of hours flown for any Air National Guard unit, we average 1/20th of that with around 100 flights per week.

At the peak of operations the Navy pilots flew morning and night to places like nearby Goose Lake to practice bombing and strafing large floating targets called rafts in preparation for combat missions over the South Pacific. Unfortunately, this frenzied effort had trade-offs; perhaps none more apparent than the sheer number of aircraft crashes—nearly one a week in those days, says base historian Maj. Ryan Bartholomew. Nearby residents in Malin described a constant buzz as swarms of aircraft flew between range space and the Klamath Falls airstrip.

As a result there are a number of crash sites that can be visited sometimes at the end of a rough 4x4 trail, and some that can't—like the ones at the bottom of Goose Lake.

That changed this summer as a extended drought pushed water levels to their lowest point in years. The water level has receded past the hardpan of the lake bottom leaving it accessible to ATVs and four-wheel-drive trucks.

So for the first time in 70 years a group of 173rd Fighter Wing Airmen



Top: From Right: Maj. Lucas Ritter the casualty assistance officer, Maj. Ryan Bartholomew, the base historian and Staff Sgt. Brandon Stroh of security forces investigate newly exposed wreckage from WWII aircraft on the dry lake bed of Goose Lake, Oct. 3, 2014. Current drought conditions have drawn the water level well below parts of the lakebed for the first time. The aircraft flights originated at Kingsley Field for training and unfortunately never returned to the base.

Right: Staff Sgt. Brandon Stroh's helmet and leg are just visible as he piloted a security forces ATV across the expanse of the dry lake. The rugged capability of this ATV made navigation through soft, sandy areas simple where a traditional vehicle may have struggled.

traveled to Goose Lake to document first-hand a part of the history of Kingsley Field.

"It's the first time," said Lake County Sheriff's Deputy Chuck Pore on venturing out to where the wreckage lies. "It's usually covered in water and when it isn't, it's deep mud."

The reason for the Lake County Sheriff's Office interest—looting. It seems that enterprising thieves have taken the opportunity to collect rare pieces of aircraft wreckage to sell or possibly scrap.

Scattered across the dry, cracked acres of the lake bed lay pieces of at least two aircraft, a Helldiver and



a Corsair, with its signature down-swept wings. Many pieces are in remarkably good condition considering the circumstances, and show little rust or corrosion.

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Retreating water levels allow Airmen to visit wreckage



Top: The Lake County Sheriff's office organized the effort and pieced together various citizen's reports to determine where pieces of the wreckage lay across the 144 square-mile lake bed. A convoy of ATVs crisscrossed the lake Oct. 3, 2014.

Left: Staff Sgt. Brandon Stroh a self-professed history buff, looks over a piece of wreckage and tries to determine the aircraft type. Bartholomew, the base historian, determined that both a Corsair and a Helldiver crashed into the lake and says there may be others as well.

Right: Although more than 70 years have passed, the parts are well-preserved, showing little corrosion or water damage. In contrast aircraft remains in salt-water degenerate much more rapidly.

Below: a rendering of a Curtiss SB2C Helldiver, one of the aircraft whose remains litter the lake bed. It is also confirmed that a Corsair crashed here as well.



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The reasons for the crashes are speculation but it is known that the war effort allowed for little extended training and required pilots with as little as 10 hours tactical flight time to head for operational combat squadrons on board aircraft carriers, said Bartholomew.

