

Historic operational aircraft transfer from 173rd FW

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

REHOVOT, Israel -- On September 15, 2016 eight F-15s from the 173rd Fighter Wing, Oregon Air National Guard, touched down at Tel Nof Israeli air base in Rehovot, Israel in the first ever active ramp-to-ramp transfer of aircraft.

This event was the result of approximately two years of concept development, planning, and execution by Airmen from Kingsley Field, Department of Defense officials, Foreign Military Sales (FMS), the Israeli air force, and many more.

"Two years ago, several of our jets were scheduled for retirement and they were going to be taken to the bone yard; one of the options that came up was FMS," said U.S. Air Force Lt. Col. Matthew Thomas, the detachment commander for the deployment.

While the U.S. Air Force has transferred decommissioned aircraft to other countries in the past, this transaction was a first of its kind. These transfers are typically done once the aircraft are already sent to

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Airmen from the 173rd Fighter Wing, Oregon Air National Guard, pose with for a group photo in front of the just delivered F-15 Eagles at Tel Nof air base in Israel. After two years of planning and final execution, the wing participated in a historic active ramp to ramp transfer of aircraft. (U.S. Air National Guard photo by Master Sgt. Michael Shirar)

Kingsley instructor pilot crosses rare 3,000 hour threshold

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

KINGSLEY FIELD, Ore. -- Col. Jeffrey Edwards, 173rd Operations Group Commander, joined a small cadre of pilots to reach 3,000 hours in an F-15 Eagle, October 1. Edwards crossed that threshold during a routine training mission.

"I don't focus on the number of hours; I think each flight and each day is a new opportunity to learn and improve," said Edwards. "I feel very thankful for this opportunity, and there's no place

I'd rather fly Eagles than here at Kingsley Field."

Edwards has been stationed at Kingsley Field for 12 years, and has over 21 years of service starting with his graduation from the Air Force Academy in 1995. He was stationed in Alaska, Florida, and South Korea before joining the Oregon Air National Guard.

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Col. Jeff Edwards, 173rd Operations Group Commander, smiles at a group of friends and family who had gathered to congratulate him following a routine training flight at Kingsley Field where Edwards reached the 3,000 hours in an F-15 Eagle.



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**Be ready,
Be safe**

Commander's Corner

Integrity First: Truth and honesty everyday

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

Thank you for an amazing Fiscal Year 2016! With 5,110 hours flown, 4,181 sorties flown, over 60 student pilots graduated, a successful trip to Finland and aircraft delivery to Israel, RCP5 deployment prep ... it was a busy year. The busiest on Kingsley record with respect to the flying business. Thanks for executing the mission safely and with the excellence that everyone has grown to expect from Kingsley Field.

We have received a lot of suggestions through the Commander's Suggestion Boxes located in building 211 over the last month. We take these seriously and thoroughly consider/review for action as required. Last week, I received a great suggestion. An Airman asked if I would talk about "Truth & Honesty" rather than Humble, Approachable, Credible, Accountable. I will wrap Truth & Honesty together under the cornerstone of our Core Values: Integrity First.

We are part of the Profession of Arms. We have raised our hands and sworn an oath to the Constitution of the United States (and Oregon) and to the President (and Governor). We have pledged to lay down our lives for our nation, if needed. We have answered the call to serve. Because we are charged with, burdened with, and empowered with, the use of OFFENSIVE LETHAL FORCE in the military, we are held to a higher standard than the rest of the populous. Think about that—no one else is authorized OFFENSIVE lethal force. That's not something to be taken lightly. This nation and our allies expect and demand our honesty, integrity, and purity of intent. In peacetime, our training is dangerous. The recent U-2 crash at Beale AFB, the F-18 crashes of late

... these are constant reminders that our business is serious. Because it is so serious, integrity is crucial to sustained success.

Did you clear your firearm before turning it in? YES.

Did you verify that there was not any water in the Jet-A F-15 fuel before filling the R-11? YES.

Did you properly purge, fill, and reconnect the LOX bottle? YES.

Were you ready to fly or did you have significant distractions? I was ready.

Did you verify that the hangar was secured and alarmed? YES.

Did you process that member's PCS voucher? YES.

Did you drive the movement area to look for FOD or other hazards before opening the airfield this morning? YES.

Did you verify the runway was clear before saying "cleared to land?" YES.

Did you inspect that parachute prior to installation in the seat? YES.

