

173rd Fighter Wing welcomes new commander

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

KINGSLEY FIELD, Ore. -- “Sir, I assume command.”

With these words, Col. Kirk “Tick” Pierce took command of the 173rd Fighter Wing, January 10, 2015. The official passing of the guidon took place here during an assumption of command ceremony held in the base theater.

In addition to sharing a bit of his background and command philosophy, Pierce lauded the Airmen of the 173rd FW.

“It’s an honor for me to represent and to lead you. You have a phenomenal repu-

tation in both the State and Air Force,” he said.

Pierce comes to The wing from the National Guard Bureau in Washington D.C. where he was the Director of Plans and Programs for the National Guard Bureau, as well as the Senior Military Advisor to the Deputy Assistant Secretary of Defense for Policy – Strategy and Force Development at the Pentagon.

He has over 26 years military experience serving in multiple capacities all over the United States.

Maj. Gen. Daniel

(Continues on page 2)



Brig. Gen. Michael Stencel, the Oregon Air National Guard commander, presents the 173rd Fighter Wing guidon to Col. Kirk Pierce, the incoming 173rd FW commander, during an assumption of command ceremony, Jan. 10, 2015. (U.S. Air National Guard photo by Senior Airman Penny Snoozy)

173rd Maintenance pioneers critical inspection

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

KINGSLEY FIELD, Ore. -- Airmen at the 173rd Fighter Wing have pioneered a critical fix preserving airworthiness for the U.S. Air Force F-15C Eagle aircraft as the airframes approach 40 years-in-service, Feb. 26, 2015.

Left: Tech. Sgt. Jeff Childs holds the most recent example of his labor, a paper-thin piece of titanium skin removed with extreme care from the wing of an F-15C, Feb. 24, 2015.

Master Sgt. Dusty McAllister, supervisor of the 173rd sheet metal shop asked one of his Airmen, Tech. Sgt. Jeff Childs, with a background in machining, if it were possible to engineer an inspection point for wing spars, which are inaccessible at field locations.

This inspection was in response to stress testing conducted by Boeing in which an airframe was subjected to stresses proportionate to more than 20-thousand flight hours.

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State Airman of the year credits people, relationships

Story by

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

KINGSLEY FIELD, Ore. -- Senior Master Sgt. Jason Witts of the 173rd Fighter Wing earned Senior Non-Commissioned Officer of the Year for the Oregon Air National Guard in 2014.

When prompted about what made him the ideal candidate for this award he immediately cites the work ethic prevalent to Kingsley Field and emphasizes an innate culture of success he sees in most everyone he works with; which is great except that it doesn't answer the question.

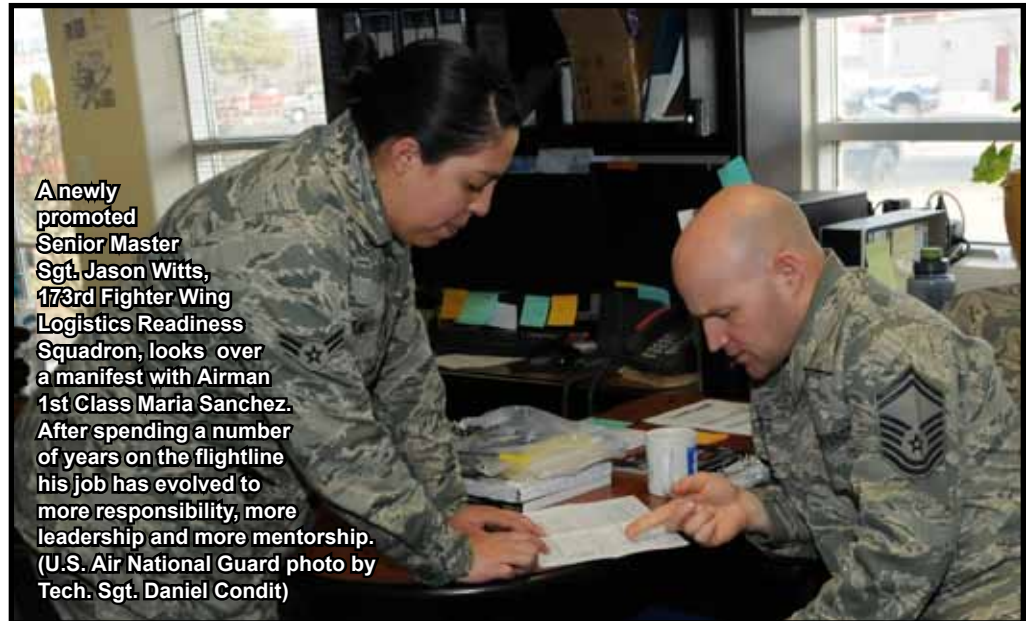
When pressed further he frowns in obvious thought and says "it's a surprise for sure, it's humbling ..."

The truth is Witts only learned of his nomination for the award the previous week and is not privy to the write-up submitted on his behalf.

His immediate supervisor, Capt. Scott Gelhardt, says his extensive qualifications and resume help the organization in many ways, but notes beyond that he's an excellent leader.

"He's done a lot for the organization "bullet-wise" and saved the organization a lot of money; but I'd say the biggest thing that distinguishes (Witts) from others that have done the same things is that he's a mentor and he works on bringing up others to do those same things," Gelhardt said. "He was recognized at the state level but (Witts) also had one of his Airmen recognized at the wing level, and that says a lot about his leadership to have two people from the same flight performing so well."

