

Oregon Airmen train with Arizona ANG

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

TUCSON, Ariz. -- Airmen from the 173rd Fighter Wing, Ore. Air National Guard, traveled to Tucson, Arizona to spend a week training with the 162nd Wing in March. Just over one hundred maintenance, operations, and support personnel as well as seven F-15 Eagles traveled here to participate in the exercise dubbed Sentry Cactus.

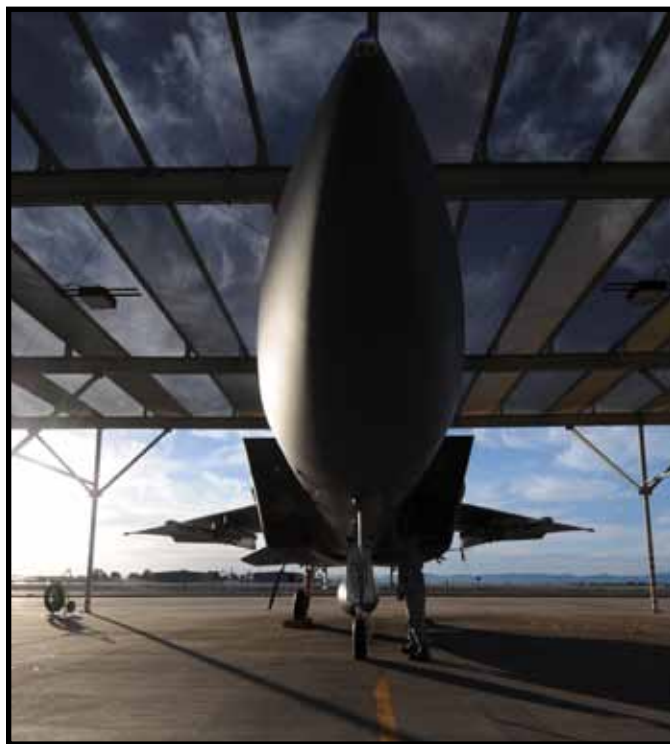
There, the two training units participated in dissimilar air combat tactics training, a chance to fly against a different aircraft.

"DACT is an excellent op-

portunity for our pilots to sharpen their skills," says Maj. Jon Vanbraght, 173rd FW instructor pilot and project officer for Sentry Cactus. "We have the chance to explore the differences between our instructional techniques and to improve upon our abilities to teach students for the next generation of air combat."

Both wings share a similar mission, training student pilots. The 162nd Wing is an F-16 training base and the 173rd Fighter Wing is home to the sole F-15C training base for the United States Air Force.

Vanbraght says working with the Arizona ANG unit is a



U.S. Air Force Master Sgt. Michael Curry, 173rd Fighter Wing F-15C dedicated crew chief, prepares the F-15 Eagle aircraft for a training mission at Tucson, Arizona March 7, 2015.

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114th FS wins AETC Fighter Squadron of the Year

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

KINGSLEY FIELD, Ore. -- The 114th Fighter Squadron, part of the 173rd Fighter Wing, took top honors out of all the Air Education and Training Command's F-15 and F-16 squadrons from around the United States and was named the 2014 Top Fighter Squadron for the fourth time.

Every year, AETC looks at their fighter squadrons to see who is performing at the best in each of the five top operations squadron categories. The 114th FS won the category for Top Fighter Squadron.

The 114th FS has attained this award three previous years-2006, 2009, and 2010, making this the fourth year of recognition for their award-winning

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Commander's Corner

Letter from Col. Kirk Pierce,
173rd Fighter Wing Commander

Team Kingsley,

As we enter the May UTA weekend, I hope that everyone had a wonderful spring break and Easter with their families and friends. Please take time during the upcoming Memorial Day weekend to relax and enjoy the company of your family, friends, and loved ones. Whether you are traveling or not, please be safe! Every one of you is important to our continued success and the daily contributions

Team Kingsley makes to the local community, the state of Oregon, and our Nation. Your family needs you, your friends need you, and we need you!