We don't ask these questions often, other than in the 2-person concept we commonly utilize to back each other up. If these questions are being asked, something may have just gone horribly wrong. We don't want to face integrity challenges "after the fact." We need to execute our jobs diligently, consciously. And if we make a mistake, or if we don't know how, or if we get home and say "wow, I can't remember doing _____" (fill in the blank with something from your AFSC)—we need to fess up. Notify someone. Speak up. It's not easy to do, but it matters.

In the note he gave me, the Airman also mentioned how critical integrity is, even when the truth is ugly. Absolutely spot on. We want to succeed. We're driven people. We want to meet the mission. But we can't always say YES. Can you go do this—we only have 5 minutes? NO—to do it by the book will take

me 20 minutes. That's honest. It may elicit a response from the person asking the question. But it's the right thing to say and do.

At the Air Force Academy, it was drilled into us that we must do the right thing, even when no one else is looking. That's integrity. How powerful a concept is that? Not just for the USAF. For our communities, our family. Do what's right, even when no one is there to see it. My parents taught me that early too—not to drop litter even though no one could attribute it to me. Simple example, but it's true.

Sadly, I've had to ask some questions similar to those listed above, over the course of my career. With almost no exception, people who answered honestly were given additional chances. This isn't a one mistake Air Force. It is, however, a one-crime Air Force in most cases. If a "YES" answer was ever not true, then trust is lost. The moment trust is lost, why bother re-training someone? Why bother with the



investment? If you've ever watched the Shark Tank, you know that "Mr. Wonderful" has an expression—"you're dead to me." While I never actually wish death on folks in the Air Force, this phrase has crossed my lips when referencing folks I've caught in a lie. Don't lie. I don't know—that works. Let me find out—that works. Sorry, I dropped the ball on that—it works ... we can work on fixing that. YES when the answer should be NO or I don't know? Doesn't work in this business.

I hope this fit the bill for our young Airman and I hope it reinforces a basic foundation we rely upon across our armed services, and especially in this Air Force and this Fighter Wing.

Because we are charged with, burdened with, and empowered with, the use of OFFENSIVE LETHAL FORCE in the military, we are held to a higher standard than the rest of the populous.

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

F-15s transferred to Israel instead of boneyard

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Aerospace Maintenance and Regeneration Center, otherwise known as the boneyard, in Tucson, Arizona.

“This is the first time taking actual aircraft that were on the line flying one day, and then literally turning around taking them to another country the next,” said Thomas.

A direct transfer of aircraft in this way would mean significant cost savings for the United States said Maj. Michael Kuehni, the project officer for this deployment.

Because this event was without precedent, making the transfer happen proved challenging as the Kingsley team built an execution plan from scratch.

“It was a complex process that required the coordination of multiple agencies and near constant changes and updates,” said Master Sgt. Michael Shirar, the personnel coordinator for the deployment. “At several points in the planning process it was thought that mission was going to be a no-go. But the no-fail attitudes of everyone involved brought all the moving parts together in standard Kingsley fashion.”

However, the biggest challenge came when it was actually time to execute the transfer.

“Most of our challenges actually came from the time of year that we ended up having to make our deployment,” said Thomas. “Doing it in the last month of the fiscal year poses some serious challenges as far as availability of other assets, and that is where the Kingsley team really shone.”

Kingsley Field could only continue to fly and maintain the eight jets slated for transfer until the end of the fiscal year, Sept. 30. That deadline loomed over the project, threatening to stall the transfer permanently.

With little time to spare the paperwork for the transfer was approved, which required a last-minute scramble for the needed airlift and support to ferry the eight fighters halfway around the planet. Several plans looked promising only to be dashed as units had their aircraft tasked for other contingencies. The



Eight F-15 Eagles arrive at Tel Nof air base in Israel from the 173rd Fighter Wing in Klamath Falls, Ore., sans their Kingsley Field tail flashes. After two years of planning and final execution the wing participated in a historic active ramp-to-ramp transfer of aircraft, and so this airbase is their new home. (U.S. Air National Guard photo by Master Sgt. Michael Shirar)

transfer looked increasingly unlikely, but with only a few weeks left Kingsley Airman made a last push to line up air support and a date was set.

“We end up leaving on Sunday, and we have to get the jets there by late Thursday....in respect to religious holidays and some other things that were other defining factors on the timeline,” said Thomas.

