

The JET GAZETTE

141st Air Refueling Wing

**141st
Clinic
Trains
at WSU**





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The Jet Gazette

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The *Jet Gazette* welcomes articles and ideas that will enhance the paper. If you have suggestions for features or specific articles, please contact the Public Affairs Office at 247-7345/7003 on UTA weekends.

MISSION

The mission of the *Jet Gazette* is to effectively communicate events and information of the 141st Air Refueling Wing to unit members, their families and retirees, and to recognize personal and unit achievements within the wing.

Notes from the Top

Why?

It is the favorite question of two through five year olds. It is also a favorite question of a wing commander who moved from the combat air forces to the mobility air forces after 25 years of service. That's me. My mom once gave me a hard time for having the same quality handwriting I had as a four year old even after earning a masters degree and attending countless other schools and courses. Now here I am, 47 years old and asking "why" like I did over 40 years ago. I never did read Robert Fulghum's book "All I Really Need To Know I Learned In Kindergarten," but I have a hunch there may be some truth to that concept.

I was recently fortunate to attend the Air Mobility Command's Phoenix Rally conference. Annually, the AMC/CC invites all mobility wing commanders and their spouses from the active duty, Guard, and Reserve to gather and focus on our mission, share successes and challenges, build relationships, and reshape our focus.

At Rally, I was fortunate to be given a book called "Start with Why" by Simon Sinek. We were even more fortunate to receive a briefing and have the opportunity to interact with Mr. Sinek. The premise of the briefing and book is that perpetually great organizations do not just know what they do and how they do it, they can answer a much more important question about their existence: why.

We are fortunate to serve in a state that is leading the way on many fronts. Under the brilliant leadership of Major Generals Lowenberg and Magonigle, the Washington Air National Guard is leading the way in both state and federal missions, and is postured well for the future to support domestic and overseas missions. The 141 ARW has created the most successful classic association in the nation as we prepare for an exciting future with the KC-46A and the potential mission growth that aircraft brings. The 194 RSW is on the leading



edge of intelligence, surveillance, and reconnaissance, continuing to add new missions and lead the way into the battle space of the future. The Western Air Defense Sector is one of two organizations in the continental United States responsible for a most critical piece of the homeland defense mission. And in August, Washington will be one of the first two states to become operational with the Homeland Response Force mission in support of FEMA Region X. I cannot think of a more exciting state to serve in the 21st century. But why?

Yes, why? After much thought, here is my answer: The WA ANG provides a place for the most patriotic and talented Americans to deliver hope, the chance of survival, and the dream of freedom to millions of people worldwide, through innovation, creativity, and inspiration. Everything we do can and must be traced back to the "why" we exist.

That is a pretty powerful and motivating statement. It makes me excited to come to work and take on new challenges with vigor. When we talk to people about joining the WA ANG, we need to tell them why, not just what we do and how we accomplish the mission.

Speaking of how...how does the 141 ARW accomplish the "why" we exist. We provide air refueling, airlift, and aero medical evacuation in support of global vigilance, global reach, and global power. We enable power projection and can move people and equipment anywhere on the planet in a relatively short time. This has helped fight wars and deter bad actors from malevolent actions. Through aero medical evacuation, we have increased the chance of survival and

The latest issue of the Jet Gazette can be found at: <http://www.141arw.ang.af.mil>

recovery of wounded warriors beyond anything previously imaginable. If a wounded warrior makes it to our aircraft, they have a 98% chance of survival. Just twenty years ago, wounded warriors had a mere 75% survival rate. This is a special mission that touches the hearts of everyone involved, caring for those who bravely volunteered to serve.

So what do we do? Each of you has a talent, a specialty, that you continually utilize and strive to master through training and experience. Many of you are the masters as you have served this state and nation for many years. But it is not this special talent that makes you a national asset. If you mastered your specialty, I venture to say you could master another specialty as well. Many of you have cross-trained and become masters in a new field as missions have changed. You have changed services or organizations, or you have sought new opportunities.

Let's go back to "why." Through innovation, creativity, and inspiration, some of the most patriotic and talented Americans, members of the WA ANG, deliver hope, the chance of survival, and the dream of freedom to millions of people worldwide.

If you know why you serve, it becomes much easier to excel under any conditions and circumstances. With the chance to innovate, create, and inspire, your current specialty does not matter. You will excel at any specialty. Whether we own or borrow airplanes is not important. Whether we are part of a flying or non-flying mission is

irrelevant. What is important is that we get to apply ourselves to serve a greater cause, to deliver hope, improve the chance of survival, and fulfill the dream of freedom to millions of people worldwide. That should make anyone and everyone proud to come to work.

I routinely get asked about going from the F-15 community to the Western Air Defense Sector, and then to the KC-135 community. My "why" has not changed and is the reason I feel very fortunate to have been blessed with the opportunity to serve and experience all of these great missions. Oh, and I started out as an engineer in the acquisition business. That was cool too! The tools I use (pencil and calculator, radar scope, F-15, KC-135) are simply to execute the "why."

Mr. Sinek talked about the once great railroad business. They were in the business of moving people across the continent on trains, and they were good at it. Then came the airlines, and the railroads lost much of their status. What if the railroads had been in the business of rapidly moving people over great distances versus in the business of moving people by trains? Maybe they would have morphed into the businesses that pioneered aviation. Instead, they were focused on the "what and how" versus the "why."

What and how are very important and we must excel at them to be the best. But "why" is paramount if an organization is to excel, overcome all challenges, embrace all opportunities, and stand the test of time.

Why do you serve?



**2011
WASHINGTON AIR NATIONAL GUARD
ESGR BOSS LIFT**

**KC-135 REFUELING WORKCENTER TOURS,
OPERATIONS BRIEFINGS
AND AN ESGR BREAKFAST**

JUNE 4 TH, 7 AM TO 3:30 PM

Brig Gen Wallace Story

By Air Force Tech. Sgt Wes Walton, 141st Air Refueling Wing Historian

Our heritage is always nearby. Those who set the cornerstone of what we now know as the 141 Air Refueling Squadron still look over us as we push forward. Visiting the 141 ARW command section, one can hear whispers from the still glass encasing the service memorabilia of the late Brig. Gen. Hillford R. Wallace.

Private Wallace enlisted in the Signal Corps during WWI and began his service at Kelly Field, Texas in 1917. Worried that he may not see action during the Great War, Wallace took advantage of an opportunity that would secure him an overseas assignment.