Witts' squadron commander, Lt. Col. Martin Balakas, says he is very



A newly promoted Senior Master Sgt. Jason Witts, 173rd Fighter Wing Logistics Readiness Squadron, looks over a manifest with Airman 1st Class Maria Sanchez. After spending a number of years on the flightline his job has evolved to more responsibility, more leadership and more mentorship. (U.S. Air National Guard photo by Tech. Sgt. Daniel Condit)

familiar with Witts' ability to lead his flight; Balakas felt he was an obvious selection for the top senior NCO of the year.

"Sergeant Witts is a natural choice for this; he's a very powerful mentor/leader and works to make young, excited Airmen technical experts in and of themselves," said Balakas.

For his part, Witts loses any reticence when asked about the best moments of his career.

"Those moments are when you see that element that you can't teach people necessarily, it's an attitude really when they develop a can-do approach when they can take the initiative," he said. "It requires a person to look inside themselves and ask themselves if they want to be part of what we are doing here and that's when they become highly effective."

As Witts looks back over his career he smiles and says, "It's pretty amazing when I look back ... all the relationships and friendships I've made—it's all the people that stand out the most."

New commander takes 173rd reigns

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Hokanson, the Adjutant General for Oregon, was the presiding officer for the ceremony. "'Tick' is truly an exceptional officer and the right leader for this truly exceptional wing," said Hokanson.

Pierce's flying background is as an F-16 pilot; however, he will have a first-hand view of the 173rd FW's schoolhouse as he retrain to fly the F-15 Eagle.

Pierce replaces Colonel Jeremy "Weed" Baenen, who commanded the wing from January 2013 to November 2014.

The 173rd FW is the home to the sole F-15C schoolhouse for the United States Air Force.

Airman develops new fixture for inspection

(Continued from front page)

Those tests revealed a vulnerability in some wing spars.

“There was a catastrophic failure on the stress test aircraft on the intermediate spar,” said McAllister. “[The engineers] said they need to find out if we can remove some skin in an area and check these, and we said, ‘yes, we will take a look at this’.”

McAllister, Childs and other members of the shop spent several weeks of trial and error and created a fixture machined from a block of aluminum that holds a carbide cutting tool and allows them to cut through the titanium skin precisely enough to preserve the spar it touches.

“We take off thin layers in successive cuts until we get close, then we hold our breath for the last cut,” said Childs, the one who physically performs all the cutting operations.

The operation has worked well enough that he visited the wing’s sister unit, the 142nd Fighter Wing, and showed them how to make the fixture and helped them cut five wings.



From left, Staff Sgt. James Lovell and Tech. Sgt. Jeff Childs operate a pneumatic drill driving a carbide cutting tool to slowly open a 5-inch by 1/4-inch port in the wing skin where it touches the left wing spar. This opening will allow for routine inspections of that wing spar forestalling a need for depot-level maintenance to remove a large section of titanium plate covering the wing.

McAllister says that depot maintenance thinks the design is excellent and is sending it to all F-15 units to help them accomplish their inspections.

“A rough drawing of the fixture and a new TCTO has gone out to all

the F-15 units to begin working the fix,” he said.

He adds that they continue to refine the process and are looking at using an ultrasound scan to help measure the thickness between cuts to provide a wider margin of error.

Anatomy of ingenuity and resourcefulness: Kingsley Airman leverages fabrication background to keep F-15s airborne

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

KLAMATH FALLS, Ore. -- What keeps the oldest fighter aircraft in the U.S. Air Force inventory airborne? The trend is increasing ingenuity and resourcefulness.

Picture a muscle car, vintage 1978, and what it would mean to take

that car to the quarter-mile track and ask for every last ounce of power and torque possible from its engine, running the RPMs to the red, transferring all of that force through the drive-train and turning it into forward motion—everyday.

The F-15 airframe dates to 1978 and they do get “max performed” every time they take to the sky. Take gravitational forces, better known as

G’s; these aircraft usually pull up to nine Gs on a given mission, translated into everyday terms means nine times the actual weight of the aircraft. According to the Boeing technical specifications a given F-15 weighs 45,000 lbs., so at nine Gs it is exerting 405,000 lbs. on the wings and the airframe.

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Field inspection point keeps aging aircraft in the air

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Over the years, those forces sap the strength of even the most stalwart of metals; titanium reigns supreme in this environment for its strength-to-weight ratio—half the weight of steel and four times as strong. The modern F-15 aircraft uses this metal extensively but those forces worry away at the metal and eventually it cracks.

Necessity has prolonged the service life of this aircraft from 6,000 hours to 10,000 hours and more in some cases. There are precious few F-22s to augment the air superiority mission and the F-35 has yet to reach active service. Even when they do, plans call for the F-15 to remain in service through 2040. With that extended service metal fatigue issues arise.

To identify problems that will arise from this extended lifespan, Boeing has tested an F-15 airframe to absolute failure, well beyond the 20,000 hour mark.

Sure enough, this testing revealed that wing spars absorb tremendous stress and as a result will break. So the engineers had identified the problem and knew that units using these airframes should inspect them regularly, and with that, uncovered a larger problem.

The wing spar's location is such that it prevents inspection by means of X-ray or other normal techniques. Short of pulling the skin off the entire wing, which is not feasible at a normal flying unit, a method of ensuring the integrity of wing spars didn't exist.

The solution is an example of ingenuity and resourcefulness at the grass-roots level. Tech. Sgt. Jeff Childs, a sheet metal troop at King-



Top: Tech. Sgt. Jeff Childs, 173rd Fighter Wing sheet metals shop, requires a small mirror to help ensure his cutting tool does not cut the wing spar while taking fine cuts measuring only a thousandths-of-an-inch on the skin of an F-15 aircraft wing. While removing the quarter inch of titanium skin covering the wing, the delicate part is ensuring he does not damage the underlying spar.

