

CRJ

JUNE 2011 VOLUME 2 ISSUE 2



W. VA. AIR NATIONAL GUARD



167th FIGHTER SQUADRON
FOR GOD THAT ALL MEN MIGHT BE
FREE TO FOLLOW
FOR COUNTRY THAT THE AMERICAN
WAY OF LIFE MIGHT BE PRESERVED
THESE MEN GAVE THEIR LIVES

1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN	1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN	1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN 1ST LT. JAMES H. BROWN
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WE GUARD THE MOUNTAIN SKIES

FATE SAVES OTHER LOCAL MEN

A choice of driving to Charleston instead of flying was regarded as a freak of fate which saved the lives of several local members of the air guard squadrons.

THE GROUP, headed by Capt. John B. Darby of Pratt, drove to Charleston late Friday as an advanced detachment. The exact number in the party, or their identities, was not known to Lt. Miller.

The scene of today's crash of an air force C-47 at Little Sandy creek, near Kanawha, was viewed by police, state city, county and military policemen patrolled the scene.

The first word of the disaster crash in which 19 air force officers are believed to have died, was flashed to the South Charleston state police from the airport at approximately 11:33.

SHORTLY AFTERWARDS, nearly hysterical spectators called city police.

"A plane has crashed! I can see it burning! Quick, send some police out to Little Sandy creek."

Among spectators of the crash was L. V. Ashworth, director of the Eds funeral home at 1801 Higley Ave., who had attended services at the Mt. Pisgah Baptist church shortly before the crash.

"I heard the plane go over, but didn't hear it crash," he said soon after I saw a huge black cloud rising from the hills. It seemed to be between Caspers Creek and Little Sandy." He immediately dispatched one of his subordinates to the scene.

About 50 members of the South-West Virginia Beagle club, holding field trials about a mile from the scene, heard the big ship hit and explode.

"Harold Sullivan of South Charleston, member of the club, said that the plane was 'flying low, directly overhead, with its wheels down,' when it passed over the group."

"A moment later, just after it went out of sight over the next hill, we heard that very loud 'boom.' And everyone remarked that that plane must have crashed."

Conjecture as to what may have caused the crash came from two former pilots with the 167th Fighter Squadron of the guard wing.

Charles Gregg and Brian Rummel, both former first lieutenants and pilots who left the group a week ago, were in the area.

See FATE SAVES (Page 2, Column 2)

The Weather

CITY — Occasional rains and cooler Sunday, Monday cloudy, cool.

STATE — Cloudy, cooler Sunday and Monday; rain Sunday.

The Charleston Daily Mail

"For Democracy, Decency, Dependability"

SECOND EXTRA

VOL. 116—NO. 99
ASSOCIATED PRESS, UNITED PRESS, NEWS TRUNK, SPORTS WEEK
CHARLESTON, WEST VIRGINIA, SUNDAY EVENING, APRIL 8, 1951
ASSOCIATED PRESS, WIREPHOTOS, READING FEATURES PICTURES
FIVE CENTS

19 Air Guards Die In C-47 Crash; 2 Survive Disaster Near Airport



Nineteen air national guard flyers were killed, and two injured as the giant C-47 pictured in the photos above crashed about noon today 10 miles north of the Kanawha airport, on a hillside near Little Sandy creek. A close-up view of the smouldering wreckage is shown in the picture at left above, graphically picturing the extent of the damage.



The picture at right shows the wrecked plane at the top, with rescue workers and ambulance drivers in the foreground. Bodies of some of the dead lie on stretchers, awaiting authorization of removal by the air force. (Daily Mail photos by Earl Benton.)

Burned Crash Victims In Hospital



These are survivors of the disastrous air crash north of Charleston Sunday that took 18 lives. At the left is Capt. Harry K. Blackhurst, whose family before moving to Godman air force base, Fort Knox, Ky., resided at 701 Park Ave. At the right Helen Buckley, a Staats hospital nurse watches over Maj. Isaac Bonifas, a resident of Indiana. Both men suffered severe burns about the head, face and hands. Attendants said the men had a 50-50 chance to survive. (Daily Mail Photos by Ray Wheeler.)

Big Chimney Crash Scene

Four persons were hurt in a two-car collision about 8:30 p.m. last night near the Blackstone street station at Big Chimney.

A Cleveland man and his wife were treated at Charleston General Hospital and two young Elkhart men were treated at St. Francis hospital.

Attendants at Charleston General Hospital said the injured brought here as Frank A. Davis, 44, and his wife, Cary, 41.

The woman was the more seriously injured of the two. A preliminary examination showed she had severe lacerations of the head and cuts on the chin and forehead.

Her husband sustained a deep cut on his right knee.

