



EL TIGRE NEWS



FEBRUARY 2009

Vol. 52, No. 2

SERVING THE 162ND FIGHTER WING AND TUCSON AIR NATIONAL GUARD COMMUNITY SINCE 1959



Photo by Capt. Gabe Johnson

They're back! Maintainers, pilots return from Balad

Tech. Sgt. Joe Mazzei hugs his daughter Morgan, 5, upon his return home Jan. 24, after a four-month deployment to Balad Air Base, Iraq. Family and friends crowded the baggage claim area at Tucson International Airport to welcome home 28 aircraft maintainers and pilots. The Guardsmen volunteered for tours ranging from eight months to 30 days in duration. They were given a standing ovation from travelers in the terminal on their way to baggage claim.

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February 20



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An interview with the wing commander

El Tigre News sits down with Brig. Gen. Rick Moisio to discuss his thoughts on his command and the future of the Air Guard

by Staff Sgt. Jordan Jones
Public Affairs

What has it been like leading this wing since 2004?

Being a wing commander is certainly the greatest honor of my life. Since joining the 162nd, we've grown from a single squadron unit to the largest Guard fighter unit. So many great people and so many great leaders have been here.

What has been the most difficult time during your command?

The Air National Guard manpower reset was very difficult. It meant a cut in traditional positions and a significant number of full-time positions as well. We were able to take care of everybody pretty dog-gone well; we didn't lose anybody who wasn't either retirement eligible or wasn't able to get another job in the Phoenix Guard or the new Predator unit. Another difficult time was when the Air Force wanted to trade aircraft; taking our most modern airplanes, the Block 42, moving them to Luke Air Force Base and giving us very old airplanes. That would have made us very vulnerable to mission loss. This happened twice within a 6 to 8 month period during my command; but we dealt with it



General Moisio

by using good logic and reasoning to support our mission. The first time this happened was approximately a year ago; the second time was in late spring of '08.

What are some of the biggest challenges ANG wing commanders face today?

The biggest challenge is clearly retention of the mission and retention of the people. It is a constant battle. The 162nd is not understood very well, not only by the Air Force but

also by the Guard because we look different than other Guard units. We are a cross between a normal Guard unit and an active-duty unit. We have all the good things of a Guard unit which are experience, continuity and ties to the community. But we also have the good things of the Air Force which include productivity. It's very difficult to get that point across – again to both the Air Force and Air National Guard – thereby keeping our traditional force size and our full-time force size.

What are your thoughts about the future of international training here at the wing?

That is a very difficult question. There is no question at all that international relation building is absolutely critical as stated by the Secretary of Defense. As a training base we are viable for many, many years to come; the question is how long the Air Force will continue to decide that mission is enough of a priority to continue to fund it. There's a very good chance that we'll see the F-35 here; whether in a training role remains to be seen. It is logical that we will continue in Air Sovereignty Alert; that requirement, plus the weather and ranges and all of the other great things about this unit make us look very good for F-35s. I would be surprised if there isn't

EL TIGRE NEWS

This funded Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of El Tigre News are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense or the Department of the Air Force. The editorial content is edited, prepared and provided by the Public Affairs office of the 162nd Fighter Wing, Tucson International Airport, Arizona. All photos are Air National Guard photographs unless otherwise indicated.

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at least a squadron of F-35s here at some point in the future.

What would be a logical choice for any additional or alternative missions for the 162nd in the future?

I hope the 162nd is in fighters forever. Our state strategic plan addresses a composite wing with manned and unmanned flying missions – COIN (counter insurgent) and ISR (intelligence, surveillance and reconnaissance) aircraft to compliment the Predator. Should we eventually shrink in fighters this plan would keep us flying. Because of our communication requirements here for the test center and day-to-day operations we should be on the leading edge of comm improvements, so the wing's participation in cyber warfare as an added mission is a very viable option.

What do you think the wing and its mission will look like in 10 years?

I think it's going to look pretty similar to what it is right now; perhaps fewer fighter aircraft, maybe a smaller full-time force. If that is inevitable, I hope that we've acquired other missions to keep the traditional manpower and have the warning to draw down the full-timers through retirement. The demand for our current mission will still be there, again, the concern is whether it is a national priority.

Other than accomplishing the mission, is there anything wing members can do to help the unit as we head into the next decade?

Unit members should be thinking outside the box and bringing those ideas forward. We've got some real smart folks; so keeping their 'ears to the ground' and when they hear of requirements to bring them forward in their group. That will help us in the future should we be threatened with a draw down. Also, plain old community contact – talking about our story. Be accessible to the people and help them understand our mission. Some people don't even know we exist nor our roles in homeland defense and our federal mission.

What is the greatest contribution the wing has made in the Global War on Terror?

We've had many, many individual volunteers go into theater, and we've had a constant presence of at least a few people over there. We have also deployed portions of units; the Medical Group, Firefighters, Security Forces, and other sections too. We've also been on Air Sovereignty Alert since 9/11. Maybe our most important contribution is the relationship building and partnerships with the nations we train regularly. Those are at the heart of our contributions to the War on Terror and can't be overlooked. Several allies that we

train are serving with us in theater. All of these contributions are very important.

In what ways has the Tucson community contributed to our mission over the last four years?

First thing I would have to talk about is our Minuteman Committee. With more than 100 members, they support us both by providing funds for international visitors and by talking to Congress about our mission and making sure that we keep our mission. Also, the community has been very supportive of us particularly considering the fact that we operate fighter aircraft out of this airport and the difficulties it creates with air traffic turbulence and noise.

In retrospect, if you could have the chance to do one thing differently what would it have been?

I wish I had gotten out more. It's easy to get caught up in the day-to-day activities or travel and not make it out there to see people. I'd try to understand all of their day-to-day activities a little better and let them know we appreciate the importance of their contributions to the mission.

What has been your proudest moment?

