

## Sentry Eagle draws units from around U.S.

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

**KINGSLEY FIELD, Ore.**-- Six fighter squadrons and a tanker unit visited Kingsley Field for a multi-force exercise July 30-Aug. 2, hosted by the 173rd Fighter Wing.

Sentry Eagle 2015 marked a nearly 30-year-span for the exercise featuring dissimilar air combat techniques among fighter airframes.

The exercise drew units from as far away as South



A visiting Navy FA-18 Super Hornet breaks from formation with Kingsley and Fresno F-15 aircraft during Sentry Eagle 2015, Aug. 1. Seven units called the small southern Oregon base home for the four day exercise featuring large-scale engagements over Kingsley's ample range space. (Photo by Scott Wolff, Fightersweep.com)

*(Continues on page 4)*

## Oregon Guardsmen answer state emergency, fight fires



Oregon Air National Guard Senior Airman Robert Holster, of the 173rd Fighter Wing, in Klamath Falls, Ore., wears a new uniform provided to state and federal wildland firefighters as he demonstrates how to wrap a fire hose at the Department of Public Safety, Standards, and Training in Salem, Ore., Aug. 29. Holster is an F-15 aircraft mechanic and is stationed at Kingsley Field. (U.S. Air National Guard photo by 1st Lt. Heather Bashor, Oregon Military Department Public Affairs)

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

**KINGSLEY FIELD, Ore.** -- As wildfires threaten to consume forests and homes around the state of Oregon, 60 Airmen from the 173rd Fighter Wing have deployed to fight the blazes.

"It's my home state, and right now it's seen better times," said Staff Sgt. Corey Lingren, one of the volunteers from the 173rd Fighter Wing. "I figured why not help out and try and help out the community and fight some fires."

*(Continues on page 8)*

# Local Airman reaches top Kingsley enlisted grade

**Letter by**  
**Chief Master Sgt. Mark McDaniel,**  
**173rd Fighter Wing Command Chief**

Being selected as the 173rd Fighter Wing Command Chief is humbling and it's a position I do not step into lightly. I understand that taking care of Airmen is the most important job I will have for the rest of my career.

As with any new position, I can't help but wonder where this path will lead. One thing I know for sure, there are no absolutes, nor a specific template. This is true for me in this position and it's also true for each of you.

I'd like to ask each Airman here at Kingsley to do some thinking about leadership. I believe that all of us must rely on valuable experiences that we have developed in our lives in order to make decisions.

As we progress through our careers and mature as leaders, we must be able to tap into not only experiences that we gain first-hand but also those that we learn from others: parents, teachers, supervisors, and peers are just a few of the human elements we learn from.

I have a challenge for you. Take a minute and think back; try to remember five people that have made a significant impression on your life. Write them down and list traits or lessons that you have learned from each of them.

I realize that all of us have crossed paths with thousands of people but I promise you there will be those that stand out to you.

As you review your history make sure you do not exclude those who have not necessarily made a positive influence in your life. Sometimes we learn just as much, or more, from those that we would not want to emulate. This small exercise can help to develop possible leadership approaches that you can add to your tool boxes.

If we learn from others through observation and set aside our own personal biases, we have the opportunity to improve ourselves.



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

## **KINGSLEY FIELD, Ore.**

-- The 173rd Fighter Wing welcomed a new command chief, Aug. 2, 2015. During the official change of authority ceremony Chief Master Sgt. Danny Ross passed the reigns to Chief Master Sgt. Mark McDaniel.

McDaniel is a familiar face around Kingsley Field, having served here since 1999. However, many of the Airmen on base may not know his story.

McDaniel grew up in Klamath Falls, graduating from Klamath Union High School in 1979. He married his high school sweetheart, Jeanie, and decided to join the Active Duty Air Force.

"When I was seventeen I didn't see a lot of great options, so I thought the military would be the best

opportunity for me," said McDaniel. "Plus the family heritage drew me to the Air Force."

McDaniel's father served in the Air Force in a Red Horse Squadron during Vietnam and was even stationed at Kingsley Field at one point his career. The Air Force heritage continues on down the line in the McDaniel family. Two of his sons are in the Air Force - Andrew is an airmen first class at Wright Patterson AFB and Eric is a captain here at Kingsley Field. His son-in-law and nephew are also stationed at Kingsley. "We're a big part of the Kingsley family," McDaniel said with a laugh.