See WRECK HURTS (Page 2, Column 1)

Bodies Badly Burned; 11 Victims Identified

By TOM CUMMINGS
Of The Daily Mail Staff
[LATE BULLETIN]

There was a conjecture in military circles Sunday night that a faulty engine in the ill-fated C-47 plane that carried 19 airmen to their deaths set off an explosion and caused the ship to plummet earthward.

Crash of a twin-engined C-47 air force plane took the lives of 19 airmen about noon Sunday and seriously injured two others when it plummeted to earth on a hillside above Little Sandy creek, 12 miles north of Charleston.

Dead in the wreck — this area's greatest air tragedy in history — were seven officers and 12 enlisted men from Godman air force base, Fort Knox, Ky.

Fire that followed the crash badly burned most of the men — some almost beyond recognition — making early positive identification of the dead impossible.

Capt. Harry K. Blackhurst of Charleston and Maj. Isaac E. Bonifas of Indiana suffered burns about the head, face and hands in the holocaust and were taken in a Hafer ambulance to Staats hospital.

Attendants there late Sunday afternoon said the two men had better than a 50-50 chance to survive.

Hafer mortuary attendants said they received a call from Mrs. Lillie Dougherty who lives on Little Sandy that a plane had crashed against a hillside.

Within 15 minutes after the plane had last been in touch with Kanawha airport, ambulances roared up the sheltered valley to the death scene.

See BODIES BADLY BURNED Page 2 Column 7

- CASUALTIES IDENTIFIED**
- Capt. E. K. Whittington
South Charleston, W. Va., pilot
 - First Lt. H. B. Kessler
Dunbar, W. Va., co-pilot
 - Cpl. C. V. L. Hall
South Charleston, W. Va.
 - Cpl. C. E. Cobb
South Charleston, W. Va.
 - Cpl. J. R. Price
South Charleston, W. Va.
 - Sgt. W. A. Schoonover
Charleston, W. Va.
 - Pvt. D. I. Meeks
Sassonville, W. Va.
 - S-Sgt. D. E. Rollyson, Jr.
Charleston, W. Va.
 - Sgt. J. E. Creasey
Cabin Creek, W. Va.
 - Pfc. Jimmy Dolan
Chesapeake, W. Va.
 - T-Sgt. W. H. Shelton
Charleston, W. Va.
- UNIDENTIFIED**
- First Lt. W. J. Frank
Charleston, W. Va.
 - Staff Sgt. K. C. Amick
Charleston, W. Va.
 - Sgt. R. F. Hazeltine
Chesapeake, W. Va.
 - Pfc. J. R. Lewis
South Charleston, W. Va.
 - First Lt. Drexel E. Crites
St. Albans, W. Va.
 - First Lt. L. L. Finley
Harrisville, W. Va.
 - First Lt. H. F. Winter Jr.
South Charleston, W. Va.
 - First Lt. C. R. Michaelson
Niles, W. Va.
- INJURED**
- Maj. Isaac Bonifas,
Portland, Ind.
 - Capt. H. K. Blackhurst,
Charleston, W. Va.

Woman Shot, Lover Held

A Charleston waitress was shot Saturday at 8:45 p. m. in the grill room of the Quarrier Diner, police said, and her jilted lover admitted shooting her because she broke their engagement.

Leona E. Waybright, 38, of 15 Arlington Ave., divorced and the mother of a 16-year-old girl, was rushed to Charleston General hospital where doctors said she was struck by two bullets from a .22 caliber revolver, one passing through the upper part of her chest.

See WITNESS SHOT (Page 2, Column 1)

Fighting Chance To Live Given Two Crash Survivors

Two survivors of the most disastrous plane crash in West Virginia's history were given a fighting chance to live by doctors at Staats hospital today.

The two men were admitted to Staats Hospital at 1:15 p. m. Sunday, about an hour after the crash of their C-47 plane in an isolated ravine at Little Sandy Creek.

The two were part of a cortege being flown in to honor Maj. Woodford W. "Jock" Sutherland who had been killed in a crash two days earlier.

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The Quarterly Journal of the 130th Airlift Wing

www.130aw.ang.af.mil

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On the Cover: A wreath commemorating the 60th anniversary of the most deadly military aircraft accident on West Virginia soil stands next to the limestone monument of that horrible crash. Charleston WVa., April 8. The aircraft accident claimed 21 airman from the then 167th Fighter Bomber Squadron stationed at Kanawha County Airport, Aril 8 1951. (U.S. air Force photo by Tech. Sgt. Eugene R. Crist)

Left: The cover of the Charleston Daily Mail from the day of the crash.