It's easy to say we are very proud of our performance in the Operational Readiness Inspection and Alert Force Evaluations; three were conducted throughout my command. The recent Health Services Inspection and the outstanding score that the Medical Group achieved; all of these are proud moments. But all of that is really kind of normal for the 162nd Fighter Wing, so it's hard to single out a proud moment. Everything that goes on here makes you proud; we're flying old airplanes with student pilots in the airplane for whom English is not their first language; these things we do with an absolutely remarkable safety record. It's hard to say there is a single proud moment – the proud moment is every day.



Wing gears up for 2008 Recognition Weekend

The wing's Annual Recognition Weekend will be held here during the February unit training assembly Feb. 7-8.

The event is an opportunity for wing leadership and members to come together and celebrate the accomplishments of all those who support the 162nd Fighter Wing.

Preparations for the event will begin Thursday and continue through Saturday. The award ceremony will be held Saturday at 1 p.m. in Hangar 10.

Wing members, friends, families and visitors should be in place by 12:30 p.m.

The uniform of the day for wing members is BDUs, ABUs or flight suits; no hats or sunglasses. Award recipients must wear short sleeve blues; ribbons optional.

The steak fry is scheduled to

begin Sunday at noon in the Dining Facility. Officers and senior NCOs can make their monetary contributions to their respective First Sergeants; \$20 for officers, \$15 for senior NCOs.

In addition to the activities planned, the next wing commander, Col. Greg Stroud, will give a wing update briefing to retirees in the base auditorium Saturday at 10 a.m.

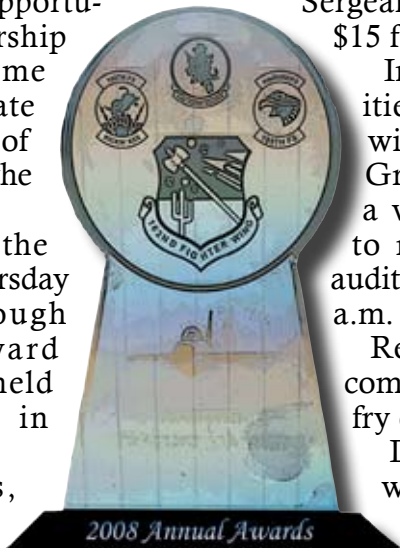
Retirees are also welcome to attend the steak fry on Sunday.

Due to a change in wing commander Brig.

Gen. Rick Moisisio's schedule, there will be no change

of command ceremony during Recognition Weekend as previously announced.

The wing change of command ceremony will be announced at a later date.



Weekend Schedule

Saturday Feb. 7

7:00 a.m.

Ceremony setup

8 a.m.

Ceremony practice

12:30 p.m.

Wing members, family, friends and visitors seated in bleachers

12:40 p.m.

Award recipients and distinguished visitors seated

1 p.m.

Ceremony commences

2:30 p.m.

Ceremony concludes

Sunday Feb. 8

7:30 - 9:30 a.m.

Set up and food preparation

Noon

Steak fry commences

1 p.m.

Clean up and tear down

162nd earns high marks in environmental, safety assessment

by Capt. Gabe Johnson

Public Affairs

The 162nd Fighter Wing earned superior ratings during an Environmental, Safety, Occupational Health, Compliance Assessment and Management Program (ESOHCAMP) inspection conducted here Jan. 5-9.

The National Guard Bureau sent a multiple disciplinary team of inspectors to perform the ESOHCAMP inspection on the wing, a Guard-wide requirement every three years. Its purpose is to evaluate the unit's compliance with federal, state, local and Air Force regulations to ensure environmental, safety and occupa-

tional health programs are effective.

"You have very effective programs here," said Senior Master Sgt. Michelle Miller, ESOHCAMP team chief. "In many cases, the wing's programs, which were already quite strong, have improved since we last visited three years ago."

The overall program health of the 162nd's environmental, occupational health, ground safety, weapons safety and flight safety earned "successful" ratings in their respective categories, and the Environmental Management System received an "operational" rating.

"This is one of the best ESOHCAMP inspections we've ever had," said Col. Greg Stroud, acting wing commander. "This assessment confirms what we've known all

along... we all have a safe and clean work environment."

According to Lt. Col. Doug Slocum, wing chief of safety, the inspection wasn't isolated to the safety and environmental offices. "It really is a wing-wide assessment," he said. "Our maintenance and operations groups were heavily involved as were several staff offices and backshops. So this assessment really shows that our people are doing the right things as they go about making the mission happen."

"When our wing gets together for an inspection, whether it's medical, environmental or safety, we do very well," said Colonel Stroud. "I want to thank every wing member who plays a role in keeping our programs current and effective."



162nd pilots deliver remaining F-16s to Poland

U. S. State Department

In the early afternoon of Dec. 11, three Polish F-16C aircraft landed at Krzesiny Air Base near Poznan, breaking through the clouds on final approach.

While F-16s are a common sight at Krzesiny, this was a very unique landing. The aircraft were the final three F-16s being delivered to Poland from the United States as part of the 48 aircraft, \$3.6 billion Peace Sky Program.

Although the program is far from completion, the delivery of the last three aircraft was an important milestone.

The delivery mission was executed exactly as planned.

According to Lt. Col. Dan Grimwood, one of the pilots, it initially looked like the aircraft would have to divert to Poland's other F-16 base, Lask.

"The changing weather at Krzesiny was initially below the minimums for landing and we



F-16s at Krzesiny

were preparing to divert to Lask," he said.

When they were 25 miles out, the pilots received updated weather observation which met the minimums required to initiate an approach. Colonel Grimwood commented on the excellent runway lighting system at the base, which became visible 2 to 3 miles from the runway.

The other two pilots were Maj. Jeff Orr and Maj. Dan Hodges. All

three were experienced F-16 pilots in a wide variety of versions of the fighter.

"The Polish version of the F-16 is a real pleasure to fly," said Grimwood. "The avionics are well designed and provide the pilot with enhanced situation awareness."