It's been another extremely busy transition from winter to spring for the Airman and civilians of the 173rd with training deployments and an increased student training load. As we approach the summer, long holiday weekends, and Sentry Eagle it is a great time to make sure that we are not only prepared for the 101 critical days ahead

of us, but to also look at where we want to go as a wing.

There have been several recent changes in leadership positions at the Group level or above that I want to highlight.

- Col. Gregor Leist assumed command of the Western Air Defense Sector
- Col. French assumed the duty of 173rd FW Vice Commander
- Col. Smith assumed command of the 173rd Maintenance Group
- Col. Andrews will have his retirement ceremony on 15 May
- Lt. Col. Edwards assumed command of the 173rd Operations Group
- Chief Master Sgt. McDaniel will assume the duty of 173rd FW Command Chief in late

August

- Chief Master Sgt. Zalunardo will assume the duty of 173rd Operations Group Superintendent in June

To know where we want to go, you need to know my vision for the 173rd is to remain a world class F15C Fighter Wing recognized for sustained achievement that develops and respects the contributions of our Total Force Airman and civilians throughout the Wing. Over the next 8 months, the focus of Wing leadership will continue to be on the following top 5 priorities:

1. Recruiting and retention programs/outreach. If we do not have a healthy and fully manned wing, then not only do we have to work harder, but there is an increased stress on the system to meet mission requirements. To capture any factors that may affect retention, the new wing policy is for every Airman retiring, transferring or being honorably discharged to be scheduled for an out brief with the Wing Commander, Vice Wing Commander, or Command Chief. Additionally, in an effort to back recruiting initiatives, each time we discuss annual training and special training day allocations outside of direct mission requirements, recruiting initiatives will be the top priority for funding and only superseded by exception.

2. One Force Airman initiatives and resiliency. The sometimes small, but very tangible programs and benefits that affect our Airman, civilians, and retirees (e.g. Tricare acceptance, BAH rates, sexual assault prevention and victim advocacy, family readiness, Airman and family resiliency

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MX Airmen adapt to challenges at Tucson TDY

(Continued from front page)

natural fit thanks to the similar mission they share.

This exercise not only provides beneficial training to the pilots, but is also a chance for the maintenance and support personnel to operate away from home station; something that can prove to be challenging at times.

“We’ve had to improvise; at home station we have our own tool boxes everything is set up, we have a routine,” says Tech. Sgt. Lukas Blake, 173rd FW F-15 crew chief. “Here you are out of routine. For example when the jets came in we had seven jets and two toolboxes so we had to figure out how to make that work; and we did.”

Another challenge maintenance personnel had to overcome was limited manning on the first days of flying. The second wave of support and maintenance personnel was late to arrive due to a delayed air transport aircraft.

Blake said, “It has been really amazing how everyone has pulled to-



U.S. Air Force F-15 Eagle aircraft sits on the flightline at Tucson, Arizona March 11, 2015. The Oregon Air National Guard members travelled to Tucson to participate in DACT with the 162nd Wing, Ariz. ANG.

gether. We didn’t have our full contingent down here and so people stepped up and helped us with the jets and even though we were undermanned it didn’t feel like it.”

The majority of Airmen agree that

this was a fantastic trip and an excellent opportunity for those involved.

“Tucson is excellent,” said Vanbraght. “It has been a fantastic trip overall.”

**TO SEE VIDEO COVERAGE OF THE SENTRY
CACTUS EXERCISE CLICK [HERE](#)**



Left: U.S. Air Force Senior Airman David Ingerson, 173rd Fighter Wing F-15 crew chief, recovers an F-15 Eagle aircraft following a training mission at Tucson, Arizona March 8, 2015.

Below: A U.S. Air Force F-16 Viper aircraft from the 162nd Wing, Arizona Air National Guard taxis out for a training mission at Tucson, Arizona March 8, 2015.



Fighter squadron top performer

(Continued from page 1)

performance.

“The real credit for winning the award this year, and in years past, has been every single person in the entire operations group,” says Col. Frederick French, 173rd Operations Group commander. “This award is labeled as the Top Fighter Squadron, but it really encompasses everybody in the operations group that contributes to the 114th FS’s success. Without the whole team, this award would not be at Kingsley Field.”

