

Prevailing Wind

September 2011 The Official Newspaper of the 127th Wing, Selfridge ANGB, Michigan Volume 16 Issue 9

Now THAT'S an Airlift!



Airmen from the 191st Maintenance Squadron work with a crane operator from the 127th Civil Engineering Squadron to simulate lifting the nose of a KC-135 during a training exercise during the August UTA. More details on the heavy lift exercise are on Page 14. (USAF photo by TSgt. Dan Heaton)



Veteran
World War II
Airmen flies again
at Selfridge Air
Show

Inside:

& Recruit
Dozens of new
Airmen sworn in as
part of Air Show
activities



...Commander's Corner

ANG: Undeniable Value for America

By Col. Mac Crawford
127th Mission Support Group

I had the opportunity to personally welcome home our deployed Civil Engineers from their recent deployment to Afghanistan. What a thrill it was for them to return home, and to reunite with their families. There were lots of happy and proud faces in that crowd that gathered at the Dining Facility in celebration. These 16 engineers represent roughly half of our current deployed Civil Engineer contingent abroad. With no unforeseen delays to the current schedule, a similar scene will play out again in about a week at this same location, when the remainder of the group is welcomed home.

Though the names of the units, military members and families change, the event and scene remain unchanged - members of our 127th Wing, Michigan Air National Guard, say goodbye to their employers, co-workers, friends and family, and deploy overseas to war-torn Afghanistan and Iraq to continue our country's war on terrorism. They do so at great personal sacrifice, with a strong sense of duty, and an unwavering commitment to our United States and its citizens. They do so as members of the Air Reserve Com-



CRAWFORD

ponent (ARC) of our great Air Force, working hand-in-hand with our Active Duty and Air Force Reserve counterparts, with our sister services, and with our international allies. Trust me when I say the Air National Guard plays a pivotal role in military and humanitarian missions all around the globe. And when their mission is complete and they return home to their full-time jobs in the community, their friends and family, filled with a deep sense of accomplishment and pride, we know that America is a little bit stronger and safer as a result of their efforts. Air National Guard members, like those I welcomed home today, are indeed our 21st century heroes.

With a struggling national economy,

Continued on page 17



...From the Chief's Desk



As Airmen, we must always be ready

By CMSgt. Timothy Daniels
127th Communications Squadron

Have you ever been on an airplane and heard the pilot say, "Ladies and gentleman, this is the pilot. We have a medical emergency on board. Is there a doctor or medical professional on board?" I heard it on a recent TDY. The announcement definitely caused the plane to go quiet.

Leading up to the announcement, the Flight Attendants were getting started on serving drinks, and they had gotten up to my row. All of a sudden, one of them turned around to look at the back of the plane, locked the wheels

on the cart, and started running toward the back of the plane. Then we heard the announcement. For the rest of the flight, people around me were craning their necks to try and see what was going on. The pilot came on several times, telling us to stay in our seats, and that when we landed do not get up. There was going to be EMTs coming on the plane to take care of the situation.

After we landed, the EMTs came



DANIELS

on and took an older man off the plane in a wheelchair that fits down the aisle of a plane. That was the last we saw, and the pilot asked us to say thanks to the medical personnel who had assisted. Then we started grabbing our carry-on luggage and getting on with our travels.

I was lucky. I was travelling with another Air National Guardsman who was seated further back in the plane and he told me what happened. A man seated near him wasn't feeling well, stood up, then fainted. My friend, a fireman, was already helping the man by taking his vitals, including pulse and

Continued on page 17



The Official
Newspaper
of the 127th
Wing

A proud military organization characterized by excellence and integrity in the fulfillment of our duties to our nation, community and to one another.

Command Staff

Commander

Col. Michael Thomas

Vice Commander

Lt. Col. Philip Sheridan

Command Chief Master Sergeant
CMSgt. Robert Dobson

Chief, Public Affairs

Capt. Penelope Carroll

Prevailing Wind Staff

MSgt. Terry Atwell

TSgt. David Kujawa

TSgt. Dan Heaton

SSgt. Rachel Barton

Mr. John S. Swanson

This funded Air Force newspaper is an authorized publication for members of the U.S. military service. Contents of the Prevailing Wind are not necessarily the official views of, or endorsed by, the U.S. Government, 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 127th Wing. All photographs are Air Force photographs unless otherwise indicated.