The jets made two stops along the way for crew rest and maintenance—one at Barnes Air National Guard Base in Massachusetts, and then Royal Air Force Lakenheath in England. The short timeline meant these stops were brief, and left little leeway for any maintenance issues.

“A call out to our maintainers for what they did...they managed to get eight code-one jets down on-time in Israel,” said Thomas, pointing out how challenging that accomplishment really was.

“It was amazing to see eight F-15s, two KC-10s, and a C-17 go across the globe without any maintenance problems,” said Kuehni. “In

my 12...13 years of flying F-15s I have never seen that happen before. It’s a huge testament to the power of prayer, our maintainers and Air Force being able to pull that off!”

Once the jets were on the ramp at Tel Nof air base, Kingsley maintainers quickly went to work to transfer the aircraft over to the Israeli air force personnel, who will now take the aircraft and start the process of converting it into the F-15I, which they refer to as “The Baz.”

“I thought the most interesting thing was interacting with the Israelis, especially the F-15 community there,” said Kuehni. “They are Eagle drivers just like us! I took a lot of pride of being able to meet them and help them out.”

Thomas added, “It really showed a capability the F-15 has that we haven’t demonstrated in a while because we haven’t needed to. But being able to work as a team and get everything there as one of the more learning factors from our side.”

Security Forces travels to Israel

*Commentary and photos by
Staff Sgt. Tim Lombardi,
173rd Security Forces*

This fall, a rancher takes off his cowboy boots and a county sheriff hangs up his patrol uniform and badge. They and six other Security Forces members would lace up combat boots, don the United States Air Force Battle Dress uniforms, and board a C-17 cargo aircraft as the sun rose in the early morning over Kingsley Field, in Klamath Falls, Ore., Sept. 11, 2016. An hour later the cargo aircraft roared down the runway and climbed slowly into the skies over South-Central Oregon.

These eight 173rd Security Forces Squadron members formed the security detail in a team of nearly 40 Air National Guard members, delivering eight F-15D aircraft to the Israeli Air Force at Tel Nof Air Base, just south of Tel Aviv. Like many in the Air Guard, they bring diverse backgrounds: Staff Sgt. Clinton Morey, a prior Navy Petty Officer who worked and deployed as an Aircrew Equipment Maintenance technician. Senior Airman Ryan Kaber, served eight years in the U.S. Coast Guard as a boatswain’s mate. I, Staff Sgt. Timothy Lombardi, recently joined the unit from active duty as a Security Forces Defender serving in the missile field in Montana and working on the nuclear convoy force. Chief Master Sgt. Cody Pemberton previously served in the Navy and the Army and now heads the enlisted force of the 173rd Security Forces Squadron.

These “Ready Defenders” were selected as multiple agencies began looking at what would be needed for a trip to Israel. The reason for

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173rd Medical Group provides care to a community in need

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

MAYFIELD, Ky. -- Kingsley Airmen joined with more than 200 medical service members, including Sailors from the U.S. Navy Reserve, in a 10-day mission to provide needed medical care to a needy community in Western Kentucky, July 18-27.

The mission, called Bluegrass Medical Innovative Readiness Training, provided more than 13,000 medical, dental and optometry procedures at no cost to the patients to a rural and largely underserved area of the Mississippi Delta region, said Maj. Amy Mundell, a medical administrative officer of the host unit, the Kentucky Air National Guard's 123rd Medical Group.

Tech. Sgt. Wyatt Stinnett, a dental technician with the 173rd Medical Group said the hardest part was the

people you couldn't treat.

"Every morning there were just hundreds of people lined up at all of the sites and it was more people that we could see in a day," he said. "The last several days we were there we filled the number of people we could see in a day first thing in the morning, we would let in 50 people for dental and have to turn away 50 to 100."

He went on to say that the needs they were able to meet provided the greatest satisfaction.

"What I most enjoyed about the mission was offering services to those people who really needed them, you could really see the impact it had on their life," Stinnett said. "There were people who would wait for eight to ten hours, some with their little kids and babies; I really felt for them."



