

Kingsley Airmen train locally for water survival

Story by Staff Sgt. Penny Snoozy,
 173rd Fighter Wing Public Affairs

LAKE OF THE WOODS, Ore -- Airmen from the 173rd Fighter Wing spent one day training in water survival skills at Lake of the Woods in Southern Oregon July 22, 2016.

The aircrew flight equipment section worked in conjunction with a Coast Guard rescue swimmer and helicopter from North Bend to train all of the F-15 pilots stationed at Kingsley Field in Klamath Falls, Ore.

The tri-annual training covers the basic skills necessary for a pilot to survive an ejection over water. The first portion of this training focused on the skills to detach from the parachute, navigate out from underneath a water-logged parachute, and entering the life raft included with their survival gear.

Master Sgt. Kenneth Shearer, 173rd FW aircrew flight equipment, explained that each pilot simulates being pulled through the water by a parachute by hauling them while attached to the flight harness



Oregon Air National Guard Master Sgt. Kenneth Shearer, 173rd Fighter Wing Aircrew Flight Equipment, extracts a water-logged training parachute from the lake during water survival training at Lake of the Woods near Klamath Falls, Ore., July 22, 2016. (U.S. Air National Guard photo by Staff Sgt. Penny Snoozy)

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WWII Vet, Kingsley brother-in-law visits 173rd FW

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

KINGSLEY FIELD, Ore. -- Mr. Joe Rolison, a World War II veteran, stepped onto the sidewalk surrounding the Lt. David R. Kingsley Memorial, a display that tells the story of Medal of Honor winner Lt. David Kingsley and his sacrifice during World War II, Aug. 31, 2016. The memorial itself is centered on a large metal piece of the B-17 aircraft that Kingsley met his heroic end. Rolison spoke about retrieving that very piece in

Suhozem, Bulgaria in 2004 with his late wife, Phyllis Kingsley Rolison who passed in 2014, sister to Lt. Kingsley.

The couple accompanied the Oregon Air National Guard to Bulgaria to help dedicate a similar memorial there commemorating the fateful day when Kingsley's bomber, damaged too heavily to remain airborne from German fire,



WWII Veteran Joe Rolison, moves to embrace 173rd Fighter Wing Vice Commander Col. Donna Prigmore during his visit to the base, Aug. 31. They first met when Prigmore escorted Rolison and his wife, late Phyllis Kingsley Rolison—sister to David R. Kingsley—on a trip to Bulgaria to honor Kingsley's heroic sacrifice during the war.

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Combat Dining In

(Click here)

1st in Wing History!



Hillsboro Airshow

(Click here)

Screamin' Eagle



AF Key Spouse

(Click here)

Program comes to Kingsley

Commander's Corner

Preserving the Future of Kingsley Field

Commentary by
Col. Jeff Smith,
173rd Fighter Wing Commander

Kingsley Field has a bright future based on your continued professionalism, excellence, and can-do attitude. I have even applied a name to one of our repeated contributors to success. I have seen so many last-minute thrashes to save an event, or save a deployment, or save Sentry Eagle, with so much amazing heart and teamwork that I call it "Kingsley Free Style." (I can't truly take credit for that phrase. I'm sure someone else said it and I stole it.)

Ideally, we should only be graded based on our performance while remaining compliant with the instructions, laws, and guidance—if we get the mission done, and get it done well, and cheaply, and safely, is there anything more to review before handing us the next mission to follow the F-15?

Yes, there absolutely is.

Recruiting and retention, also known as generating and maintaining end strength, is key to our future—and I need your help.

I remember wondering why commanders constantly harped on recruiting numbers. It made me think they were chasing statistics, which is not something I'm a fan of. And now I'm going to harp on recruiting too. But I'd like to give you a quick overview of why I personally see recruiting as such an important part of Kingsley Field's success. (And if you can stick with me through this article, there will be recruiting incentives for you at the end!)

When missions fail at any location, it can be attributed to almost anything. Leadership would be high on the list. Resourcing—amount of jets, equipment, serviceability of equipment, number of people, funding for training and TDYs, etc... But even with old jets, old test equipment, insufficient supplies in MDG, equipment in the 270th that is

unusable/unfixable and sadly obsolete ... we get our mission done. How? The PEOPLE. Sufficient people of the right caliber. The Airmen are what makes Kingsley a success. Nothing more and nothing less.

Our retention rate was number one in the entire Air National Guard for a couple months. We recently slipped to number two, but that's one statistic that I am truly proud of. Retention is just as difficult as recruiting, in my opinion, because of external civilian pay scales, lack of discipline and fitness requirements, etc. And retention is important in my book—especially because once the taxpayers invest a lot of money in our Airmen for BMT, tech school, upgrade training, and deployments, it's nice to keep that experience around for a while rather than having to find and train another brand new member of the organization! So keeping you on the team truly matters.

Retention comes down to having a solid, well-defined mission and folks understanding how they fit. Retention comes down to mentoring—explaining to folks where they sit with respect to performance and force management, what benefits are available to them now and in the future, how they can better themselves to compete for a supervisory position, teaching them how they can get to the next position/rank and succeed there! It relies on empowerment—giving Airmen boundaries and a direction and then setting them free to get their jobs done as they've been trained and to problem-solve like only "Kingsley free-stylers" can. It also comes down to holding people accountable.