While on active duty, he started his career as a corrosion control specialist and

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# New command chief, raised in the basin

(Continued from page 2)

worked his way through the ranks in that career field. However, an opportunity for a career change presented itself and he moved over as the non-commissioned officer in charge of the dental technician section. After twelve years on Active Duty, McDaniel decided it was time to leave the Air Force and entered civilian life.

"I was a general manager for a health and fitness club," he said with a grin. "You know, there was a lot more to that job than most people think. I was responsible for managing multiple employees as well as marketing the club. I learned a lot from it."

In 1999 he and his wife decided it was time to come home. With their four kids in tow, they moved back to Klamath Falls when Jeanie was offered a position with the local Pepsi distributor. That's when McDaniel decided to return to the military life after seven years and joined the Oregon Air National Guard.

"I started as a drill status guardsman in the sheet metal shop. They immediately put me on AT days and then I was hired on a temp tour for a year; after that they hired me on full time," said McDaniel. "I could have never imagined it would work out like that, but I am thankful it did."

McDaniel eventually moved over to the logistics readiness squadron where he worked in the Hazmat Pharmacy, then CSSM/MICAP where he processed the maintenance supply and equipment requests, and eventually he was hired as the warehouse superintendent. From there he moved on to become the operations group superintendent.

"I couldn't forecast out as a staff sergeant in sheet metal that I would some-day end up where I am today. And I wouldn't be where I am without the great mentors and wingmen, both officer and enlisted, that



During a change of authority ceremony, Aug. 2, 2015, Chief Master Sgt. Mark McDaniel accepts the wing guideon symbolizing his acceptance of the responsibility for the wing's enlisted ranks. (US. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

supported me through my career," he said. McDaniel also credits his wife of thirty-five years for his success. "She is the main reason I am here. I couldn't do it without her."

When asked what one piece of advice he would offer the junior enlisted, McDaniel was quick to answer. "Don't be afraid to ask the tough questions. Communicate."

With communication in mind,

***Don't be  
afraid to  
ask the tough  
questions--  
communicate.***

-- Chief Master Sgt. Mark McDaniel,  
173rd Fighter Wing Command Chief  
upon assuming authority

McDaniel says that one of his top priorities as the command chief is to develop the Airmen below him. "We need to take care of our Airmen and make sure they have the tools they need to succeed through force development, mentorship, and education. One of my goals is to carry on and build upon the fantastic programs Chief Ross helped create during his time as command chief. He did an amazing job with our CCAF program, and I want to thank him for it."

McDaniel says another priority is to develop the relationship between the Active Duty and Guard here at Kingsley Field. "With our total force integration I see a great opportunity for both cultures to learn from one another. We are one team, one fight. The uniform doesn't distinguish between Guard and Active Duty, and I want to see us meld our cultures together as we move forward and make the mission happen."

# Sentry Eagle 2015 provides large-scale training



Fighter aircraft from three units converge on a Washington State tanker aircraft during Sentry Eagle 2015, Aug. 1. With tanker support and the sheer number of participants the exercise featured many large-scale engagements. (Photo by Scott Wolff, fightersweep.com)

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Carolina and included units from Arizona, Texas, and California and aircraft from U.S. Naval Air Station Lemoore.

"Sentry Eagle 2015 was a huge tactical success for all of the participating units, preparing them for the battlefield we may encounter in the future," said Maj. Victor "Chopper" Knill, the assistant project officer for the exercise.

Among the various scenarios, "units faced-up against an outnumbered, realistic enemy air threat," said Knill. Additionally they practiced defensive counter-air, or protecting something from an enemy air strike, and offensive counter-air where they escorted a strike force to eliminate a defended target.

Bringing the exercise to fruition required the fuel shop to pump more than 1-million gallons of fuel,

the maintenance group to coordinate ramp space for all the visiting aircraft, and the 270th Air Traffic Control Squadron to orchestrate launch and recovery of 1,128 arrivals and departures for the four days of Sentry Eagle.

"That is close to triple our normal operating tempo," said Doug Cunningham, the air traffic manager.

In order to accommodate this high traffic time the tower brought in extra people as did many base organizations. Fuels added an entire extra shift to help cover everything from fueling more than 50 aircraft to receiving 12-14 delivery tankers daily to maintain enough fuel for another day of flying.