The 114th FS surpassed 65,000 Class-A free flying hours including their 4800 flying hours and 3877 sorties during fiscal year 2014. They also increased student production by 80%, graduating 59 near mission ready F-15 pilots, all while undertaking the active duty Total Force Integration

which greatly increased training and manning requirements. The squadron members also accrued over 2,500 hours of community service.

French says he is very proud of the dedication of Kingsley Airmen and “...consider[s] this award the highest honor we can receive from the Air Force.”

The 173rd Fighter Wing, the only F-15 training schoolhouse in the U.S., is a training wing, which limits the awards they can win. Since the squadron is unable to compete for other air-to-air fighter squadron awards, winning this award is one of the few ways to highlight the accomplishments of these Airmen.

French boasts that “...[excellence] comes out of Kingsley day in and day out.” With this work ethic, he says 2015 looks to be another promising year for the 173rd FW and the 114th FS.



The 114th Fighter Squadron is home to the sole F-15C training base from the United States Air Force. This is the fourth time they have been recognized as the top fighter squadron for the Air Education and Training Command. (Photo courtesy of Jim “Hazy” Hazeltine, High-G Productions)

Kingsley Airmen raise money for charity

Commentary and photos courtesy of 1st Lt. Adrian Mateos, 173rd Medical Group



Kingsley Airmen Major Lucas “Cobra Strike” Ritter, Lieutenant. “Shield” Hardley, Senior Master Sgt. Neil “Thunder” Neisner, Lieutenant Adrian “Benchwarmer” Mateos, Tech. Sgt. Wayne “Tiny Fury” Koli, Staff Sgt. Shasta “Black Guardian” Petersen, Staff Sgt. “Squeak” Ortega, and Senior Airman Chris “Pro” Conner led the “Kingsley Volleyball Team” to earn top honors at a fundraiser organized by Klamath Union High School. Various organizations from around the Klamath Basin came together to compete in a friendly volleyball tournament while raising money for a fantastic cause. The Airmen were instrumental in raising \$534 to purchase a wheelchair for a local boy who is challenged by a rare disease. Neisner, now feared for his sonic boom airstrikes, was awarded MVP! Only the pride of the City Police was hurt and the Airmen proved to be the highest caliber champions one could ever wish for!

Wing Commander's top five priorities

(Continued from page 2)

programs) form the quality of life factors that make the difference between a good wing and a great wing. I have not met a single person at Kingsley that wants the reputation of the 173rd to be average, so we must continue to challenge leadership at all levels to improve these programs and benefits so that you can remain focused on your work here, your family, and your civilian career.

3. Wing Unit Manning Document and manpower adjustments.

We remain in a very complex and fiscally challenged budget environment. We will continue to seek opportunities to increase our manpower allocation in respect to Drill Status Guardsman. This includes pursuing smart growth in deployable, "surge to war" mission sets and positions that directly support homeland operations. When prudent, we may re-align current full time resources to support mission enhancements that increase our contributions

to the Total Force (e.g. Maintenance Training Formal Training initiative).

4. Mission support initiatives.

In 2015 we'll publish a viable and defensible Installation Development Plan that establishes our future roadmap based on 26 Primary Assigned Aircraft, 32 total aircraft, and a comprehensive, Total Force baseline. The IDP directly supports current and future facility requirements, military construction, and sustainment, restoration and maintenance projects. Additionally, we continue to engage and advocate not only for critical F15C/D modernization initiatives, but increased combat support capabilities at Kingsley Field in order to remain relevant for the next 25 years.

5. Energy initiatives.

I know our Total Force Airman and civilians could take on any mission set in the future and exceed all expectations. However, we need to build on the advantages of Kingsley Field. One step toward this goal is diversifying our en-

ergy sources and reducing overall base operating costs. We already have a corner on great weather, airspace, and an extremely supportive community. We should strive to create energy initiatives that are the envy of Dept. of Defense. To this end, in June we will reinvigorate the 173rd Energy Board and start a 173rd Energy Advisory Group. The Advisory Group will be composed of any member of the 173rd who would like to develop viable energy production concepts or efficiency practices.