The 99-percent of rule-followers appreciate when we hold the 1-percent accountable. It's not easy to do, but I rely on each and every NCO, SNCO, and Officer to do just that. Hold folks accountable, but do it nicely

unless strongly compelled otherwise. You'd be amazed at how many people have thanked me for doing a few hard things over the years—the Airmen following the rules don't like to watch the rules trampled on by others. If all of our supervisors would embrace the concepts of being Humble, Approachable, Credible, and Accountable, our retention stat would be number one of 90—always. And we're so close.

So why is the end strength so important? When old missions sunset and new missions begin to rise, the USAF looks at bases that are viable to transition. One key sign of viability in the ANG is end strength—if the 173rd FW has 967 authorized but only 850 assigned, is that a problem? Absolutely; it shows the NGB that there may be a problem with the culture, the unit, or the recruiting base, all of which might drive mission failure some day in the future (remember when I said we can do anything, as long as we have sufficient numbers of the right caliber personnel!?) Is there a problem like this in the Active Duty?

Recruiting and retention, also known as generating and maintaining end strength, is key to our future—and I need your help.

-- Col. Jeff Smith,
173rd Fighter Wing Commander



Nope. If people separate after their first enlistment because of a lousy assignment (Cannon AFB has been called that, although I have no real firsthand knowledge) the big Air Force machine PCSes more and more Airmen to the base to meet the mission requirements. So while retention might be a deterrent to Big Blue for standing up a new mission at Cannon AFB, let's say, recruiting in that area wouldn't be much of a concern—they can recruit from wherever and funnel the manpower to the location with the most need. We don't have that luxury.

I need your help. We have 50 vacancies at the moment, give or take. We have had tremendous turnover in our recruiting/retention sections in the last 12 months. They can't fix the 50-Airman deficit we're in by themselves. But you can help them! And I'd like to up the ante and get 100 Airmen in the door to give us some breathing room as we go through the next year.

You can help with referrals. Bring us your strong-performing friends you know from the Active Duty Air Force, Army, Navy, or Marines who are already trained but aren't happy moving every few years or working on a boat. Bring us your motivated, intelligent friends from downtown or college who are searching for some stability and a chance to serve. Bring us your family members who help clean up after Thanksgiving dinner rather than falling asleep on the couch with Grandpa. ;)

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Now for the good stuff. The incentives. I have to outline the ROE (Rules of Engagement) here so you lawyers out there don't try to take advantage. A "referral" from now on means someone that you bring to the recruiters, who meets enlistment

If less than 10-percent of our Airmen find just one referral for our wing, we reach 100 new recruits. If your flight or squadron is able to generate the most referrals, you'll

Thanks for your referrals,
and I hope to have you in an
F-15 with me soon!

- Unit incentives (most referrals in a Squadron/ Flight)--award decision is TBD.

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Pilots prepare for emergency ejection over water

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from a boat for 500 feet. This gives the pilots hands on experience, "... to get the right body posture and release from their harness so they stay above water," added Shearer.

"It is a lot of fun," said Shearer. "But there's a lot of work that goes into getting the different agencies together to make this happen."

One of those agencies was the Klamath County Sheriff's Office, who provided a dive and rescue team along with patrol boats to maintain a secure and safe training zone for the Airmen.

The final segment of the training allows the pilots the experience of a water rescue via helicopter. The Coast Guard helicopter dropped a basket into the water for their aviation survival technician Petty Officer 3rd Class Brendan Davis. Davis, a Coast Guard rescue swimmer, who safely loaded the pilots into the basket where they were hoisted into the air approximately twenty feet before being lowered back into the water.

Maj. Victor Knill, 114th Fighter Squadron pilot, says he found this year's training to be eye-opening. Knill chose not to wear the anti-exposure suit for the training and found that even in the July summer heat, he was extremely cold for, "six to nine hours afterwards."



Oregon Air National Guard Staff Sgt. Thomas Howard, 173rd Fighter Wing Aircrew Flight Equipment, left, directs a pilot through a water-logged parachute during water survival training at Lake of the Woods near Klamath Falls, Ore., July 22, 2016. AFE members helped Kingsley's F-15 pilots, providing water survival training in the event of an emergency ejection.

"I could not imagine being in a real world situation under the stress of ejecting and then having to survive in the water, without that suit on, while waiting for an unknown amount of time to be rescued," said Knill.

Knill said this type of refresher training allows the pilots to become familiar with the equipment, thus maximizing their survival time in the

event of an ejection.

After the last pilot was back on the docks, Davis signaled the helicopter to lower the last harness that lifted him out of the water, and back into the helicopter for refueling and departure.

"Our AFE shop did a fantastic job of coordinating and setting everything up, making this

year's training flawless and setting the standard even higher for the next time we do this," added Knill.

The 173rd FW is home to the sole F-15C training base for the United States Air Force and Air National Guard.