For story or photograph submissions, ideas or comments for the paper, e-mail the Prevailing Wind staff at:
127.WG.Prevailingwind@ang.af.mil

Deadline for October edition:
Oct. 7, 2011

World War II Airman catches a ride for air show

By TSgt. Dan Heaton
127th Wing Public Affairs

Some 66 years after his last mission, Staff Sgt. Edward Lash was once again at the radio operator's controls, flying aboard a C-47.

"Words.... I am kind of at a loss," said

Lash, 92, and a veteran of World War II.

Lash flew aboard a C-47 owned by the Michigan-based Yankee Air Museum, during a flight from Detroit Metropolitan Airport to Selfridge Air National Guard Base. The C-47 flew to Self-

ridge to participate on Aug. 19 to in the base's air show and open house, Aug. 20-21.

The flight was arranged by Lash's son, Steve, in partnership with several members of the Yankee organization, as well as the aviation unit of the Macomb County Sheriff's Dept. Steve Lash flew with his father on the flight, which was piloted by Howard Rundell. Lash's other two sons, Edward and Matt were able to see their father on to the flight and then drove to the base to meet the plane when it landed.

Lash spent about three years on active duty with the Army Air Force in World

War II. During that time, he flew on missions throughout the European Command with the 73rd Troop Carrier Squadron of the 9th Troop Carrier Group. During his time in Europe, Lash flew a variety of missions, including 32 flights to evacuate prisoners of war out of the combat zone. During D-Day, when thousands of American and

Allied troops stormed the beaches of Normandy in France and met fierce opposition, he flew three sorties as his C-47 towed gliders to locations behind enemy lines.

"I couldn't see what was going on down on the ground that day. I was at my station and had no

window. It was probably for the best. Before that flight, they had a minister come and to talk with us if we wanted, so we could make our peace with God. Everyone knew a lot of people weren't coming back that day," Lash said.

After the successful invasion, his squadron relocated from a base in England to a base on the European continent and continued flying cargo missions.

Today, Lash, who retired from a career as an engineer with an automotive supply company in the Detroit area, talks a bit more about his World War II experiences



Edward Lash, a World War II veteran, talks to one of the pilots that flew him aboard a C-47 from Detroit Metro Airport to Selfridge on Friday, Aug. 19. Lash was a radio operator aboard a C-47 in World War II and had not been aboard a C-47 since that time. Lash's son, Edward, is behind him. (USAF photo by TSgt. Dan Heaton)

Continued on page 21



Members of the Michigan Air National Guard pose while stationed at a forward operating base in Afghanistan. The Airmen are now homeward-bound after a six-month deployment. (USAF photo)

Selfridge Airmen return from Afghanistan

By TSgt. Dan Heaton
127th Wing Public Affairs

Roughly two dozen Citizen-Airmen from Selfridge Air National Guard Base have arrived home after six months of duty in Afghanistan.

The returning Airmen are members of the 127th Civil Engineering Squadron of the Michigan Air National Guard. In addition to their duty in Afghanistan, these Airmen underwent specialized training prior to their deployment, requiring them to be away from home for a total of approximately seven months. During their deployment, one Airman watched the birth of his new child via a video link. Another Airman watched her son graduate from high school during her deployment.

“These Airmen represent communities across Michigan. Their service rightfully brings honor and pride to all of us. We are anxious to say ‘welcome home,’” said Col. Michael Thomas, commander,

127th Wing at Selfridge.

While deployed, the group, made up primarily of Airmen who work in construction-related fields, worked as part of the 877th Expeditionary Prime BEEF Squadron and helped plan and design Shin-dand Air Base in Afghanistan, the first air base in that nation dedicated to the training of Afghan pilots. At the Kunduz Heliport, they also helped to build the largest airfield in U.S. Air Force history to be created using AM2 mat, which creates a temporary runway and taxiway surface in lieu of concrete.

In total, the Selfridge Airmen completed 94 construction projects with a total value of \$42.7 million.

More than 200 Citizen-Airmen from the Michigan Air National Guard at Selfridge have been forward deployed so far in 2011.

Airmen from Selfridge been assigned to duties in Iraq, Afghanistan, Guam, Honduras and numerous other countries, as well as to locations in the United States.

Boss-Lift groups pay visit to Selfridge

By TSgt. Dan Heaton
127th Wing Public Affairs

A group of employers from the Washington, D.C., area have a better understanding of what the U.S. military does and how it works, thanks to a quick visit to the Motor City and one of the nation's most complex National Guard facilities.