Master Sgt. Eddie Gibson, the fuels shop superintendent, reports receiving and delivering 1.3-million gallons of fuel for the exercise.

Additionally, parking for all of the visiting aircraft takes precise planning. Maintenance troops created an



Pilots and ground crews from units located as far away as South Carolina make their way across the flightline where they climb into F-16, F-18 and F-15 aircraft heading to Kingsley's large range space located in Eastern Oregon. (U.S. Air National Guard photo by 2nd Lt. Beth Narramore, 173rd Fighter Wing Public Affairs)

alternate pattern utilizing closer spacing, stored a number of resident Kingsley jets that didn't fly in the exercise, and worked closely with operations to coordinate traffic flow, said Master Sgt. Bryan Johnson, the lead maintenance expeditor for Sentry Eagle.

"Setting up the parking is the most difficult part, you have to get out and physically measure the spaces; we are literally down to the foot for parking these aircraft," he said.

Another feature of the exercise since its inception 30 years ago is an open house where on Saturday the public was welcomed to the base for most of the day to observe the large number of aircraft launching and departing and a festival-like atmosphere surrounding the flight line.

"We had static displays, a climbing wall, and some really interactive displays set up for the community and we estimate 10-thousand people visited the base for the open house," said Master Sgt. Jennifer Shirar, 173rd FW Public Affairs Manager.

Organizers plan to host the next Sentry Eagle in 2017, but with the Budget Control Act (BCA) still affecting the Department of Defense they will have to wait on a final decision until next year.

**Video coverage:** [Sentry Eagle in video](#)  
[POL Fuels Sentry Eagle](#)

## Behind the scenes air traffic control keeps exercise flowing



Top: Although in the background, the tower is where all the Kingsley air and ground traffic is orchestrated, controllers say if they do their job right it happens so smoothly no one gives it a second thought. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

Right: Tech. Sgt. Nick Telle, a 270th Air Traffic Controller, checks conditions around the air field during Sentry Eagle, July 31. With more than 30 visiting aircraft including two KC-135 tankers controlling air traffic provides a heavy workload for the 270th. (U.S. Air National Guard Photo by Tech. Sgt. Jefferson Thompson)

### Story by

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

**KINGSLEY FIELD, Ore.** -- Among the many groups and people who rose to the occasion, the 270th Air Traffic Control Squadron played a pivotal role in ushering the Sentry Eagle exercise through its emulations to its conclusion. In other words, they worked out problems and communicated solutions to aircraft and ground crews—on the fly.

Day one of Sentry Eagle forced tower controllers to put this skill to the test. With a medevac aircraft and firefighting tankers taxiing for takeoff, a visiting F-16 with engine problems was forced to declare an in-flight emergency and set off a chain of events. This single-engine aircraft required an immediate landing, which air controller Master Sgt. Laduska Wright directed him to do immediately. When an aircraft lands after

declaring an emergency the airfield is effectively shut down and all runways must be inspected before anyone can land or take off. This stranded the medevac and tanker aircrafts on the ground, both top priorities, and left several incoming aircraft stuck in the air with limited fuel.

Mr. Darrien Walker was coordinating ground traffic on that day and so he and Wright worked in concert to remedy the situation as quickly as possible.

Walker requested a tow vehicle for the F-16 and requested an airport inspector to examine the intersection between the main and alternate runways so the medevac flight could leave for Medford. Immediately following that, the airport inspector surveyed the main runway.

Simultaneously, Wright assessed her air picture and noted that in all likelihood there was enough time to launch the firefighting tanker immediately after the medevac and then land

the low fuel fighter aircraft.

Once the medevac aircraft and tankers took to the air, Wright brought the two low-fuel aircraft on final approach just as the runway reopened; they were wheels-down with about two minutes to spare before low fuel forced them to divert at another airport.

According to Mr. Doug Cunningham, the air traffic manager, the logs indicate that the time period between the in-flight emergency and normal runway operations took about 18 minutes and the entire incident was resolved in 23 minutes.

When asked to reflect on the incident both Wright and Walker are circumspect; Wright characterizes it as simply doing her job and Walker struggled to recollect the incident. He went on to say that training and experience remove nearly all the stress from these situations and it's as normal to air traffic control as flying is to pilots.

In the larger picture it shows that successful air traffic controllers are ones who can handle emergencies on a routine basis, even if they choose not to use the word emergency.