Oregon Air National Guard Capt. Nathan Liptak, 114th Fighter Squadron pilot, sits in a basket loaded by Aviation Survival Technician 3rd Class Brendan Davis, Coast Guard Sector North Bend, during water survival training at Lake of the Woods, Ore., July 22, 2016. Aircrew Flight Equipment members joined with Klamath County Sheriff's Department agencies and members of Coast Guard Sector North Bend to provide Kingsley's F-15 pilots water survival training in the event of an emergency ejection.



Members from Coast Guard Sector North Bend depart for refueling after completing water survival training at Lake of the Woods near Klamath Falls, Ore., July 22, 2016.

270th Air Traffic Control takes over austere airfield

Story and photos by Staff Sgt. Penny Snoozy,
173rd Fighter Wing Public Affairs

NEWPORT, Ore. -- The 270th Air Traffic Control Squadron mobilized for this year's annual training Aug. 8, 2016, convoying all their gear and Airmen nearly 300 miles to Newport, Ore., for a week. Members set up their MSN-7 mobile tower, TRN-48 Tactical Air Navigation (TACAN) system, and all supporting equipment for the exercise, all of which allow them to guide aircraft into and out of any airfield in the world.

Responding to a natural disaster is a logical scenario for this unit says Master Sgt. Luduska Wright, the 270th ATCS First Sergeant.

"The Cascadia Subduction Zone is a serious threat and our operations are vital for rescue and recovery." She adds that preparing for an event like the earthquake and resulting tsunami is crucial training experience, and this is likely the only chance they can all train together this year. If called by the governor, these Airmen will respond within 72 hours.

"You want well trained Airmen when faced with that kind of pressure" says Wright.

Senior Airman David Hunter, a 270th Logistics Management Specialist and coordinator for this year's training, explained that the Newport Municipal Airport was surveyed and reported to be a safe zone in the case of a disaster like the Cascadia event. This means deploying their members and equipment at this specific airfield is realistic both in terms of

an actual deployment and also in adapting to a new environment.

"Everything out here is a little different for us," Hunter explained about the training location and conditions.

Traveling from the high desert of sunny Klamath Falls, the coastal conditions tested the capabilities of the mobile air traffic control tower and the controllers utilizing it. Tech. Sgt. Raymond Murphy, the Non Commissioned Officer in Charge of training and standardization for the 270th ATCS, said that, "Newport provided a mix of varied weather—one minute it can be socked-in and foggy and the next minute you can have clear skies."

The deployable equipment challenged controllers with elements like reduced radio quality. Murphy emphasized how important it was for the controllers to gain experience and learn this information so members can bring their experiences back and be better prepared for their next mission.

Airfield Systems maintainers also had the chance to test the TACAN, a system that acts as a reference point for aircraft. Tech. Sgt. Mark Chinander, 270th Airfield Systems Craftsman, explained that this was the first time his shop has had an aircraft that could tune in and use the TACAN to their benefit. Coast Guard Sector North Bend's helicopter planned to follow the approach laid out by the TACAN to verify that the



Top: Oregon Air National Guard members, 270th Air Traffic Control Squadron, gather near the Tactical Air Navigation system while beginning their day during the ATCS annual training at Newport, Ore., Aug. 10, 2016. Members convoyed nearly 300 miles from Klamath Falls, Ore., where they set up their MSN-7 mobile tower, TRN-48 Tactical Air Navigation (TACAN) system, and all supporting equipment which allows them to guide aircraft into and out of nearly any airfield in the world.



Left: Oregon Air National Guard Staff Sgt. Thomas Livingston, 270th Air Traffic Control Squadron Airfield Maintenance, directs a M1083 five-ton cargo truck through mountainous terrain while Senior Master Sgt. Robert Foreman, 270th ATCS Chief of Maintenance, supervises during the ATCS annual training at Newport, Ore., Aug. 11, 2016. Members convoyed nearly 300 miles from Klamath Falls, Ore., where they set up their MSN-7 mobile tower, TRN-48 Tactical Air Navigation (TACAN) system, and all supporting equipment which allows them to guide aircraft into and out of nearly any airfield in the world.

Right: Oregon Air National Guard members, 270th Air Traffic Control Squadron, lay down copper wire for the grounding system during the ATCS annual training at Newport, Ore., Aug. 10, 2016. Members convoyed nearly 300 miles from Klamath Falls, Ore., where they set up their MSN-7 mobile tower, TRN-48 Tactical Air Navigation (TACAN) system, and all supporting equipment which allows them to guide aircraft into and out of nearly any airfield in the world.

equipment was operational and accurate.

Upon arrival, the airfield at Newport provided a blank canvas. This presented a new challenge as previous training locations had power or a grounding grid in place, ac-

cording to Chinander. When staging the 270th equipment, members initially struggled to get the tower and TACAN grounded.

