



THE GUARDIAN

March 2012



A Publication of the Wyoming Air National Guard

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The Guardian Staff

Col. Stephen E. Rader
commander

Col. Paul Lyman
vice commander

Chief Master Sgt. Thomas Loftin
command chief

1st Lt. Rusty Ridley
public affairs officer

Master Sgt. Paul Mann
public affairs manager

Staff Sgt. Natalie Stanley
public affairs specialist

Staff Sgt. Ann “Mike” Fitzgerald
still photographer

Staff Sgt. John Galvin
still photographer

Senior Airmen Cherron Vaden
broadcast journalist

Airman 1st Class Nichole Grady
public affairs specialist

Airman 1st Class Griffith Sea
knowledge operations manager



Photo courtesy of Dewey Baars

Members of the 153rd Airlift Squadron and the U.S. Forest Service conduct annual Modular Aerial Fire Fighting System (MAFFS) training in Cheyenne, Wyo., Feb. 6-8, 2012. 2012 marks the second year 153 AW personnel used the new MAFFS II system operationally. The newer system shortens the ground time required between MAFFS airdrops resulting in quicker turn times to a fire.

Please send *Guardian* submissions by COB the second Monday after UTA to:

153.aw.pa@ang.af.mil

Submissions that are not received by this date cannot be guaranteed inclusion.

Please feel free to submit article ideas, comments or corrections.

The Guardian is the unofficial newspaper published by the 153rd Airlift Wing Public Affairs Office for the members of the Wyoming Air National Guard. The opinions expressed herein do not necessarily represent those of the United States Air Force, the Wyoming Military Department or the Wyoming Air National Guard.

Commander's Corner



Col. Stephen E. Rader
153rd Airlift Wing commander

Welcome to March Drill. It's been fairly cold the last few weeks, with the eastern slope finally seeing some much needed snow. With that snow comes the inevitable slippery conditions in our parking lot and around our buildings. Please use extra caution when walking through areas that are not completely cleared of snow and ice. If conditions are poor in high traffic areas around your building, advise your building manager so that they can take care of the situation.

As the headlines fill with news on the political processes leading up to the elections next November, we have seen some of the proposed budget cuts to the military. The proposals have some significant impact to units flying C-130s. A reduction of 65 aircraft is proposed,

which is achieved by having several ANG and AFRC C-130 units either closing or transitioning to other aircraft. The news is good for the 153rd as the only impact would be to trade our older 2.5 model in for a newer 3.0 model. This great news can largely be attributed to our very successful active association and the sterling reputation that our unit has throughout the airlift community. It is very important that we do everything we can to maintain that reputation for excellence, and that we keep our manning levels above 95 percent. Currently, we sit at about 93 percent of authorized manning.

As of early January, we received the final unit manning documents depicting the outcome of the first round of the enlisted grades review. As many of you are aware, NGB conducted the review in an attempt to get the enlisted grade percentages within the legal limits prescribed by law. Nationwide, the Air National Guard was well over on the authorized numbers for senior enlisted numbers within its ranks. We have asked all unit commanders to review their manning documents and try to reconcile personnel to positions so that we can get an accurate picture of where we are. Some promotions may be held up for a couple months while this process is completed. The delay will especially affect those few who were lucky enough to have their positions upgraded under the new manning document. Where there are several

individuals eligible for the upgraded position we will compete the position when able. For those positions that were downgraded in the new manning document, the personnel holding those positions will be carried as overgrade. If they held the previously higher rank, they will have until Jan. 1, 2014, to find a position with their current rank, or take a reduction in rank to stay in the position. Those that are in this situation should be briefed by their commanders no later than the end of April Drill.

In March, we will have deployments for our AES folks, and another round for the 30 AS. As always, there are a few other individuals also coming and going over the next several months. The big deployment this year for Ops and MX is still scheduled for July. Location and numbers continue to flux. In addition, we will be conducting a number of training events as we begin to prepare for our ORI in June 2013. The largest for this year will be an ORE to Guernsey May 5-9. A good portion of Wing personnel will be involved. Make sure you know if you are expected to participate in May so that you can ask for the time off from work as soon as possible to prevent problems.

It seems as if it never slows down anymore. There is always something going on. I appreciate all the sacrifices you make in order to continue to serve as members of the 153rd. Keep up the great work! 🇺🇸

Aviation history

Wyoming's impact



Photos and images courtesy of Wyoming State Archives

Staff Sgt. Natalie Stanley
153rd public affairs specialist

This is part one of a two-part series about Wyoming's role in aviation history.