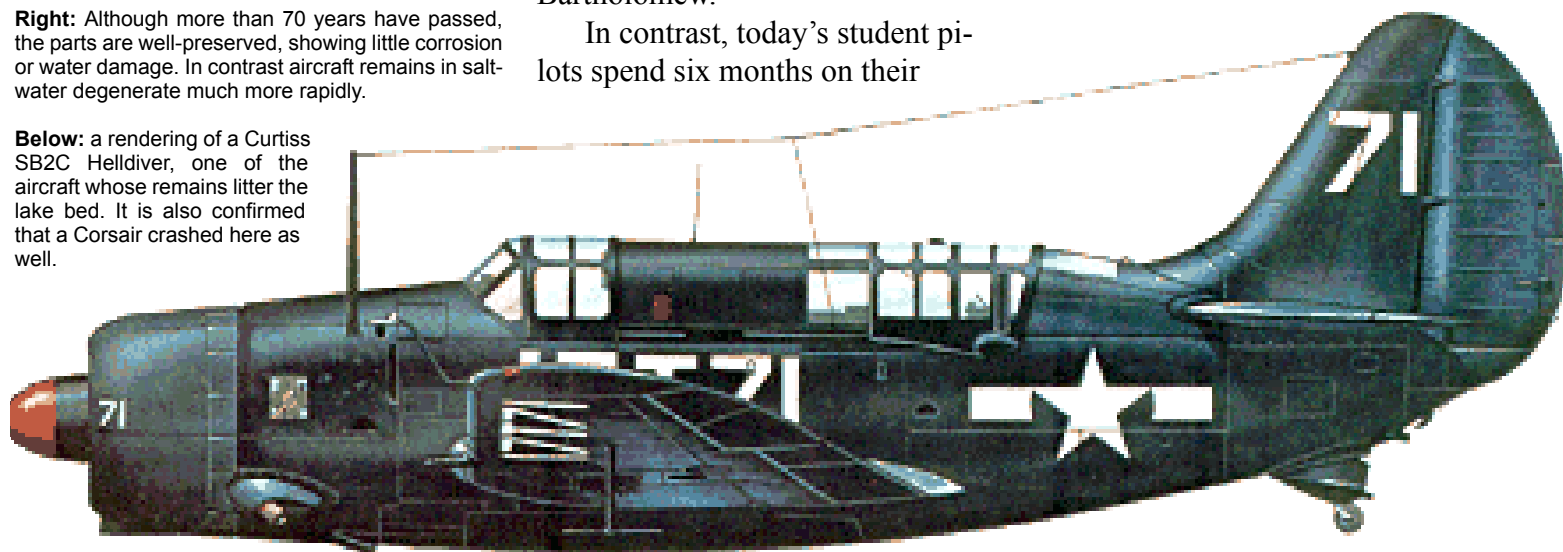
In contrast, today's student pilots spend six months on their

initial introduction to the F-15 and even people transitioning from other fighter platforms spend more than 10 hours at the more advanced Kingsley courses.

It paints a picture of a different time when the urgency of WWII trumped basic safety concerns.

"At least 37 men died in training at Klamath Naval Air Station including three in Goose Lake," said Bartholomew.

"While they did not die in combat, they died in the line of duty and they should be remembered for their sacrifice," he added.



Kingsley maintenance, top of their craft

Story by

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

KINGSLEY FIELD, Ore.- The life of a 173rd Fighter Wing maintainer at Kingsley Field, Oregon has fundamental qualities; first off you will be busy...really busy. The base routinely prepares 12 jets on a given day so 10 can fly in the morning and eight of those can fly in the afternoon. Every morning this creates a beehive of activity as numerous shops tend to the care of all 32 aircraft assigned.

But the number of aircraft ready to take to the skies is never 32. Why?

One of the challenges of flying in this day and age is overcoming the shortage of F-15 parts. Maintenance shops overcome this by parking at least one aircraft in a hangar and borrowing its critical parts for other airframes. They are called “CANN-birds” and they are used for a month or so before returning to the flying schedule. This cycle contributes to the busy pace at Kingsley, but the fact of the matter is it is normal for all flying units.

Any maintainer will tell you when it's time to put an aircraft back in the air after it has been a “CANN-bird” or has not been flown for some time it won't be as simple as replacing the parts and cranking it up.