## Puzzle: park nearly 50 jets on Kingsley's small ramp space



Jets parked at close interval spacing at Kingsley Field during Sentry Eagle 2015 allowed planners to make space for an extra 29 fighter aircraft from around the country. The spacing for the aircraft required each spot to be hand-measured to ensure the different airframes had enough room. (U.S. Air National Guard photo by 1st Lt. Heather Bashor, Oregon Military Dept. Public Affairs)

### Story by

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

**KINGSLEY FIELD, Ore.** -- Sentry Eagle fills the skies with fighter aircraft taking off for range space or returning from sorties, all to and from this small base in southern Oregon. If you've ever been to Kingsley Field it makes you wonder, where do all the aircraft park?

Master Sgt. Bryan Johnson says the answer to that question lies in months of preparation and a several last-minute visits to the flightline with a measuring wheel.

Of course the plan starts with getting the exact dimensions on each of the visiting aircraft and setting up what you hope is a good plan for whichever aircraft end up coming, a number that continually shifted until the exercise actually began, July 30.

"When the F-18s showed up I looked at a couple spots twice because they really didn't look big enough, but our math was right and they fit," said Master Sgt. Bryan Johnson, lead Sentry Eagle expeditor.

Here's some of that math: the F-15 is the widest jet at 42.8-feet, the F-16 is the narrowest at 32.8-feet,

and the F-18 is between the two with width of 37.5-feet. The space to park those aircraft is 1344.5-feet long by 409-feet wide; just enough space to squeeze in 45 aircraft if every square inch of space is used. After the fact this ramp housed 29 visiting aircraft in addition to Kingsley's 32 assigned, two tankers were housed on taxiways.

With the flightline chock-full, Johnson and the rest of the maintenance group had to find hiding places for 27 Kingsley aircraft that wouldn't fly during the exercise. The back of the phase buildings housed four of them, visible to the road, a rare sight considering Kingsley's robust flying schedule.

Johnson said the most stressful part of planning was the ever changing number and type of aircraft projected to need parking. He remarked somewhat tongue-in-cheek that it seemed like it kept changing until the exercise actually kicked off.

Additionally there were other items that had to be addressed, making sure arm and de-arm activities were provided taxi-way space, having a hydrazine parking area for possible F-16 emergencies, and alternate plans for aircraft with hot brakes. As he fleshed the plan out he briefed operations and the command.

Looking back, after a deep breath, he said things really went well.

A visiting Fresno, Calif. F-15 takes to the sky during Sentry Eagle in front of a crowded tarmac housing an additional 29 visiting fighter aircraft. This is nearly double Kingsley's 32 assigned F-15s. (U.S. Army National Guard photo by Staff Sgt. Jason Van Mourik, Oregon Military Dept. Public Affairs)



## Security Forces: Making Sentry Eagle open house secure



Top: 173rd Security Forces member Airman 1st Class Jonathan Raye renders a salute during the National anthem while on security duty for the flightline during the open house for Sentry Eagle 2015. (U.S. Air National Guard photo by 2nd Lt. Beth Narramore, 173rd Fighter Wing Public Affairs)



Right: The 173rd Security Forces Squadron undertook parking arrangements for the open house during Sentry Eagle 2015 which attracted about 10,000 spectators. This year was more challenging than in years past because the field typically used at the south end of the base was unavailable. (U.S. Air National Guard photo by 1st Lt. Heather Bashor, Oregon Military Dept. Public Affairs)

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

**KINGSLEY FIELD, Ore.** -- Opening the gates of a secure facility to the public takes much preparation. The Sentry Eagle Open House provides a perfect time for the community to visit the base, showcasing all the home station and visiting aircraft, not to mention a host of food booths and a festival-like atmosphere. However, none of this can happen unless security forces can ensure the security of the facility and those in it as visitors stream onto the base.

To accomplish this seamlessly Master Sgt. Brian Loder, the Sentry Eagle security forces liaison, spent several weeks coordinating local law enforcement and visiting security forces members.

"We started in February or early March, meeting with the leadership

for local law enforcement trying to figure out how to best pool resources and who could do what when we actually had the open house," he said.

The first hurdle involved finding more parking because the field near the south gate was unavailable, due to a crop being grown there.

"It was super stressful through this process, parking is always a huge nightmare for us so this early work mitigated the bad possibilities," said Loder. "You just 'what if' yourself to death wondering if you did everything right or not."