U.S. Air Force Airman 1st Class Danielle Fuhriman, an aerospace medical technician from the 173rd Medical Group, Oregon Air National Guard, conducts a vision test at Paducah Tilghman High School in Paducah, Ky., July 18, 2016, during Bluegrass Medical Innovative Readiness Training. The Kentucky Air National Guard, U.S. Navy Reserve and other military units are teaming with the Delta Regional Authority to offer medical and dental care at no cost to residents in three Western Kentucky locations from July 18 to 27 as part of the training event. (U.S. Air National Guard photo by Master Sgt. Phil Speck)

The design of innovative readiness training is one of mutual benefit; the patient gets much needed care and the units involved get training that is hard to replicate, especially for Guard units like the 173rd Fighter Wing, which doesn't provide primary care.

"Guard medical units aren't a hospital setting,"

said Stinnett. "This provided leadership opportunities for our NCO's and for our younger troops, it was a great experience to actually get into that patient care."

The contingent of people from the 173rd Fighter Wing included, 1st Lt. Carrie Crowder, Master Sgt. Bethany Blevens, Staff Sgt. Jaime

Nealy, and Airman 1st Class Danielle Fuhriman.

The specific types of medical care that the training offered included medical screenings, dental exams and extractions, optical exams, non-emergency medical treatment, and single-prescription eyeglasses, said Mundell.

173rd Security forces Defenders secure historic aircraft transfer

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the trip? For the first time in Air Force history, operationally active F-15 Eagles would be delivered to a foreign nation "ramp-to-ramp." These aircraft would leave Kingsley Field and fly to their new home in Israel. As the planning and preparation began for how these air assets would be transitioned to their new homes, the spin-up began for the security piece.

These were not Ravens who fly with aircraft all over the world. These were not assault course and designated marksmen trained

Defenders. These guardsman were county sheriffs working counter-drug operations. Malin, Ore., police officers such as Master Sgt. Levi Clarey and Master Sgt. Joshua Hilton who patrol the back country roads part-time, while also fulfilling Air National Guard full-time positions. Security forces members, Staff Sgt. Martin Monti and Staff Sgt. Mason Orlow who work shift every day on Kingsley Field. In the day and age when the Air Force needed to write a new chapter in military history, the Oregon Air National Guard Security Forces participated in every step,



Kingsley Fighter Pilot only 6th to reach 3,000 hours

(Continued from front page)

Edwards has held many command positions in the 173rd Fighter Wing. He was the commander of the maintenance squadron from 2009 to 2012, and then the 114th Fighter Squadron until 2014. Edwards was then selected for a year as the wing's Special Projects Officer, before he was selected as the Director of Operations for the Oregon Air National Guard.

His diverse roles provided Edwards an overall perspective of the 173rd Fighter Wing and its mission.

When asked about some of his best experiences, Edwards said flying offensive counter air missions in Serbia during ALLIED FORCE, leading a strafe mission to the Fallon range, flying over the glacier-covered Canadian

Rockies north of Comox, and SENTRY EAGLE were among his favorite.

"Since the age of 10, I have wanted to be an Air Force officer and fighter pilot," said Edwards. "At that time, I would have never dreamed that I would one day be flying Eagles in Oregon. Life is so full of surprises and opportunities."

Edwards said this year will continue to be a challenging and exciting year, but he is, "Highly confident in the Kingsley Team and humbled to serve such an incredibly talented and professional group of Airmen."

Edwards is the sixth pilot from Kingsley Field to achieve this uncommon milestone.

The 173rd Fighter Wing in Klamath Falls is the sole U.S. Air Force F-15 schoolhouse in the Nation.



Col. Jeff Edwards stands for a photo with his wife Theresa following a mission where he crossed the 3,000 hour mark in the F-15 Eagle, Oct. 1.

Kingsley Instructor Pilot passes 1,000 hour milestone

Congratulations to Maj. Nick Huet (center), 173rd Fighter Wing F-15C Instructor Pilot, on crossing the 1,000 hours threshold in the F-15 Eagle, Sept. 15, 2016. Upon landing, a crowd of friends, family, and coworkers welcomed him back to celebrate the momentous occasion. Huet began his career flying the F-22 Raptor before transitioning to the F-15 Eagle and took this photo with the other pilots from the 114th Fighter Squadron and the recently retired Col. Wes French. Wish him well [HERE](#). (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)



Winter Driving is headed our way-- Are you ready?

*Commentary by
Senior Master Sgt. Mike Nelson,
173rd Occupational Safety
Manager*

Here in southern Oregon, the weather is starting to cool down and before you know it... "Snow". We are all thinking it, but I said it. Winter and snow will soon take hold of Kingsley Field and the surrounding area and that affects all of the Airman who work here.