He said the support for the arrival of the aircraft at

Krzesiny was outstanding. The radar and tower controllers were very professional and provided excellent guidance before and after landing. The crew chiefs did an outstanding job of receiving the aircraft and the welcome they received from Polish leadership was warm and enthusiastic.

"They were clearly excited to receive the last three of their 48 aircraft," he said.

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F-16 rides build support among Arizona leaders

Editors note: Deborah Roepke, is the former director of the Scottsdale Healthcare military trauma training program, an executive member of Arizona's Coyote Crisis Campaign and a devoted supporter of the Arizona National Guard. She flew with the 162nd Fighter Wing Jan. 15 to enhance her understanding of the wing's mission. In this letter to Brig. Gen. Michael Colangelo, Arizona Air National Guard commander, she relates the details of her experience.

Dear General Colangelo:

I am writing to thank you for facilitating my flight on an F-16 from the 162nd Fighter Wing in Tucson. To suggest the ride was a life time dream would be an understatement. What a blast.

Briefly, I thought I would share my day with you. Last Thursday, Capt. Gabe Johnson greeted me at the medical office of Lt. Col. (Dr.) Jolyon Schilling, where I obtained instruction on how to breathe under certain conditions during the flight. Dr. Schilling also shared with me insights on opportunities I could avail during the flight. His stories were inspiring, and his humor relaxed me.

Captain Johnson escorted me to the base, where I met Staff Sgt. Kris Joyce to get fitted with clothing, boots, helmet, mask, harness and "bladder." I practiced simulated "G" breathing (which I think was an exercise designed to see if I would freak) and was then introduced to the F-16 seating arrangement.

Sergeant Joyce repeated for me the eight places to connect -- encompassing the seatbelt, harness, emergency apparatus, oxygen and communications -- until I had this clear. As much as I believe I tested his patience, he remained unruffled, responsive and informative.

After instruction on evacuation,



Deborah Roepke tries on a harness in the Life Support section with help from Staff Sgt. Kris Joyce Jan. 15.

I received the directive on doing "what the pilot tells you to do" . . . definitely, words to survive by. The last set of instructions occurred in association with the parachute simulator. I managed to land 40 feet from the target, which impressed me to no end. Sergeant Joyce was an excellent preceptor because, later, I remembered accurately most of what he taught me.

Col. Greg Stroud was my pilot. He briefed me on expectations and answered my many quirky questions about the flight as well as about the squadrons and the base in general. After getting final information on the weather, we headed for the F-16.

I was fascinated by all of the instruments and mildly terrified of all of the levers and knobs. I was also intrigued by how many F-16s could fly out each day from the base, as well as how many nations train with the 162nd.

I remain a bit perplexed as to how Colonel Stroud can decipher his directions through the tower radio system, given all of the folks who seem to be on the system, but then again I couldn't figure out radio techniques when I was in flight school either.

The flight was mesmerizing. After the taxi through the alley of fighter

planes, we soared up rapidly (a reference to light year speed feels accurate). The inflatable bladder tested my gym sit-up achievements to be sure, but I was able to promptly grasp the breathing strategy. I think I just laughed for the first half hour of the trip, which was full of spins and sideway tours of the hills, after which I barraged Colonel Stroud with more questions.

Flying low gave me a sense of how fast we were going. The speed of flight and colors of the desert made the expanse seem like splashes of swirling paint. When offered a steering opportunity, I think I handled the throttle okay and managed to keep the aircraft flying relatively straight. I don't think I was particularly courageous in my turns, however, and could definitely benefit from another flight to do this better (smiling).

Since I am eternally amazed at how one can land a Cessna with their feet, I was simply astounded by the landing of the F-16 (I still don't get how a pilot can land something going that fast). Between Colonel Stroud's calm manner of teaching, his highlighting of landmarks and his F-16 capabilities demonstration (not including the bomb dropping and shooting, of course), I can honestly say I was not incapacitated with fear. Conversely, I was ecstatic throughout the flight.

I was a champion of the Arizona National Guard prior to the flight, but have acquired a new spirit of zealousness in advocacy. I can't relate to you in this simple letter my gratitude and honor at having been selected for the privilege of the flight. Please trust me when I suggest to you, however, that last Thursday was one of the best days of my life; I will remember the day forever.

Respectfully,

Deborah Roepke



Celebrating African-American History Month

Spotlight on aviation pioneer, Gen. Benjamin O. Davis, Jr.

Benjamin O. Davis, an aviation pioneer, is one of the most famous Tuskegee Airmen of World War II. However, his military career spanned five decades and three wars. He was the first African-American officer in the Army Air Forces, and was a member of the first African-American pilot-training class at Tuskegee Army Airfield in Alabama.

He was born in December 1912 in Washington, D.C., the son of an Army officer who later became the Army's first African-American brigadier general. Davis was the first African-American to graduate from West Point (Class of 1935) in this century. His four years there were not pleasant. Because he was black, he was officially "silenced" by all cadets--no one spoke to him for four years except on official business; he roomed alone and he had no friends.

He served in the infantry and taught military science at Tuskegee until May 1941 when he transferred to the Air Corps. He earned his wings in March 1942. Because of the war and his ability, promotion followed rapidly.

As a lieutenant colonel in 1942, six months shy of his 30th birthday, Davis assumed command of Tuskegee Army Air Base's 99th Fighter Squadron, the oldest and most famous unit of the Tuskegee Airmen, first in North Africa and later to Sicily.

He flew P-40s in combat, and came home in October 1943 to take command of the 322nd Fighter Group. Two months later the 322nd were in Italy where his group flew the P-51 Mustang providing escort missions for bombers. In the spring of 1945 Davis led a squadron of fighters on a hazardous mission against airfields in southern Germany and was awarded a Silver Star.