“At roll call one morning, the first sergeant announces that an aero band leaving immediately for Scotland needed a trombone player,” Wallace said. “I stepped forward. That afternoon we were on our way.”

It wasn't until the band played in Scotland that his musical talents were recognized for what they were. Wallace couldn't play a note.

“That's how I became a grease monkey,” Wallace said.

Wallace finished his war service as a crew chief for the bi-planes assigned to the 250th Aero Squadron.

After the armistice that ended WWI, Wallace moved to Spokane and was commissioned, becoming one of the 14 founding officers of the 116th Observation Squadron in 1924.

Following a short tour at Crissy Field in San Francisco, Major Wallace returned to command the 116th in time to see the country enter WWII.

The war catapulted Wallace's career. He would fight Germany and Japan from many fronts, the first as commander of the newly established 70th Reconnaissance Group at Gray Field which is now the joint base Lewis-McChord outside Tacoma, Wash. The Group organized the 57th, 61st, 112th, 123rd, and Wallace's own 116th into a combat unit in Sept. 1941.

His next assignment of the war was with the Office of Director of Photography, Washington D.C., working under Colonel Milton Kaye as Deputy Director of Air Force Reconnaissance to help organize training for a vastly expanded photographic and reconnaissance operation essential to the war effort.

In Sept. 1942, a newly pinned Lt. Col. Wallace transferred to the Colorado Springs Army Air Base, located at what is now Peterson Air Force Base, where he took command of the 2nd Reconnaissance Group that was charged with training crews and units in photo recon and mapping.

June 1944, Wallace entered the Pacific theater as

commander of the 4th Reconnaissance Group on Guadalcanal in the South Pacific. The 4th Recon provided target and damage assessment photos as well as maps and navigational charts for Army, Navy, and Marine units. It also supplied intelligence on Japanese troop concentrations, installations, shore defenses, supply routes, and shipping for attacking Allied air units.

When headlines of the Japanese surrender and fall of Berlin began leaving the lips of newspaper boys everywhere, Wallace was assigned as an executive officer under Admiral Halsey in a composite wing called Photo Wing SOPAC responsible for mapping the South Pacific.

Wallace would surface after the war as the first general officer of the Washington Air National Guard when he was commissioned as Brig. Gen. in April 1948. Wallace would be instrumental in reorganizing the 116th after the war and would retire in 1951 as the commander of the 142nd Fighter Interceptor Wing.

Wallace's military career marched in step with his civilian pursuits. The retired general was owner and operator of Wallace Air Service of Felts Field, Wash., established during WWII, that focused on aerial photography and mapping. Wallace's standing as a community aviation pioneer was recognized by his appointment to the State Aeronautics Commission by the Washington State Governor Arthur B. Langlie.

In the years after his retirement, Wallace remained active in local community organizations and became known as Mr. Aviation.

In the last years of his life the Spokane Chronicle spoke with the 91-year-old sole-surviving member of the WWI Last Man's Club. Wallace recalled the stories they used to tell. They shared their dreams, their hopes, and their achievements. They were stories of lives realized, lived, and passed. They were stories that Brig. Gen. Wallace breathed his last life breath into when he died in 1985.

Wallace's family donated his military effects to the 141st ARW where they remind us that when history breaths its last breath, it is our duty to breathe life into our history, our heritage, our future.

Wallace's military effects can be viewed at the 141st ARW command section.

April UTA Recap

Group Changes of Command



Col. Richard W. Kelly, commander of the 141st Air Refueling Wing, hands the 141st Maintenance Group guidon to Lt. Col. Kevin C. Littlemore as he assumes command on April 2, 2011, at Base Theater, Fairchild Air Force Base, Wash. Col. Harold L. Westbrook stands to the right after relinquishing command of the Maintenance Group. (U.S. Air Force photo by Master Sgt. Mindy S. Gagne)



Col. Harold L. Westbrook takes charge of the 141st Mission Support Group guidon from Col. Richard W. Kelly, commander of the 141st Air Refueling Wing, during a formal ceremony held on April 2, 2011, at Fairchild Air Force Base, Wash. Col. Westbrook began his active duty Air Force career as a B-52 Stratofortress flight navigator with the 92nd Bomb Wing. Col. Westbrook transitioned to the Air National Guard in 1992 and has also served as the 141st Maintenance Group commander. (U.S. Air Force photo by Master Sgt. Mindy S. Gagne)

Ribbon Resources

Carrie Clanton, corporate membership director for the Spokane YMCA, discusses programs, benefits, and membership options for military families with Technical Sgt. John Borek, life support technician, 116th Air Refueling Squadron. Mrs. Clanton joined other representatives from agencies such as the Department of Veterans Affairs Spokane Medical Center, the Spokane Veterans Outreach Center, and Phoenix University.

The agencies gathered to provide information on benefits and entitlements for members of the 141st Air Refueling Wing that have recently returned from deployments or are nearing separation or retirement. (U.S. Air Force photo by Staff Sgt. Anthony P. Ennamorato)



Members of the 141st Air Refueling Wing interact with representatives from agencies such as the Department of Veterans Affairs Spokane Medical Center, the Spokane Veterans Outreach Center, and Phoenix University. These agencies gathered to provide information on benefits and entitlements for members of the 141st ARW that have recently returned from deployments or are nearing separation or retirement. (U.S. Air Force photo by Staff Sgt. Anthony P. Ennamorato)

BICYCLES: SAFETY FIRST!

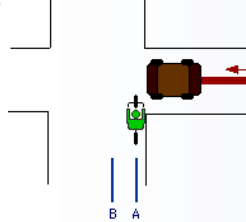
Collision Type #1: The Right Cross

This is the most common way to get hit (or almost get hit). (source1, source2) A car is pulling out of a side street, parking lot, or driveway on the right. Notice that there are actually two possible kinds of collisions here: Either you're in front of the car and the car hits you, or the car pulls out in front of you and you slam into it.

How to avoid this collision:

1. Get a headlight.
2. Honk.
3. Slow down
4. Ride further left.

Of course, there's a tradeoff. While riding to the left makes you more visible motorists ahead of you at intersections, it does make you a little more vulnerable to the cars behind you. But the stats say you're far more likely to get hit by a car at an intersection ahead of you that can't see you, than from a car behind you which can see you clearly. So while both positions have risk, you generally reduce your risk by riding a little farther left. Your actual lane position may vary depending on how wide the street is, how many cars there are, how fast and how close they pass you, and how far you are from the next intersection. On fast roadways with few cross streets, you'll ride farther to the right, and on slow roads with many cross streets, you'll ride farther left. See lane position for more about this.