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Col. Timothy L. Frye

As the days grow longer and the temperatures get hotter, I'm sure many of us are spending a lot of time outside doing the things we like to do in summer—mountain biking, boating, rafting, motor-

From the Wing Commander

cycling, sky diving, cave diving. . .OK, maybe the diving stuff is out, but you get the idea – we get involved in a lot of risky activities. I know you're going to do them. You know you're going to do them. Even at my age, I find myself on a bike now and then. So why do I bring this up? First, I need to write this column. It's my job. I don't know if anyone ever reads it. I've been writing it for 10 years now and haven't gotten any feedback. And I'm not necessarily looking for positive feedback. Just something. Like for instance, "boss – your column needs life support" or maybe "I can't believe you said that".

Secondly, I'm trying hard to point out (as if you didn't know) that we put ourselves at greater risk during good weather. And hope I can do it without sounding preachy. Unfortunately, I can't pull that off. But I'm still obligated to say it: SLOW DOWN AND THINK ABOUT IT BEFORE YOU DO IT. Hemingway said to start with a true sentence when writing anything. I'll take exception and end with three. You are precious and vulnerable and more important to more people than you can ever imagine. THINKING may save your life. It may save others. THINK!

From the Command Chief

Chief Master Sgt. Marshall N. Adkins

"In looking for people to hire, you look for three qualities: integrity, intelligence and energy. And if they don't have the first, the other two will kill you." --Warren Buffet, CEO for Berkshire Hathaway.

Twenty-five years ago in an interview for a position with the National Guard, I was asked, "Which Air Force core value do you consider the most important?"

I immediately said, "Integrity." My answer today would be exactly the same.

Why "Integrity First"? During the interview, I gave the example of being able to trust the word of those around you without having to question whether or not what they said was true. Today, I hope that this principal

holds true for each of us in our daily activities here at the 130th Airlift Wing and in our family life.

Our profession is a dangerous one. It is one that requires teamwork and trust to be successful. It is imperative we do our jobs correctly and avoid cutting corners.

We all need to be able to count on the honesty and integrity of those around us. Without trust, honesty and integrity, we are merely fooling ourselves and destined to fail.

And, we should never sacrifice our own standards or integrity because "everyone else is doing it." We should set the example and make those around us better.

I would hope that you have been able to work with some absolutely incredible people during your careers,



as I have. As military members, we are held to a higher moral and ethical standard than our civilian counterparts...and we should be by all account.

Thanks for serving this great Nation and remember, History makes us Smarter and Heritage makes us Proud.

From the Chaplains Office

Chap. (1st Lt.) Bryan W. Knight

"Two are better than one because they have a good return for their labor. For if either of them falls, the one will lift up his companion." (Ecclesiastes 4:9-10; 12)

In our times of reflection upon Memorial Day and the Fourth of July, let's remind ourselves that the U.S. Military, although divided into separate branches—the Army, Air Force, Navy and Marines—is integrated into a much larger system.

So let's remember our current vision of seeing our armed forces as a whole. Let's recall the teamwork our predecessors used during times when America and the

world needed them the most.

As Chaplains, we are inspired to motivate troops to work together and to look at each other as wingman.

If we support each other in times of peace and in times of trial, then who can come against us?

Implementing teamwork through our wingman program allows us to begin the process of family cohesion as a guard unit.

This process can begin in our households through Family Readiness and Strong Bonds programs offered here at the unit.

The only way to move forward and improve upon our lives is to



remember where we have been, and to use checks and balances.

So remain strong, remain diligent and remain saturated with the zealous attitude that has been set as our standard by those who came before us in our U.S.military.

From the Coffey Shop



Mrs. Elizabeth J. Coffey

Mrs. Coffey can be contacted at her office, (304) 341-6607, or cell phone, (304) 550-3921.

As a girl, I learned appreciation for Memorial Day because my father, a Korean War veteran, taught my sister

and I to revere the holiday.

Each Memorial Day, after attending a church service where the pastor honored veterans, my father spent time alone, quiet and distant, while my friends flocked to the malls and planned picnics with their families. My father rarely spoke about his time in the Navy. It wasn't until I was an adult that I realized he carried the war with him every day and that he lost some close friends in that conflict. It comforts me to know that my dad found some solace when the remains of one of his buddies, who had been declared missing in action, were found shortly before my father's death. He never spoke about his inner thoughts publicly, because of the sadness he struggled with, and because of his friends who gave their all. Memorial Day belongs to the fallen in each of our nation's wars, and that is why it is to be revered. Each death

has contributed to what our country is today.

Few Americans would disagree with the sanctity of Memorial Day. Yet the holiday weekend has become one of the top ten shopping periods of the year. Fewer people appear to travel to cemeteries to pay respects to the war dead.