Right: Childs fixture, seen at the top of the photo, keeps the bit steady while he makes the most crucial final pass where it's possible to unintentionally cut into the wing spar itself. He holds the drill lightly with both hands where he can sense even the slightest change in vibration. On two occasions he sensed the cutting tool was cutting through the skin and into the spar; he stopped the cut he saved a bill that could tally more than one million dollars.



sley Field, has an extensive background in machining and fabrication. By extensive I mean that he designed and fabricated his own 1932 Ford T-Bucket from scratch at one point.

"It took three years," he said of building the car. "The hardest part was modifying the lathe gearbox to get clearance for the wheels we machined from stock aluminum."

So when his structural shop supervisor, Master Sgt. John McAllister, asked him if he saw a potential solution to inspecting wing spars, he said sure.

The result of that conversation is a block of machined aluminum called a fixture which allows a field unit to cut

the skin away from the spar—without touching or damaging the spar. This small opening in the titanium skin allows for inspection with an Eddy Current Tester.

It's a difficult proposition because the two are literally touching each other.

"I created a fixture that attaches directly to the spar and allows us to machine off a couple thousands of an inch at a time," he said, thus creating the opening in the titanium skin.

Although the fixture is fairly simple once designed, the procedure

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'Out of the box thinking' keeps Eagles soaring



See from below, the cutting opens a section about 5-inches by 1/2-inches wide, which allows for the non-destructive inspection shop to examine the underlying wing spar. The opening has no effect on any other part and will remain open for the life of the overlaying titanium skin.

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is not stress free. Anomalies in the spar itself cause the titanium skin to lay differently and on two occasions the cutting tool has cut through to the spar itself, scratching it slightly.

"When it happened I was almost sick to my stomach," said Childs. "We stopped everything and took pictures to send to Boeing engineers to see if a spar replacement would be required." And that would require the jet be sent to depot in Georgia with a price tag of over one million dollars.

The way Childs designed the process, successive cuts are made taking a small thickness of titanium on each pass, when the remaining piece separating the spar is only the approximate thickness of a human hair he takes his fixture off and uses a hand etching tool to remove the final paper-like bit.

"When I came up with this idea I thought I would put it in a box and send it to depot," he said.

But necessity intervened and depot and Boeing engineers said "go". While discussing the risk of the procedure, Childs does wear the worry on his face, but he says he's game and can get the 173rd FWs fleet all taken care of.

The week previous he traveled to Portland, Ore., to share the technique with sister unit 142nd Fighter Wing. Their alert mission requires jets be

ready to take flight on a moment's notice and engineers at depot have stressed the importance of inspecting these spars as quickly as possible, so the 173rd was happy to send members on temporary duty to ensure their aircraft are mission ready.

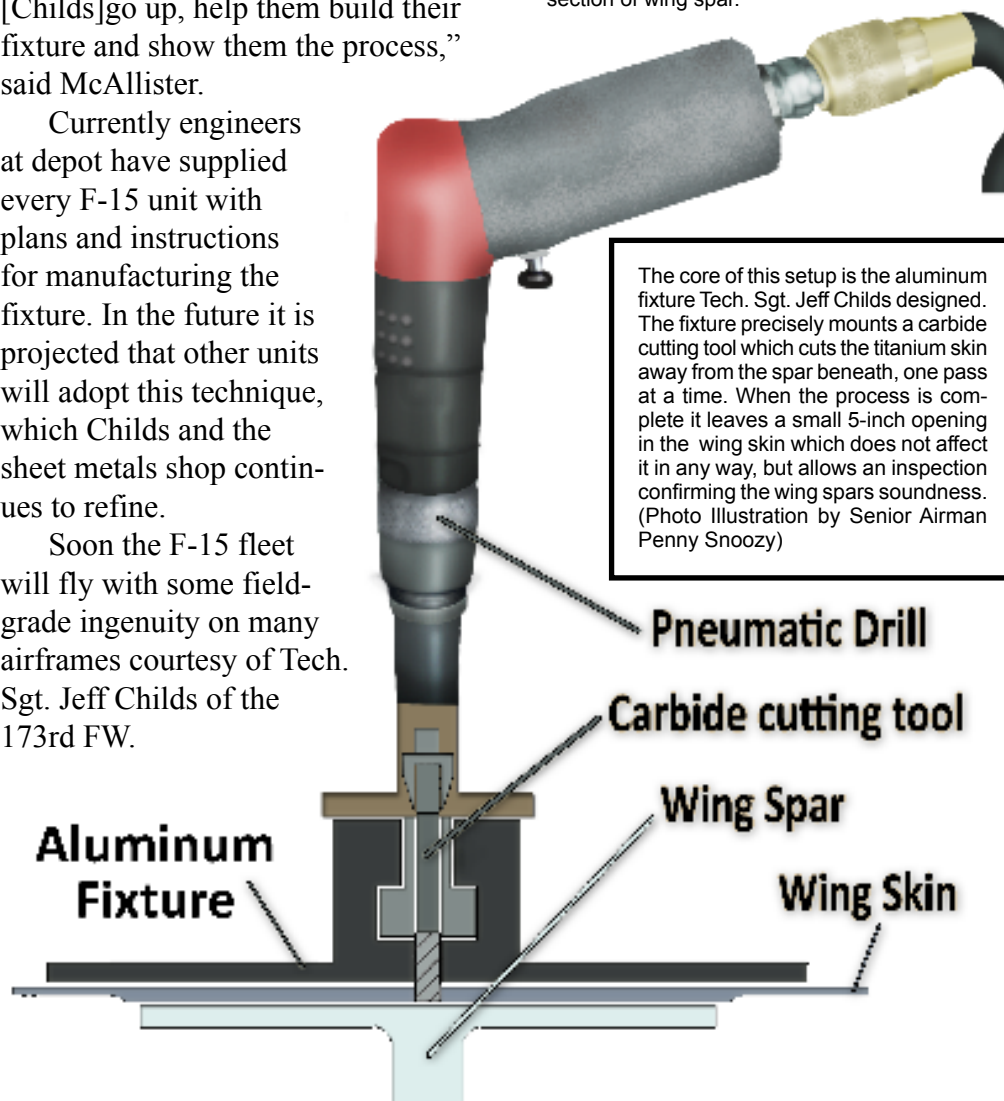
"They needed to get three of their wings cut and we suggested to have Jeff [Childs] go up, help them build their fixture and show them the process," said McAllister.