Collision Type #2: The Door Prize

A driver opens his door right in front of you. You run right into it if you can't stop in time. This kind of crash is more common than you might think: It's the second-most common car-bike crash in Toronto, (source) and the #1 crash Santa Barbara. (source) We've compiled a huge list of cyclists killed by running into open car doors.

How to avoid this collision:

Ride to the left. Ride far enough to the left that you won't run into any door that's opened unexpectedly. You may be wary about riding so far into the lane that cars can't pass you easily, but you're more likely to get doored by a parked car if you ride too close to it than you are to get hit from behind by a car which can clearly see you.



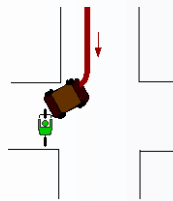
Collision Type #3: The Crosswalk Slam

You're riding on the sidewalk and cross the street at a crosswalk, and a car makes a right turn, right into you. Drivers aren't expecting bikes in the crosswalk, and it's hard for them to see you because of the nature of turning from one street to another, so it's very easy for you to get hit this way. In fact, this collision is so common we've lost track of the number of people who've told us they were hit this way, such as Ray John Ray. One study showed that sidewalk-riding was twice as dangerous as road riding, and another study said it's even more dangerous than that.

How to avoid this collision:

1. Get a headlight.
2. Slow down.
3. Don't ride on the sidewalk in the first place.

Some special sidewalks are safe to ride on. If the sidewalk is really long (no need to frequently cross streets), and free of driveways and peds, then there's little risk to you and others. Just make sure when you do cross a street or driveway that you slow down considerably and that you check the traffic in all directions, especially behind you if you're riding with the flow of traffic.



Collision Type #4: The Wrong-Way Wreck

You're riding the wrong way (against traffic, on the left-hand side of the street). A car makes a right turn from a side street, driveway, or parking lot, right into you. They didn't see you because they were looking for traffic only on their left, not on their right. They had no reason to expect that someone would be coming at them from the wrong direction.

Even worse, you could be hit by a car on the same road coming at you from straight ahead of you. They had less time to see you and take evasive action because they're approaching you faster than normal (because you're going towards them rather than away from them). And if they hit you, it's going to be much more forceful impact, for the same reason. (Both your and their velocities are combined.)

How to avoid this collision:

Don't ride against traffic. Ride with traffic, in the same direction.

Riding against traffic may seem like a good idea because you can see the cars that are passing you, but it's not. Here's why:

Cars which pull out of driveways, parking lots, and cross streets (ahead of you and to the left), which are making a right onto your street, aren't expecting traffic to be coming at them from the wrong way. They won't see you, and they'll plow right into you.

How the heck are you going to make a right turn?

Cars will approach you at a much higher relative speed. If you're going 15mph, then a car passing you from behind doing 35 approaches you at a speed of only 20 (35-15). But if you're on the wrong side of the road, then the car approaches you at 50 (35+15), which is more than twice as fast! Since they're approaching you faster, both you and the driver have lots less time to react. And if a collision does occur, it's going to be ten times worse.

Riding the wrong way is illegal and you can get ticketed for it.

One study showed that riding the wrong way was three times as dangerous as riding the right way, and for kids, the risk is seven times greater. (source)

Nearly one-fourth of crashes involve cyclists riding the wrong way. (source) Some readers have challenged this, saying if 25% of crashes are from going the wrong way, then riding the right way is more dangerous because it accounts for 75% of crashes. That thinking is wrong. First off, only 8% of cyclists ride the wrong way, yet nearly 25% of them get hit -- meaning wrong-way cyclists really are three times more likely to get hit than those who ride the proper way. Second, the problem with wrong-way biking is that it promotes crashes, while right-way biking does not. For example, cyclists running stop signs or red lights is 17% of their crashes. (source) But do we therefore conclude that not running signals causes 83% of crashes?! (Hint: No.)

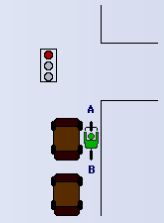
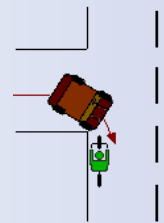
Collision Type #5: Red Light of Death

You stop to the right of a car that's already waiting at a red light or stop sign. They can't see you. When the light turns green, you move forward, and then they turn right, right into you. Even small cars can do you in this way, but this scenario is especially dangerous when it's a bus or a semi that you're stopping next to. An Austin cyclist was killed in 1994 when he stopped to the right of a semi, and then it turned right. He was crushed under its wheels.

How to avoid this collision:

Don't stop in the blind spot. Simply stop BEHIND a car, instead of to the right of it, as per the diagram below. This makes you very visible to traffic on all sides. It's impossible for the car behind you to avoid seeing you when you're right in front of it.

Another option is to stop at either point A in the diagram above (where the first



driver can see you), or at point B, behind the first car so it can't turn into you, and far enough ahead of the second car so that the second driver can see you clearly. It does no good to avoid stopping to the right of the first car if you're going to make the mistake of stopping to the right of the second car. EITHER car can do you in.

If you chose spot A, then ride quickly to cross the street as soon as the light turns green. Don't look at the motorist to see if they want to go ahead and turn. If you're in spot A and they want to turn, then you're in their way. Why did you take spot A if you weren't eager to cross the street when you could? When the light turns green, just go, and go quickly. (But make sure cars aren't running the red light on the cross street, of course.)

If you chose spot B, then when the light turns green, DON'T pass the car in front of you -- stay behind it, because it might turn right at any second. If it doesn't make a right turn right away, it may turn right into a driveway or parking lot unexpectedly at any point. Don't count on drivers to signal! They don't. Assume that a car can turn right at any time. (NEVER pass a car on the right!) But try to stay ahead of the car behind you until you're through the intersection, because otherwise they might try to cut you off as they turn right.

While we're not advocating running red lights, notice it is in fact safer to run the red light if there's no cross traffic, than it is to wait legally at the red light directly to the right of a car, only to have it make a right turn right into you when the light turns green. The moral here is not that you should break the law, but that you can easily get hurt even if you follow the law.