Memorial Day 2011 has passed. For those who didn't consciously take a few minutes to honor our war dead, consider taking a half hour and have a conversation with your children or your parents. Pause. Reflect. Whatever it is, do something deliberate and out of your way. And next year, make plans to attend a parade or visit a cemetery.

Memorial Day is a far more meaningful holiday if it starts with recognizing why we have this opportunity to celebrate the freedoms we have today.

60th Anniversary of C-47 crash: twenty one Airmen killed

By Senior Airman Jameel S. Moses
130th Airlift Wing Public Affairs

A Douglas C-47B Skytrain carrying 21 Airmen from the 167th Fighter Squadron, West Virginia Air National Guard, left Godman Air Force Base, Ky., April 8, 1951, enroute to Charleston, W.Va., for the funeral of a fellow unit member who died in a plane crash — they never made it.

Four minutes away from their destination of Yeager Airport, formerly Kanawha Airport, the aircraft sent a transmission to the airport control tower at 11:56 a.m. advising them they were on their way in to land. Before the plane made it, however, it clipped the top of a hill and was vaulted over the top landing, 50 feet on the other side. The right wing and part of the left wing were torn off at the second point of impact.

According to witnesses, the entire hillside was streaked with fire after the plane skipped more than 400 feet, shearing off trees before bursting into flames and stopping.

The crash, which left wreckage scattered over an area of 25,000 square feet, killed seven officers and 12 enlisted Airmen immediately and delivered fatal injuries to two more officers, according to an article in "The Charleston Gazette" published the day after the accident. The accident, which occurred a little more than 60 years ago, remains the worst in the history of the West Virginia Air National Guard.



Members of the 130th Airlift Wing assemble in front of the memorial dedicated to the C-47 crash that killed 21 men 60 years earlier at a small ceremony on the unit's base in Charleston W.Va., 8 April. The aircraft accident 8 April 1951 is still the most deadly military aircraft accident today on the West Virginia soil. (U.S. Air Force photo by Tech. Sgt. Eugene R. Crist)

Nearby resident Jack Copen described the crash to Gazette reporter Robert D. Horan shortly after the accident.

"I was eating dinner about noon when I heard a sound like a big artillery shell going off," said Copen, who lived only a few hundred yards from the site of the crash. "I looked out the window and saw a string of fire across the top of the hill and motors rolling."

Copen then dispatched his wife, Eleanor, two and one-half miles to the foot of Polly Hill on Sandy where a call was placed to the airport notifying them of the crash.

Copen and a neighbor, Goldie Seabolt, who was visiting for dinner, went to the crash site.

"We heard two men near the wreckage calling for help," Copen said.

"Flames were within 100 feet of them. They said they were blind and couldn't see, but they could walk. The first thing they said was asking which was the airport was."

The two Airmen, the only to survive the initial crash, were then taken back to the Copens' house to have their injuries treated until ambulances arrived. Copen treated Capt. Harry K. Blackhurst and Maj. Isaac E. Bonifas for third-degree burns on their heads and much of their bodies.

Both men were transported to Staats Hospital where they succumbed to their injuries, according to the Gazette article.

Blackhurst died within 24 hours after the crash and Bonifas nine days later. The 19 others remained in the plane until after the flames were extinguished and the hot metal had cooled

enough to safely enter. The bodies were charred from the flames, leaving eight Airmen's bodies unidentifiable.

Left: The flag flies at half staff at the West Virginia State Capital in memory of the twenty one lost airmen. April 10 1951 Photos Courtesy the Charleston Daily Mail



Above: An honor guard stands watch over the remains of the men killed in the aircraft accident at a memorial service held at the municipal auditorium Charleston, West Virginia April 10 1951. Over 4000 people attended the service for the fallen men, though some families chose private memorial services for their loved ones. Photos Courtesy the Charleston Daily Mail

The Airmen were returning to Charleston to pay their respects to and attend the funeral of Maj. Woodford W. "Jock" Sutherland, of St. Albans, who died when his F-51 Mustang collided with another fighter at Eglin Air Force Base, Fla.

More than 5,000 people attended a mass rite held at the Charleston Municipal Auditorium for the then 20 dead, whose average age was 25.

The tragedy is still remembered and the Airmen who lost their lives are continue to be honored here.

A ceremony marking the 60th anniversary of the crash was held on April 8. The 130th Airlift Wing's fire department sounded its sirens at the exact time of the radio call from the plane, and a wreath was laid on a memorial dedicated in the victims' honor at the time of the crash. A short video was also shown with photographs of the Airmen

who lost their lives.