Segregation ended in the services in 1948 with a presidential decree. Davis then attended Air War College, served in the Pentagon, where he gained approval to create the Air Force Thunderbirds demonstration team. He was sent to Korea in 1953 to command a fighter wing. The following year he received his first star and moved to the Philippines as vice commander of the Thirteenth Air Force.

Davis served two tours in Germany with Twelfth Air Force and at Headquarters U.S. Air Forces in Europe. He returned to the United States and held various staff assignments until he returned to the Philippines as commander of the 13th Air Force, Clark Air Force Base.



His last assignment was at MacDill AFB, Fla., as deputy commander in chief, U.S. Strike Command, with additional duty as commander in chief, Middle-East, Southern Asia and Africa.

He retired from the service Feb. 1, 1970. His military decorations include the Air Force Distinguished Service Medal, Army Distinguished Service Medal, Silver Star, Legion of Merit with two oak leaf clusters, Distinguished Flying Cross, Air Medal with four oak leaf clusters, Air Force Commendation Medal with two oak leaf clusters and the Philippine Legion of Honor. He wrote his autobiography, *Benjamin O. Davis, Jr., American: An Autobiography* (Washington, D.C.: Smithsonian Institution Press, 1991), an account of his experiences at West Point and his commands.

He was advanced to general Dec. 9, 1998 by President Bill Clinton. Davis died July 4, 2002, at Walter Reed Army Medical Center in Washington of Alzheimer's disease at age 89.

Sources compiled from Air Force News Agency, Air University and the U.S. Air Force Biographical Dictionary by Flint O. DuPre, Colonel, U.S. Air Force Reserve.

Families, friends welcome home 28 from Iraq

The Arizona Air National Guard welcomed home 28 aircraft maintainers and pilots Saturday, Jan. 24, after deployments of varied lengths to Balad Air Base, Iraq.

The Guardsmen, who maintain and operate F-16 Fighting Falcons here at Tucson International Airport, used their training and expertise to support F-16 operations in country.

The 162nd Fighter Wing welcomes home the following members:

Master Sgt. Jeff DeBuhr, Tech. Sgt. Jaime Aviles, Staff Sgt. TJ Dodson, Staff Sgt. Christopher Freker, Tech. Sgt. David Ruiz, Tech. Sgt. James Vanwinkle, Senior Airman Brent Wolfson, Master Sgt. Ben Ruiz, Tech. Sgt. Tim Story, Staff Sgt. Kristopher Roberts, Staff Sgt. Allan Henson, Tech. Sgt. Joe Mazzei, Tech. Sgt. John Diehl, Staff Sgt. Trevor Jones, Staff Sgt. Scott Lilley, Tech. Sgt. Reginaldo Munoz, Staff Sgt. Jeremy Raymond, Staff Sgt. Sarah Peacock, Tech. Sgt. Miguel Loya, Tech. Sgt. Carlos Pozo, Staff Sgt. Frank Rendon, Staff Sgt. Daniel Cwiak, Tech. Sgt. John Sandoval, Tech Sgt. Mike Tellez, Lt. Col. Nick Anderson, Maj. Greg Muller, Lt. Col. Randy Souder, Lt. Col. Jim Taylor.



Staff Sgt. David Ruiz shakes hands with a member of the Patriot Riders.



Tech. Sgt. Jaime Aviles is greeted by Chaplain (Maj.) Mike Martinez.



Staff Sgt. Jeremy Raymond kisses his wife Priscilla.

Senior Airman Brent Wolfson reunites with his mother Lynn Harrill who traveled to Tucson from Glendale, Calif., to welcome her son home.





Staff Sgt. Frank Rendon hugs a family member.



Staff Sgt. Sara Peacock glad to be home.

KGUN Channel 9 News anchor Guy Atchley visits with Barb Gavre, wing family readiness coordinator.



Tech Sgt. Mike Tellez receives a box of bread from Rick Cortese of Holsom Bakery Inc. Each family received a box as a token of thanks from the Arizona baker.



Staff Sgt. TJ Dodson hugs his girlfriend Leta Oranski.

Master Sgt. Ben Ruiz is welcomed home by his wife and son.



Col. Jose Salinas, wing vice commander, welcomes home the group before departing with their families.



Decisive action earns safety awards for crew chiefs

Story and Photo by
Staff Sgt. Desiree Twombly
Public Affairs

Only a Hollywood movie studio could recreate the heroic actions of three Air National Guard crew chiefs that saved an F-16 Fighting Falcon and its pilot at Tucson International Airport one summer day in 2008.

On the afternoon of June 17, a mechanical malfunction caused a fighter jet to lose hydraulic pressure in the braking system while taxiing on the flightline. It began careening out of control and was quickly brought to a stop by maintainers who gave chase and threw chocks in front of the right main tire.

For their actions, the three crew chiefs assigned to the 162nd Fighter Wing will be awarded Safety Well Done Awards from both the Air Force and Air Education and Training Command in recognition of their exceptional performance in averting a potential mishap.

Tech. Sgt. Jaime Aviles, Tech. Sgt. Daniel Tibbitts and Staff Sgt. Michael Markve were recovering aircraft following the afternoon's launch when they noticed one of the aircraft taxied past its parking spot and continued to roll behind a row of parked aircraft. The crew chiefs saw hydraulic fluid streaming down the right side of the fuselage and immediately understood that the aircraft was unable to stop.

"I noticed the aircraft first. It was weird. It appeared to come in normal and then all of a sudden it veered hard to the left as it was entering the parking row and it jumped the curb," said Sergeant Tibbitts.

The pilot, returning from a routine training mission, gestured to the crew chiefs that he was unable to control the aircraft and attempted to set the parking brake, which was also non-functional. The hydraulic loss contributed to brake and steering failures. As the aircraft continued toward a line of parked aircraft the pilot dropped the tail hook as a visual signal that he had no brakes.