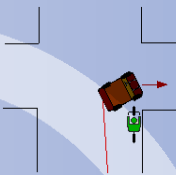
By the way, be very careful when passing stopped cars on the right as you approach a red light. You run the risk of getting doored by a passenger exiting the car on the right side, or hit by a car that unexpectedly decides to pull into a parking space on the right side of the street.

Collision Type #6: The Right Hook

A car passes you and then tries to make a right turn directly in front of you, or right into you. They think you're not going very fast just because you're on a bicycle, so it never occurs to them that they can't pass you in time. Even if you have to slam on your brakes to avoid hitting them, they often won't feel they've done anything wrong. This kind of collision is very hard to avoid because you typically don't see it until the last second, and because there's nowhere for you to go when it happens.

How to avoid this collision:

1. Don't ride on the sidewalk.
2. Ride to the left. T
3. Glance in your mirror before approaching an intersection. \



Collision Type #7: The Right Hook, Pt. 2

You're passing a slow-moving car (or even another bike) on the right, when it unexpectedly makes a right turn right into you, trying to get to a parking lot, driveway or side street.

How to avoid this collision:

1. Don't pass on the right.
2. Look behind you before turning right.

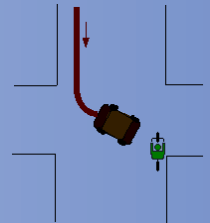


Collision Type #8: The Left Cross

A car coming towards you makes a left turn right in front of you, or right into you. This is similar to #1, above. Austin cyclists hit this way include Dr. Lee Chilton, John Howell (former president of the Austin Cycling Association), and Janne Osborne.

How to avoid this collision:

1. Don't ride on the sidewalk.
2. Get a headlight.
3. Wear something bright, even during the day.
4. Don't pass on the right.
5. Slow down.

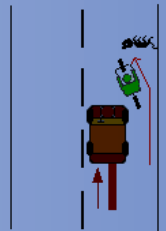


Collision Type #9: The Rear End

You innocently move a little to the left to go around a parked car or some other obstruction in the road, and you get nailed by a car coming up from behind.

How to avoid this collision:

1. Never, ever move left without looking behind you first.
2. Don't swerve in and out of the parking lane if it contains any parked cars.
3. Use a mirror.
4. Signal.

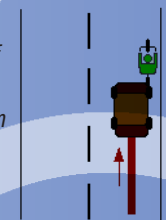


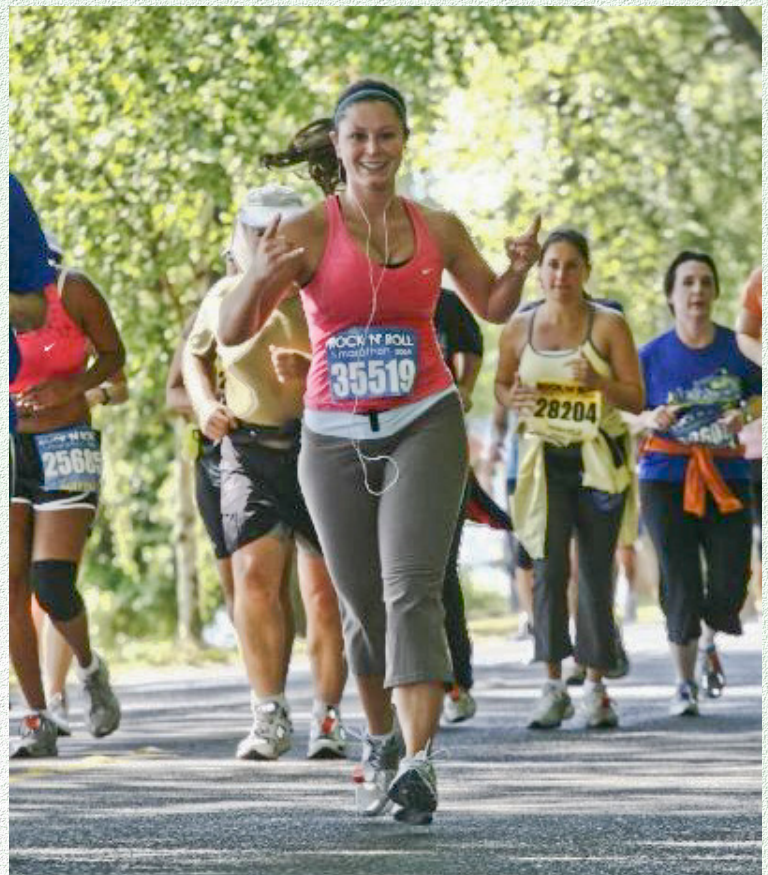
Collision Type #10: The Rear End, Pt. 2

A car runs into you from behind. This is what many cyclists fear the most, but it's actually not very common, comprising only 3.8% of collisions. (source) However, it's one of the hardest collisions to avoid, since you're not usually looking behind you. The risk is likely greater at night, and in rides outside the city where traffic is faster and lighting is worse. The three cyclists killed when hit from behind in Austin in 96-97 were all riding at night, and at least two of them didn't have lights on their bikes. (source) The best way to avoid getting Rear-Ended is to ride on very wide roads or in bike lanes, or on roads where the traffic moves slowly, and to use lights when biking at night.

How to avoid this collision:

1. Get a rear light.
2. Wear a reflective vest or a safety triangle.
3. Choose wide streets.
4. Choose slow streets.
5. Use back streets on weekends.
6. Get a mirror.
7. Don't hug the curb.





Left: Tonya Swyers at WAANGY Camp 2010 (U.S. Air Force photo by Bob Thackston). Above: Tonya Swyers runs at Rock 'n Roll Marathon

141ARW airman goes above and beyond

By Air Force Senior Airman Johanna Brooks, 141st Air Refueling Wing Public Affairs

Airman 1st Class Tonya Swyers was nationally recognized and awarded the Air National Guard Personnel Airman of the Year Award while working as an augmentee in a Human Resources Representative position at the 92nd Military Personnel Flight at Fairchild AFB, Wash. in August 2010.

Swyers' shift had just ended when a retired Marine, Austin Johnson needed help. He had traveled from the Tri-cities on August 26 to renew his ID card before it expired. He was unaware card services had relocated since his last visit. By the time he found their new location, the office had closed for the day.