The D.C. area employers spent three days at Selfridge Air National Guard Base and toured operations of all five U.S. military services. Selfridge is one of the very few locations in the country where all of the services – as well as several agencies of the U.S. Dept. of Homeland Security – operate on the same facility.

“Just learning about all the different things the military does and the technology involved is interesting,” said Freddie Winston, a partner in F&L Construction, which is based in a Maryland suburb of the nation's capital. “I’ll take the word back that its important that we give job security to people who give us national security.”

Score that as a victory for the ESGR program, which organized the tour, known as a “Boss-Lift.”

The ESGR – Employer Support of the Guard and Reserve – program exists to help smooth the waters between Guard and Reserve military personnel and their civilian employers. ESGR reps work to educate employers about the benefits of employing Guardsmen and Reservists – and also what the law is that protects the rights of those in the Guard and Reserve if they have to miss work due to military obligations.

“Bringing groups to Selfridge really gives us an opportunity to showcase a wide spectrum of the military, without having to lose a lot of time on a bus ride,” said Gary Aten, executive director of the ESGR for Michigan. “A Boss-Lift is a relatively small group of people, but if we pick key employers, they can go back and tell their peers



Lt. Col. Sean Campbell, a pilot with the 107th Fighter Squadron, explains the capabilities of an A-10 Thunderbolt II aircraft to a group of visiting civilian employers at Selfridge Air National Guard Base, Mich., Aug. 24, 2011. The employers are from the Washington, D.C. area. The trip to Selfridge was organized by the Employer Support of the Guard and Reserve organization to help educate employers about the Guard and Reserve forces. Campbell is standing next to the GAU-8/A 30 mm Gatling gun, the primary weapon of the A-10. (USAF photo by John S. Swanson)

what it is all about.”

Selfridge only recently became a destination for the Boss-Lift program. This year, two groups visited the base, the one from D.C., plus another from Nebraska. In all, about 40 employers paid a visit. They flew to the base on a military aircraft and then toured Air National Guard fighter and refueler aircraft, learned about Coast Guard and Army helicopters, visited a Marine Corps infantry company and attended a demonstration at an Army robotics lab – all at the same base.

The community outside the base also benefits as the employers on the Boss-Lift program stay in a local hotel, eat several meals in area restaurants and take one night “out on the town.”

Aten said next year, Selfridge is expected to be the site for four incoming Boss-Lifts.

The ESGR program sponsors a variety of around Michigan to educate employers about the Guard and Reserve. Most recently, about 250 employers attended a gathering at Selfridge during the practice day of the Selfridge Air Show

Aten said Guard members should be proactive in communicating their military requirements to their employers.

“Good communication resolves most issues,” Aten said.

To learn more about ESGR, visit www.esgr.com

9/11/01: We Remember



Anniversary Presentation

A presentation on the events of Sept. 11, 2001 will be offered at 1600 Saturday, Sept. 10, in the DFAC. Lt. Col. Doug Champagne, who was flying an F-16 in Michigan at the time of the attacks, and Lt. Col. Rolf Mammen, who was flying as a civilian airline pilot that day on a flight inbound to New York City, will talk about their experiences during the terror attacks. Following their presentation, the 127th Wing chaplains will lead a short remembrance service. All Wing personnel are encouraged to attend.

Service personnel render honors as firefighters unfurl a U.S. flag next to the impact zone on the Pentagon on Sept. 11, 2001. The Pentagon was one of three sites hit by a hijacked plane on Sept. 11, 2001. The World Trade Center in New York was attacked by two aircraft. A fourth aircraft crashed into a field in rural Pennsylvania. In all, nearly 3,000 people were killed in the attacks, including 184 at the Pentagon, which is the headquarters for the U.S. military.

Selfridge-related facts about Sept. 11, 2001

Airborne F-16s Facts

Fact 1: Two F-16 Fighting Falcons were returning from a training mission in northern Michigan at the time of the terror attacks. At the time, they were out of ammunition and only had enough fuel to return to the base. Though contacted by higher authorities, contrary to some media depictions they were not diverted in attempt to intercept any high-jacked planes. The aircraft landed at Selfridge and were immediately re-armed and re-fueled to await

new orders.

Fact 2: On the afternoon of Sept. 11, F-16s from Selfridge, flown by Lt. Col. (then major) Douglas Champagne and Major Gen. (then colonel) Robert Johnston, flew an armed combat air superiority mission over Detroit, one of more than 1,000 such missions the 107th Fighter Squadron would perform over the next several years



“We were up there to re-establish air superiority – because that day we lost it.”