What city throughout the first 50 years of the 1900's was home to daring pilots flying through blizzards with no flight instruments? Where B-17 bombers were being modified in a matter of days to fight in World War II? And home to the world's first stewardess's school?

The city may be closer to home than you think.

Michael Kassel, curator of collections at the Cheyenne Frontier Days Old West Museum, grew up in Cheyenne, Wyo., and attended Laramie County Community College, before moving to Missouri to finish his degree in Museum Sciences and Historic Preservation at South East Missouri State University.

Kassel eventually returned to Wyoming for his career and attended the University of Wyoming to earn his masters. While there, Kassel's professor, Dr. Phil Roberts, handed out a list of possible research topics for a paper on the history of the American West. One topic that caught Kassel's attention was the stewardess school in Cheyenne.

This research paper started his in-depth, eye-opening look at Cheyenne's rich, often overlooked, aviation history and developed into his thesis on aviation history in Cheyenne.

"I started working on [the thesis] in 2003 and I

worked on it for four years, and eventually came up with 274 pages of really cool stuff," said Kassel.

Kassel said as his research progressed he had the question of why United Airlines was in Cheyenne in the first place. Wanting to find the answers and the original sources, Kassel contacted United.

"I was able to go Chicago to the United Airlines' headquarters," said Kassel. "They opened up this vault and here are these boxes, just stacks and stacks of boxes going as far back as I can see and sure enough there were boxes from Cheyenne as the airmail depot, Boeing Air Transport and United Airlines."

"They gave me copies of anything I wanted and that's where I really started putting some great stuff and great material together," said Kassel.

Kassel's research led him through Cheyenne's aviation importance, beginning around 1900 and continuing up until roughly the end of World War II.

One of the first major events to affect Cheyenne aviation happened on Oct. 4, 1919. Gen. Billy Mitchell announced the Transcontinental Reliability and Endurance Test to support the theory that aircraft could be flown to either coast from the other in defense of the country. Cheyenne was selected as a major stop because of the Sherman Pass over the Rockies, access to the railroad for supplies and a base already featuring an airfield.



“With the railroad already established in Cheyenne, providing visual markers—and also being the lowest point through the Rockies—it was a natural fit for the Boeing Co. and the airmail service,” said Kassel. “It was a great place to service planes, being located halfway between Chicago, Ill. and San Francisco, Calif.”

On May 1, 1920 an announcement was made that Cheyenne was to become a principal stop on the new U.S. Air Mail service route. The new air mail service was first implemented by the U.S. Post Office.

In July 1920, then Secretary of War, Newton Baker refused use of the airfield at Fort D.A. Russell for Air Mail service, which led to Cheyenne choosing a site 1 mile north of downtown for the new airfield.

“The Secretary of Defense thought that Fort D.A. Russell should be a military airfield period,” said Kassel, “he didn’t want civilians on it, so they negotiated with the city to establish a new facility and that’s where we got the airfield that we have today.”

Cheyenne became the focal point of the Air Mail service, with the first flight of the world’s first Transcontinental Air Mail Route landing in Cheyenne on Sept. 8, 1920.

Cheyenne continued to gain notoriety for being the best of the best, with a new administration building,

four new hangars, sophisticated beacon and signaling systems.

“Cheyenne was known as the best airfield in the nation at the time,” said Kassel. “Lt. J. Parker Van Zandt even wrote an article for National Geographic about the Air Mail service and gave the biggest amount of time to the happenings in Cheyenne.”

In 1927, Boeing Air Transport Company won the bid to take over commercial air mail from the government and announced that it would consolidate all of its operations facilities in Cheyenne. In the same year Boeing 40 aircraft began to fly out of Cheyenne.

“It was to Boeing’s benefit that most of the pilots and mechanics signed on after the company took over the air mail service,” said Kassel.

Over the next two decades Cheyenne continued to be at the forefront of aviation technology. Aviation firsts were common in Cheyenne during these days, including: the first geared propellers being tested, the first engine oil cooling tanks ever installed on any aircraft and the first mechanics to come up with the use of Chromalloy steel in aircraft cylinders.

In a 1935 edition of Popular Mechanics, Cheyenne was featured as the largest airplane overhaul and repair base in the world with around 500 employees.

“The mechanics of this time were amazing,” said Kassel. “These guys could strip a Boeing 247 down to its basic frame, rebuild and repair all its systems and have the aircraft ready to fly in four days.”

B-17 modifications kept Cheyenne busy during the 1940’s. Cheyenne was chosen for a new modification center, Modification Center No. 10, which would equip B-17’s with the latest technology to fight the war in a variety of environments.