Johnson knocked at the door in desperation. Unbeknownst to Airman Swyers, Johnson's wife was battling cancer and needed to get her medical affairs in order.

"I'd hate for you to have to come all the way back up here, let's see what we can do," said Swyers, rather than turning him away.

Swyers went above and beyond and stayed even later to call Medicare and the Social Security Administration to ensure that all his needs were met.

Johnson returned home and called his son, 1st Lt. Brett Johnson at Elmendorf AFB, Ala. His son wrote a letter to Airman Swyers' supervisor to commend Swyers for a job well done.

"My estimation of the Air Force went up immeasurably," Johnson said. "If you ever have to defend Airman Swyers, make sure she gets the red carpet treatment."

Johnson was very thankful there was a good Airman available to help his father at Fairchild.

"You probably did more to improve the image of the Air Force in the eyes of an old combat Marine than anything else, including his own son joining the Air Force!" Lt. Johnson said.

"I love people and I'm inspired by people," she said.

Swyers works full-time at Fairchild, switching around to fill whatever position is needed, and attends college, working towards a commission.

She also volunteers her time. She coaches volleyball for the Boys and Girls Club, participated in the ANG 2010 Camp WANGY summer camp for military children and runs in various charity events to raise funds.

Swyers will now compete for Personnel Airmen of the year at the Air Force level.

Medics gain vital trauma training

By Air Force Senior Airman Johanna Brooks, 141st Air Refueling Wing Public Affairs

Airmen from the 141 Medical Group teamed with Washington State University College of Nursing at the Riverpoint Campus in downtown Spokane during March UTA.

The airmen participated in trauma training to better prepare airmen for conditions they could face downrange.

The idea to use the WSU facility evolved over six months of conversations between retired active duty Chief of Nursing Education at Fairchild, Lt. Col. Kevin Stevens, now Director of Simulation, Lt. Col. Denise Smart, Chief Nurse Executive 141 MDG and Assistant Professor at WSU, and Tech. Sgt. William Haley, 4N functional training manager who deployed in 2010 to FOB Salerno in Afghanistan and noticed the need for more in-depth training for medics.

The first-half of the day is spent re-familiarizing the airmen with basic medical procedures. They then form into teams, are given a scenario and sent into the room with the manikin.

Using wireless, high-tech manikins that speak, whimper in pain and have vitals, the airmen role-played using both child and adult manikins that cost as much as \$300,000 each, to prepare for high-stress deployment environments.

Because most 141 MDG airmen do not work in the civilian medical field, this instruction is especially critical, because it provides training for burn treatment, amputations and other situations commonly found in a war zone.

The scenario given each team is one typically found in Iraq or Afghanistan. A 6-year-old with blast injuries from a landmine arrives at the front gate of a forward operating base with frantic parents. The family is rushed to the medics, where they are to assess the patient, taking into account the language barrier, as there isn't always an interpreter.

The airmen convincingly enact the scene as if the manikin were a real human, introducing themselves to the patient and speaking therapeutically to calm the scared child, all while assessing the patients wounds. Behind a two-way mirror, su-



Members of the 141ARW train in WSU classrooms (U.S. Air Force photos by Tech. Sgt. Mike Stewart)



pervisors from the College of Nursing and 141 MSG critique the team.

After the patient is stabilized, the airmen and supervisors meet in a conference room to de-brief, where they discuss emotions, things done well and areas that could improve.

Supervisor and evaluator, Tech. Sgt. Andrea Jonckers, explains that while airmen downrange may stay within the scope of training, they may also be called upon to go above and beyond out of necessity.

The airmen are grateful for the use of the facility which provides essential, realistic, hands-on training that could very well make the difference between life and death.

"The training is way more in depth and we repeat scenarios that build confidence, as repetition is critical to what we would do in real life pediatric situations that could cause panic," said Senior Airman Heather Dixon, 4-year member with the 141 MDG.

Not only is the training critical for deployment readiness, but also very useful in the event of a catastrophe state-side, where mass casualties would occur.

Benefits to service: part one

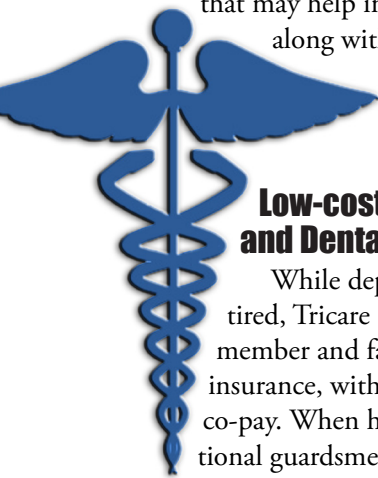
By Air Force Master Sgt. Mindy Gagne and Senior Airman Johanna Brooks
141st Air Refueling Wing Public Affairs

For some, the decision to continue military service or separate is very difficult. We all are happy to serve and feel a sense of pride and accomplishment in what we do.

Drill weekends are what we make of them, but regardless of positive attitudes while serving on drill weekends, it still means a weekend spent working, away from our families rather than doing something of our choice. And for those who work full time, it means working two weeks straight.

Besides the generous and selfless desire to serve, why do Airmen opt to re-enlist in the Air National Guard? There are many benefits, too many to cover in one single article, so we will present a 3-part series over the next few issues, beginning with Health and Wellness.

Here are just a few of the benefits that may help in your decision, along with links to great resources.



Low-cost Medical and Dental Insurance

While deployed or retired, Tricare Prime provides member and family health insurance, with a low monthly co-pay. When home, traditional guardsmen are eligible for Tricare Reserve Select and United Concordia Dental plans that are comparatively inexpensive insurance options, virtually unmatched in price compared to the civilian world.

An individual can be covered at \$54 and an entire family can be covered for approximately \$200 per month. More information can be found at: <http://www.tricare-supplement.us/reserve-rates.php>

Dental is an additional benefit costing under \$13 for an individual and under \$92 for an entire family. More

information can be found at:

<http://www.tricare.mil/mybenefit/home/Dental/DentalProgram/CoverageAndCosts?>

The Veterans Administration also offers medical services and resources for injured or disabled Guard members. Contact the VA for more information at 509-462-2500.

Life Insurance

The Servicemember's Group Life Insurance plan allows a Guard member to purchase life insurance for both member and spouse, which will then automatically cover dependent children, free of charge. The cost is minimal and well worth the investment. Visit <http://www.insurance.va.gov/miscellaneous/index.htm> for further information or to sign up.