"I am glad to know the men and women of the 130th Airlift Wing continue to remember the men who lost their lives that gray, April morning six decades ago," said Syd Edwards, a resident of Pt. Pleasant writing a book on the crash and the men's brief lives titled "Native Sons - 21 Lives Left Unfinished", who attended the memorial ceremony. "It is great to see they have not been forgotten by those who have inherited their legacy."

IN MEMORY Of:

- Maj. Isaac E. Bonifas
- Capt Harry K. Blackhurst
- Capt Edwin Keatley Whittington
- 1st Lt. Drexel E. Crites
- 1st Lt. Lyle F. Finley
- 1st Lt. Herman F. Winter Jr.
- 1st. Lt. Charles R Michaelson
- 1st. Lt. William J. Frank
- 1st. Lt.. Harry B. Kesler
- T-Sgt. William H. Shelton
- S-Sgt. Dacid E. Rollyson
- S-Sgt Kenneth C. Amick
- Sgt. Winson A. Schoonover
- Sgt. James E. Creasy
- Sgt. Richard F. Hazeltine
- Cpl. Columbus Hall
- Cpl. Charles E. Cobb
- Cpl. Dennis I. Meeks
- Cpl. John R. Price
- Pfc. Jimmy Dolan
- Pfc. James Richard Lewis



Home on the range

Members of the 130th Airlift Wing, Charleston, W.Va., qualify on the M-9 pistol at the State Police Academy Small Arms Range, Institute, W.Va., April 3, 2011. Member who qualify to carry the M-9 qualify annually or in preparation for a deployment depending on there job type.(U.S. Air Force photo by Tech. Sgt. Bryan G. Stevens)

ZOMBIE INVASION?



Get A Kit, Make A Plan, And Be Informed!

By: Tech. Sgt. Phyllis E. Keith
Illustrations By: Tech. Sgt Eugene R. Crist

When you think “disaster” or “emergency,” what comes to mind here in West Virginia might be floods, tropical storms, winter storms, hazardous materials accidents, power failures, resource shortages, drought, forest fires, and environmental contamination.

What about zombies?

The Centers for Disease Control and Prevention recently published a blog about what to do in the case of a “zombie invasion.”

“I think it offers good advice on how to get ready for the

ever present threat of just about anything,” said Senior Master Sgt. Stanley D. Wriston, emergency management superintendant with the 130th Civil Engineering Squadron.

The CDC uses “zombies” in their posters as an attention grabber to get the public to take preparedness seriously.

“Most of us don’t like thinking about natural disasters, sheltering in place or anything else that takes us out of our comfort zone, said Senior Master Sgt. Wriston.

“No doom and gloom for me! But for some reason zombies is something we can sink our teeth into, or they into us,” he said.

In zombie movies



like “Night of the Living Dead,” civilian society panics and collapses, while a few survivors struggle to stay alive.

“What’s a zombie attack? It’s nothing more than a disease,” said Senior Master Sgt. Wriston.

When a disaster or emergency situation strikes, people fall into one of two categories: those who need help and those who help.

If you’re struggling to survive, how will you be able to help?

As an Air National Guard member, who can be called to duty at any time, it is crucial that your family is prepared when you get the call to serve.

First, you need an emergency kit in your house.

Secondly, create an emergency plan with your family—where you



would go and who would you call.

Pick two meeting places: one outside your home and one outside your neighborhood in case you can’t go home.

Also, make a list of emergency contacts—police, fire department, and an out-of-state contact to call to let them know your family is safe.

And, plan more than one evacuation route. “So the zombies don’t have a chance,” says CDC.

“When the unthinkable happens you can be ready,” said Senior Master Sgt. Wriston.

Whether you believe in zombies or not, you can’t deny that their presence in our movies is how some people face their fear of disasters or emergencies.

But why not be smarter than the zombies? Get a kit, make a plan, and stay informed!

Emergency Kit Contents:

- Water, one gallon of water per person per day for at least three days, for drinking and sanitation
- Food, at least a three-day supply of non-perishable food
- Battery-powered or hand crank radio and a NOAA Weather Radio with tone alert and extra batteries for both
- Flashlight and extra batteries
- First aid kit
- Whistle to signal for help
- Dust mask, to help filter contaminated air and plastic sheeting and duct tape to shelter-in-place
- Moist towelettes, garbage bags and plastic ties for personal sanitation
- Wrench or pliers to turn off utilities
- Can opener for food (if kit contains canned food)
- Local maps
- Cell phone with chargers, inverter or solar charger

General Emergency Preparedness Information:

www.ready.gov

Emergency Financial First Aid Kit

<http://www.operationhope.org/images/uploads/Files/effak2.pdf>

Other disaster preparedness info

Q:\Mission Support Group\Civil Engineering Squadron\Civil Engineering\READINESS-CEX\EM REPS\information packages