Cheyenne Modification Center No. 10 was responsible for the modification of 47 percent of all B-17 aircraft during World War II, 5,736 total aircraft. The center employed around 3,600 employees, and by late 1942, averaged 60 aircraft modifications per month.

With the end of World War II and the advancement in aircraft technology, Cheyenne’s aviation heyday came to an end. However, while it lasted, it had a real impact on the development of many areas of aviation history.

“An astronomical amount of cool things and cool people came through Cheyenne,” said Kassel, “including the world’s first stewardess’s school.” 🇺🇸

Part two “Where the friendly skies began...” to follow next month. (Some information in this article was obtained from Michael Kassel’s master’s thesis and a power point presentation presented to the Wyoming Air National Guard on Dec. 3, 2011)

February Happenings

Adrian Auditorium Dedication

Friends and family of Maj. Bryan Adrian gathered to dedicate the new operations building auditorium in Adrian's honor on Feb. 4, 2012 at the Wyoming Air National Guard base, Cheyenne, Wyo. Adrian joined the WyANG in 1988 and was here until 2005, when he joined the Alaska Air National Guard to become a combat rescue officer (CRO). Adrian died during CRO training in San Antonio.

Gov. Matt Mead and his wife Carol; Maj. Gen. Luke Reiner, Wyoming's adjutant general; Brig. Gen. Harold Reed, deputy adjutant general; and Capt. Brandon Pack, member of the 212th Rescue Unit, Alaska ANG, also attended the dedication. Adrian's photo, shown here, is embossed on a display case now located in "Adrian Auditorium" and was presented during the ceremony.

Adrian's family members were present for the dedication including those pictured here: Carline Adrian (niece), Patrick Adrian (nephew), Alea Adrian (daughter), Dean Adrian (father), Jennifer Vehr (niece), Robert Adrian (nephew), and Joan Adrian (mother).



U.S. Air Force photos by Staff Sgt. John Galvin



30th Airlift Squadron leadership development seminar



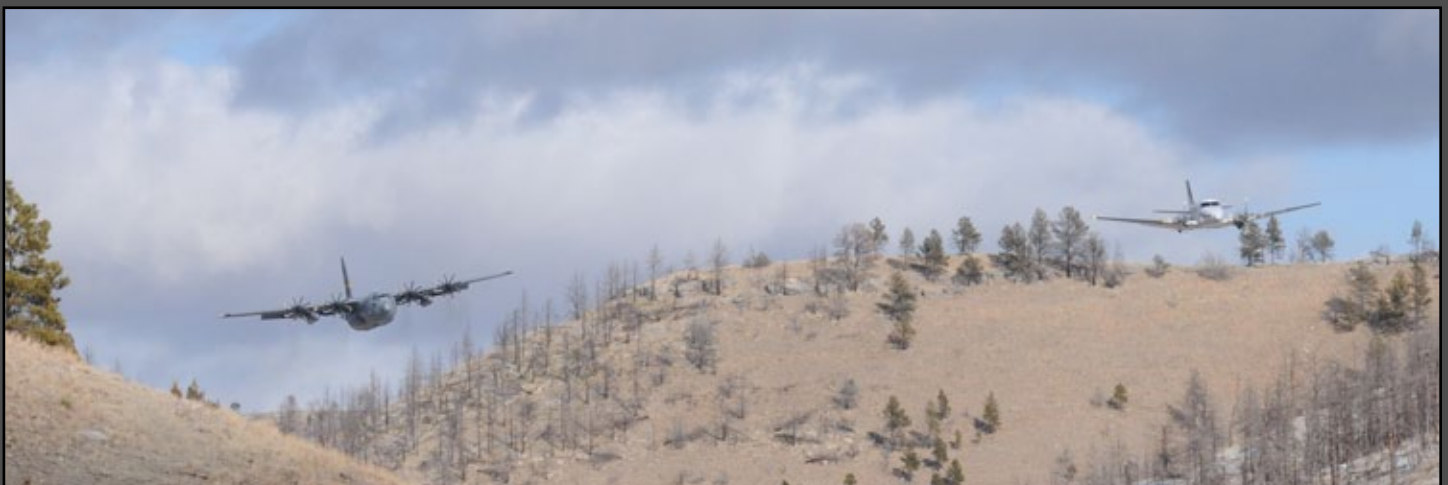
Brig. Gen. Harold E. Reed, deputy adjutant general, Wyoming Air National Guard, speaks to members of the 30th Airlift Squadron and 153rd Airlift Wing during the 30 AS leadership development seminar Feb. 10, 2012. (U.S. Air Force photos by 1st Lt. Grant Mcewen)



Retired U.S. Air Force Gen. Lloyd W. "Fig" Newton speaks to members of the 30th Airlift Squadron and 153rd Airlift Wing at the Cheyenne Air National Guard Base during the 30 AS leadership development seminar Feb. 10, 2012. Newton, who retired as commander, Air Education and Training Command, was the first African-American pilot in the U.S. Air Force Thunderbirds. He was in Cheyenne, Wyo., as guest speaker for F.E. Warren Air Force Base's African-American Heritage Month events, and spoke to military and civilian personnel stationed at the base.