"At that point I started running with both chocks in my hands, and Aviles and Markve followed," said Sergeant Tibbitts. "When I caught up to the aircraft, I grabbed hold of the missile rail to keep me running because it was going fast. When Markve caught up to me I handed him a set of chocks and was like, here man, we have to get this thing stopped. With the other hand I threw my chock at the tire"

According to the maintainers, the aircraft jumped the chock, and rolled right over the curb again. The



Tech Sgt. Daniel Tibbitts (left), Staff Sgt. Michael Markve (right) and Tech. Sgt. Jaime Aviles (not pictured) earned the Air Force and AETC Safety Well Done Awards for saving this F-16 from a mishap last year. The three crew chiefs used chocks to stop the aircraft when loss of hydraulic pressure in the braking system caused it to meander uncontrollably on the flightline here.

pilot shut the throttle off to slow his progress. Sergeant Aviles tossed a chock in front of the right main gear. The aircraft again jumped the chock and pivoted toward the line of parked aircraft.

"When Aviles tossed his chock, the aircraft rolled onto it and disintegrated it," said Sergeant Markve.



The attempt slowed the aircraft enough to allow Sergeant Markve to successfully plant a chock in front of the right main tire bringing the aircraft to a halt just a few feet from a parked F-16.

"I had the last chock and snapped it under the tire. The aircraft stopped and that was the end. It happened so fast. From the time it all started until it finally stopped it took about 45 seconds," said Markve. "It was interesting."

"The pilot egressed the aircraft without further incident due to the decisive and selfless actions taken by Tibbitts, Aviles and Markve," said Lt. Col. Doug Slocum, 162nd Fighter Wing chief of safety.

"The spectacular results in terms of safety record are the direct result of the collective safety-oriented mindset and approach of the people who make up the 162nd Fighter Wing," said Colonel Slocum. "The wing can be very proud to have experienced crew chiefs like these keeping everyone safe out there."

The Safety Well Done Awards recognize Airmen who make a significant contribution that affects overall mishap prevention. It is awarded to individuals who demonstrate a skill or ingenuity that prevented or reduced loss of life, injury to personnel, or Air Force property damage.

The crew chiefs will be presented the awards at the 162nd Fighter Wing Annual Awards ceremony to be held here at 1 p.m., Feb. 7, in Hangar 10.



162nd Fighter Wing crew chief Tech. Sgt. Jaime Aviles was one of three F-16 maintainers to receive the Safety Well Done Award. He recently redeployed from Balad Air Base, Iraq.

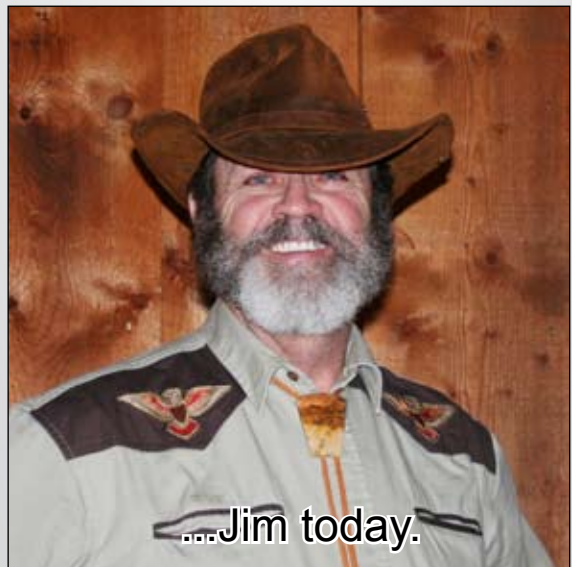
Retirees Where are they now? Master Sgt. (ret) Jim Burden

162nd Member 1984-2004

Master Sgt. Jim Burden was assigned to the 162nd Public Affairs office for 20 years. He served as a writer, photographer and NCOIC.

He currently lives in Pinetop, Ariz., and works with his wife at Gourd Art and volunteers his time as a driver for VA veterans. He spends free time as the lead singer for a barbershop quartet, *The Knotty Pines*.

"I just turned 65, Jan. 9, and time moves much too fast. I have very fond memories of the 162nd, and I am encouraging my five teenagers to seriously consider joining the 'Best in the West' Air National Guard unit, the 162nd. All is well, but I still miss my Guard family."



162nd Fighter Wing retirees are encouraged to make "Where are they now?" submissions.

For more information visit
www.162fw.ang.af.mil/resources.



Bring a buddy to March training assembly

The recruiting office is hosting "Bring a Buddy to Drill" Saturday, March 7.

All unit members and retirees are encouraged to invite a friend or family member to the March Unit Training Assembly. The invitation is for those who have never been in the military.

"Last year's Bring a Buddy event was very successful with helping us meet our non-prior service recruiting goals," said Master Sgt. Teresa Denogean, Air Guard recruiter. "We had about 25 'buddies' show up last year and from that, we enlisted four non-prior recruits. We're hoping for the same support from unit members this year."

The recruiting event is designed to provide awareness to non-prior-military friends and family, and presents an opportunity for GRAP-eligible members to capitalize on the program.

Presently, the Guard Recruiting Assistant Program (GRAP) pays \$2,000 per qualified referral enlistment. If you are a Drill Status Guardsman or Air Guard retiree, you are eligible to apply at www.guardrecruitingassistant.com.

Prospective applicants must be



Photo by Senior Master Sgt. (ret) Ira Zarin

New 162nd Fighter Wing recruits, Vanessa Ferreira and Marie Ann Camara, are sworn in by Lt. Col. Michael Knutson at the base recruiting office. Both Airmen are non-prior service recruits. The recruiting office aims to ensure that at least 30 percent of all recruits are non-prior service.

between 17 and 34 years of age. They must be either a high school senior, possess a GED or High School Diploma.

Prospective applicants will meet at the Recruiting Office at 9 a.m.

The recruiters will arrange a unit briefing, question and answer session, base tour and lunch for all attendees.