It is essential to prepare the 173rd FW for the strategic challenges and opportunities we will face in the years ahead. We cannot accomplish this without you, so please be safe over the summer and continue to look out for one another. I want you to know that Chief Ross, Col. French, and I are extremely proud to represent you and we admire your dedication and selfless service to our Nation and the state of Oregon.

Kingsley graduates new class of intelligence professionals



Congratulations to graduating class 15-1 of the Intelligence Flight Training Unit at Kingsley Field, Klamath Falls, Ore., March 20, 2015. From left in the front row graduating students are: Airman 1st Class Ashley Harris and Senior Airman Casey Lehnertz, both of the 48th Operations Support Squadron RAF Lakenheath, United Kingdom, 2nd Lt. Richard Bean, 125th Special Tactics Squadron, Portland Air National Guard Base, Airman 1st Class Alexandra Cressey and Airman 1st Class Wesley Strader, both of 18th Operations Support Squadron, Kadena Air Base, Japan. Instructors in the back row from left are: Tech. Sgt. James Schols, Senior Master Sgt. Dale Doty, Maj. Ryan Bartholomew and Staff Sgt. Anthony Tyree. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

173rd FW first to integrate Active Duty support staff

Story by

Senior Airman Penny Snoozy,
173rd Fighter Wing Public Affairs

KINGSLEY FIELD, Ore-- The 173rd Fighter Wing's Total Force Integration is the first of its kind. TFIs around the country have welcomed Active Duty maintainers and pilots onto Air National Guard bases; however, the 173rd FW is the first in the ANG to integrate not only maintainers and pilots, but support personnel as well.

In Nov. 2014, the 173rd FW began to receive Active Duty personnel on-base in an effort to increase manpower as the wing ramps up pilot production to meet the Air Force's need for more F-15C pilots.

As the mission grew, the wing command staff realized that the maintenance and operations were not the only areas that were feeling an increased work load. Support group offices, such as the power

production shop in the civil engineering squadron, discovered more manning was essential.

TFI volunteer Staff Sgt. Trevor Wilkinson, an electrical power production craftsman, joined the 173rd FW power production shop just in time to provide experienced assistance with the increased work load. Additionally, he was able to assist with the extensive project of replacing the aircraft arresting system; something that must be done every ten years to assure aircraft can be safely stopped during a landing in emergency conditions, which can ultimately save a pilot's life.

"The TFI is great," Wilkinson



says. "Being able to contribute my skills and knowledge to the people here, and them giving their experience to me makes us a better Air Force as a whole. Ultimately it's one team, one fight."

Master Sgt. Eric Storer, the shop supervisor for power production and barriers, works every day to keep this aspect of the flying mission running smoothly. With only a two-man shop, Storer says he was both relieved to gain a needed troop and impressed with Wilkinson's work ethic.

"When we got the okay for the TFI, we were fortunate to have Staff Sgt. Wilkinson, an instructor from our 3-level technical school, join our shop," added Storer.

After completing the aircraft arresting system replacement, Wilkinson's initial 90 day tour at Kingsley Field was nearly complete. He then volunteered to assist the power production shop for an additional 30 days when he saw there was going to be a manning shortfall.

"I was really surprised how huge the mission is," Wilkinson said. "The mission is as big as an active-duty



U.S. Air Force Staff Sgt. Trevor Wilkinson, an electrical power production craftsman, provides support to the 173rd Fighter Wing power production shop at Kingsley Field, Ore., March 23, 2015. Wilkinson is one of the Active Duty Total Force Integration support personnel stationed at the 173rd FW to help maintain the increased production of F-15C pilots trained at Kingsley Field. (U.S. Air National Guard photo)

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New commander takes reigns of 173rd MXG

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

KINGSLEY FIELD, Ore.— The 173rd Fighter Wing Maintenance Group officially welcomed a new commander April 12, 2015. Newly promoted Col. Jeffrey Smith took command of the group from Col. Matthew Andrews.