CoP info <https://afkm.wpafb.af.mil/ASPs/DocMan/DOCMain.asp?Filter=AN-MS-00-29&FolderID=AN-MS-00-29-6-4-1&Tab=0>





ESGR visits Starbase

Members of the local business community watch as "EGG-BERT" a physics and engineering design process experiment hurtles toward an abrupt stop during a Employer Support for the Guard and Reserve event in the Starbase classroom Charleston W.Va., May 11. ESGR brings representatives from business employing West Virginia Guards men and shows them what the guards does for the local community, Star base which was the focus of this trip is a Department of Defense program that focuses on elementary students, primarily fifth graders. The goal is to motivate the students to explore science, technology, engineering and math as they continue their education. (U.S. Air Force photo by Tch. Sgt Eugene T. Crist)

Bystander Intervention Training gets A makeover

By Tech. Sgt. Phyllis E. Keith
130th Airlift Wing Public Affairs

The 130th Airlift Wing introduced the Air Force's new Bystander Intervention Training at the June unit training assembly.

BIT replaces Sexual Assault Prevention and Response training that had been in place since 2004.

The reason for the change?

"Even though SAPR raised awareness, sexual assault in the Air Force did not decrease at the rate the Air Force needed it to," said Lt. Col. Jeffrey A. Bevins, the Sexual Assault Response Coordinator for the 130th AW.

Lt. Col. Bevins said the Air Force hired outside consultants to evaluate SAPR and compare it to the civilian side in order to put together the new program—BIT.

BIT consists of three 90-minute sessions—a men's course; a women's course; and a leadership (coed) course for commanders to shop supervisors.

Lt. Col. Bevins said BIT is directed at getting leadership to be more proactive in monitoring the culture of their work environments, by intervening when they see a situation that could lead to someone being sexually assaulted.

Another change is a class size limited to 15-25 participants to make the scenario-based training more interactive.

"When on military duty, intervention could mean you take a bottle of water over to someone at a party who may be impaired from drinking alcohol, and suggest they slow down," he said.

"If you do that and it prevents someone from being sexually assaulted, that's a victory."

All unit members have to be certified in BIT by June 30, 2012.

If you have been, or think you have been, sexually assaulted (for Air Guard members, this means while on duty—drill, annual tour, etc.)

1. Go to a safe location away from the perpetrator.
2. Preserve all evidence of the assault. Do not bathe, wash your hands or brush your teeth. If you are still where the crime occurred, do not clean, or straighten up, or remove anything from the crime scene.
3. Contact a Sexual Assault Response Coordinator (SARC) or Victim Advocate (VA).
 - Local information provided by your Military Service or Hotline Number
 - Contact DoD Safe Helpline for Restricted or Unrestricted reporting by a trained professional
 - Call: 877-995-5247 (DSN line as well)
 - Click and/or chat: <http://www.safehelpline.org>
 - Text: 55-247 CONUS or 202-470-5546 OCONUS (International fees apply)
 - Contact Military One Source 24/7
 - Stateside: 1-800-342-9647
 - Overseas: 00-800-3429-6477
 - Overseas Collect: 1-484-530-5908
4. Seek medical care as soon as possible. Even if you do not have any visible physical injuries, you may be at risk of becoming pregnant or acquiring a sexually transmitted disease.
 - Ask the health care personnel to conduct a sexual assault forensic examination to preserve forensic evidence.
 - If you suspect you have been drugged, request that a urine sample be collected.
5. Write down, tape or record by any other means all the details you can recall about the assault and your assailant.

Note: Rape, Abuse and Incest National Network (RAINN) provides support for sexual assault victims and their loved ones through two hotlines at 800.656.4673 and online.rainn.org. RAINN has services that can guide you in your recovery, and direct you to a rape crisis center near your area. It is free and confidential 24/7.

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167th Aeromedical Evacuation Squadron gets wet

By Staff. Sgt. Shane Arrington
130th Airlift Wing Public Affairs



Maj. Christopher Taylor, an aeromedical nurse with the 167th Aeromedical Evacuation Squadron, egresses from a life raft after completing a water survival training course. Instructors from the 130th Airlift Wing, Charleston, W.Va., taught the course, June 3, 2011. (U.S. Air Force photo by Tech. Sgt. Phyllis Keith)

Four members of the 167th Aeromedical Evacuation Squadron came from Shepherd Field, Martinsburg, W.Va. to take a water survival training course with instructors from the 130th Airlift Wing in Charleston, W.Va., June 3.

The aeromedical squadron is officially part of the 130th AW as of Oct. 1, 2010, but the physical move is set for a future date. While the unit as a whole has yet to move, that's not stopping them from training at their future home.

Maj. Christopher Taylor, an aeromedical nurse with the 167th AES, said the training provided by the 130th AW instructors was beneficial.