Since the recruiters must know the exact number of visitors in order to arrange lunches and support for this event, they ask members to provide names, ages and phone numbers of their invited "buddies" by Feb. 20.

For more information, or to RSVP for a buddy, contact the recruiting office at 295-7000.

Congress authorizes paternity leave for active military members

Air Force News Service

RANDOLPH AIR FORCE BASE, Texas -- Eligible Airmen are now authorized 10 days of nonchargeable paternity leave following the birth of their newborns, courtesy of the 2009 Duncan Hunter National Defense Authorization Act passed by Congress.

The law applies to married, active-duty Airmen.

The Airman's wife must have

given birth to the child on or after Oct. 14, 2008.

"This is going to have a positive impact on our Air Force families," said Senior Master Sgt. Rhonda Britt, the Directorate of Personnel Services Special Programs superintendent. "By giving our new dads more time to bond with mom and baby, we're building a stronger Air Force family."

Paternity leave, which may be authorized in conjunction with ordinary leave, must be taken on consecutive days and within 60 days

following the birth of the baby. For extraordinary circumstances, commanders may authorize paternity leave up to a maximum of 90 days following the baby's birth.

As with any administrative absence, the commander may disapprove paternity leave when it would have an adverse impact on the readiness or operational mission of the unit.

For more information, call your military personnel section or the Air Force Contact Center at 800-616-3775.



Golf Tournament raises funds

The 2008 Minuteman Golf Tournament held Nov. 7 at the Blanchard Golf Course at Davis-Monthan Air Force Base raised a total of \$19,000 for charitable wing and community organizations.

This year's tournament allowed 88 golfers and non-golfers to participate and make contributions through their respective teams.

The charities that received funds from the tournament were Wright Flight, Jimmy Jet Foundation, Project Challenge and the 162nd Family Readiness Fund.

The tournament would not have been a success without the efforts of 162nd Fighter Wing Minuteman Committee members who participated in the tournament or purchased raffle tickets.

A special thank you goes to all the committee members who made the effort to obtain the exceptional raffle prizes we had for this year's tournament.

The 162nd Fighter Wing Minuteman Committee thanks you all for your support.

Members asked to review vMPF education records

National Guard Bureau requests unit members conduct a records review of their vMPF to see if their education level is accurate.

Many Guard members have not forwarded this information to the their Base Education and Training manager to update in MilPDS or for Officers to Air Force Institute of Technology (AFIT).

This is a vital piece of information that could enhance Airmen's careers with opportunities for promotion, award recognition and force development.

Statistics show the Air National Guard trails the Air Force and Air Force Reserves in documented education levels. We believe these numbers are not 100% accurate because of many factors that the Guard faces and Active and Reserves do not. The best solution is to conduct this review to have the most accurate representation of our members' education levels in MilPDS.

If you have questions regarding your education data please contact Base Training at 295-6793, 295-6568, or 295-6188.

Dutch pilots make a brief return to Tucson



Photo by Capt. Gabe Johnson

Maj. Olde Bijvank, a Royal Netherlands Air Force F-16 pilot, interviews on the Operation Snowbird ramp at Davis-Monthan Air Force Base with KOLD, Channel 13, reporter J.D. Wallace about flying in Southern

Arizona, Jan. 14. Major Bijvank, an instructor pilot with the Ohio Air National Guard, trained at the 162nd Fighter Wing as a student pilot 12 years ago. The Dutch visited Operation Snowbird Jan. 11-31 with Ohio's 178th Fighter Wing to escape the winter weather conditions in the north.

Tig Bits

Blood Drive

Give the "Gift of Life." The next 162nd Fighter Wing Blood Drive will be held here Saturday, Feb. 7, with registration at building 15 (TAGRA), from 7:30 a.m. to 1:30 p.m. Please bring a picture ID. Contact the wing's blood drive coordinator, at 295-6652 to make your appointment to save a life. For more information visit <http://www7.givebloodgivelife.org/donors/>. All blood types are needed, but there is a special need for type O.

New Arizona

License Plate Law

A friendly reminder to all 162nd Fighter Wing members. According to a new state law, license plate covers or frames that obscure the "ARIZONA," to include partial obscurity, are subject to a \$130 fine.

Freeware is not free

Remember, only authorized software may be used in government computers. Licensed, registered software including shareware acquired through government procurement is the only commercial software authorized to be installed on government computer systems. Freeware, shareware, or public domain software cannot be installed on government systems without prior approval. This approval may be granted after the software has been certified by a software testing facility to be free of viruses, hidden defects, and obvious copyright infringements. Address any questions to Staff Sgt. Heidi Thiel at 295-6173.



Retiree benefits – Limit use of Personal Information

by Chief Master Sgt. (ret)
Barry Soulvie
Retirees Office

As all retirees know, the military ID is a passport to military retirement benefits. Unfortunately, the card has the retiree's social security number on it, though there are changes in the works to remove the number from ID cards. In all cases we recommend using the military ID only for official government business.

Everyone should now be aware that the Social Security Account Number (SSAN) is a prime target for identity thieves. Consequently, the individual's goal should be to limit the amount of exposure the number gets to minimize the chance it will fall into the wrong hands.

For starters, putting a social security number on a driver's license is an option in the State of Arizona. Decline this option.

Also, it seems to be common practice when signing up for services from major corporations, utilities, cell phones and other services that they ask for a SSAN. When asked for your number we recommend you ask these two questions?

1. Why do you need the number? and
2. If I don't give it to you, what happens then?

Unfortunately, some organizations ask for the number when they don't need it, so, in many cases, the service will be approved without giving up your SSAN. If they say the number is required you have to decide if giving up your number justifies having that service.

Don't forget, retirees are invited to a briefing this UTA Sunday, Feb. 8 at 10 a.m. in the base auditorium. Following the briefing we are invited to the annual steak fry. Retirees and their guests will be charged \$4.25 for this meal. We are looking forward to seeing you there.