Smith has served many roles at Kingsley Field over the years. He was the deputy commander for MXG from November 2013 to April 2015, the Maintenance Squadron commander from May 2012 to November 2013, and the 114th Fighter Squadron Director of Operations from February 2011 to May 2012. Smith has been at Kingsley for 10 years, and has just hit his 20 year mark in the Air Force.

Smith stated Kingsley “..ha[s] a phenomenal group of Airmen in the

Right: U.S. Air Force Col. Jeffrey Smith takes command of the 173rd Maintenance Group in an official change of command ceremony at Kingsley Field, Ore. April 12, 2015.

Below: Members of the 173rd Maintenance Group stand in formation during an official change of command ceremony for the group April 12, 2015 at Kingsley Field, Ore.

173rd Maintenance Group, including our new accessions from the Active Duty.”

As the base gains additional personnel for the Total Force Integration, which adds Active Duty members to support Kingsley’s F-15 training mission, the MXG is growing to approximately 450 Airmen. Smith hopes to guide the whole group to continued excellence.

“We have overcome some tremendous challenges over the last five to eight years in this group and I am

confident our folks are up to the new challenges of iron flow and increased sortie production moving forward,” says Smith.

Smith says he is lucky to be in this position after working so many years across the street in the operations group and adds, “Certainly there are some processes to improve... but in general, the group does, and has done, a simply amazing job.”

Andrews took command of the MXG in August 2011 and will retire in May 2015.



'One team, one fight' says TFI volunteer

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mission for as much as we fly. The fact that Kingsley is so small and they're still able to get the mission done was pretty impressive."

Storer says that Wilkinson's performance and dedication to the Air Force and the TFI is evident in his everyday duties and how he carries himself.

"He is an outstanding individual; he's exactly what we look for in a Staff to Tech. Sergeant," said Storer. "He's an expert in his field and a great example of what our Airmen should try to attain if they're not already at his level."

Storer says TFI members like Wilkinson bring a great wealth of knowledge to the base noting that the exchange of knowledge is beneficial for both the Active Duty and Guard.

When asked what he will take away from his experience at Kingsley Field, Wilkinson said, "I get to take all of this back with me as an instructor. I now also know more about the Guard, so I can assist my Guard students much better."

He also added that the more the Guard and Active Duty members work together, the more congruent the practices, and the Air Force will become.

Boy Scouts tour Kingsley Field operations



U.S. Air Force Staff Sgt. Juan Canopii, 173rd Fighter Wing Air Crew Flight Equipment, sits near an F-15 training cockpit as he answers questions about his career field during a tour at Kingsley Field, Ore., March 10, 2015. Leaders and Boy Scouts from Troop 111 traveled from Pal Cedro, Calif., to tour the 173rd FW and learn more about the unique opportunities available to ANG members. (U.S. Air National Guard photo by Senior Airman Penny Snoozy)



U.S. Air Force Master Sgt. Israel Mackey, 173rd Fighter Wing Maintenance Squadron, answers questions about his career field during a tour at Kingsley Field, Ore., March 10, 2015. Leaders and Boy Scouts from Troop 111 traveled from Pal Cedro, Calif., to tour the 173rd FW and learn more about the unique opportunities available to ANG members. (U.S. Air National Guard photo by Senior Airman Penny Snoozy)

Always have a plan

**Commentary and photos by
Lt. Col Miguel Chabolla,
173rd Fighter Wing IG**

Even for a professional pilot, an engine failure during flight is a rare event; after 27 years in this career, I finally experienced one for the first time. I hope that some will find this story entertaining and exciting, and perhaps even find a lesson that can be applied in our daily professional military activity.

They say there are old pilots and there are bold pilots, but there are no old bold pilots! In addition to airline flying I enjoy recreational flying, and for the last ten years I have flown a small two seat airplane. It is so small that people say I don't get in and out of it, but more like I put it on and take it off.