No, it will require troubleshooting, working little kinks out here and there; it could almost be called massaging. What makes this interesting is that theoretically it really shouldn't happen this way. All the parts are tested, calibrated, adjusted, and ready to go and the aircraft should crank right up; however, in reality some TLC is



U.S. Air Force Staff Sgt. Andrew Lautenschlager, 173rd Fighter Wing F-15 crew chief, examines the wing of a disassembled F-15 at Kingsley Field, in Klamath Falls, Ore. Oct. 16, 2014. This aircraft is going through phase maintenance where the 173rd FW maintainers closely inspect the aircraft for cracks and other types of damage, verifying that the 30 plus year old aircraft is safe to fly. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

required.

“Every aircraft is different, if you use cars as an example every Mustang is different,” said Chief Master Sgt. Joe McKenzie, 173rd Fighter Wing Maintenance Chief.

What McKenzie is saying is that two cars produced at the same time on the same line will still have differences. He relates that to the jets and says “we have to know beyond the broad guidelines in the T.O. how things should be set exactly to make each individual aircraft really perform...and each one is different.”

He gives one example that speaks volumes about the level of experience needed to effectively maintain the jets.

“If you look at the sight windows

on the IDGs (integrated drive generators) there are silver bands on them showing what the internal oil level should be; but I know, and everybody out here that's been crewing a jet for 20 years, knows exactly what level their aircraft should have. They are all a little different; too high and the generator can get hot and cause a heat failure and too low and it won't crank enough juice,” says McKenzie.

He's talking about levels that are all within tolerances, within the indicated band on the sight window, and within the specifications of the technical order.

The complex systems that endure massive amounts of stress are kept

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Good maintenance, a product of experience

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in perfect working order by a maintainer's intimate knowledge of his jet; a bond between the maintainer and his aircraft.

With the recent iron flow into Kingsley Field--gaining five aircraft--the maintainers feel the frustration of having to make a new jet their own.

When asked what the hardest part of switching from one aircraft to another F-15 crew chief Master Sgt. Sean Campbell says immediately, "watching the jet leave."

That's surprising when he could have easily mentioned the laundry list of problems these "new" aircraft have--leaks, bad hydraulics, bad wiring, non-functional radar, and avionics systems and the list goes on.

Maj. Micah Lambert, the former maintenance squadron commander, says it takes about two years to get one of these new jets to the place where the 173rd Maintenance Group is satisfied with their performance. You might think of it as two years for the maintainers to know their aircraft thoroughly.

Top Knife: an immersion experience



Capt. Karen "Skim" Rupp, an active-duty flight surgeon stationed at Wright-Patterson Air Force Base, Ohio, steps to the F-15D with instructor pilot Maj. Steven "Freq" Cox for a basic fighting maneuvers sortie Aug. 19. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson, 173rd Fighter Wing Public Affairs)

**Commentary by
Lt. Col. Eric "De-Mo" Chumbley,
173rd Fighter Wing Medical Group**

KINGSLEY FIELD, Ore. -- Most Air Force flight surgeons have heard of Top Knife II at Luke AFB. I took that course in 2001 and enjoyed every moment of it. I have heard that it's still an outstanding experience, when D-models are flying. But they didn't create the program. We did, back in 1990, although it went on hiatus in 2006, to return in 2013.

In 1989, then-Maj. Randal Falk and Col. James Whinney were assigned to Guard Bureau. Along with Maj. William Fridinger of the Oregon Air National Guard, they were instrumental in developing the Air National Guard's Fighter Surgeons School at Kingsley Field.

It was created with three purposes: to support the full time flying mission with a flight doc at a very low cost, to provide the flight medicine community a venue for an advanced course and experience,

and as a retention tool.

When Kingsley converted to the Eagle in 1998, the Viper course was handed off to Luke and renamed "Top Knife II", while we advanced to the Eagle curriculum and kept the name "Top Knife." Unfortunately, without full-time flight surgeon presence at Kingsley it was tough to maintain the syllabus, although the part-time docs and instructor pilots here did a phenomenal job for 16 years! So it was shelved in 2006, but came home in 2013.