On Feb. 11 (the second Wednesday of the month) we continue the long-standing tradition of the monthly breakfast for our retirees. As always, it will be held at the Hometown Buffet on Wilmot Road a few blocks south of Broadway at 7:30 a.m.

Also on the agenda for 2009 are the upcoming Retirees Luncheon on April 9 and the White Mountain Picnic on June 18. Mark your calendars with these important dates. More detailed information will be available as we get closer to these events.

All in the EL TIGRE Family

Military Promotions:

To Master Sergeant
Debra Hruschka, Snowbird

To Technical Sergeant
Santos Flores, Services
Raul Verdugo, Services

To Staff Sergeant
Joseph Austin, Maintenance

New Members:

Staff Sgt. Joe Federico, Fuel Shop
Staff Sgt. Marco Tineo, Fuel Shop
Airman First Class Brian Vorel, AGE

Graduations:

Staff Sgt. Keron Watson, Honor Graduate, Contracting apprentice technical school

Births:

Staff Sgt. Matthew and Katy Eyring, welcomed baby boy Jacob, born Jan. 3, Fuel Shop

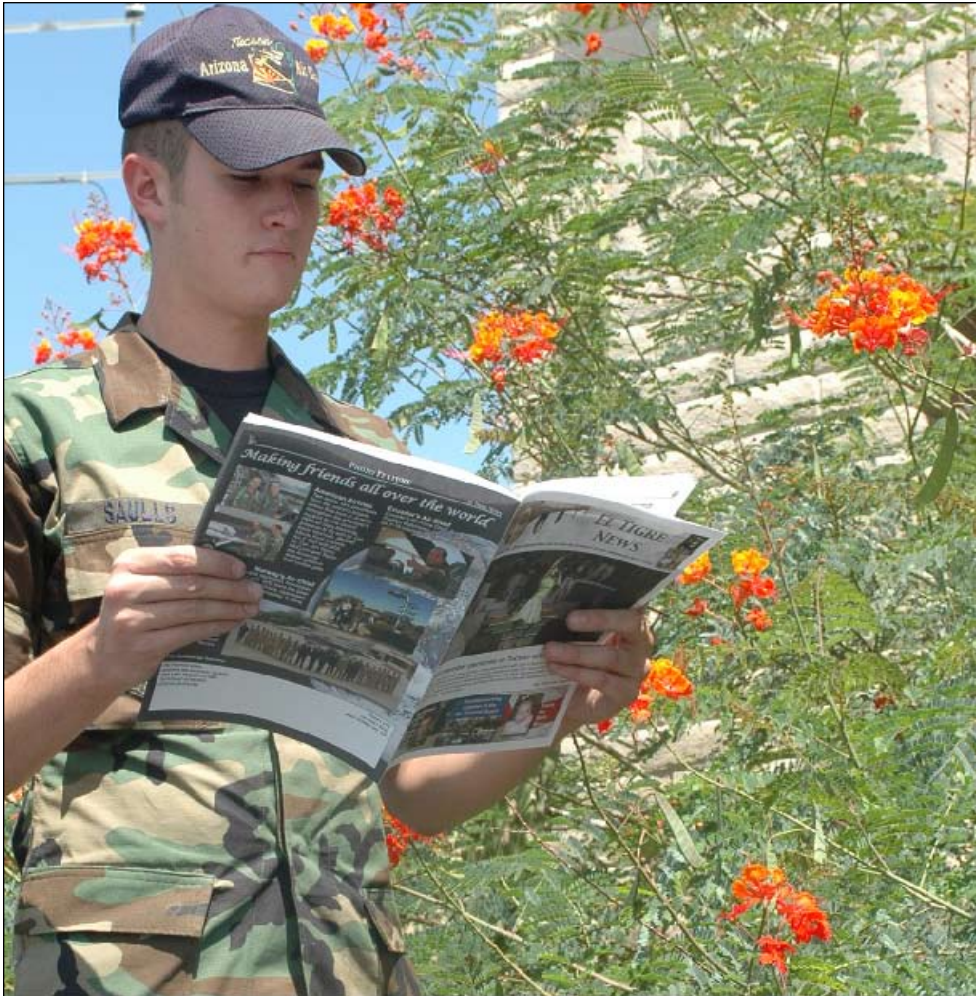
Master Sgt. Phil Watson, quality assurance, and Staff Sgt. Dana Watson, headquarters, welcomed their baby boy Clayton Jan. 14. He weighed 6 pounds 15 ounces.

Retirements:

Capt. Conrad Cordova, Medical Group

Chief Master Sgt. Charles Reeves, Safety





You too can contribute to
El Tigre and 162fw.ang.af.mil

submit articles and photos to: 162fw.pa@aztucs.ang.af.mil

**DESERT ROSE
 DINING FACILITY
 MENU**

Cost for AGRs & Officers \$4.25

SATURDAY

- Fried Chicken
- Swiss Steak w/mushroom gravy
- Mashed Potatoes
- Brown Gravy
- Rice Pilaf
- Succotash
- Green Beans
- Steamed Carrots
- Beef Barley Soup
- Chocolate Macaroon Cake
- Banana Cream Pie

SUNDAY STEAK FRY

- Grilled Steaks
- Chicken
- Pinto Beans
- Salsa
- Tortillas
- Potato Salad
- Macaroni Salad
- Shrimp Cocktail
- Assorted Cookies
- Assorted Beverages
- Assorted nuts & candies

**SHORT ORDER &
 STANDARD ITEMS**

Not available Sunday

- Hamburgers/Cheeseburgers
- Chicken Strips
- Fish Sandwich
- Tuna Sandwich
- Garden Burgers
- Pizza
- Baked Beans
- French Fries
- Onion Rings
- Baked Potato Bar
- Assorted Breads
- Salad Bar w/Condiments*
- Fresh Fruit
- Frozen Yogurt

*Dining Facility Hours
 9:45 a.m.-12:15 p.m.*

*The menu is based on
 availability and is subject to
 change without notice.*

That Guy.com



A message for U.S. Military
 from the Department of Defense.