Modular Airborne Firefighting System

Photo courtesy of Dewey Baars



SNCO Council news

Formerly the Top III council

Chief Master Sgt. Chuck Engbretson

153rd Logistics Readiness squadron supply manager


The Senior Noncommissioned Officer Council had a busy and successful last year! I'd like to tell you about some of the things the council accomplished in the past year, spark some interest in you, and get some support for the SNCO Council at the same time.

First, we should talk about the name change. A motion was brought in front of the council, discussed, and voted as approved, to change the structure of the Top III so that it incorporated only master sergeant and senior master sergeants. The idea here is not to be exclusionary, but to ensure that each member has a vote and only one vote. The Chiefs will now get their vote at the Chiefs Council meeting. The administrative changes still need to be completed but they are in motion. Some of the other accomplishments achieved are; Colorado Eagles ticket specials, Wing Organ Donation drive, instituted the first ever wing SNCO Induction ceremony, organized the first combat dining in, in seven years, established continuity folders addressing how to orchestrate the SNCO Induction Ceremony, the combat dining in, and the Wing Family Picnic. We also donated funds to support every request, to include wing events.

Elections were held for new offi-

cers at November's meeting. Nominations were taken, votes were cast and I am pleased to announce the SNCO Council officers for 2012: Senior Master Sgt. Neil Priest, president; Senior Master Sgt. Carl Hocking, vice president; Master Sgt. Chuck Tarter, treasurer; and Master Sgt. Andre Rivard, secretary. Congratulations all.

The newly elected and current SNCO Council members are already off to a great start with some intriguing ideas including increasing the "footprint" of the Wyoming Air National Guard by hosting a hospitality room at the State Basketball High School Tournament in Casper, Wyo. Another idea is to put together a list of pace setters available for WyANG members looking for help achieving a certain run time on their physical fitness test. Members would be able to call their unit health and fitness monitor to request someone with a run time they wish to achieve to help set their pace. These are just a couple ideas in the works and you can help by bringing more to the table.

This worthwhile organization needs your support to keep it an energetic and viable council in the future. Please come and share your ideas, voice your concerns without retribution and help make the wing a better place for all by your continued participation and support. 

"This worthwhile organization needs your support to keep it an energetic and viable council in the future."

Chief Master Sgt. Chuck Engbretson

Technical Sgt. Joni Lacentra gets her hair cut by Todd Putman, hairstylist for the Denver Broncos cheerleaders, for Locks of Love after winning a “what would you do for Denver Broncos tickets” contest, Jan. 8, 2012 in Denver, Colo. Lacentra attended a play off game after shaving her head in support of women with cancer. (photos courtesy of Jayme Brucher.)

Below: Members of the 187th Aeromedical Evacuation Squadron shave their heads in support of Tech. Sgt. Joni Lacentra during Jan. UTA. (U.S. Air Force photo by Staff Sgt. John Galvin)



What would you do???

Staff Sgt. Natalie Stanley

153rd public affairs specialist

Would you shave your hair and paint your head like a Denver Broncos helmet for playoff tickets? What if you were a woman with thick hair half way down your back, would you still do it? What if it was for a good cause?



Technical Sgt. Joni Lacentra, 187th Aeromedical Evacuation Squadron, flight medical technician, recently shaved her head to donate to Locks of Love during a “what would you do for Denver Broncos tickets” contest. She was selected out of thousands who entered, using this opportunity to get her message out and, of course, win Broncos tickets.

For Lacentra, whose mother recently passed away from multiple myeloma cancer, donating her hair was a personal way to support those who have lost their hair during their battle with cancer.

“I wanted to get the word out about donating hair and this was a way to do it with a big audience,”

said Lacentra. “The requirements for Locks of Love’s donations have changed, like how long your hair has to be, making giving more accessible.”

When Lacentra went to her supervisors at the 187th AES with her plan, she found overwhelming support.