On June 5, 2014 I decided to fly this airplane from my home in Southern California to Klamath Falls for drill weekend. When I mentioned this plan to Aída (my significant other), she said, "I will go with you, even if the plane falls out of the sky." What were the odds of that happening? One year prior I completed the installation of a freshly overhauled Continental O-200 aircraft engine and I was ready to enjoy the reliability it affords during the summer flying.

At 135 knots (about 155 miles per hour) cruise speed, this trip would require about four hours of flying with one planned fuel stop at Auburn airport just southeast of Beale Air Force Base.

The morning of the flight, Aída prepared some sandwiches, snacks, and drinks for the road and we were airborne around 9:30am. Some-

thing about the sound or vibration of the plane has a tendency to put her to sleep, and within the first few minutes of flight she was out cold, leaving me to

aviate, navigate, and communicate while operating in the complicated airspace around Los Angeles International Airport. We cleared the area and reached our cruising altitude of 10,500 feet about 30 minutes into the flight reducing my workload a bit to enjoy the sights of the California Central Valley with the Pacific Ocean to the left and the Sierra Nevada to the right. It was a typical Southern California day-- clear, cool (at that altitude), and calm.

Since my days in pilot diaperhood I was taught to always be ready to manage an engine failure by continually preselecting a landing location (a runway, road, field, or a really big parking lot) within gliding range. In that airplane every one thousand feet allows for two miles of gliding distance, so having 8,200 feet of altitude above the ground meant a landing must be made within about 16 miles. Having this problem presolved saves valuable time should the engine fail and allows for immediate execution of the plan. Fortunately my years of trouble free flying did not drive me to complacency in this skill, and it seems I was prepared for it that day.

Around two hours into the flight, the sandwiches started to sound good,



so I woke Aída and asked her for one. She joined me for lunch and I took the first, then the second bite. As I was about to take the third bite, the cabin became very loud, the airframe vibrated rather strongly, and the airplane pitched down into a surprisingly steep dive due to the power loss! My first thought was, "Kinda rude of the engine to not wait until I finish my lunch!" My second was, "Oh crap, this is for real!" It was obvious the engine had experienced a major failure.

We had passed an airport about 12 miles prior on the right side, so I closed the throttle and began an immediate right U turn. The "stress" factor (also known as pucker factor) was at a record high for me, and to be sure for Aída too. But, as soon as we completed the turn and I could see the runway, and it was clear our glide path would allow us to reach it, I relaxed a bit knowing that even if we did not make it we would reach the ground near enough to be seen and have rescue services arrive promptly. Aída knew the best thing she could do to help was to minimize my distractions so I could concentrate on handling this emergency; with that

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Kingsley Airman shares how planning can prevent disaster

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in mind she removed the remaining sandwich and all the charts from my lap and then just quietly observed, and likely prayed. Since the engine was windmilling the noise and vibration continued.

Having aviated and navigated at this point, it was time to communicate the emergency to Oakland Air Traffic Control Center. The controller asked, "What can I do to help?" To which I replied, "I don't know, what can you do to help?" With that he stated that Mariposa-Yosemite Airport was 8 miles ahead, he provided the traffic advisory radio frequency for that airport, and wished us a lot of luck! I hoped he would beam us out of the ill-fated aircraft, but that was beyond his capabilities.

At this point a scan of the engine instruments revealed lower than normal cylinder and oil temperatures (to be expected), but oil pressure was zero. Since this was normal just minutes before the failure it was probably caused by the failure, but could have been the other way around. Either way there was nothing to be done about it at that moment.

As we traveled south, the runway was behind a hill located just north of the airport. Not having time to consult an airport directory, I was not certain of the runway orientation, which runway was favored by the winds, or how I must maneuver to land. I requested information on the advisory frequency but there was no response since no other aircraft were in the pattern at the time.

As we flew closer I began to slow the aircraft to a landing speed, which is about 75 knots (86 miles per hour).