Currently engineers at depot have supplied every F-15 unit with plans and instructions for manufacturing the fixture. In the future it is projected that other units will adopt this technique, which Childs and the sheet metals shop continues to refine.

Soon the F-15 fleet will fly with some field-grade ingenuity on many airframes courtesy of Tech. Sgt. Jeff Childs of the 173rd FW.



Tech. Sgt. Peter McNally of the non-destructive inspection shop uses an Eddy Current Tester to scan for cracks on the newly exposed section of wing spar.



The core of this setup is the aluminum fixture Tech. Sgt. Jeff Childs designed. The fixture precisely mounts a carbide cutting tool which cuts the titanium skin away from the spar beneath, one pass at a time. When the process is complete it leaves a small 5-inch opening in the wing skin which does not affect it in any way, but allows an inspection confirming the wing spars soundness. (Photo Illustration by Senior Airman Penny Snoozy)

Medical Readiness key to remaining effective, deployable

*Story and photo by
Senior Airman Penny Snoozy,
173rd Fighter Wing Public Affairs*

KINGSLEY FIELD, Ore. -- The 173rd Fighter Wing Medical Group is a picture of frenetic activity on a drill weekend. On a typical Saturday, members flood the clinic for various health concerns, but many are there to fulfill annual health requirements. Blood draws, vaccinations, and health assessments are a few of the vital services provided by the clinic on a given day.

However, it is every Airman's responsibility to know their health status and visit the clinic when they are due for medical readiness items.

According to Lt. Col. Eric Chumbley, 173rd Medical Group, "Kingsley Field consistently out performs the rest of the Air National Guard."

As of Feb. 7, the 173rd FW is

maintaining an overall individual medical readiness rate that is 5.1-percent higher than ANG, 3.3-percent higher than Air Education Training Command, and 1.2-percent higher than their active-duty counterparts.

Chumbley is responsible for tracking Kingsley Field's Individual Medical Readiness.

"With the Air National Guard's responsibility to the state, members can be called to support natural disasters or humanitarian efforts at any moment," he said. "If our Guardsmen aren't medically cleared to respond to these events, all of their skills become unusable," he said.

Airmen can stay aware of their medical status by visiting "My IMR" found as a link listed on the Air Force



Tech. Sgt. Matthew Comiskey, 114th Fighter Squadron, gets his blood drawn by Staff Sgt. Jessica Bridges, a 173rd Fighter Wing Medical Group Lab Technologist, to complete one of his individual medical readiness requirements, Feb. 7.

Portal or at <https://imr.afms.mil/imr/MyIMR.aspx>. On this site members can view their overall status and prepare to update any medical items that have come due. Using these tools every Airman can prepare for an emergency and put their skills to good use when the need arises.

Kingsley Firehouse remembers firefighter fallen in line of duty

Kingsley Field Honor Guard members (right) Master Sgt. Joseph McKenzie and Tech. Sgt. David Millard fold the U.S. flag during a memorial service for fallen firefighter Capt. Larry A. Brown, Feb. 19, 2015. Brown was a 23-year veteran of Kingsley Field Fire & Emergency Services and was recognized as firefighter of the year in 1987 before making captain three years later in 1990. Brown suffered a heart attack and passed away Feb. 23 2003 after performing egress training while in the line of duty. According to Assistant Chief Matt Chavarria, Brown was a highly skilled and respected instructor in all aspects of aircraft firefighting recovery and rescue techniques as well as a mentor and friend. Brown's dedication to service extended beyond Kingsley Field and Klamath Falls having served honorably in the United States Navy prior to joining Kingsley Fire and Emergency Services. Capt. Brown left behind a wife, two children, and three grandchildren. (U.S. Air National Guard photo by Tech. Sgt. Daniel J. Condit)



Air Force BMT introduces innovative Capstone Week

Story by
Tech. Sgt. Joshua
Strang, Air Education
and Training
Command Public
Affairs

JOINT BASE SAN ANTONIO-RANDOLPH, Texas -- Air Force basic military training at Joint Base San Antonio-Randolph-Lackland will soon restructure its current eight-and-a-half-week course to make room for a new five-day program called Capstone Week, beginning, Jan. 27, with trainees entering BMT.

"Our basic military training today does a tremendous job developing young men and women into Airmen," said Chief Master Sgt. of the Air Force James A. Cody. "But as we looked at the current structure, we saw an opportunity to further enhance those Airmanship skills with a final week focused entirely on character development. These are core skills every Airman needs to be successful in our Air Force."

The first Capstone Week, which will culminate the BMT experience, begins March 23.