"These guys know what they're doing," said Maj. Taylor. "The instruction was great, and the facility here was nice."

All fliers must go through water survival training, but for aeromedical personnel, they not only focus on saving themselves, but the patients and passengers they're responsible for as well.

"This training really opens up the eyes of the younger people coming in," said Maj. Taylor. It helps people jump over the edge, push themselves and get the training they need. They may not realize how important it is at the time, but when deployed, and the flight or fight mode kicks in, you remember your training ... and this saves lives."

Master Sgt. Jesse Hager, Aircrew Flight Equipment Continuation Training Instructor with the 130th Airlift Squadron instructed the life saving training course. To be qualified to train others in water survival and life saving techniques he had to go through extensive training - Survival, Evasion, Resistance and Escape,

combat survival, water survival, parachuting classes and an instructor certification program.

"I have to be trained in all the things fliers are, with the exception of pilot or navigation training," said Master Sgt. Hager. "I'm basically the ground guy who knows what the fliers need to know if something happens and they find themselves out of the air."

The responsibility of conducting training that could be used in a life or death situation isn't lost on Master Sgt. Hager. He takes a lot of time to ensure his training scenario goes smoothly.

"It took a couple of days just to prep the equipment," Master Sgt. Hager said. "The equipment has to match our operational equipment for the best training. Just this morning before the training it took another two hours to prep the pool and have everything ready and safe."

"Knowing the training you provided couple possibly save their lives, that's when the sense of

responsibility really kicks in."

This was the first water survival training conducted for the 167th AES in Charleston. Master Sgt. Hager said the key to the integration process is working together and adapting to the way each other does things.

"I think today was a good first page in building a relationship between us, the instructors and the aeromedical personnel."

Maj. Taylor agreed with Master Sgt. Hager's assessment.

"Everything is looking good," said Maj. Taylor. "It seems we're being met here in Charleston with open arms and the training we did here today went very well."

The 167th AES personnel are required to have water survival training every three years to stay current. Maj. Taylor, who has put this training to use downrange, said it doesn't matter if you're brand new or have been doing this job for years, refresher training is vital to mission accomplishment.

Master Sgt. Jesse Hager, an aircrew flight equipment continuation training instructor with the 130th Airlift Wing, helps aeromedical personnel from the 167th Aeromedical Evacuation Squadron set up a canopy tent during a water survival training exercise in Charleston, W.Va., June 3, 2011. (U.S. Air Force photo by Staff Sgt. Shane Arrington)



Hanging around

Tech. Sgt. Timothy L. Harless, a rescue technician with the 130th Civil Engineering Squadron Fire Department, utilizes the terrain surrounding Yeager Airport, Charleston, W.Va., to maintain proficiency in low angle rescue, June 5, 2011. Rescue technicians qualify annually in rappelling techniques to assist in real world emergencies. (U.S. Air Force Photo by Tech. Sgt. Bryan G. Stevens)



**CALLING ALL
GUARD YOUTH!**

Whether a person is going through a tough time in their life, or could use the company of peers, a strong support system can go a long way in making that person feel comfortable. Many organizations throughout the military focus on the servicemember or families as a whole; a new group at the 130th Airlift Wing in Charleston, W. Va., focuses on a specific group commonly overlooked--teenagers.

Operation: STOMP is a group focused on Guard family youth aged 12-18. Stephen and Rita Douglas, son and wife to MSgt *** Douglas of the 130th Maintenance Group, are the brains behind STOMP.

The STOMP mission statement is to provide fun, resources and an understanding of what they face as family members of military personnel. The group goes beyond providing support for those whose family member is deployed, it is designed to provide support at all times.

STOMP is a new group and is actively seeking new members. It hosted a Bunco party at the 130th dining hall in March, and plans to host more events in the future. STOMP has the spirit and drive, now it just needs YOU.

For more information, contact Stephen Douglas at 304-372-4421 or visit Sharon Peters, 130th Airman and Family Readiness Program Manager, in her office or call her at 304-341-6625.

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MXS	2A5X3A-Avionics
AS	1A1X1-Flight Engineer
OSF	3D0X1-Knowledge Operations
AMXS	3D0X1-Knowledge Operations
CES	3E2X1-Pavements and Construction
LRS	2T3X2C-Special Vehicle Operations
LRS	2T3X2A-Special Vehicle Operations
AES	3D1X3 Radio Frequency Transmission Systems

Officer

Unit	Job
AS	12M3B-Navigator
AW/OSF	11M3B-Pilot
Det1	11RN-RC 26 Pilot
MDG	44E3A-ER Physician
MDG	44M3-Internist
MDG	45A3-Anesthesiologist
MDG	45B3-Orthopedic Surgeon-
MDG	48A3-Aerospace Med Specialist
AES	X46F3-Flight Nurse

Join Our Team!