Whether you live right in town or make a longer commute for drill, we will all get our share of driving in less-than-perfect conditions.

Rather than start with the typical "be prepared" type of stuff, I'd like to tell you of one of my winter driving experiences.

Several years ago I set out on a road trip from Alaska to Washington in early November on the nearly 1,500 mile Alaska Highway, called the Alcan. The weather had been fairly mild considering the time of year, and the forecast was for more of the same.

I took the usual pre-trip measures, tires, wipers, vital fluids for the truck, and of course snacks for the kids, this was going to be a long trip. It was all planned, where we would stop for food, fuel and lodging, long days, but no big deal we have done this several times before.

After we started the trip, the weather turned from mild to a very cold freezing rain, and we were forced to drive no faster than 10 miles-per-hour, not only that, but the last town I had driven through several hours earlier had shut down for the winter. Yes, really, the entire town, gas station and all, closed. As a result, I was not able to fuel my truck, but I knew we could make the next town, food, fuel, and a warm bed were just up the road—or so I hoped.

Even at this slow speed I still managed to slide off the road, good tires and all. I didn't slide very far off the road, and the embankment wasn't steep, but as it turned out, I was really stuck.

Have I used the word "plan" yet? I never planned on running off the road, but that's where my family



and I ended up, stranded, no kidding 100-miles from the nearest town.

That night we never made it to that next town, we spent the night out in the middle of the nowhere.

Do you know how much fuel your vehicle uses at idle, heater going all night? I can tell you it's more than you think. During the course of the night I watched the fuel gage slowly, but steadily dropping, I started to worry that the fuel wouldn't last the night.

That fuel had to keep warm, and get us to the next town once someone happened along and could tow us from the snowbank. Here's the fortunate part of the story.

I hadn't really planned to take extra fuel for my emergency but, I had driven the Alcan before, and every time I saw travelers who had run out of fuel. I took extra fuel in case

someone else needed it, but as it turned out that detail kept my stranded family warm and got us to the next town once we got on the road again. It just goes to show some extra preparation can really save the day whether it's for yourself or for another unfortunate person. Winter driving is full of things you don't plan on, unless you do. Winter Driving, plan for it!



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**WINTER SAFETY VIDEO,
CLICK HERE**

173rd FW lends assistance to airport, welcomes air service

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

KLAMATH FALLS, Ore.- The return of commercial air service to Klamath Falls has been enthusiastically welcomed by the local community and Kingsley Field. However, as the airport prepared to open its doors for travelers, they soon realized certain pieces of equipment that had been sitting for more than two years were in need of a bit of maintenance.

One such item was the large air stair used to help people exit larger aircraft that land at Kingsley Field. It had some heavy wear and tear and was in need of attention.

In an effort to strengthen community relations, Airmen from Kingsley Field stepped up and volunteered to repair the stairs and give it a facelift. The airport purchased the materials needed and members of the 173rd Fighter Wing Structural Maintenance shop did the work.

“These Airmen disassembled the stairs, prepped it for paint, designed and crafted the stickers, as well as manufactured pieces to replace the broken parts,” said Senior Master Sgt. George Mulleneix, 173rd Fighter Wing Fabrication Element

Superintendent. “Once they had that all done, they had to paint the stairs, apply the stickers, and reassemble all the pieces. The structural shop continues to go above and beyond and produce an awesome product.

In return, the airport will allow Kingsley Field to use the stairs during high traffic times such as deployments or Sentry Eagle, the largest air-to-air exercise in the continental U.S.

“These types of projects help strengthen our partnership with the community,” said Col. Donna Prigmore, 173rd FW Vice Wing Commander. “My sincere thanks to everyone involved in this project. Kingsley’s partnership with the airport is vital.”

Top: Oct. 5 marked the renewal of commercial air service to the Klamath Falls Airport with the arrival of Pen Air’s aircraft carrying Col. Jeff Smith, 173rd Fighter Wing Commander, and a number of others who worked to restore the service after a several-year break. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

Right: Kingsley Structural Maintenance refurbished the air stairs used to load and unload passengers at the Klamath Falls Airport. The stairs had fallen into disrepair during a long break in air service.



219th ORANG Chief Master Sgt. inducted at 173rd FW



Newly Pinned Chief Master Sgt. Tina McKenzie kneels with her four kids including Master Sgt. Joe McKenzie Jr., Airman 1st Class Crystalynn Elder, and her husband Chief Master Sgt. Joe McKenzie during her promotion ceremony, Oct. 28, 2016. McKenzie is the 219th chief master sergeant to be pinned since the inception of the Oregon Air National Guard in 1941.