Capstone week's purpose is to give the Air Force one more critical tool to further develop professional, resilient Airmen who are inspired by heritage, committed to its core values, and motivated to deliver airpower. While BMT will still provide new



Staff Sergeant Robert George, a military training instructor at Lackland Air Force Base in San Antonio, Texas, marches a new flight back to their squadron area following their initial issue of uniforms and equipment. (U.S. Air Force photo by Master Sgt. Cecilio Ricardo)

Airmen the same high level of military and physical training, Capstone Week serves to specifically concentrate on character building.

"We developed Capstone Week to better prepare Airmen for their first assignments by reinforcing our core values of integrity, service and excellence through an interactive environment emphasizing character development, the profession of arms, and our Air Force heritage," said Gen. Robin Rand, the Air Education and Training Command commander. "The course focuses on the importance of every Airman treating each other with respect and dignity, better preparing them to become skilled warriors ready to do our nation's business."

Capstone Week will provide instruction and promote discussion

among Airmen in a more interactive forum than the highly-structured BMT curriculum, according to Kevin Adelsen, the AETC Capstone Week program manager. Some key areas that Capstone Week will cover, include wingmanship, resiliency, leadership and followership, sexual assault prevention and response, the warrior ethos, and how Airmen can balance their personal and professional lives.

Adelsen said BMT schedule adjustments allowed for condensing the current training to make room for the Capstone transition period.

"We'll retain all current BMT requirements in the first seven-and-a-half weeks and use the Capstone Week to reinforce and expand on

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Basic Training to restructure final week

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previous training," Adelsen said.

Following the traditional Airman's parade at the end of BMT's first seven-and-a-half weeks, trainees will transition that weekend to a Capstone squadron. Airmen will move into a revamped training facility on Lackland and experience Capstone Week in an environment far different from that of the first part of BMT, according to Adelsen.

Capstone will be a BMT graduation requirement, Adelsen added. Immediately following Capstone, Airmen will travel to their designated technical training locations across the United States.

"BMT's Capstone Week will ensure Air Force basic training remains a center of excellence and our Airmen remain the best fighting force in the world," said Chief Master Sgt. Gerardo Tapia, the AETC command chief.

"It's a fantastic and innovative way to ensure we prepare Airmen to become men and women of character - great wingmen, leaders, citizens and warriors. This is not going to be the 'last' week of BMT, but rather the first week of the rest of their Air Force careers.

Winter Wx? Not in the Klamath Basin



Oregon Air National Guard maintainers and pilots work with sleeves rolled up and canopies open on a record high temperature 56-degree day, Jan. 27, 2015. A typical day mid-winter day in the Klamath Basin normally sees a snow-covered flightline and freezing temperatures. (U.S. Air National Guard photo by Tech. Sgt. Daniel J. Condit)

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

KINGSLEY FIELD, Ore – Snow, frost, ice, and treacherous roads ... these are typical weather issues the Airmen of the 173rd Fighter Wing are familiar with. Kingsley always welcomes newcomers with an in-depth driving primer on winter driving safety in the Klamath Basin.

However, this December and January—just the opposite. While snow pummels the East Coast Kingsley Field Airmen bask in sixty degree weather and sunshine.

"I couldn't believe it; I rode my motorcycle all weekend," Tech. Sgt. Daniel Condit, 173rd FW Public Affairs, recounted.

The negative effects of this unseasonably warm weather will likely arrive this summer. The lack of snow in the mountains usually leads to water shortages and drought. But that aside, the clear skies and runways benefit the flying mission here.

Major Victor Knill, 173rd FW Assistant Scheduler, says adverse winter weather has grounded the fleet for a day or more in the past.

"We do not plan our long term flying schedule based on weather; we simply plan our schedule to meet the needs of student production," said Knill. "But if there is significant weather here at the base then we may look to delay the takeoffs until it clears up or if there are indications that it will not clear up then we will cancel flying. Either way, delaying or cancelling brings challenges because we need to meet the student timeline."

Not this year, Knill says the weather "has had little to no impact."

So, as Airman and Soldiers on the East Coast help to dig their communities out of the snow and ice, the 173rd FW is taking advantage of the unusually warm sunshine and continues to train the best fighter pilots in the world.

The 173rd FW is home to the sole United States F-15C Eagle aircraft training base for the U.S. Air Force.

New Air Force-wide evaluation system to arrive at Kingsley

Commentary by

**Chief Master Sgt. Danny Ross,
173rd Fighter Wing Command Chief**

As briefed during the February Unit Training Assembly, we're now in the final phase of the newly constructed Enlisted Evaluation System.

Our Force Support Flight is working with supervisors to finalize raters in MILPDS and ensure everyone receives an Airman Comprehensive Assessment (ACA) prior to their first Performance Report.

To make sure we're ready, we'll start classes this April to provide writing instructions on "how-to" write an EPR, conduct an evaluation, utilize the new forms (not all are published and available yet), and process the report in VPc-GR.

These changes bring a steep learning curve, but the wing will gain valuable lessons learned from our first group to get the new EPR in May, our chiefs. This will be followed by master sergeants in the month of September. It is important each rater take a proactive approach to prepare for that first evaluation. Air Force Instruction 36-2406 dated March 29, 2013, which includes the Air Force Guidance Message (AFGM), outlines the requirements and processing of the ANG EPR program. While there are currently many

EPR writing guides available, I recommend the myPers website: https://gum-crm.csd.disa.mil/app/answers/detail/a_id/25117/p/12%2C13 and our local Assessments Wiki site <https://eis.ang.af.mil/org/173FW/MSG/FSS/Assessments%20Wiki/Home.aspx>

The key to the success of this program is providing clear expectations along with honest and accurate feedback to your Airmen. Meaningful feedback is the bedrock of this program and it includes advice on any improvements needed to better meet your expectations as the rater. Furthermore, this will be helpful in providing a reliable, long-term, cumulative record of performance and potential based on that performance. In short these EPRs

should record a person's body of work while they are here at Kingsley Field.