I finally saw the runway with an east-west orientation, and drawing from experience I anticipated the winds to be blowing from the west. With this I maneuvered to fly the downwind south of the runway and then made a left turn to final for a landing to the west. As luck would have it (and we had a lot that day) the short runway sloped upward from east to west; had we landed to the east we would have rolled out downhill with a tailwind and may have run out of runway before stopping the airplane. I managed the glide and maneuvered the airplane to touchdown on the end of the runway at normal landing airspeed. Nothing was broken, and nobody was injured!

The experience from engine failure to touchdown took about six minutes, but it really felt more like 60 seconds!

Later, while talking to Aída about the experience I realized she was certain we were going to die upon reaching the ground. When I asked at what point she began to believe we would survive she said, "When the runway was 200 feet in front of us!" Obviously her "stress" factor continued long after mine abated.

I spend time with a group of experimental aircraft builders and pilots at Chino Airport. Everyone in the group has walked away from at least one aircraft accident that resulted in the destruction of the plane, and for this Aída calls them the "immortals." Even though we did not

crash, we were both bestowed with that honorary title of "immortal" by the group. The t-shirt and jacket patch are on order!

After hearing me tell this story, Colonel Kristen Leist, 173rd Medical Group commander, commented that she would like to relay it to her team because of the underlying "have a plan" message, and how a plan can mitigate a possibly disastrous outcome. That was a motivator for me to write this story. The mindset of having a plan like this is all about thinking ahead and anticipating the worst. It certainly does not apply to all activities, but is a definite must for any process in which complications may bring catastrophic events, hardship, or serious inconvenience.

I suppose I withdrew one "life" from my account that day. I have not flown a small plane since then although I intend to. I am sure Aída will choose to wait for me on terra firma. I figure I must be safe for at least another 27 years! Right?

Now....for the answer to everyone's big question of "what happened to the engine?" (Drumroll)... The crankshaft broke in half! Why it broke has not been determined.



Kingsley Senior NCO longest serving Airman in Afghanistan

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

KINGSLEY FIELD, Ore. -- Approaching 50-years of age one Kingsley Airman was looking to experience a little more military life before retiring. Master Sgt. Terry Murrell says he has packed more adventure into the last five years than into the first 25 of his career.

The first step for Murrell was to secure a deployment. The first overseas opportunity to present itself was as military equal opportunity troop at Manas Air Base, Kyrgyzstan for six months. In his own words, Murrell's demeanor is "old school" and not "touchy-feely." It may be an important factor when considering his recollection of his first deployment.

"Manas was a total vacation; people should pay money for that. I'm serious, I'm serious, pay money," said Murrell.

He adds the emphasis but he does so with a smile that covers his whole face and says he immediately started looking for another opportunity. He found a tasking for a Joint Expeditionary or JET Airman to either Iraq or Afghanistan. Unfortunately he never made it that far. The deployment was totally outside of his AFSC and required extensive pre-deployment training. After attending Combat Airman Skills Training, Murrell traveled to Fort Bragg, N.C. where he quickly learned that he did not hold the qualifications needed for the tasking.... After being thoroughly chewed out he was sent home and assures us that he can't say much more than that, so we didn't ask. He relates that story with a wide grin as well.



Top: U.S. Air Force Master Sgt. Terry Murrell poses with a group of local nationals during one of his numerous deployments to the Middle East.

Right: U.S. Air Force Master Sgt. Terry Murrell operates a tractor during his deployment at Forward Operating Base Dwyer. There he was tasked with helping to dismantle the base during the draw down of forces in Afghanistan.



In its place he managed to find what he calls another vacation, this time a Qatar, United Arab Emirates where the MEO troop drove ranking officers around the country, getting them where they needed to go in heat that topped 130-degrees.

"Loved it, I absolutely loved it, 130-degrees was awesome—another vacation," he said.

At this point Murrell was nearing 50 years-of-age and he and his wife had agreed that when he turned 50 it was time to put the pursuit of adventure to rest. However, in his words "she knows I live for this stuff, and she lets me go."

So after turning 50 and returning home for almost a year he started looking for another deployment. The Defense Logistics Agency was also looking for a noncommissioned of-

ficer to deploy to Afghanistan to help dismantle some of the forward operating bases due to the withdrawal of wartime forces—and Murrell volunteered the instant he heard about it. He doesn't characterize this deployment as a vacation and mentions a few reasons as to why: "we only had MREs for the first six months I was there, we went everywhere armed, and we wore body armor and flak vests wherever we went."