That Guy ('[th]at 'gl), n.

1. Anyone who, after drinking excessive amounts of alcohol, loses control of self or situation with humiliating or compromising results:

a. Used to suggest shameful or embarrassing behavior: What is *That Guy* thinking? or, No way am I hanging out with *That Guy*.

b. Used to imply an unpleasant transformation/metamorphosis: Everything was great until my friend drank a few too many and turned into *That Guy*.

2. A negative example, often used to mock someone: Don't be *That Guy*.



Sign up now for Military Marriage Conference

by Chaplain
(Lt. Col.) Bob Norton
Wing Chaplain

The 162nd Fighter Wing Chaplain's Office invites unit members to participate in a Military Marriage Conference Saturday, March 28, from 9 a.m. to 3:30 p.m. at the Catalina Foothills Church, 2150 E. Orange Grove Rd. in Tucson.

This conference will feature Dr. Gary Chapman, author of the best-selling book *The Five Love Languages*, which has sold five million copies and was the first in popular series of love-language books.

This conference will bring together military personnel and their spouses from all over Arizona. Registration will begin during the wing's February UTA and all active and retired members are encouraged to register early so as not to miss out on this golden opportunity.

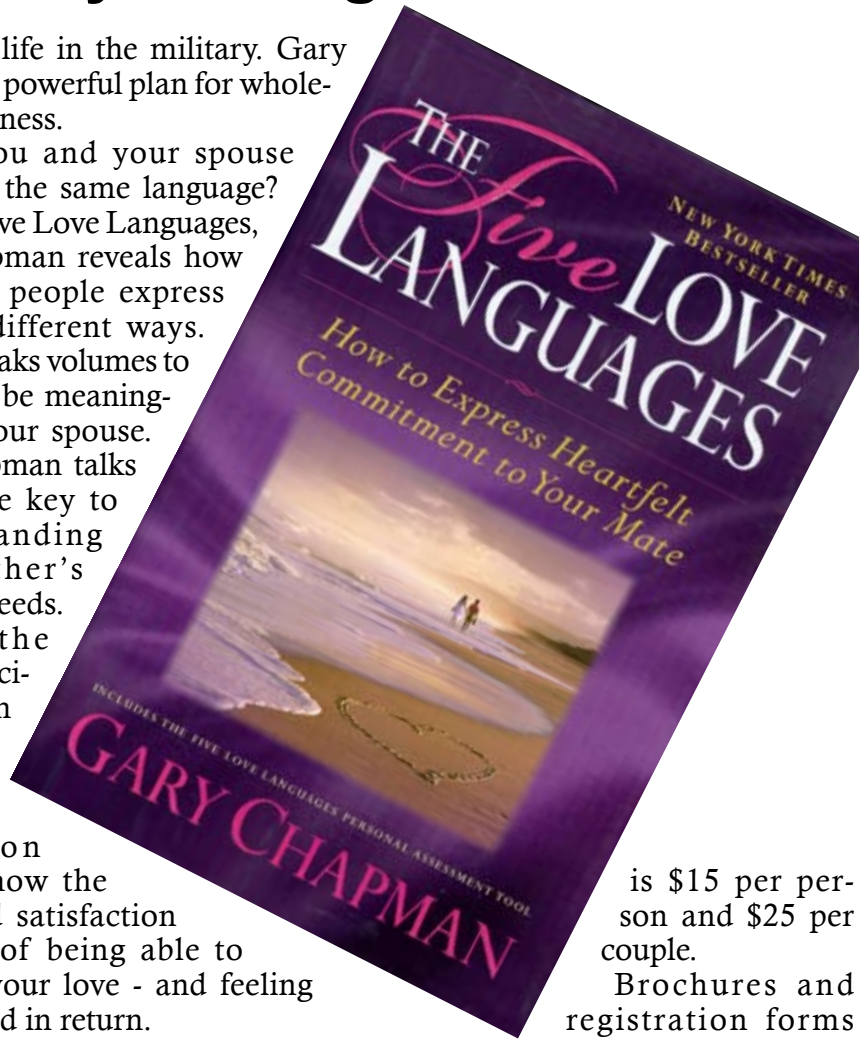
Gary Chapman is an ordained minister and marriage counselor. He hosts a national radio program and is a popular conference speaker the world over. He is also the director of Marriage and Family Life Consultants, Inc. He has a special concern for military families and goes out of his way to make the message of "A Growing and Healthy Marriage" available to military audiences. Because of his heart for military families, he is especially effective in helping couples to thrive in the midst of the big challenges

affecting life in the military. Gary delivers a powerful plan for whole-life happiness.

Are you and your spouse speaking the same language? In *The Five Love Languages*, Dr. Chapman reveals how different people express love in different ways. What speaks volumes to you may be meaningless to your spouse. Dr. Chapman talks about the key to understanding each other's unique needs. Apply the right principles, learn the right language, and soon you'll know the profound satisfaction and joy of being able to express your love - and feeling truly loved in return.

Dr. Chapman's most recent book is "Love as a Way of Life: Seven Keys to Transforming Every Aspect of Your Life." It's excellent! I highly recommend *Love as a Way of Life*. It is more than self-help. It's a valuable guide to creating fulfilling and satisfying relationships and reaping the joys of living a love-driven life.

Join with military people from all over Arizona for this outstanding conference. The registration fee



is \$15 per person and \$25 per couple.

Brochures and registration forms will be available at the Chaplain's office and at squadron orderly rooms. Books and resources will be available at the conference site as well.

Some scholarship money is available. We don't want anyone to miss out on this opportunity. Call the Chaplain's Office at 295-6217 for more information. Don't delay in registering for we do expect a strong response to this conference.

162ND FIGHTER WING
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TUCSON AZ 85706-6052
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