To meet this goal this new evaluation system should focus on job performance. How well the individual does his or her job and the qualities they bring to the job are of the most importance to our Wing, the ANG and United States Air Force. This process will help every airman under-

stand job performance expectations and how they measure up to defined expectations. This feedback is critical to sustain our continued standard of successful mission accomplishment and taking care of our airman.

The Air National Guard Command Chief, Chief Master

Sgt. James Hotaling says this of the new system, "More than 71,000 of our Airmen have never had this type of performance evaluation done on them before. Think about that.

71,000 people who have never known in writing if they were doing good, bad, or indifferent. So this is going to be a huge cultural shift for where we're going in the Air Force and the ANG."

Another point of emphasis for Hotaling is emotional intelligence, or the ability to understand and manage one's own emotions and develop an understanding of how they interact and influence the emotions of the people around us. He went on to describe how much of the corporate world has adopted this and how it benefits companies which place a high value on those skills.

To read the letter Chief Master Sgt. Hotaling wrote the Airmen of the Air National Guard regarding the new evaluation system please click on the following link: <http://www.ang.af.mil/shared/media/document/AFD-140804-014.pdf>



Selfie much? Stay professional



Commentary by

**Senior Airman Penny Snoozy,
173rd Fighter Wing Public Affairs**

KINGSLEY FIELD, Ore. -- Air National Guard members should use discretion when taking and sharing self-portraits.

With the rise of technology and social media, sharing photos with family and friends is easier than ever. But when using social media like Instagram, Facebook, or Snapchat the self-portrait, or "selfie" reigns supreme.

If you have a smart phone, you are taking selfies, #broadgeneralization.

Selfie - The mention of this word makes me laugh. Memories of dropping my phone on my face while taking a selfie lying down, or seeing someone share a selfie with their eyes closed captioned #Sleepy #ComeBringMeCoffee, fill this already silly word with humor. It seems every occasion needs to be commemorated with a selfie these days. Whether it's a special occasion

like meeting your #Newborn-Niece #Blessed, or other life events like #BuyingANewCar #ICanOnlyEatRamenNoodles-ForAYear, or eating #TheBest-DinnerEver #ILovePizza.

I'm not that person that shamelessly strikes a selfie pose in public, but I will admit to partaking in my fair share of selfies. There seems to be a slightly negative association with selfies. I mean, they are somewhat vain #understatementpersonified, but generally they are harmless.

However, if you're not careful, taking self-portraits can become an embarrassing endeavor. We've all seen those embarrassing selfies. The selfies with backdrops of unflushed toilets, dirty laundry littering the bedroom floor, or hashtags so long you have to "see more."

But if you're taking selfies at work, you can capture more than an embarrassing moment. With selfies becoming part of daily

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Governor's Food Drive

Story by

**Tech. Sgt. Daniel Condit,
173rd Fighter Wing Public Affairs**

KINGSLEY FIELD, Ore. - Oregon Air National Guard members assisted people in need by participating in the

annual Governor's State Employees Food Drive during the month of February.

Master Sgt. Michael Moore of the 270th Air Traffic Control Squadron headed this year's effort for the base.

"There was an opportunity, the base needed someone to head it up, so I took the opportunity to help those in need," said Moore.

Moore says the food donated from Kingsley Field will stay in the local community and help the people of Klamath and Lake Counties.

Kingsley Field has historically stepped up to the plate during the food drive, their record year was 2012; members donated more than 2,500 pounds of food to help those less fortunate.

According to Oregon.gov, the Governor's State Employee Food Drive was established by Gov. Victor Atiyeh in 1982 and has become the largest state food drive for the Regional Food Bank Network providing more than 70 million pounds of food to date.

Members dropped off non-perishable food items at local business and government offices located around Kingsley Field and the city of Klamath Falls.



Good selfies require professionalism, camera skills

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life for some of us, one may not give a second thought about Personally Identifiable Information, sensitive documents, or classified equipment that could be splashed in their background. As a Public Affairs Photo-journalist, I can give you some tips to look sharp in your selfies without damaging your self-esteem or professional credibility.

As members of the ANG, you might take a selfie in uniform. If you share a selfie in uniform, you may positively or negatively impact the community's opinion depending on your dress and appearance, professionalism, and the setting of the photograph. Since all military members reflect on the military as a whole, we should hold ourselves to the highest standard in everything—even selfies.

I can't remember how many times a crew chief has asked me not to take their photo because at some point a photographer took a photo of them without proper personal protective equipment and they got blasted by their supervisor. So my first tip for selfies is: wear proper PPE when needed, especially if you are going to document that moment in a photo! But why do I need to say this, I'm sure you all wear PPE every time you're supposed to anyways, right?

Nothing says "I'm professional" like a selfie in uniform with out-of-regs fly-away hair, a 6 or 7 o'clock shadow, an upturned collar, or a photo where you are #TooCoolToWearMy-CoverOutside #ILookCuterWithOutIt #SoImGoingToDisobeyRegulations. Wear a hat when outdoors and follow other customs and courtesies. Make sure your uniform and appearance are, at a minimum, satisfactory



before posting a selfie. Or maybe the Public Affairs office can look for selfies with uniform infractions and start using them as learning tools at a commander's call... Too bad Facebook isn't public domain. #I'mKiddingItTotallyIsLOL.

As I said before, be aware of the background of your selfie. Whether in uniform or at home, don't let anything distract your viewers from the #IWokeUpLikeThis attractiveness of your selfie.