When asked when that stress subsided he replied, "when I went home Saturday," long after the open house had gone off without a hitch.

Loder went on to say the City of Klamath Falls Police Department provided significant help, directing traffic and parking for the open house, and the base provided more than 40 volunteers to help get people parked

with a minimum of traffic jams.

For security forces Airmen a normal shift can run long—longer than 12 hours-- but for the open house Loder showed up at four a.m. and left at 7:30 p.m. He said that for the duration of the exercise that was not the exception and that was "pretty much true for all of security forces."

He went on to list a number of outside agencies that helped Kingsley Field hold a successful exercise.

"Klamath Falls Police Department provided traffic control, an on scene SWAT Team with marksmen and observers, and foot patrols and bicycle patrols," Loder said.

"Klamath County Sheriff's Office traffic control and foot patrols, the Oregon State Police supplied plain clothes officers, bicycle patrols, an on-scene bomb squad and traffic control; finally the 169th SFS from South Carolina Air National Guard sent 11 qualified security forces personnel."

The careful coordination and partnerships with all of the local law enforcement agencies was key to the successful and secure open house.



# State of Oregon calls on Air Guard to fight fires

(Continued from front page)

The volunteers traveled north to Salem Aug. 25 where they began firefighting training at the Department of Public Safety Standards and Training (DPSST).

According to Chief Master Sgt. Jeff Elliott, one of the volunteer Airmen, their role consisted of providing support to the wildland firefighters with clean up, putting out hotspots, and providing assistance wherever they were needed.

"You've got a team of people that don't know how to fail and we will be very successful at whatever we do," Elliott added prior to leaving.

These Airmen are part of the additional 250 Oregon National Guard members activated by Governor Kate Brown. They joined 125 Oregon Army National Guard Soldiers who began training, Aug. 22.

This response is part of the Oregon National Guard's ongoing agreement with the Oregon Department of Forestry known as Operation Plan Smokey.

All told at this time, just over 400 Oregon Guardsmen are devoted to assisting first responders and incident commanders for Oregon's firefighting season.



**Top:** Members of the Oregon Air National Guard put out a hot spot during clean up operations following a massive wild fire Sept. 3, 2015 in Eastern Oregon.



**Left:** Members of the Oregon Air National Guard search for hot spots during clean up operations following a massive wild fire Sept. 1, 2015 in Eastern Oregon. (U.S. Air National Guard photos)

**Video coverage:** [Oregon Air National Guardsmen answer the states call for assistance](#)  
[A day in the life of wildland firefighting](#)



# 173 SFS hone skills used stateside during annual training

Story by

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

KINGSLEY FIELD, Ore. -- Security Forces dedicates time every year for law enforcement training. This July the 173rd Fighter Wing combined efforts with multiple law enforcement agencies to foster interagency cooperation, helping small, local departments access training otherwise unavailable to them. The agencies involved included Oregon State Police, Portland Police Bureau, Multnomah County Districts Attorney's Office, Coos County Sheriff's Office, and Salem Police.

"The integration is part of our state mission," said Master Sgt. Levi Clarey, 173rd Security Forces Squadron Unit Training Manager, who arranged the training. "If we get called up for a state emergency it will be

these same people on our left and right."

A combined total of nearly 50 Airmen and law enforcement officials tackled 12-hour days to ensure they stay sharp in a variety of competencies. The first day involved red eyes, red faces, and hacking coughs as participants willingly subjected themselves to CS gas, commonly called tear gas.

"This is so much better than pepper spray," said Staff Sgt. William Griffith of the tear gas. "Pepper spray stays with you for a long time and when you wash it off it reactivates, this burns for a while but it goes away quickly."

The rationale behind experiencing unpleasant pain-compliance has several elements; learning to function in spite of them, understanding their effects personally, and maybe just a touch of machismo. Perhaps that machismo accounts for three members who decided to see who could last

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**Right:** During security forces annual training Oregon State Police, Portland Police Bureau, Salem Police Department, and the Multnomah County Sheriff's Office conducted training practicing the integration that would occur in the event of a state emergency, were the Air National Guard activated.

**Below:** Security Forces approach rioters in a scrimaage line while training to gain control of the riot on Kingsley Field. (U.S. Air National Guard photos by Senior Airman Penny Snoozy)



# Security Forces train like they fight, with real tear gas

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the longest, arms linked as a canister billowed clouds of gas into their unmasked nose, eyes and faces. Incidentally, Tech. Sgt. Mario Burch emerged the victor over Clarey and Griffith all of whom sported deeply reddened faces and bloodshot eyes after a second heavy dose in under an hour.