The Air National Guard, under a directive from the Air Force, has partnered with CitiBank to begin rolling out a new travel card program April 1.

The new card, named Citi Controlled Spend Account, differs from the previous card, the Defense Department Government

"We were previously losing a huge opportunity in rebates because of the lack of use and delinquent payment," said Carpenter. "Most people were only using the GTCC for their airline tickets, lodging expenses and rental cars, but while on orders the member was supposed to use the card for all

"The new card is approved instantly without the need for a credit check," said Himstedt. "We had people who had problems with their personal credit history that prevented them from being able to get approved for the GTCC and first-term Airmen who didn't have any credit or members who went through a

transferred to the pre-paid card will be calculated to the exact dollar value of the orders. This amount will include transportation, lodging and per diem costs."

People need to make sure they manage their finances smartly while on government travel, according to Carpenter.

"The exact amount of your trip will be on that card," said Carpenter. "If you go over that dollar amount, you will be responsi-

for use are massage parlors and casinos."

Individuals worried about locations accepting the new card have no reason to be concerned, according to Himstedt.

"The card is a Visa and acts just like a debit card - it can be used anywhere that accepts Visa," said Himstedt.

There are also provisions in place for emergency situations or travel

changes or something unexpected happens that differ from the original orders and an individual needs an increase in the amount on the card, all they have to do is make a phone call to Citi and they will instantly add the money," said Carpenter. "Previously, increases had to be approved by members of the unit who were available during business hours - now, they have a customer service representative available to them 24 hours per day."

"If a situation arises where money needs to be added, it happens instantly and an e-mail notification is sent to the program administrators," said Carpenter. "This provides an extra level of security."

Airman on base began receiving the new CSA cards in April and some have already used them on government travel.

Lt. Col. Jeffrey A. Bevins, executive officer for the 130th Airlift Wing, has used the card twice now.

"The CSA card in the two times I have used it has been very easy to use," said Bevins. "As soon as the orders were cut in the Defense Travel System, the money was loaded. When I bought my plane ticket in DTS, the money automatically came off of the card so what was left was for my food and lodging. I haven't had a single problem using it."

For more information, contact the finance office or visit:

www.airforcetravelcard.transactionservices.citi.com

changes according to, Carpenter.

"If there is something that

Air National Guard gets new travel card By Senior Airman Jameel S. Moses 130th Airlift Wing Public Affairs

Travel Charge Card, in that it is a prepaid card instead of a traditional credit card, said Senior Master Sgt.

Bobby D. Carpenter, a budget analyst in the 130th Airlift Wing finance office and an administrator of the new program.

"The new CSA card is mission-driven and is replacing the GTCC program as an efficient tool to accomplish our mission instead of a misuse and delinquency management program," said Carpenter. "There is no value on the card if you are not on orders so there isn't a possibility of misuse like the previous card. The GTCC had a full-time available credit limit of \$4,000 or \$7,500, which unfortunately resulted in people using it when they weren't authorized to."

The program is expected to save the Air Force more than \$10 million and 380,000 man-hours per year, according to Carpenter.

expenses while traveling on official orders, including meals and gas."

Carpenter further explained that the previous program turned into a delinquency management program, forcing commanders and first sergeants to spend significant amounts of time on disciplinary actions for misuse and delinquency, as well as the finance office acting as a debt collection agency.

"The new card moves the fiscal responsibility of misuse and abuse to the individual and off the chain-of-command," said Carpenter. "It falls on the integrity of our Guardsmen."

The new CSA card also solves a lot of problems for Airmen who previously had problems getting approved for the GTCC, according to Staff Sgt. Chad T. Himstedt, staff accountant for the 130th Airlift Wing finance office and a program administrator.

difficult financial time - it caused them a lot of headache when they went on orders."

The credit history of an individual will have no effect on the new CSA program, which expects to have finished distributing cards to all members before Sept. 30, the end of the fiscal year.

"All Airmen will have a CSA, and if they embrace this new program, they will see how streamlined the process has become," said Carpenter. "Once orders have been created for an individual, the amount to be

ble to pay the balance in full to Citi. On the other hand, any additional money left over is yours to spend however you would like. The only two places not authorized



Parting shot

Stacey Brinson, a participant in the West Virginia Special Olympics from Greenbrier County, W.Va., prepares for the tennis competition hosted at Coonskin Park in Charleston, W.Va., June 4, 2011. The Olympics are held annually to promote awareness for individuals with special needs. (U.S. Air Force photo by Tech. Sgt. Bryan G. Stevens)