He was stationed at Forward

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Airman adds excitement at pinnacle of career

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Operating Base Dwyer and indeed it is an austere station, but again he speaks with enthusiasm about his fifteen months there. DLA had asked Murrell if he would like to extend as he neared the end of his initial six-month obligation and he naturally said, 'heck yeah!'

So when he returned from this deployment he was the longest serving Airman in Afghanistan, a total of 15 months on the ground with a total deployment time of 18 months.

When asked if he was the oldest person on his FOB he laughs and says "yes, the closest people in age were commanders, full-bird colonels, but I probably had them by 10 years."



Congratulations to Oregon Air National Guard's Col. Gregor Leist, who has been appointed as commander of the Western Area Defense Sector (WADS), in a ceremony held April 21 at McChord Field's Theater, at Joint-Base Lewis McChord, Washington. Leist served as the Vice Wing Commander for the 173rd Fighter Wing since September 2013. Thank you Col. Leist for your dedication and service to the 173rd Fighter Wing and good luck in your new command. (U.S. Air National Guard photo)

May UTA Ancillary Training Schedule

Saturday @ 1000 and 1430

Safety Brief: 101 Days Summer/DUI Prevention/Awareness, Survivor Assistance Training, Suicide Prevention 1.2

Sunday @ 1000 and 1430

Safety Brief: 101 Days Summer/DUI Prevention/Awareness, Survivor Assistance Training, Suicide Prevention 1.2

Sunday @ 1330 Only

SAPR Module 1 Redline

Announcements



AFNet, Coming to a Computer Near You!

What is the Air Force Network (AFNet)? The AFNet is a single Air Force-wide domain through the consolidation of 'standalone' MAJCOM, Field Operating Agency, Direct Reporting Unit, and Geographically Separated Unit network and directory service environments into a centrally managed and standardized Active Directory structure under the operational control of the 24 AF Commander.

The move toward a single network vastly improves security, reduces operational cost, standardizes training procedures, and simplifies operations and maintenance. The ultimate goal of AFNet migrations is to improve warfighter access to data and info services; regardless of location. It is part of the larger Air Force effort to transform cyber operations and consolidate network

applications in building a true AF-wide enterprise.

What is migration and why are we migrating? Migration creation of a single Air Force domain through the consolidation of 'standalone' MAJCOM, Field Operating Agency, Direct Reporting Unit, and Geographically Separated Unit network and directory service environments into a centrally managed and standardized Active Directory (AD) structure under the operational control of the 24 AF Commander.

Two words -- Mission Assurance. The Air Force's information and data systems are increasingly under cyber attack and these systems are critical to providing our warfighters with the tools necessary to execute their duties. The ability to

access these systems 24/7 is paramount to mission success, thus it's vital to mission assurance.

In the past, unique mission requirements, operational concerns and a multitude of other mission related preferences drove many AF organizations to create individual networks to support their email and applications. Although well intended, this patchwork implementation of different configurations complicated a commander's ability to control the cyber battle space. Without control, it becomes nearly impossible to command. By migrating to a single domain, operational commanders can more easily standardize and secure the enterprise, regiment day-to-day operations and maintenance, and ultimately have greater assurance that forces are secure from cyber attack.

Mental Health Resource

The Strong Seek Help

Kingsley's Director of Psychological Health
Mariana Peoples

- * Available to Support You
- * Consultation
- * Referral
- * Free
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The sun begins to rise behind a static display of an F-16 Fighting Falcon in front of the headquarters building at Kingsley Field Ore. Air National Guard base. Kingsley Field has a long history of training the best fighter pilots in the world on some of the most advanced air frames from the F-4 Phantom to the current F-15 Eagle; the F-16 static display is a reminder of Kingsley Field's rich heritage. (U.S. Air National Guard photo by Tech. Sgt. Daniel J. Condit)

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