Chief McKenzie began her military career in July of 1989 and was first stationed at Cannon AFB, New Mexico. She left the active duty Air Force in December 1995 and worked as civilian contractor doing database management for the Engine Shop at Sheppard AFB. Upon her husband’s selection for a position with Boeing in February 1996, under the Defense Foreign Military Sales Program, she relocated to Khamis Mushayt, Saudi Arabia. In October of 2000 Sergeant McKenzie joined the 173rd Fighter Wing, in the Maintenance Training Flight. She progressed a number of positions including maintenance data analyst and functional system administrator. She was also noted Outstanding Performer with recognized Outstanding Programs in the 2002 and 2006 Operations Readiness Inspections and 2006 and 2010 Logistics Compliance Inspections. In May of 2013, McKenzie accepted a position as the Logistics Readiness Squadron Operations and Compliance Flight Chief/Quality Assurance Manager. During this time she successfully instituted a new Quality Assurance Program and built up the training and resource management sections, contributing to a Highly Effective rating during the 2014 Unit Effectiveness Inspection. In May 2016 McKenzie was selected and currently serves as the 173rd Logistics Readiness Squadron Chief of Supply.

Recent donation to Kingsley Field helps start Airmen's Attic

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

An unexpected surprise has provided needed clothing for Kingsley Field families, when a Portland based group called AMEN donated more than 3,000 pounds of clothes and shoes to the 173rd Fighter Wing.

Master Sgt. Barbara Uhlig, the acting Airman and Family Readiness Manager said, "the coordination in getting the donations to Airmen and their families was a joint effort between the Oregon Army National Guard, the Kingsley Key Volunteers, and Airman & Family Readiness office."

Lt. Col. Brad Orgeron, 56th Operations Group, Det. 2 Commander said, "The donation from American Military Encouragement Network was a tremendous support for over 200 Kingsley families." He also added that, "the remaining clothing is being used to start an Airmen's Attic which will be managed by volunteers across our Air National Guard and Active Duty base

population again demonstrating Kingsley's Total Force mindset."

Once the Airmen's Attic get organized Airmen of all stripes—active-duty, drill status and full time—can seek out a Kingsley Field Key Volunteer with a need and receive clothing. For active-duty members the Airmen's Attic is a fixture, one that Nellis Air Force Base describes as "...mothers exchanging outgrown children's clothing, active-duty members turning in two stripes for three, and newly-married couples picking up furniture to fill an empty house."

Hopes are that a Kingsley Field Airmen's Attic will provide just this kind of support in the future, but the endeavor will rely on volunteers to see it through to fruition. If you have an interest in helping this effort move forward either by making a donation or volunteering please contact either Master Sgt. Paul Allen, Det. 2 First Sergeant at 885-6407 or Master Sgt. Bobbi Uhlig at 885-6112.



Top: Elizabeth Orgeron, wife of Lt. Col. Brad Orgeron, 56th Operations Group, Det. 2 Commander, helps sort the more than 3,000 lbs. of donated clothing to Kingsley Field. The donation directly helped more than 200 families and will also help get an Airman's Attic started on the base. (Photos courtesy Lt. Col. Brad Orgeron)

Right: Many of the items were for young children including shoes and slippers.



Kingsley Fire Dept. supports local breast cancer fight



For the fourth year in a row the 173rd Fighter Wing Fire Department raised money in the fight against breast cancer and presented it to Sky Lakes Medical Center Radiology department mammographer Peggy Hill, Oct. 28, 2016. Hill says that for some women it can be a financial struggle to get an early screening and the Kingsley Firehouse hopes these funds can defray those costs. Deputy Fire Chief Howard Owens presented the funds with firefighters and members of the civil engineer squadron, and the commander of the mission support group, Col. Craig Rezac (far left) at Kingsley Field. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

Former Oregon Adjutant General confirmed as NGB Vice Chief

Story By Sgt. 1st Class Jim Greenhill,
NGB Public Affairs

WASHINGTON -- Army Lt. Gen. Daniel Hokanson was confirmed [Sept. 15], as the vice chief of the National Guard Bureau by the U.S. Senate.