Counseling

It is imperative that military members remain healthy, both physically and mentally. The Health and Wellness Center (HAWC) offers nutritional education and healthy cooking classes and information, as well as tobacco cessation classes.

There is also no-cost private counseling sessions available to military members through www.militaryonesource.com.

Vacation & Travel

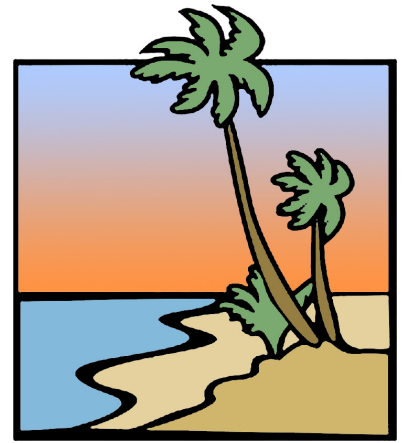
Taking the time to smell the roses is vital to healthy living. There are many inexpensive leisure and vacation opportunities for service members.

Morale, Welfare and Recreation (MWR) is a network of leisure and recreational services that help build healthy soldiers and their families. Although

each branch has their own MWR, any military member can take advantage of other branches services.

Traveling service members and their families can stay at almost any military base, as long as there's a vacancy. With discounts only available to service members, a Hawaiian vacation getaway doesn't seem so far off. Soldiers from any branch can camp on the beautiful, white sandy beaches at Bellows Air Force Station, Hawaii for \$12 per night, or stay in a cabin complete with kitchenette, for \$65-85. Visit their website at <http://bellowsafs.com/Default.asp> for more information.

Many members are aware that theme parks such as Disney and Sea World offer one free pass per year per military family member. A great resource to see what merchants, corporations and other businesses who offer military discounts



can be found at www.todaymilitary.com/benefits, and click on the "discounts" tab at the bottom.

There are numerous offers for discounts and perks for military members, all of which cannot be covered in one article, but another fun offer by Blue Star Families provides free tickets to museums throughout the U.S. Visit BlueStarFam.org for more information.

Space available travel is a way to get heavily discounted flights for service members, retirees and their families.

Take advantage of this privilege and fill unused seats on DOD owned or controlled aircraft once military passengers and cargo have been accommodated. More information can be found at the AMC travel website at <http://www.amc.af.mil/amctravel/index.asp> or http://www.airforcetimes.com/benefits/mwt/online_hbm08_leisure_facilities/ or www.militaryonesource.com.

Another great resource for vacation deals is the Base Information, Tickets and Travel office, which can be reached at 509-244-3353.



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Libya

by Air Force Tech. Sgt. Jennifer Buzanowski
92nd Air Refueling Wing Public Affairs

In March, Airmen of the 92nd and 141st Air Refueling Wings have stood alert for missions supporting Japan, sent KC-135s forward to support Operation Odyssey Dawn, and continue to be the lead wing supporting the Transit Center at Manas, Kyrgyzstan.

“And we’re doing this from three different locations,” said Col. Paul Guemmer, 92nd ARW commander.

Since January, Airmen have been working around runway repair so they’ve utilized the Spokane International Airport and a former U.S. Air Force base in the Moses Lake community.

“The operations tempo to support our normal flying mission and our rotations to Kyrgyzstan has proved challenging operating from three different runways,” said Colonel Guemmer. “We stand ready to support a mission to aid Japan if called upon. To accomplish each and every tasking given to us is a testament to the hard work, dedication and sheer determination of our people. I couldn’t be more proud.”

Guardsmen have also welcomed these challenges.

“Air National Guard Airman of the 141st work and train alongside 92nd Airman every day. When short notice military involvement is required in operations such as Odys-

sey Dawn and Tomodachi, Airman of the 141st are ready and excited about the opportunity to participate in these important missions,” said Col. Richard Kelly, 141st ARW commander.

Fairchild deployed a total of seven KC-135s and about 100 Airmen to support U.S. and Coalition aircraft enforcing the no-fly zone of Libya. This doesn’t come without challenges, said Colonel Guemmer.

“The biggest threat to our Airmen is the airspace itself. With any military operation that shares airspace with multiple services and countries we need to take extra care that we’re flying safely, Colonel Guemmer said. “A lot of work goes into the planning process to designate where our tankers fly, and when all the receiver aircraft are scheduled to refuel.”

Colonel Guemmer stresses the impact refueling operations have.

“It’s essential to extend the capability of our fighter, bomber and reconnaissance aircraft,” he said. “No other military, no other country can do what we can do with our tankers. We are unmatched.”

“Although the operation tempo for Fairchild is high - the dedication to the mission and performance have not wavered,” Colonel Guemmer said.

92nd and 141st Air Refueling Wings maintenance crews perform preflight inspections on a KC-135 Stratotanker prior to take off from Spokane International Airport to support operation Odyssey Dawn March 23, 2011. Tankers will provide fuel to Air Force, Navy and NATO fighter aircraft throughout the operation. (U.S. Air Force photo by Master Sgt. Ronald Van Ausdal)



141st Members Recognized

Tech. Sgt Mike Stewart of 141ARW Public Affairs was awarded 2010 New Broadcaster of the Year and the Jet Gazette was awarded Best in Air Force for 2010 (U.S. Air Force photo)



Tech Sgt. William Haley receives the 2011 Armed Forces Persons of the Year award from Lt. Gen. Dana Atkins, Alaskan Command commander, and Mr. Tom Mackenzie, Spokane Armed Services Committee chairman, for the Guard/Reserve category April 19 at the Double Tree Hotel. (U.S. Air Force photo by Staff Sgt. Anthony Ennamorato)



Airman 1st Class Mara Ewing was presented with a coin on behalf of our AFCENT Commander, Lt Gen Hostage, by Col. Brett Oxman for the outstanding service she is providing our Air Force. Mara was selected by her superiors for this award based upon her stellar performance and "can do" attitude. She was "coined" for her contributions to our nation's defense.