Now that I've touched on some of the professional aspects of selfies #HowIrony, I can get into the important information; how to look good. Even though everyone is flawless the way they are, #littlewhitelie, we all have certain attributes that we would rather not highlight.

Do you get dark circles under your eyes? Don't stand directly beneath your lighting source; this will put shadows under your eyes. Open windows with indirect sunlight provide flattering, natural, even lighting. If you're outside, the sun can cast some nasty shadows. Standing somewhere in the shade will give you much better lighting.

Do you have a prominent forehead? If you'd like to shorten the appearance of your forehead, raise your chin and take your photo from a lower angle.

Moving down the face, if you are

self-conscious of your chin there are a few things you can do. If you have a narrow chin, tilt your chin upwards and take your selfie straight on or from above. If you have a double-chin, raise your chin and take photo from a higher angle.

Here is a professional tip: As you raise the angle of your selfie be sure to maintain control of your camera or phone so you don't drop it on your face... or into a sink, toilet, lake, or hard surface where it can be damaged. When you ruin your camera or phone, no one will be able to see the new selfies you share every day so everyone can know that you look exactly the same. #ProTip #Dont-SelfieEveryDay #PleaseIBegYou #It'sNotFairToHumanity. On a side note, it can be annoying when you hashtag your photos to death.

My last tip of the day goes out to those who aren't #FeelingTwentyTwo. If you don't understand that reference, then this tip is probably for you. Balding isn't usually a feature someone wants to emphasize. So if you take your selfie from a lower angle and avoid back lighting, which creates a "halo" effect highlighting your lack of hair, baldness is less obvious. The wrinkles etched into our skin from all those years of laughing and smiling can sometimes make people sad. Don't be sad! To reduce the appearance of wrinkles, use a lower, indirect and soft light source. Light from beneath will softly fill in wrinkles if it's diffused, making wrinkles much less pronounced.

By applying a few of these selfie tips, I'm sure together we can make our social media a better place. A place of pride instead of embarrassment, and a place that is a little easier on the eyes. #You'reWelcome.

Aircrew Flight Equipment member helps keep pilots safe

*Story and photos by
Tech. Sgt. Daniel Condit,
173rd Fighter Wing Public Affairs*

KINGSLEY FIELD, Ore. -- The mission of the 173rd Fighter Wing: to train and support Air Force military professionals that can serve our state and nation in times of war and peace. This mission requires dedication and skill of its Airmen; one Kingsley Airman, Staff Sgt. Christopher Hernandez, provides examples of both.

He is an Aircrew Flight Equipment specialist tasked with the maintenance and quality control of flight equipment. That equipment may sustain a pilot's life both inside and outside the aircraft.

His duties range from preventive maintenance, post flight equipment inspection, to fitting of equipment for new pilots—including the Joint Helmet-Mounted Cueing System. JHMCS is a helmet designed to provide the pilot with real-time alerts and weapons information in their visor, similar to the one worn by the Apache helicopter pilots.

Hernandez says he chose to become an AFE specialist because he wanted the challenge and liked the idea of being hands-on.

"I liked the fact there was a lot to take care of, diversity of duties, and providing support for vital systems that keep our pilots alive; it keeps the job interesting and free from monotony," he said.

Hernandez's training extends from technical school to Survival Evasion Resistance Escape (SERE) and water survival training. This training provides first-hand knowledge of what a pilot may go through in an emergency. Like flight doctors, AFE



Top: Oregon Air National Guard Staff Sgt. Christopher Hernandez an Aircrew Flight Equipment Specialist assigned to the 173rd Fighter Wing, Kingsley Field, Ore., lubricates fasteners on an F-15 harness responsible for keeping a pilot secure in the event of an ejection.

Right: Hernandez checks the calibration of the Joint Helmet Mounted Cueing System which transposes information from the heads-up display into a pilot's visor, during flight.

specialists fly on training missions to become familiar with the environment and its stresses.

"Attending SERE, water survival, and conducting familiarization rides gives us an opportunity to put ourselves in the pilots boots, letting us experience how the equipment functions in an operational environment," he said.

In the span of an hour Hernandez performs a quality control check on a harness, survival kit, and a parachute attachment point. He checks the calibration of a JHMCS helmet all while accessing no less than four separate technical orders.

Hernandez notes that there are numerous pieces of equipment he is responsible for, each one providing a different life-sustaining function for



the pilot. They include waterproof "poopie" suits for cold water survival and a new g-suit which applies pressure to more points of the body during high-g maneuvers, helping the pilot stave off g-force induced loss of consciousness. He emphasizes attention to detail as he holds up a harness logbook and points out, "this harness comes out of service in less than a month; I need to think about building a new one right now."

Hernandez cites regulations, best practices and how important it is to document the work; he works like lives depend on it—they do.

Kingsley Airmen celebrate women in the Military



During the February Unit Training Assembly all available female Airmen formed up in the main hangar for a group photo to commemorate the accomplishments of military women dating back to the Civil War. (U.S. Air National Guard photo by Tech. Sgt. Daniel J. Condit)

**Story by
1st Lt. Amy Heath,
173rd Fighter Wing Medical Group**

Today, there are approximately 2 Million Women Veterans and 500,000 women currently serving in the US Armed Forces. There are over 25,000 female Veterans just in the state of Oregon. All of these women have paved the way to allow women in the military today to propagate to higher ranks, filling positions previously not allowed.