Here's a glimpse of the 2014 version: We teach fighter operations, traditional aeromedical issues, and nearly all of the items needed to keep a flight surgeon green on his readiness skills checklist. To respect the DSGs time and their medical group's finances, we mail the medical curriculum for completion prior to arrival. That allows us to shorten the TDY to

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Top Knife doc explains program, describes the student experience

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one week and to make it completely dedicated to fighter operations.

Upon arrival, we immerse them in the fighter world. Whenever possible, we put them in the simulator to experience first-hand the piano-dodgeball link (my attempt to explain using hands-on-throttle-and-stick -- HOTAS -- while dogfighting) as well as have some fun with retired Eagle Drivers like Curtis "Vein" McLain, who has been indispensable in securing sim rides. Graduates confirm that the experience is an eye-opener. They seldom understand the workload in the front seat before the session.

They fly in the Eagle as much as possible, depending on ops that week. Most get two or three sorties, and then it is often self-limited. If they aren't used to fighters, they get so tired that it's tempting to turn down a second ride of the day. The record in the modern era is eight sorties, which

is very unlikely to be matched. Lt. Col. Jonathan "Varsity" Vinson is an experienced Eagle Doc with the 142nd Medical Group, and a man who needs no encouragement.

Before flight, the students are fitted for helmet and g-suit by our friends in aircrew flight equipment. They'll also pick up some air sickness bags. Not that they need them ... much.

Naturally, they couldn't spend a week without seeing some briefings on the F-15 and fighter ops, and you guessed it ... take a final exam. They earn a Top Knife Graduate patch, which typically makes patch-wearing Weapons School graduates jealous.



Evasive maneuvers like this place a great deal of strain on the backseat passenger in during a Basic Fighting Maneuver training sortie. It is rare that a flight doctor can manage more than one ride in a day, but Lt. Col. Jonathan "Varsity" Vinson of the 142nd Medical Group managed eight flights in five days—the current record for Top Knife graduates. (Photo by James "Hazy" Haseltine, HIGH-G Productions)

Or angry. I can't really tell.

Finally, I debrief every student, the source of some of our best features. Students have led us to push harder for the simulator sessions and additional operational training. As usual, our wing leadership has come through. Top Knife is considered one of our core missions, and the culture of Kingsley is always focused on finding a way to make things work.

173rd MDG Commander Promotion

Lt. Col. Kristen Leist is promoted to the rank of colonel with the help of her daughter Sarah, mother Sheila, and husband Col. Gregor Leist, 173rd Fighter Wing Vice Commander, during a promotion ceremony, Oct. 4, 2014, at Kingsley Field in Klamath Falls, Ore. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson, 173rd Fighter Wing Public Affairs)



Mission Support Group undergoes change of command

Story by

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

KINGSLEY FIELD, Ore. -- A change of command ceremony for the 173rd Mission Support Group took place Oct. 4, 2014, here. Lt. Col. Christopher Casson assumed command of the 173rd MSG during the ceremony.

Immediately following the change of command, Casson was promoted to O-6, Colonel, with the help of his wife and children. Casson's father, retired Brig. Gen. Charles Casson, administered the oath of office to his son. This is not the first time Casson's father had the chance to participate in a milestone event in Casson's military career, he also delivered the oath of enlistment when his son enlisted in the Air Force Reserves in 1986.

Casson has over 28 years of military experience. He began his military career in the Air Force Reserves and an enlisted member of the 446th Civil Engineering Squadron. After four years there, he joined the Montana Air National Guard and became an F-16 pilot, entering the officer ranks. In 1999, Casson joined the 173rd Fighter Wing and made the switch to the F-15 Eagle. He has held numerous positions in the Oregon ANG, including Joint Force Headquarters Director of Operations, 173rd FW Vice Commander, and 173rd FW Inspector General.