The WA National Guard Family Program hosted a volunteer conference and appreciation at Suncadia Resort in Cle Elum, WA. This year's theme was "building bridges" and highlighted the joint Air and Army Guard Family Program as well as partnerships with community programs such as Military Onesource. Saturday evening was set aside to thank and honor our volunteers. Award winners from the 141 ARW were: 141 FSS- Unit of the Year, Spirit Award- Master Sgt Brynna Kelm, Outstanding Volunteer of the Year- Melinda Hirst and Gold Award- Tech. Sgt John Borek. (U.S. Air Force photo by Maj. Sandy Smock).



William I. Sonnabend, 8, the son of Technical Sgt. Kelly J. Sonnabend, an Air Guard Technician with the 141st Maintenance Squadron, poses with his restored 1949 pedal plane. William won the plane, valued at \$3,000, in a raffle during the 2011 Spokane Auto Boat Speed Show. "It was so cool to win, and they painted my name on it after I won it," Sonnabend said. The plane was donated by Dukes Auto Club of Spokane.



2011 141st Annual Wing Picnic

Activities Available

- ❖ Fishing Derby for Kids
- ❖ Food & Beverages
- ❖ Live Band "Common Ground"
- ❖ Canoes, Kayaks & Paddle Boats
- ❖ Beer Garden (1400-1600)
- ❖ Power Boat Rentals
- ❖ Sports Activities
- ❖ Kid Activities

Sunday, 5 June
Clear Lake Resort
1200-1600

Spotlight Activity

- ❖ Squadron Cardboard Boat Race
- ❖ Power Boat Rentals for \$25 an hour or \$125 for the day
- ❖ Bring your own chairs and blankets

Cabin/RV/tent sites available for rent Saturday and Sunday. Contact MWR @ 247-5920 for more information.



If you are interested in volunteering please contact Maj. Rich Gockley at richard.gockley.2@us.af.mil

SQUADRON CARDBOARD BOAT RACE

"TWO PEOPLE PER BOAT"

"PADDLE POWERED ONLY"

"MADE OF CARDBOARD AND DUCT TAPE ONLY"



NCO offers dynamic fitness advice

By Air Force Tech. Sgt. Travis S. Metheny
141st Air Refueling Wing Public Affairs

Arm curls, about 12 repetitions, then on to sit-ups--about 25. No break! Incline pushups off the bench. No break! Seated rows using 80 percent maximum weight. Pullups--maybe only ten this time.

This is how Senior Master Sgt. George H. Lynn, 141st Maintenance Squadron avionics supervisor describes his workout routine.

Sergeant Lynn is also the Unit Fitness Program Manager for the 141st MXS and he believes it is his duty to set the standard by helping lead the members of his squadron to fitness excellence.

In July 2010, while he was on the cusp of his maximum weight, he asked a group of special forces soldiers about their fitness routine. The answer he received would become his new dynamic cardio and weight workout.

Eight months and 30 pounds later, this full-time technician and father of three focuses on maintaining his routine and motivating others in his unit to do the same.

"It is always tough to start, but once you get over that, it starts becoming addictive," Sergeant Lynn said. "You then start to find the time to work out."

He focuses his workout on maximizing his time in the gym. He moves quickly from one set to the next, keeping his heart rate elevated. He tries to run a couple miles a few times a week. His day is busy, but he takes full advantage of the three hours of fitness time provided to him each week.

For the traditional guardsmen who find their lives filled with work and family commitments, it is a matter of becoming creative, he said. Finding a few minutes to do some push-ups or sit-ups is a start. If you consider it a priority you start to feel that it is truly a good quality of life choice.

"He has been where most of us have," said Senior Master Sgt. Mark Hodge, 141st MXS fabrication supervisor. "A lot



Senior Master Sgt. George H. Lynn, the Unit Fitness Program Manager for the 141st Maintenance Squadron, works out at the base gym during March UTA. (U.S. Air Force photos by Staff Sgt. Anthony P. Ennamorato)

of people have seen the accomplishments Sergeant Lynn has made and look to him for advice. He led me down the path of getting in shape.

"George shared his lifestyle changes with me and helped motivate me," Sergeant Hodge said. "He made me aware that the things I was putting in my body were not good for me."

Sergeant Lynn recommends a healthy diet of lean meats, green vegetables and complex carbohydrates.

Your body will adjust to a specific diet so it is important to change it up occasionally, he said.

"You are going to have bad days," Sergeant Lynn said. "You are going to have days that you don't want to go to the gym." It is helpful to find someone you can train with and who will help motivate you to stick with it," he said.

Sergeant Hodge was motivated by Sergeant Lynn. He gives credit to him for showing him the way to better fitness and it is because of Sergeant Lynn, that Sergeant Hodge just received an excellent on his annual fitness test.

Training The Chilean Air Force (FACH) In the KC-135E

By Air Force Senior Master Sgt Dane Porter,
141st Air Refueling Unit Public Affairs Representative

In February of 2010, the Chilean Air Force [or Fuerza Aerea de Chile (FACH) if you speak Spanish] took delivery of the first of three KC-135E tankers purchased from the United States. Ironically enough, it was one of the WA ANG's old aircraft (tail number 57-1501) and was delivered to Grupo No 10 at the Santiago IAP. Grupo 10 is

but were not scheduled to return until July.

Our first mission was flown on June 2, 2010 and consisted of flying passengers and cargo to an air base in Iquique, Chile which is approximately 100 miles from the northern



their "heavy" group flying Boeing 707's, 737's, C-130's and their 767 presidential aircraft. The FACH has a very robust inventory of aircraft including 46 F-16's and 16 F-5 fighters.

I arrived in Santiago on May 22, 2010 with an instructor pilot and crew chief from the Utah Air National Guard. Prior to our arrival, the first two Chilean pilots had completed initial KC-135 training at Altus AFB, OK and were ready to begin KC-135R to E difference and mission training back in Santiago. Two boom operator candidates were being trained at Altus also

border with Peru. The cargo consisted of relief supplies needed in the aftermath of Chile's February earthquake. Iquique is in the northern desert and is a resort city on the ocean. The base is the Chilean Air Force's initial flight training base and is also home to one of their two F-16 squadrons. There is a USAF F-16 instructor pilot assigned to the squadron and other than him, only two of the FACH pilots were trained in the United States and had ever refueled with a KC-135. Most of the passengers we brought with us were from the Chilean news media and were there to



film and document the first Chilean to Chilean air refueling. It was a pretty big deal and I had to brief the crews in a big auditorium. That was more nerve-racking than refueling with receivers on their first A/R mission!