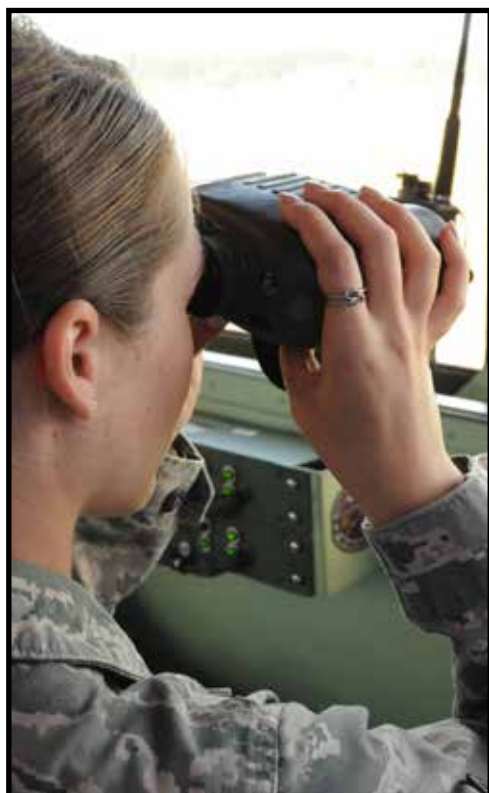
With everything hinging on the ability to get power to this equipment, Chinander

said they obtained additional resources to get the electrical resistance between the ground and their equipment low enough to reach operational levels. By the morning of the

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270th takes air traffic control on the road

Right: Oregon Air National Guard Staff Sgt. Bethany Lanier, a 270th Air Traffic Control Squadron Controller, searches for an inbound aircraft during the ATCS annual training at Newport, Ore., Aug. 10, 2016. Members convoyed nearly 300 miles from Klamath Falls, Ore., where they set up their MSN-7 mobile tower, TRN-48 Tactical Air Navigation (TACAN) system, and all supporting equipment which allows them to guide aircraft into and out of nearly any airfield in the world



Far Right: Oregon Air National Guard members, 270th Air Traffic Control Squadron, gather to begin their day during the ATCS annual training at Newport, Ore., Aug. 10, 2016.



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second day, all equipment was operational.

As Tech. Sgt. Jason Lane, 270th ATCS, said “The best way to test your skills is to perform outside of your comfort zone.”

While the air traffic controllers manned the airfield Senior Master Sgt. Robert Foreman, Chief of Maintenance for the 270th, gathered members to participate in some off-road training. Guardsmen took out two five-ton cargo trucks to practice driving and directing the vehicles through mountainous terrain. Members also had the chance to employ chainsaws and

machetes that allow them to clear paths for the five tons and clear brush for equipment staging.

“Mobility training like learning to drive our five ton trucks, using the wenches to get them unstuck, or using chainsaws ...” provides Airmen with the skills necessary to operate in response to a domestic response like a natural disaster said Capt. Alex Fugate, the 270th Chief of Air Traffic Control Operations.

The 270th Air Traffic Control Squadron’s annual training in Newport, designated Badger Sunburn, was able to successfully stage their

equipment and provide the air traffic services and support capabilities their mission outlines.

Staff Sgt. Kristin Cotton said her squadron, “is very good at ensuring that all our members are trained to the full extent of their career fields and I feel it provides a great force to the Air National Guard.”

The 270th ATCS, located in Klamath Falls, Ore., provides fixed based air traffic control for the sole F-15C training house at Kingsley Field Air National Guard Base.

Right: Oregon Air National Guard Tech. Sgt. Steven Harvey, a 270th Air Traffic Control Squadron Controller, exits the MSN-7 mobile tower during the ATCS annual training at Newport, Ore., Aug. 10, 2016.

Below: Oregon Air National Guard Senior Airman Riley Odom-Davidson, 270th Air Traffic Control Squadron heating/ventilation/air conditioning/refrigeration, operates a M400W during the ATCS annual training at Newport, Ore., Aug. 11, 2016. Members convoyed nearly 300 miles from Klamath Falls, Ore., where they set up their MSN-7 mobile tower, TRN-48 Tactical Air Navigation (TACAN) system, and all supporting equipment which allows them to guide aircraft into and out of nearly any airfield in the world.



WWII Vet, relative of Lt. David Kingsley, visits 173rd Fighter Wing

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fell from the sky killing him and seven local children. In those final moments Kingsley made the decision to remove his parachute and place it on a wounded gunner's body thereby saving him and sacrificing his own life.

This visit to Kingsley Field was made possible by the Vital Life Foundation who works to enhance the lives of senior citizens. Rolison's visit was organized to give him a special, memorable experience. He survives his wife of more than 50 years and lives alone at 92 years old.

Although the visit was ostensibly for his benefit there was no question that it greatly benefitted the 173rd Fighter Wing. Rolison brought with him a suitcase full of memorabilia from Lt. Kingsley's time in World War II, including his hand-written journal, black and white photos of Lt. Kingsley, and stories of Kingsley's youth that illustrated the character that earned him the nation's highest honor. He donated that journal to the 173rd Fighter Wing for display.

David Kingsley was 16 years old when his mother passed, and having lost his father several years earlier he endeavored to raise his seven brothers and sisters, but for the intervention of social services, he probably

would have. Instead, he visited them in their foster homes every day, one-by-one, checking on them and looking out for their welfare.

Rolison related these stories to a number of 173rd Fighter Wing Airmen who asked him questions of his own time in World War II, to which he quickly pointed out his stated aim to "find a place to hide." He said it with a big smile on his face and he made a few other jokes along the same lines. When asked how he was treated after returning home from the Pacific Theater in World War II, he said he'd never have to pay for a lunch again—but he might have to hang around for a while, again with the signature ear-to-ear grin.