Riot control training culminated with a large exercise, July 23, featuring “unruly” crowds made up of volunteers from around the base and security forces members who staged rowdy protests at Trappers Social Club and in a simulated urban setting

**Right:** A Pyrotechnic charge detonates and starts the chemical reaction dispersing CS gas across a group of people, or in this case a group of security forces and law enforcement personnel from the 173rd Security Forces Squadron and local law enforcement agencies.

**Below:** Security Forces Airmen and local law enforcement personnel don masks with haste to avoid the ill effects of the CS gas billowing in their midst, July 21, 2015, at Kingsley Field, Oregon. (U.S. Air National Guard photos by Tech. Sgt. Jefferson Thompson)

at the firing range.

During the exercise members employed paintballs filled with pepper gas, purple smoke grenades, and a full complement of training techniques learned over the previous two days.

Quelling riots is a face-to-face exercise and may lead to hand-to-hand altercations. For this reason combatives, a form of defensive tactics which emphasizes self-defense, is also part of annual training. Like much of the week it is long on sweat and can leave marks—after two full days combatants feel somewhat worse for the wear.

“It is good training, but you are pretty sore after two-days of it,” said Griffith. “At 39-years-old, I don’t

bounce back like some of the younger guys.”

When asked what the hardest part of this annual training is, Clarey responded that it is the long hours of physical work—which seems surprising because he inhaled a lot of tear gas.

Master Sgt. Levi Clarey’s face and eyes wear the effects of the CS gas for a few minutes following the exposure. CS gas, commonly referred to as tear gas causes eye pain, a burning sensation in the throat and nose, increased nasal secretions, chest tightness, sneezing, coughing and retching.





## Blue Zones project making Klamath Basin home

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

### KLAMATH

#### FALLS, Ore. --

Blue Zones is a phenomenon coming to a number of different cities around the United States and elsewhere, and focuses mainly on the research of Dan Buettner who studied areas where a higher-than-normal concentration of people reached the 100-year mark.

Healthways, a for-profit health provider, is using that research to launch the Blue Zones program in cities like Klamath Falls, Ore. Their website describes the Klamath Falls program as "A vital part of Oregon's Healthiest State initiative, Blue Zones Project encourages changes to our community that lead to healthier options.

By bringing residents, worksites, schools, restaurants, grocery stores, and government together, Blue Zones Project will inspire a community movement that has the power to improve the quality of life for everyone."

The first step included gathering more than 200 influential community members at the Ross Ragland Theater and pitching collaboration between government entities and businesses to provide what are referred to as a "hundred nudges" in choices like what is available on a restaurant menu or what choices are available to school kids in the cafeteria.

Among the various stakeholders the members of Kingsley Field have a vested interest in their community and as such, Col. Kirk Pierce, 173rd Fighter Wing Command-

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## Wing riders attend MS-150 raise funds for research

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

**MONMOUTH, Ore.** -- A team from the 173<sup>rd</sup> Fighter Wing gathered together to ride in the MS-150 in an effort to help fund research seeking a cure for multiple sclerosis, Aug. 1 & 2.

After traveling to

Western Oregon University 15 riders wearing Team Kingsley jerseys pedaled a collective 1,100 miles through the Willamette Valley in support of multiple sclerosis research.

The ride is personal for many of the 173rd Fighter Wing members who in 1997 learned that Master Sgt. Bob Miller, a weapons Airmen, had the disease and was forced to medically retire.

He passed away in 2000 from the effects of MS.

"Our focus in the earlier years

was to help him and then to honor his memory, when he succumbed to the disease," said Senior Master Sgt. John Carter, Team Kingsley organizer.

Fighting MS keeps Bob Hall coming back—nearly every year since

1997.

"I ride for all the people that have MS and the family members who deal with it every day; that is the least any of us can do," said Hall.

"This Oregon

Air National Guard team raised \$6,514," Carter said. "Together we're helping the National Multiple Sclerosis Society fund research and helping people with MS live their best lives."

The twelve members of Team Kingsley consisted of military members--both current and retired--civilians, friends, and family members.