As with the KC-135 pilots, it turned out that the F-16 pilots were very good. I refueled 14 F-16's and logged over 85 contacts! The next day, we loaded more cargo and flew the entire length of Chile with two of the F-16's to the southernmost city which is a place called Punta Arenas. It is near the Arctic Circle and looks and feels a lot like Alaska. This is where the F-5's are based as well as Twin Otter aircraft and a lot of helicopters. Santiago is pretty much in the center of Chile and it is a 5-hour flight from there to Punta Arenas. There is one emergency airfield about 2-hours from Santiago and then it is nothing but mountains, ice fields, lakes and volcanoes. The Twin Otter is a small cargo plane that they put skis on and land on the ice fields

to deliver supplies to the villages that have no roads to them. The FACH had a Boeing 707 that had wingtip drogue pods to refuel the F-5's but that aircraft was retired with 75,000 flying hours on it! The F-5 pilots had never refueled behind a KC-135 or with the "hard" basket we use. The little city of Punta Arenas is very old and has a lot of history. One of the F-5 pilots escorted us all over it and then took us to a huge casino to gamble!

After returning to Santiago, we got into the routine of going on 5-day TDY's approximately every other week

to Iquique, Punta Arenas or the other F-16 base in Antofagasta which is also in the north. The weeks we weren't TDY, the instructor pilot and myself worked on training plans and ground training for our students. It was a little difficult for me because their flight engineers, loadmasters and flight observers all fly as an additional duty. Before my students arrived, it was required by their regulations for me to fly with one of their enlisted aircrew instructors. A lot of my flights were with a Twin Otter observer who was acting as my assistant boom operator. The FACH had never had to deal with enlisted aircrew that needed currency training like the

pilots. It took a lot of coordinating to get the new boom operators integrated into their aircrew training and mission planning sections. While in Santiago, we worked closely with the US Embassy there to help the FACH get required flight manuals, equipment and aircraft parts. We also had to coordinate our TDY's through them. We almost got to go on a world tour with them which went from Santiago to Spain...Spain to Israel...Israel to France..France to Brazil and then to Chile. The U.S. State Department balked at it the last minute due to sensitive cargo that was being transported.

While we were there, Chile celebrated its 200th year of independence from Spain which is September 18th. All the various aircraft from the Air Force, Navy and Army flew over the entire city of Santiago at low level. We flew in diamond formation with the 767, 737 and a 707 and an F-16 behind the boom! The Chilean Air Force is very professional and all their crews and maintainers were highly educated, good people. I made a lot of friends there and really enjoyed the experience. It wasn't too bad staying in the Marriot either! There are a lot of good YouTube videos that show our flyover and refueling (search for "Cambio de Mando").



The Gathering

By Air Force Lt. Col. Matt Yakely
141st Air Refueling Wing
Unit Public Affairs Representative

As members of society we find ourselves drawn together with different segments of the population for different reasons. Gatherings occur for a variety of reasons and may be based upon our beliefs, our profession, hobbies, interests, a requirement or perhaps even our political persuasions. A gathering may be small or large, formal or informal and with purpose or without. Whatever the reason, gatherings will almost always fulfill our subconscious human desire for community. As Basil of Caesarea once said, "When we live our lives in isolation, what we have is unavailable and what we lack is unprocurable." Gatherings serve to fulfill both personal and communal needs.

On April 29th, 2011 we began to gather. We came together from all over the nation and across the world. Some crossed vast oceans and others simply walked out their front door. Why did we gather? What brought us to the middle of our nation and the Great Plains of this vast continent?

We gathered to run. And run we did. Why Lincoln, Nebraska? For the 34th Annual National Guard Marathon and Half Marathon. Herein lay the simple answers to what appear to be simple questions. Yet as with all things, as one

begins to peel back the layers there is so much more. On May 1, 2011 over 10,000 runners gathered at a common line waiting for Olympian

Carrie Tollefson to pull the lanyard on the starting cannon. In the calm, cool morning air breathless anticipation was quickly



replaced with a resounding boom, the subsequent pounding of feet, the cheer of the crowd and an ever present Elvis sighting. And thus began an effort in endurance that would last 13.1 miles for some (the half crazy) and 26.2 miles for others (the certifiably insane).

Forty-eight of our 50 states along with Guam fielded teams for this year's event. The great State of Washington



Representing the 141ARW are:
Lt. Col. Matthew Yakely, front left,
and Lt. Col. Dan Swain, back row,
third from left

was represented by 6 members of the Army and Air National Guard. James (Scott) Proctor of Spokane, Brendan Thompson of Moses Lake, Dan Swain of Spokane, Nick Underhill of Puyallap, Michael White of Bothell, and Matthew Yakely of Mead, rounded out the team. Gathering together we introduced ourselves, attended recruiting and retention seminars, worked the National Guard Recruiting booth, shared meals together and then competed for placement on the National Guard Marathon Team. At the end of the day Washington State finished 8th with Lt. Brendan Thompson being selected to represent not only the state of Washington but also the National Guard with a blistering time of 2:55:05. After Brendan the

team finished in the following order: Michael White (3:12:52), Scott Proctor (3:18:18), Dan Swain (3:29:01), Matthew Yakely (3:32:18) and Nick Underhill (3:48:07).

As we peel back the layers one must ask why we do what we do. We can proceed from the simple to the complex yet ultimately each one of us do what we do for a variety of personal reasons. At the heart of it there seemed to be commonalities that resonated through our entire group and I would venture to guess all 10,000 of us. There is a desire to set and achieve goals and in doing so complete the long and arduous process of preparing for and seeing them come to fruition. There is a long term desire to hold a level of personal health and fitness that will be an example not only for this generation but for generations to come. It is a standard of performance that produces within each of us a

warrior spirit that carries forth not only in our personal but also our professional lives. Health and wellness produces a resiliency that carries over and pours forth into each and every aspect of our lives. Our purposes may be different and our goals widespread but the benefits are bountiful. So whether you run, walk, bike, swim, ski or perform any other activity that increases your pulse and quickens your breath for 20 minutes or more remember to get out and do so on a regular basis! Your health is a total concept of physical, mental, emotional, and spiritual dimensions that require regular attention. Our gathering fulfilled a piece of each of these and will do so for thousands more in the days, months and years to come!

Always remember:

– "The race is not always to the swift, but to those who keep on running".

-Anonymous