At his age he still boasts 20/20 uncorrected vision and he was able to stand and visit with local reporters and Airmen for several hours. One person who he remembered very well was Col. Donna Prigmore, who traveled with him and his wife to Bulgaria.

The moment he saw her he quickly walked up to her arms outstretched, he hugged her and tears welled in his eyes. Prigmore's eyes weren't dry either and she mentioned that she thought about telling him she would be there but decided to surprise him.

"When I saw Joe for the first time since Phyllis's death, it not only

took me back to the special trip we had, but also made me sad to think that his lifelong and loving wife, his soulmate, of 65 years, was no longer with him," said Prigmore. "They were the happiest couple I had ever met."

Anne Adrian, with the Vital Life Foundation, said he mentions her often after the visit where she escorted them during the visit to Bulgaria.

Certainly the visit was a success for providing a memorable occasion for Rolison. While answering questions over lunch he said, "I'm on cloud nine; this day for me is the second best day of my life," then noting that the best being the day he married Phyllis Kingsley. He carries a photo of his wife dressed in nun's habit, something she gave up in order to have children and raise a family.

After several hours Col. Jeff Smith, 173rd Fighter Wing commander, escorted him over to the hangar for group photos with the distinctly painted commemorative ORANG 75th Anniversary F-15 Eagle. Rolison ended the day walk-



173rd Fighter Wing Command Chief Master Sgt. Mark McDaniel looks at Lt. David R. Kingsley's handwritten journal from WWII, Aug. 31, 2016. WWII veteran Joe Rolison, who married into the Kingsley family and survives his wife of 56 years, donated the historic item to the base during his visit. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

ing back to a waiting vehicle, and perhaps the only unanswered question being, "Who enjoyed the visit more—he or the Airmen of the 173rd Fighter Wing?"



Above: U.S. Air Force Lt. Col. Jeff Jensen, 114th Fighter Squadron Commander, looks at a photo of David R. Kingsley, Kingsley Field Air Base's namesake, which Joe Rolison presented during a visit to the wing, Aug. 31, 2016. Kingsley earned the nation's highest honor for bravery and sacrificing his life for one of his fellow aircrew after taking heavy fire during a bombing run in WWII. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

Left: World War II veteran Mr. Joe Rolison, husband to Lt. David R. Kingsley's late sister Phyllis, remembers traveling to Suhozem, Bulgaria and finding this piece of wreckage displayed in the memorial at the entrance to Kingsley Field Air Base in Klamath Falls, Oregon, Aug. 31, 2016. Rolison visited the base to share his stories and a number of historic items of Kingsley's including his journal kept during WWII. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

Kingsley Field hosts Combat Dining In, first time in Wing history

Story by

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

KINGSLEY FIELD, Ore. -- A Spartan, a U.S. Air Force Academy graduate class of '93, a Marine, and a group of many other Airmen far more eclectic than these, gathered at Kingsley Field to remember a piece of Air Force history, Saturday, Aug. 6.

A combat dining in is an occasion where fun and history collide, providing what some call a fitting tribute to the Airmen who paved the way to the modern force.

"It's an opportunity to take a very formal military heritage dinner and turn it on its head," said Master Sgt. Daniel Waller, a key member of the dining in committee. "It allows everyone to let their hair down—it's a 100-percent morale and esprit de corps type of event."

Often irreverent, it brings to mind such characters from Air Force

history like Chuck Yeager who piloted the first aircraft past the sound barrier and who was reputed to seize any opportunity to have a good time.

After fusillades of water balloons, and dinner rolls Kingsley Field Airmen walked through a period of the Vietnam War as guest speaker, retired Master Sgt. John Fields recounted his years there.

"Exactly 50 years ago, in Aug. 1966 I received orders for Vietnam," he said tracing his path in a light-hearted fashion joking that, "the local food restaurants was interesting, you never knew exactly what you were getting when ordering something with meat in it—mostly, snake, rats, dogs, etc. I never asked."

He went on to detail how he lived off-base in Saigon, and experienced the highs and lows of dead comrades and helping a local Vietnamese orphanage.

He closed saying to the mess, "thank you for your service!"

Although a dining in is in many

respects a big party, all of the Airmen in attendance listened attentively and stood and applauded as Fields finished his remarks. Soon thereafter it was time to turn to what some call the centerpiece of the event.

One of the mainstays of a dining in is the grog. It's a form of punishment for different infractions ranging from breaches of protocol—for example not identifying yourself properly prior to addressing the chairperson, or not cheering loudly enough, and maybe cheering too loudly—to, well, you get the picture. The best infractions invariably being the most outlandish.

After a violation is presented, the subject approaches two toilet bowls (sanitized with drink liners) and dips into a vile (sort of) concoction of truly heinous proportions (not really) and it may or may not contain a little "white lighting" (yes one version did). After filling an empty brass cartridge with this foul mixture one raises it overhead and toasts "to the mess," before downing it in one gulp and turning the cup upside down overhead to demonstrate its emptiness. All the while the members of the mess throw water balloons and dinner rolls.