The official ceremony included the passing of the Wing guidon, a flag that represents the command, from the outgoing commander to the incoming commander. According to Air Force protocol, this ceremony is rooted in military history, dating to the 18th Century.



Casson replaced Lt. Col. Lance McCuiston who commanded the 173rd MSG since Dec. 2012.

Top: Lt. Col. Chris "Smoker" Casson accepts the guidon from 173rd Fighter Wing Commander Jeremy Baenen in a change-of-command ceremony marking his assumption of command of the 173rd Mission Support Group, Oct. 4, 2014 at Kingsley Field in Klamath Falls, Ore. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

Above: Lt. Col. Christopher Casson is promoted to the rank of colonel with the help of his daughter Mckinley, son Paul and wife Annaliesa, during a promotion ceremony Oct. 4, 2014 at Kingsley Field, Ore. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

Left: In a break from traditional protocol, Brig. Gen. Michael Stencel, the ceremony's presiding officer asked Casson's father, retired Brig. Gen. Charles Casson, to administer the oath of office to his son. Casson's father also delivered the oath of enlistment when his son chose to serve in the military in 1986. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

New active troops fall under Luke AFB detachment

Story by

Tech Sgt. Jasmine Reif

56th Fighter Wing Public Affairs

LUKE AFB, Ariz. -- In an effort to meet Air Force demands for F-15C pilots, a new Luke Air Force Base detachment will stand up at the 173rd Fighter Wing, Kingsley Field, Oregon Air National Guard.

The 56th Operations Group Detachment 2, tasked to train the world's best air superiority pilots, will stand-up Nov. 1 and personnel will begin arriving between the end of November and the spring of 2015.

Currently, Lt. Col. Christopher Clark, 56th OG/Det. 2 commander is the only Airman on station. He says the Total Force Integration effort is an excellent way to effectively and efficiently align equipment, missions, infrastructure, and manpower.

"The key requirement is to ensure the Air Force maintains the capability to meet combatant commander requirements for both surge and sustained operations," Clark said. "Because the ANG end strength is

limited by U.S. Code, the only way to get more instructors and maintainers to Kingsley Field without fundamentally altering ANG force structure around the country was to bring in active duty instructors and maintainers to supplement ongoing operations."

Clark explained that TFI is the way of the future for the DoD, and Kingsley is in a unique

time. This TFI effort has been in the works for the past two years and leadership is excited to see it flow from the planning phase to execution.

"As the new Airmen start to arrive in early November, we look forward to integrating them into our workforce as seamlessly as possible, with Active Duty members working alongside Guardsmen on the same work schedule to achieve a common goal," said Lt. Col. Jeffrey Smith, 173rd Maintenance Group deputy commander.

"The increased sortie generation meets the stated F-15 student pilot production requirements, and we're glad Kingsley Field was asked to take on the new challenge."

In addition to an increase in manpower, seven F-15Cs were added to the 173rd FW's inventory.

"This initiative brought seven extra F-15s to our inventory and we have been maintaining those for a while now without the proper number of personnel," Smith said. "To put it in perspective, the addition of seven jets adds over 1,200 recurring inspec-

position as the only F-15C active association in the Air Force.

When Det. 2 is fully manned, it will consist of 66 maintenance personnel, three support personnel and eight instructor pilots, all full-time, active-duty Airmen. However, as part of the goal of TFI, the Airmen will be fully integrated into the ANG unit.

Kingsley Field has approximately 825 ANG personnel assigned, with 518 working full-time and 307 part-



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Active-duty troops set to arrive starting now

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tions during a given calendar year, even if those jets aren't being flown. The addition of active duty maintenance professionals will enable us to settle into a sustainable battle rhythm to include flying, fixing, and inspecting the fleet with an increase of 40 sorties per week above what we are currently flying."

In addition to the benefits of increased production, the detachment will allow for a unique learning experience for both active duty and Guardsmen.