“Sergeant Lacentra approached me saying she was going to donate her hair to Locks of Love,” said Master Sgt. Thor Rasmussen, 187th AES first sergeant, “and part of being a good wingman is supporting people’s causes, so we wanted to support her 100 percent.”

The unit showed their support by raising funds for a wig Lacentra could wear during her military duty,

which she in turn donated to Locks of Love. Also, the men of the unit came together during February’s unit training assembly to show their support by shaving their heads.

“One of our fulltime troops thought it would be a good idea to show our support by the guys shaving their heads,” said Rasmussen. “I

thought it was a great idea and ran with it and we’ve had overwhelming support.”

“I thought this was a worthy cause,” said Master Sgt. Michael Hensala, aeromedical evacuation technician. “I felt that I should help honor and respect that by participating, I don’t have 10 inches of hair, but I can show my support for her by cutting what little I do have.”

Even though Lacentra’s donation started as a personal endeavor, it ended up bringing the 187th AES together in support of a good cause.

“I’m really proud of this unit,” said Hensala, “we’ve had some struggles in the past, it’s nice to see that we’re able to come together.”

Guardsmen train to deploy



Senior Airman Brittney Milligan, 153rd Civil Engineer Squadron fire fighter, works her way through the personnel deployment function, or PDF line, with the assistance of Tech. Sgt. Tanya Robison, 153rd Force Support Squadron training technician, at the Cheyenne Air National Guard Base Feb. 4, 2012. Milligan, who is from Cheyenne, Wyo., works as a sales clerk in a Cheyenne clothing store, Robison is a full time technician with the base education and training office, and both are members of the Wyoming Air National Guard who, along with dozens of other Airmen, used part of their unit training assembly weekend to train for an upcoming readiness inspection. (U.S. Air Force photo by Master Sgt. Paul Mann)

Wing Family Readiness upcoming events

March

- Annual Wing Easter Egg Hunt
March 24 from 9-11 a.m. (register no later than March 16)

April

- Teen Leadership Summit applications due by April 23 (apply online at www.afrc.af.mil/library/4rfamilies) dates are June 17-22 and Aug 7-12.

Tax preparations

- Military OneSource H&R Block at HomeR free tax filing service. Call 1-800-342-9647 to talk with a Military OneSource tax consultant.

for more information on upcoming events contact Denise Rampolla at 307-772-6063 email: denise.rampolla@ang.af.mil



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Email: hailey.c.atkinson@us.army.mil





<i>AFSC</i>	<i>Job Title</i>	<i>Closing Date</i>
46N3	Clinical Nurse	4 MAR 12
3E000	Civil Engineer Enlisted Manager	5 MAR 12
1C771	Deputy, Airfield Manager	7 MAR 12
12M3B	Qualified C-130 Navigator	2 APR 12
44M3	Internist	Open Until Filled
48R3	Residency Trained Flight Surgeon	Open Until Filled
48R3	General Medical Officer	Open Until Filled

please visit link below for a detailed jobs listing
<http://wyomilitary.wyo.gov>

All applications must be submitted by the closing date listed on the advertisement to
 Master Sgt. Denise Hondel
 153 AW/FSS
 217 Dell Range Blvd.
 Cheyenne, WY 82009-3320
 307-772-6457

The Wyoming Military Department is an equal opportunity employer. Selection for all positions will be made without regard to race, religion, color, national origin, sex, political affiliation or any other non-merit factor. This applies to ALL vacancies within the Wyoming Military Department.

Job announcements must be sent directly to FSS, not to the Public Affairs office. The format must include, Position Title, Grade, Officer/Enlisted (both), other special qualifications. The requested announcement may be sent to Master Sgt. Denise Hondel, Tech. Sgt. Victoria Lopez, or Maj. Rachel Bennett for submission. Questions on posting job announcements may be directed to Maj. Rachel Bennett, 307-772-6320.

We Salute

Promotions

Tech. Sgt. Bryce Bishop
Tech. Sgt. Jason Christofferson
Tech. Sgt. Michael Coughenour
Tech. Sgt. Adam Coulon
Tech. Sgt. Brett Durante
Tech. Sgt. Ericson Gentry
Tech. Sgt. Josephy Marion
Tech. Sgt. Bryson Swank
Tech. Sgt. Greg Wardle
Staff Sgt. Rozalita Gaines
Senior Airman Amy Frontiero
Senior Airman Kelsey Raile

Retirements

Col. Stanley Bruntz
Master Sgt. Travis Bramlett
Master Sgt. Deborah Mort
Master Sgt. Maria Nave
Master Sgt. Jonathan Pearce

Wyoming Air National Guard
217 Dell Range Blvd.
Cheyenne, WY 82009