In 1775, women started serving with the military in the American Revolution filling roles as nurses, water bearers, seamstresses, cooks and spies. During the Mexican War in 1846-48, Elizabeth Newcom disguised herself as a male to enlist into the military. She marched 600 miles before being discovered—ensuring a new era of enlistment for women with her idea of enlisting as a male. Nonetheless, women continued to disguise themselves as men in order to serve in the military through the Civil War. During the Spanish-American War, Dr. Anita Newcomb McGee changed the face of women in the military by becoming the first female Acting Assistant Surgeon General and writing legislation to create a permanent corps of nurses. Thanks to Dr. McGee, in the early 1900's the Army Nurse Corps and Navy Nurse Corps were established, allowing women to freely join the military in medical roles. The Army, Marines, and Coast Guard all had women serve during World War I.

The Army Reorganization Act of 1920 granted military nurses the status as officers only ranking from O-2 to O-4, not yet allowing them to fill higher ranking roles. World War II paved new paths for women in the military, including letting women serve as stateside pilots, communications, intelligence, supply, medicine and administration. Servicewomen who had joined the reserves following World War II were involuntarily recalled to active-duty during the Korean War serving in many capacities. The number of women in the military grew, and approximately 7,000 women served in the Vietnam War. In 1968 the first woman was sworn into the Air National Guard with the passage of Public Law 90-130.

Another major feat for women was when the Chief of the Army Nurse Corps and the Women's

(Continues on page 15)

Klamath Falls hosts first certified duathlon

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

KLAMATH FALLS, Ore. – In September 2015, the Klamath Falls community can look forward to its first local duathlon, sponsored by the Kingsley Junior Enlisted Council.

The JENC organizes a number of community activities around the Klamath Basin and for the past three years they have hosted a 5k fun run. After meeting early this year they were looking to expand on this event and began asking basin residents what type of event they would welcome. As it turns out the answer is a duathlon.

A duathlon is a competition featuring two elements, typically a run followed by a bike ride.

The JENC set about organizing a duathlon and settled on a run-bike-run format staged at the Running-Y Resort just outside of Klamath Falls.

As opposed to their previous fun run events, this is sanctioned by the U.S. Triathletes Association and contestants can earn points toward larger events, the most famous of which is the Ironman Triathlon staged out of Kona, Hawaii.

Surprisingly, though the basin is

home to many avid cyclists and runners, there are currently no sanctioned events here. Master Sgt. Sean Campbell, a 173rd Maintenance Squadron Crew Chief is a duathlete and triathlete ranked as high as second overall in USAT National Rankings says the dearth of local events makes this a welcome

what they wanted to see,” said Senior Airman Jared Boyer, JENC Vice-Chair and event coordinator. “They unanimously asked for a multi-sport event so we knew we were going to host a duathlon or triathlon for sure.”

Boyer envisions this as the first of what will become an annual race that will draw high-level talent from around the region. He stresses to his team of volunteers the importance of having a professional event where the JENC can showcase, among other things, the Air Force Core Value of service before self.

“This is our chance to live the culture,

not just say it,” he said.

The groundwork is laid; a number of volunteer committees have formed and are working all the aspects of creating a polished event. When it comes to attracting more talent, the JENC does have one ace-in-the-hole, says Campbell.

“I’m going to challenge a few top-end competitors to compete in this race, we like to go head-to-head,” he said.



development.

“Having this one would be big for those of us who seek National Ranking points,” he said. “Bend had some in the past; the Oregon Coast would be the closest sanctioned race. Most of the time we have to travel to the Bay Area.”

The JENC saw an opportunity to start a successful annual event.

“I simply asked some of the leaders in the running and biking world

Female servicemembers gather at Kingsley

(Continued from page 13)

Army Corps Director, was promoted to brigadier general in 1970. In 1983 approximately 200 Army and Air Force women were among the forces deployed to Grenada on Operation Urgent Fury, serving on air crews, as military police, and as transportation specialists. In 1988 NASA selected its first Navy woman as an astronaut, leading the way for women to enter into NASA. During the War in the Persian Gulf, 40,000 women were deployed during Operations Desert Shield and Desert Storm. In 2001, a female Air National

Guard Security Forces member became the first woman to complete the counter-sniper course, opening oppor-

promoted to the rank of four-star general by the U.S. Army.

Today, women are commanders, pilots, nurses, security forces, maintainers, and they hold many various jobs in all of the services of the military. There are currently 158 women serving at Kingsley Field in many different capacities. We owe our thanks to all women in the military who have come before us. These women paved the way for future women in the military because of their valiant efforts and sacrifices. Thank you

to all of the Veterans from the past, present, and future for your sacrifices and commitment.



tunities for new roles in the military for women. In 2008, for the first time in US military history a female was

173rd Fighter Wing Jets head to Tucson for DACT



KINGSLEY FIELD, Ore. -- For two weeks last August F-16s from the 162nd Fighter Wing out of Tucson, Ariz. flew alongside 173rd Fighter Wing Eagles in Dissimilar Air Combat Training beginning what might be an annual exchange.

Eight months later 173rd Fighter Wing jets headed south to the Tucson unit for a similar exchange. Personnel and equipment followed them a day later and are scheduled to remain there through the end of next week. Here a Kingsley F-15 takes to the sky enroute to the 162nd Fighter Wing, to fly dissimilar air combat training or DACT. (U.S. Air National Guard photo by Senior Airman Penny Snoozy)

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)

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As the sun rises over the Kingsley Field flightline, 173rd Fighter Wing maintainers scatter across a chilly flightline to ready aircraft for launch later in the morning, Jan. 11, 2015. Unless the weather is bad enough to render flying operations unsafe these troops work in every condition imaginable from negative temperatures to heavy snow and rain to triple digit heat. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

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