"This is a great opportunity for younger active duty Airmen to learn from the highly experienced maintainers and instructor pilots here at Kingsley, while at the same time gaining a detailed working knowledge of the differences between Title 10 and Title 32 operations," Clark said. "Those benefits will be realized when the members assigned to Det. 2 move to their next active duty assignments. On the flip side of the coin, the active duty Airmen and instructors will bring a fresh set of eyes and very recent experience from active duty operations to the Airmen at Kingsley."

Throughout the planning stages, leadership at the 173rd FW and Luke

AFB have worked closely together to ensure a smooth flow of information, as well as to overcome challenges along the way.

"Lieutenant Colonel Clark has been great to work with as we've tackled initial concerns with respect

Falls."

The local community is also excited to welcome the new Airmen into the Klamath Basin and community leaders and business personnel have been routinely communicating with and working with base leadership to accommodate the new personnel in any way possible.

"We see this as a win-win-win. The Air Force gains additional student pilot production and valuable experience and training for maintainers on the F-15," Smith said. "Kingsley Field wins by getting to work together with the active duty staff and personnel on a more routine basis, giving us a chance to compare our organizational structure and processes with those of the active duty and adopt the parts that make

sense locally. Finally, Klamath Falls gets a boost to the local population and economy as about 80 Airmen and their families look for housing, frequent restaurants, and join the community organizations."

An official assumption of command ceremony, presided over by the 56th Operations Group commander, Lt. Col. William Bailey, will take place in December following the arrival of the first wave of personnel.



to re-ceiving and helping his Airmen," Smith said. "Chief John Craft, 56th Maintenance Group command chief, has been a phenomenal help to us through this process as well and we appreciate his many years of maintenance expertise, his leadership, and his advocacy for the Airmen of the new detachment here in Klamath

Safeguarding your digital footprint

Story by

Tech. Sgt. Steve Grever,
Air Force Public Affairs Agency

Social media is a great resource for Airmen and their families to share information and stay connected to relatives at home and abroad.

Although many depend on these wonderful tools, recent events have encouraged us to re-evaluate our digital footprint to ensure our personal and professional information is protected from online predators and individuals who want to do us harm.

While social media use can be entertaining and informative, it poses potential operations security weaknesses, and Air Force Instruction 1-1, Air Force Standards, provides guidance on appropriate social media use by Airmen.

OPSEC and personal privacy concerns should be paramount when using social media. Military members have recently been threatened on social media by terrorist organizations looking for information they can use to harm military families and disrupt Air Force operations.

The following tips will make it more difficult for unwanted users to acquire your data through social media:

Be cautious when accepting friend requests and interacting with people online. You should never accept a friend request from someone you do not know, even if they know a friend of yours.

Don't share information you don't want to become public. Remember, once you put something out there, you can't control where it goes.

Disable location-based social networking, or geotagging, on all

or a unit.

If you ever hesitate before clicking 'post', reconsider the content you are about to share. Our team follows the motto: When in doubt, throw it out!

Adjust your privacy settings to ensure your posts and profile information is secured and seen only by approved audiences. This last tip applies to any social media platforms you may use, but since Facebook is the most widely used, we want to share this detailed how-to guide on how to secure your profile. Check out this guide for more details.



Practicing good OPSEC and helping family members follow these security measures is essential to protecting personal and

social media platforms. Geotagging is the process of adding geographical identification to photographs, video, websites and text messages.

Avoid posting work or personal schedules and travel itineraries, especially deployment information and return dates for yourself, a loved one

mission-critical information on social media. If you ever feel you are being threatened or you notice vulnerable information online, be sure to alert the social media platform's help center and your local OPSEC manager for assistance.

For more information in keeping your personally identifiable information safe follow the link below

<http://airforcelive.dodlive.mil/2014/10/securing-your-digital-footprint/#sthash.0ng3Q1tZ.dpuf>



SEE THE DUNK TANK IN ACTION! CLICK [HERE](#)

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

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

Web site: www.orng-smfs.org



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Just one more cowpoke hangin' out at the corral. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

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