"Gen. Hokanson's confirmation is great news for the National Guard," said Air Force Gen. Joseph Lengyel, the chief of the National Guard Bureau. "He brings the invaluable perspective of a former adjutant general and former deputy commander of U.S. Northern Command, along with the experience of multiple combat deployments to the vice chief's office. He is the right leader at the right time to help us navigate today's challenging environment."

Hokanson was previously assigned as deputy commander, U.S. Northern Command, and vice commander, U.S. Element, North American Aerospace Defense Command.

As deputy commander, Hokanson helped lead NORTHCOM in anticipating, preparing and responding to threats against North America and within NORTHCOM's assigned area of responsibility, and he provided oversight of the command's defense support to civil authorities, to which the National Guard makes critical contributions.

He graduated from the United States Military Academy in 1986 and served in air cavalry, attack helicopter and aircraft test organizations before joining the Oregon National Guard.

He has commanded at the company, battalion and brigade combat team levels. His combat deployments include Operations Just Cause, Enduring Freedom and Iraqi Freedom. He commanded the 41st Infantry Brigade Combat Team in Iraq and served as chief of staff for Combined Joint Task Force Phoenix in Afghanistan.

Before serving at NORTHCOM, Hokanson was the adjutant general of the Oregon National Guard, responsible for providing the State of Oregon and the United States with a ready force of Citizen-Soldiers and Airmen, equipped and trained to



Top: Army Lt. Gen. Daniel Hokanson was confirmed as vice chief of the National Guard Bureau. The former adjutant general and former deputy commander, U.S. Northern Command, is seen here at the National Guard Bureau Senior Leadership Conference, Colorado Springs, Colorado, Oct. 27, 2015. (Photo by Sgt. 1st Class Adam Fischman)

Right: Maj. Gen. Michael E. Stencel, Adjutant General, Oregon, presents Lt. Gen. Daniel R. Hokanson with the Oregon 30-Year Faithful Service Medal, August 6, at Camp Withycombe in Clackamas, Oregon. Lt. Gen. Hokanson, the former Oregon Adjutant General, served as the Deputy Commander for, U.S. Northern Command, and Vice Commander, for U.S. Element, North American Aerospace Defense Command at Peterson Air Force Base in Colorado Springs, Colorado. (Photo by Capt. Leslie Reed, 41st Infantry Brigade Combat Team Public Affairs)

respond to any contingency. His responsibilities also included Oregon's Office of Emergency Management and the governor's homeland security advisor.

Hokanson holds multiple master's degrees, and he was a National Security Fellow at Harvard University's Kennedy School of Government.

A command pilot with more than 2,600 hours in the AH-64 Apache, OH-58 Kiowa and UH-60 Black Hawk helicopters, his awards and decorations include the Defense Superior Service Medal, Legion of



Merit, Soldiers Medal, Bronze Star, Combat Action Badge, Master Army Aviator Badge, the Orders of Saint Michael and Saint Maurice and multiple Sikorsky Lifesaving Awards.

The National Guard is a joint activity of the Department of Defense composed of the Army National

Guard and the Air National Guard, which are reserve components of the Army and the Air Force. The Guard fights America's wars, secures the homeland and builds partnerships at home and around the world.

Strong Bonds event puts the Airmen in the Air

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

VOLCANIC LEGACY SCENIC BYWAY, Ore. -- Strong Bonds is a program run by the 173rd Fighter Wing chaplain's office. The program is designed to counter many of the stressors associated with military life such as deployments and, for some, recurring household moves.

On one Saturday in September a group of about 20 Airmen gathered for teambuilding and admittedly some fun at the Running Y Ranch, Sept. 17. 173rd FW Chaplain Kraig Kroeker led the training, which included morning team dynamics and was followed by a trip to the Crater Lake Zipline, just outside Klamath Falls, Ore.

"Some of you may be asking yourself 'why ziplining?,'" said Kroeker. "Because it's fun, any questions?"

He went on to say that because his program was efficient with their funds for the year they were able to fund a one-day training session just before the end of the fiscal year.

The typical offerings from Strong Bonds for Kingsley Airmen typically involve a two-night stay in the Bend area or somewhere else that meets the programs "retreat" format. The website says this maximizes the training effect; providing a "get away provides a fun, safe, and secure environment ..."

However, with the heights involved in ziplining, some that

attended would say they felt anything but safe and secure.

"Look at my glasses," said Zach Cundiff holding them up as they accentuated his badly shaking hand. This was after more than two hours and nine ziplines all nearly 75 feet-in-the-air, all while shaking and holding on for dear life.