In addition to the fun and levity, all the Airmen ate a catered meal of chicken strips and after a ceremonial cutting of the cake by the President of the Mess, 173rd Fighter Wing Commander Col. Jeffrey Smith, and the newest Airman to the unit, Air-

man Hannah Snoozy, ate dessert as well.

After just over two hours the event drew to a close and Airmen pitched in to clean up chairs, tables, and trash; just a half-an-hour later the venue was cleaned up and people dispersed, most of them grinning and recounting some funny aspect of the evening.

While the event was over in two hours Chief Master Sgt. Todd Berndt said he, Waller and a team of people worked for about six months to bring the event to the base for the first time in recent memory. One key member of that team was Airman 1st Class Marc Hawthorne, who in addition to singing the National Anthem, wrote the script for the event as well.

"As an Airman 1st Class I had a ton of responsibility," said Hawthorne "I got to see how the upper echelon of management works, how certain decisions were made and considering how junior I am that was a great opportunity."

Berndt said it's that kind of work that could pay dividends down the road.

"It gives the Wing a good basis to do a formal dining out, which includes the Airmen and their spouses, because you use the shell of this dining out—minus the water balloons."

In other words, stay tuned for the next installment of Air Force history served with irreverent humor and possibly some grog.



U.S. Air Force Senior Airman Colten Alaniz, 173rd Fighter Wing, climbs through the obstacle course during the first ever Combat Dining In at Kingsley Field in Klamath Falls, Ore. Aug. 6, 2016. A Combat Dining In is a formal military social function where military members gather in fun and camaraderie and is meant to raise unit morale. Members were encouraged to wear combat uniforms of their choosing and water balloon and food fights, all within the backdrop of a long list of rules of engagement, ensued. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)



U.S. Air Force Airman Hannah Snoozy, the most junior member of the unit present, and Col. Jeff Smith, 173rd Fighter Wing Commander, cut the cake during the first ever Combat Dining In at Kingsley Field in Klamath Falls, Ore. Aug. 6, 2016. A Combat Dining In is a formal military social function where military members gather in fun and camaraderie and is meant to raise unit morale. Members were encouraged to wear combat uniforms of their choosing and water balloon and food fights, all within the backdrop of a long list of rules of engagement, ensued. (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

New AETC commander pays 173rd Fighter Wing first visit

*Story by Staff Sgt. Penny Snoozy,
173rd Fighter Wing Public Affairs*

KINGSLEY FIELD, Ore. -- Lt. Gen. Darryl Roberson, commander of Air Education and Training Command, made his first visit to Kingsley Field, Oregon, July 6, 2016 to see the 173rd Fighter Wing's training mission in motion.

The 173rd FW is solely responsible for training all Air Force and Air National Guard F-15C Eagle pilots.

Roberson emphasized the importance of leadership for all training oriented missions, like those at Kingsley Field.

The idea of tailoring leadership to each unique individual was a common theme during his all call with 173rd FW Airmen. Roberson emphasized that creating a professional connection to your Airmen allows you to become a better leader. He also explained his three Cs for great leadership: competence, care and character.

"If you want to be a good leader, you need to earn the trust of the people that follow you," said Roberson. "If you do, they'll follow you through fire."

Chief Master Sgt. David Staton, AETC command chief, expanded on Roberson's idea of investing in Airmen.

"The best thing a leader can do is make someone believe and understand their true value and what they are capable of," he said.

Before the all call, Roberson had the opportunity to see the mission up close by taking the back seat in an F-15 Eagle piloted by Col. Jeff Smith, 173rd FW commander. He also visited with Airmen from various sections on base and took time to recognize superior performers. Both Roberson and Staton thanked the members for their efforts and noted the wing's contributions towards the Air Force mission.

"You all contribute in your own way to make air power happen," said Roberson. "Airpower starts here!"



U.S. Air Force Lt. Gen. Darryl Roberson, commander of Air Education and Training Command, and Col. Jeff Smith, 173rd Fighter Wing commander, get ready to step for an F-15 Eagle flight at Kingsley Field, Ore., July 6, 2016. Roberson visited Kingsley Field and had a firsthand look at the unit's mission and capabilities, which include training F-15C Eagle fighter pilots. (U.S. Air National Guard photo by Staff Sgt. Penny Snoozy)

Luke AFB Command Chief pays first visit to Det. 2, 56 OG Airmen

Chief Master Sgt. Randy Kwiatkowski, the Command Chief, 56th Fighter Wing, Luke Air Force Base, Ariz., makes notes on some of the complexities facing his Det. 2 Airman who comprise the first active association for the Oregon Air National Guard, July 27. Senior Master Sgt. Adam Rising, Det. 2 Superintendent, explains the hurdles Total Force Integration Airman have crossed with the groundbreaking endeavor requiring the collective efforts of the active component, National Guard Bureau and the 173rd Fighter Wing. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)



Environmental Management: resource conservation and resource assurance

Story by Staff Sgt. Penny Snoozy, 173rd Fighter Wing Public Affairs

KINGSLEY FIELD, Ore. -- Keeping infrastructure from the late forties up and running comes with challenges. It requires continual maintenance and process improvement to keep the Kingsley Field facility running smoothly and safely. The 173rd Fighter Wing Environmental Management Office takes on a large part of this task.