Retired Lt. Col. Brent

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## Riders remember MS toll on Guardsman



Recently retired Chief Master Sgt. Victor Ford rides in the 2015 MS-150 after coordinating the previous 17 years of participation. This year Senior Master Sgt. John Carter has taken the reigns and the team fielded 15 riders who each raised money for MS research. (Photo courtesy MS-150)

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Asay, Cheryl Carlisle, Staff Sgt. Jason Carlisle, Senior Master Sgt. John Carter, retired Chief Master Sgt. Vic Ford, retired Chief Master Sgt. Peter Gleason, Jennifer Hall, Robert Hall, Senior Master Sgt. Scott Hoglund, Lt. Col. Robert Mitchell, retired Master Chief Petty Officer Robert Morehead, Maureen Seigny, Jordan Sparks, Staff Sgt. Rachel Warnick, and Rick Warnick joined forces in fundraising and then pedaled out the miles together.

For more information on participating on the Kingsley Field Bicycle Team and joining the fight against multiple sclerosis contact Senior Master Sgt. John Carter at (541) 885-6360 or at email: [john.a.carter2.mil@mail.mil](mailto:john.a.carter2.mil@mail.mil)

## Bulgaria flyover honors DRK

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

On June 23, 2015 a commemoration ceremony was held at the Memorial on the square of the village of Suhozem, Bulgaria. The ceremony honored the 71st anniversary of Lt. David Kingsley's sacrifice and the death of the seven local people who perished June 23, 1944 when Kingsley's aircraft took enemy fire and suffered irreparable damage. On that day Kingsley saved an injured member of the flight crew by giving up his own parachute, choosing to ride the doomed aircraft into the ground. To honor the deceased, a MiG-29 from the Bulgarian Air Force and an F-15 from the 142nd Fighter Wing, Oregon Air National Guard, flew in formation over the ceremony.



## Blue Zones hope to improve Klamath Basin health

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er, has joined with the community in welcoming the program to the basin.

"The Blue Zones Project has helped 11 other communities throughout the nation to move their Public Health agenda further in 10 months then they thought imaginable in 10 years," said Pierce. "We are a community-based organization and will directly

benefit from having

a healthier, happier community to recruit within. Moreover, the project will help to retain Airmen and civilians since their families will see a tangible improvement in their day-to-day lives, whether that is a reduction in health costs, an increase in physical health opportunities, or improved productivity."

He goes on to say that the program represents an opportunity to support the community, sharing the "can-do" attitude inherent to Kingsley's Airmen and civilians.

The next steps involve hiring a staff of four people and a community kick-off party which Blue Zones Consultant Erika Graves says will more than likely be held in late 2015 or early next year.



## Kingsley culture: fitness an every-day pursuit for many Airmen

### Two Kingsley Airmen compete at national Olympic lifting event



Capt. William "Taz" Sullivan performs the clean and jerk where a bar is lifted from the ground to full extension overhead in two movements, with 320 lbs at the U.S.A. Weightlifting Nationals in Dallas, Texas, Aug. 14, 2015. Both he and Senior Airman Jonathan Saxton traveled to the competition after earning spots at a regional meet at the University of Oregon in the spring. This competition serves as a gateway to Team USA whose athletes go on to compete in the Olympic games. (Photo courtesy Capt. William "Taz" Sullivan, 114th Fighter Squadron)

### 173rd Airmen tackle Crater Lake Rim Run



The 40th Annual Crater Lake Rim Run featured two notable finishes by 173rd Operations Group Airmen, Aug. 8, 2015. In the 6.7 Mile run with 15th place overall and 2nd place among women in her age group (20-29), (left) Staff Sgt. Megan Alaniz posted a time of 54:09 and at 17th place overall and 5th place among men in his age group (30-39), Master Sgt. Jess Lindsey finished in 54:40. The Operations Group supplied a number of runners who all finished the daunting run including Tech. Sgt. Lisa Tysor, Staff Sgt. Kathi Damrow, and Master Sgt. Summer Jordre. (Photo courtesy Master Sgt. Summer Jordre)

Feel like you missed out? Kingsley Field Duathlon

**Saturday • September 19<sup>th</sup> 2015**  
Running Y Ranch Resort

# KINGSLEY FIELD DUATHLON

PRESENTED BY:

SKY LAKES MEDICAL CENTER

Community improvement, through community involvement.  
All proceeds benefiting:

Klamath & Lake County STAND DOWN, CASA, CANES, WORLD'S BEST EMPLOYER, BADGER RUN WILDLIFE REHAB

## Sprint Duathlon

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## Run

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# Adjutant General earns promotion, says farewell

**Letter From**  
**Major Gen. Daniel Hokanson,**  
**Oregon Adjutant General**

To the Soldiers, Airmen, Civilians and Families of the Oregon Military Department:

I am truly humbled by today's announcement that I have been confirmed for appointment to the rank of lieutenant general and assignment as Deputy Commander, United States Northern Command/Vice Commander, United States Element, North American Aerospace Defense Command, Peterson Air Force Base, Colorado. It will be an honor to continue serving our great Nation in such an important capacity.

My appointment would not have been possible without the experiences and opportunities I was fortunate to have as a member of the Oregon Na-

tional Guard. Over the past 20 years I have had the honor to serve alongside some of our Nation's greatest Citizen-Soldiers, Airmen and Civilians; and under the command of three Oregon Governors.

Governor Brown will use a formalized process to select the next Adjutant General.

My family and I will miss being part of the Oregon Military Department family. It has been incredible to be part of this great organization and all it has accomplished, and we look forward to following all you will accomplish in the future. Although I will be leaving Oregon in the near future, I will never forget my military heritage and what it means to be an Oregon Guardsman.

HOOAH!

Very Respectfully,  
 Dan Hokanson

## Acting Adjutant General appointed, from ORANG

Upon his departure, Maj. Gen. Daniel R. Hokanson named Brig. Gen. Michael E. Stencel, the commander



of the Oregon Air National Guard, acting adjutant general for the state of Oregon on behalf of Gov. Kate Brown. The announcement is effective Aug. 16, 2015, while the governor initiates a formal process to name the next adjutant general.

# 270th Air Traffic Control Squadron realign from COG under 173rd FW

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

**KINGSLEY FIELD, Ore.** -- A memo from the commander of the Oregon Air National Guard, Brig.

Gen. Michael Stencel dated June 27, 2015, announced major changes for the two Oregon wings and the Combat Operations Group.



After 13 years of service the Combat Operations Group with units in Klamath Falls, Warrenton, and Portland, Oregon will realign and fall under the two fighter wings.

At Kingsley Field that announcement means the 270th Air Traffic Control Squadron will fall under the 173rd Operations Group at the start of next fiscal year, Oct. 1, 2015.

In a town hall meeting in August, Col. Mark Crosby, the current COG commander, expanded on the details saying, "I believe that the measures we have taken to realign the COG under the fighter wings will help us in our efforts to build agility into our processes, capabilities for the future, concepts and thinking to be success-

ful in Air, Space, and Cyberspace."

He also went on to say that were the state not to undertake this now it would be mandated by the National Guard Bureau in the near future.

While the realignment won't require the 270th to pack up and move, Crosby acknowledged that change often brings extra stress with it and says he is relying on their proven culture to make the transition a smooth one.

"These changes are always difficult and sometimes disruptive but I know the Airmen of the Combat Operations Group and the Fighter Wings will take this change on, be bold, and meet the challenge head on like many others have in our ANG heritage," said Crosby.



## Kingsley Firefighters "burn-to-learn" on vacant field near base



**Left:** Kingsley Field Fire Fighters, 173rd Fighter Wing, respond to a staged car fire outside the gates of Kingsley Field in Klamath Falls, Ore., July 17, 2015. The training the Fire Department receives during exercises provides real world experience in a controlled environment.

**Below:** Oregon Air National Guard 1st Lt. Joseph Young, 173rd Fighter Wing Environmental Management Officer, ignites a staged car outside the gates of Kingsley Field. (U.S. Air National Guard photos by Senior Airman Penny Snoozy)



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Senior Airman Zach Hamilton explains how the egress system of an F-15 Eagle works were an ejection necessary to a group of baseball players visiting Kingsley Field, Aug. 14, 2015. The players from Minnesota and Wisconsin were visiting the Klamath Basin for the Babe Ruth World Series tournament. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

*The views expressed, stated or implied in this publication are not necessarily the views of the Department of Defense, the U.S. Air Force or the Oregon Air National Guard. Circulation: 1,000. All photographs are U.S. Air Force or Air National Guard photographs unless otherwise indicated. Story submissions, letters to the editor or other comments are encouraged and may be directed to:*



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