Staff Sgt. Penny Snoozy, said she developed a "healthy apprehension" of heights, and this author could not agree more. Certainly the most daunting aspect was the final "dismount" from the 60-foot platform which involves clicking into a thin line coming from a small contraption suspended over space. When I arrived at the final platform I saw the device and I thought it had to be for emergencies only. Nope, everyone on the platform had to clip in and take a large step off the platform into said space. After falling a few feet the line spools a person all the way to the ground in perfect control.

Cundiff landed and fell to the ground, so in his words he could "hug the ground", and Tech. Sgt. Rudy Mora expressed that he was really glad to be back on terra firma. I think most would agree that descent was anything but boring and for my part it was interesting to discover a blossoming fear of heights.



Top: Cassandra Schacht sails high above the ground on the final length of the zipline during a Strong Bonds event, Sept. 17, 2016. (Photos courtesy Cassandra Schacht)

Right: Patrick Schacht makes his way across a suspension bridge crossing between tree platforms where members attached their zipline carriages to the cable and zipped above the ground at speeds of nearly 45 miles-per-hour.

Bottom: Once all the participants were safely back on the ground they gathered for a group photo.



For more information on future events contact

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kraig.l.kroeker.mil@mail.mil

(541) 885-6711


Strong Bonds
Building Ready Families



FAMILY DAY 2016

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

KINGSLEY FIELD, Ore. - Air National Guard units around the country strive to create cohesiveness between their part-time employees, their families, and their full-time staffs, but for members who gather once-a-month for training it can take some creativity. The 173rd Fighter Wing uses family days to do just that, and during the October drill weekend many gathered at the main hangar for a bit of fun and festivities.

The general consensus from many parents is that they enjoy coming, especially for those with small children.

A committee headed up by Chief Master Sgt. Roxanne Wilson prepared for the event for several months.

"The best thing we can have is happy kids and happy families coming out here to just enjoy this place where we work," she said.

Over the years the preparation has fallen into routine and by mid-summer shops around the base send representatives to the meetings and plan different offerings for the occasion. The Junior Enlisted Council booth was a hit serving massive quantities of cotton candy and popcorn.

"I think the best part was seeing the kids and how excited they were to get free cotton candy," said Senior Airman Cassandra Schacht, who ran the machine for the afternoon.

The kids enjoyed bounce houses, face painting, an introduction to archery, and a petting zoo. For the teens a pugil stick pit offered the chance to don pads and try and upend siblings or friends.

Adults socialized, ate popcorn and cotton candy, and got to know people from around the wing which is one of the many reasons for hosting this event. The October fun day sets the stage for the children's holiday party, which will also be in the main hangar on Sunday of the December drill.



**Check out the video news broadcast
on Youtube! - Click here -**

Rouge Valley High School Students tour Kingsley



High School students from the Phoenix and Medford area traveled over the mountains to visit Kingsley Field and get a first-hand account of what working at the base is like, Oct. 7, 2016. The tour was initiated by the Oregon Air National Guard Recruiting Command and served to bolster recruiting efforts through awareness for the closest larger city to the Klamath Basin. (U.S. Air National Guard photo by Staff Sgt. Penny Snoozy.)

November Drill weekend lunch menu

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

Saturday

- Roast Turkey & Stuffing**
- Baked Ham**
- Glazed Sweet Potatoes**
- Mashed Potatoes**
- Rice Pilaf**
- Green Beans**
- Potato Salad**
- Dinner Rolls**
- Chili**
- Salad Bar**
- Assorted Desserts**

Sunday

- Chicken Enchiladas**
- Pork Chops**
- Spanish Rice**
- Mashed Potatoes**
- Broccoli Polonaise**
- Veggie Mix**
- Potato Salad**
- Salad Bar**
- Dinner Rolls**
- Chili**
- Assorted Desserts**

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Power
Friends
Sense

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Col. Joseph Rizzuto the director of the Profession of Arms Center of Excellence (PACE), leads Kingsley Field Airmen through a presentation on improving leadership skills, Sept. 9, 2016. On March 2, 2015, then Chief of Staff of the Air Force Gen. Mark Welsh directed the activation of PACE with the task of infusing Air Force Core Values within the Profession of Arms. (U.S. Air National Guard photo by Staff Sgt. Penny Snoozy)