The Environmental Management office says their mission is one of strategic energy management. This process looks at the use of resources and aims to, "Get the most out of every penny" says 1st Lt. Joe Young, the environmental office manager.

"Seventy-five percent of our buildings are 50 years or older," he says. "Those buildings are not designed or built to support the technology that we use today."

Young explains that creatively utilizing existing space and recycling materials when possible makes updates feasible. With the cost of new state-of-the-art structures being so high, updates and expansions are usually impossible or very difficult to fund.

Conservation is a constant process, but Young says this base is nearing the point of diminishing returns with current available structures and resources. In the "greener and cleaner" Air Force, many units are coming to a threshold of conservation efforts.

"I think we're doing well. We're starting to eliminate all the low-hanging fruit so it's becoming more and more of a challenge to make the big impact without severe changes like turning all the power off" says Young.

All the work invested to create a proficient base is lost if emergent circumstances prevent or disrupt our energy supply. In preparation, the next step in managing resources



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is securing resource assurance. Young says the goal of energy assurance is the ability to continue operations in the midst of a break or interruption of the power supply. With this in mind, Young says the Air Force has just recently initiated the early stages of resource assurance programs.

The more self-reliant the base can become, the more capable it is of responding in times of disaster and emergencies. With events like the Cascadia Subduction zone looming over the west coast, an

internal power source could secure operations and increase our availability to support and respond to our state.

"We've got at least two significant projects planned," says Young.

One project is called a microgrid. A microgrid is at least one building that is disconnected from the rest of power grid so that the building can operate independently if power is lost. Young says ultimately the plan would be to slowly expand the micro grid until each building could operate independently of each other throughout the base.

The second project the environmental office is currently investigating is locally sourced renewable energy. Young says this could include solar, wind, and geothermal energies. The geothermal energy is a proven technology used in the Klamath Basin.

Young says the environmental management office is highly optimistic since "we do have [geothermal] potential right here on the airfield. We just have to break into fully developing and operating a power plant."

In the meantime, the environmental management office works persistently, he says, to eliminate any waste and non-essential use of resources and improve daily practices so the base and the mission can carry on.

Key Spouse program adds training for high-value volunteers at Kingsley

Story by

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

KINGSLEY FIELD, Ore. -- A group of volunteers gathered at the security forces training room, Monday Aug. 22 for training on how they can help their significant others who wear the uniform at the 173rd Fighter Wing.

The Key Spouse Volunteer Program is a staple at active-duty bases and as of now it's been introduced at Kingsley Field as well.

Master Sgt. Paul Allen, the first sergeant for Det. 2, 56th Operations Group, describes the program "as an extension of the First Sergeant and Airmen & Family Readiness, providing a more comfortable or "softer" point of contact for spouses trying to reach out to us."

They provide a resource to the first sergeants who can request they

make contact with families in the event of an emergency, he added. The Key Spouse or Volunteer is a trusted individual selected by the squadron commander, to provide an interface for families trying to communicate up the chain of command or to the first sergeants. Allen says that in function this is nothing new.

"These key people have long been present here at Kingsley Field, but now having an appointed position and certification allows us to track their hours to justify funding and recognize their service at the state and national level."

This program allows for the wing to quantify the service this set of volunteers already provides. Interestingly enough this part of the initial training explains what they are not supposed to undertake.

"They are also trained to know the limitations of position, and NOT



Senaida Larson, a Community Readiness Specialist from the Airman and Family Readiness Flight at Luke Air Force Base, Ariz., conducts training for key spouses at Kingsley Field comprised of both active-duty and reserve component families stationed here, Aug. 22, 2016. Det. 2, 56th Operations Group has more than 80 active duty Airmen stationed here as part of an active association between the two components.

to become counselors, baby sitters, party planners, advisors, taxis, or to supersede the unit leaders," says Allen. He goes on to say they these volunteers are held to a strict code

of ethics to become statutory, and as such have certain commitments like participation in unit functions and actively communicating with the unit.

Summer 2016: Lake of the Woods Water Survival Training



See the video news story:

CLICK HERE

Oregon Air National Guard Maj. Ryan Bocchi, a 114th Fighter Squadron pilot, swims to shore while wearing his flight suit, helmet and floatation device during water survival training at Lake of the Woods near Klamath Falls, Ore., July 22, 2016. Aircrew Flight Equipment members provided the tri-annual training including simulating unharnessing while being dragged by an inflated chute, swimming under a canopy sitting on the surface of the water, and being hoisted in a rescue basket by a Coast Guard helicopter. All of which serves to keep pilots sharp in the event of an emergency ejection over water such as the Pacific Ocean where wing pilots often fly their training missions. (U.S. Air National Guard photo by Staff Sgt. Penny Snoozy)

More 114th FS Pilots cross major flying milestone



Congratulations to Lt. Col. Alaric Michaelis, 173rd Fighter Wing F-15C Instructor Pilot, on crossing the 2,000 hours threshold in the F-15 Eagle, Aug. 24, 2016. Upon landing, a crowd of friends, family, and coworkers welcomed him back to celebrate the momentous occasion. Wish him well at the [173rd Fighter Wing Facebook](#) page! (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)



Maj. Michael Kuehni, tacks on the 2,000 hour patch to Lt. Col. Steven Cox's shoulder as the 173rd Fighter Wing F-15 Instructor Pilot surpassed 2,000 hours in the Eagle Aug. 9 2016. Airmen from across the wing gathered to congratulate him on this fantastic milestone. See more photos at [173rd Fighter Wing Facebook](#) (U.S. Air National Guard photo by Master Sgt. Jennifer Shirar)

"Screamin' Eagle" at Hillsboro Airshow



The 173rd Fighter Wing Flagship sits before a pyrotechnic background during the 2016 Oregon International Air Show at the Hillsboro Airport near Portland, Ore. (Photo by Tech. Sgt. John Cloutier, 142nd AMXS)

September Drill weekend lunch menu

Meal cost for all
Officers, AGRs, and
Civilians \$5.55,
Holiday Meal \$9.05

Saturday

- Beef Stroganoff
- Bayou Chicken
- Mac and Cheese
- Broccoli Rice-Confetti
- Corn
- Summer Squash
- Salad Bar
- Pies and Cakes

Sunday

- Pepper Steak
- Chicken Cordon-Bleu
- Mashed Potatoes
- Steamed Rice
- Green Beans
- Southern Style-Mixed Vegetables
- Salad Bar
- Pies and Cakes

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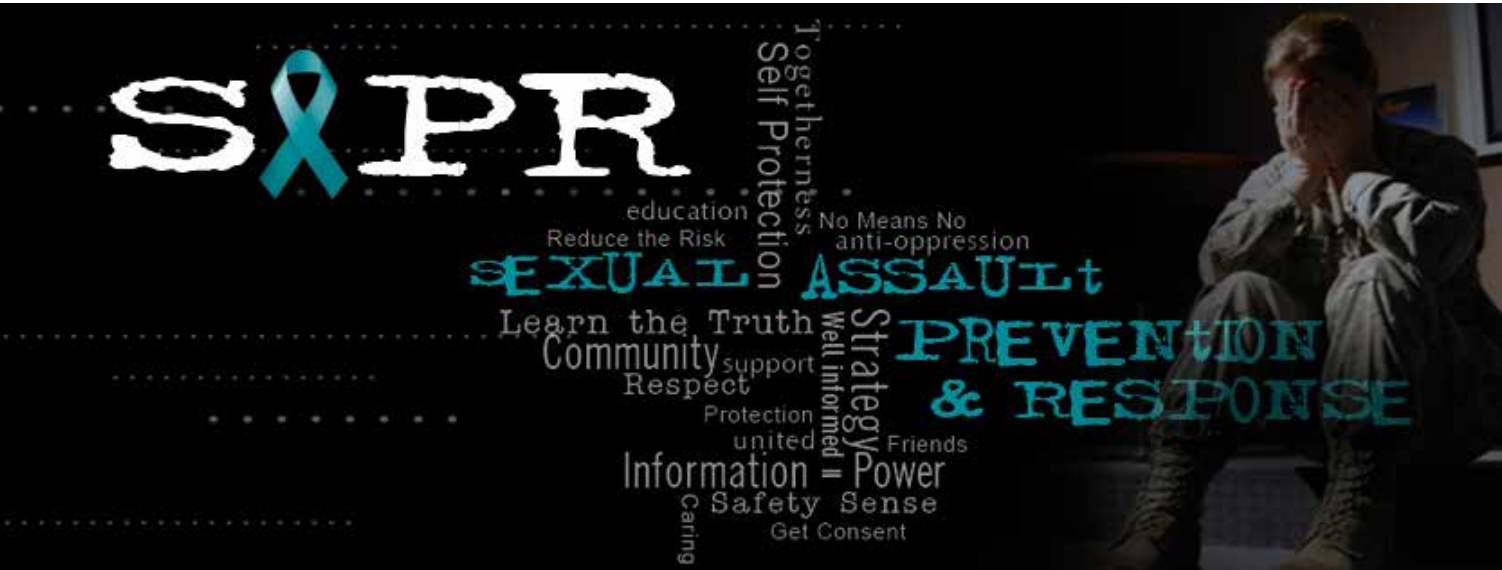
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Story files must be submitted in Microsoft Word format, with all formatting turned off. Photos must be high-resolution color JPEG files, and must be accompanied by caption information containing the following: full name, rank, and unit of person(s) depicted in the photo, along with a short description of what is happening in the photo. This caption can be a part of the overall story file. All hard-copy files submitted to the Kingsley Chronicle become the property of the 173rd Fighter Wing Public Affairs Office unless prior arrangements are made with the Public Affairs staff. Stories and photos appearing in the Kingsley Chronicle may be reprinted with permission.



Oregon International Air Show President Bill Braack, center, presents posters to Maj. William Sullivan assigned to the 173rd Fighter Wing, left, and 142nd Fighter Wing Commander Paul Fitzgerald, right, during the afterhours "All Call" celebration held at the Hillsboro International Airport, Ore., Aug. 6, 2016. (U.S. Air National Guard photo by Master Sgt. Shelly Davison, 142nd Fighter Wing Public Affairs).