— Major Gen. Johnston, now the commander, Michigan Air National Guard. Quote from 5-year anniversary recollection story: <http://www.michigan.gov/>

Alert Mission Facts

Alert Standup: The Cold War-era 24-hour alert mission had ended at Selfridge in the late 1980s. During the initial standing-up of the Operation Noble Eagle mission, aircraft maintainers and other personnel slept in tents near the Selfridge flight line to be ready to respond to any contingency.

Alert response: Selfridge aircraft were continuously in the air over the Detroit region for more than a week after the Sept. 11 attacks. After the first week, alert aircraft flew irregular patrols and responded to calls as directed.



Alert challenges/honors: The 127th Wing maintained the alert mission despite once having to relocate the flying unit to Battle Creek for much of the summer of 2002 due to a major reconstruction of the runways at Selfridge. The fighter squadron was named the Outstanding Air National Guard Flying Unit by the Air Force Association in 2002 and 2005.

Selfridge-related facts about Sept. 11, 2001

Deployment Facts

Deployment Fact I: Between Sept. 11, 2001 and Sept. 1, 2011, approximately 3,816 Airmen from the 127th Wing have been deployed. (There are about 1,700 people currently in the 127th Wing).

Deployment Fact II: About 150 members of the 127th Wing were already deployed to Saudi Arabia at the time of the terror attacks. They were operating in support of Operation Southern Watch to enforce a no-fly zone over southern Iraq.

Deployment Fact III: The 127th Wing's flying squadrons (The 107th Fighter Squadron and the 171st Air-lift Squadron –now the 171st Air Refueling Squadron) have deployed numerous times over the past decade in support of Operation Iraqi Freedom and Operation Enduring Freedom.

Homeland Security Expansion at Selfridge

Operational working units on base:

HQ Detroit Sector Border Patrol (USBP)
Great Lakes Office of Air and Marine (OAM) Operational Integration Center (OIC) HQ Northern Region, Office of Air and Marine

Only HQ Detroit Sector existed at Selfridge prior to 2001.

We have uniformed Agents and Officer from all three law enforcement arms of Customs and Border Protection (CBP):

United States Border Patrol
Office of Air and Marine
Office of Field Operations
Currently have over 200 personnel working on base who work for CBP.



Selfridge-related facts about Sept. 11, 2001

From the 127th Wing Commander

“Sept. 11, 2001, was the defining moment for a generation of Americans. Since that time, Airmen, Soldiers, Marines, Sailors and Coast Guardsmen from Selfridge have deployed to places near and far to not only defend our freedoms, but to help others to secure freedom and democracy as well. At the same time, Selfridge has become a key center for Dept. of Homeland Security operations to protect and secure our northern border,” said Col. Michael Thomas, commander, 127th Wing.

Aircraft changes:

Beginning in 2008, the 127th Wing changed aircraft and now flies the KC-135 Stratotanker, an air-to-air refueler, and the A-10 Warthog, a ground-attack aircraft.

After standing 24-hour alert since Sept. 11, 2001, the 107th Fighter Squadron stood down from alert and passed that mission to the 180th Fighter Wing of the Ohio Air National Guard in Toledo on Oct. 1, 2008. The 107th has since transitioned to flying A-10 aircraft, which is not used for air superiority missions.

“Over the past 10 years, some of the finest young men and women in America have risen their right hands and been sworn in to our armed forces – and done so knowing full well that they were likely to be deployed to Iraq or Afghanistan. As I’ve worked with the young Airmen

who have enlisted here at Selfridge over the past 10 years, I am convinced that our country is now being served by a new ‘greatest generation,’” said Col. Michael Thomas, commander, 127th Wing.



F-16 Fighting Falcon



C-130 Hercules

LRS trains in Alaska

By SSgt. Rachel Barton
127th Wing Public Affairs

More than 40 members of the 127th Logistics Readiness Squadron participated in mission oriented training alongside active duty military, Alaskan Air Guard, and civilian counter parts, as well as Army components present at Joint Base Elmendorf/Ft. Richardson, also known as JBER. The Selfridge Airmen flew to JBER for a two week deployment at the end of July for training in the areas of logistics planning, vehicle operations, traffic management, fuels, transportation, and supply.

In the Air National Guard, it is not unusual for an Airman to do his or her two weeks of required annual training at home station. This is often to meet



SrA. Burke Hyde



SSgt. Kristian Magor and SSgt. Nick Gucwa, vehicle mechanics with the 127th Logistics Readiness Squadron, determine their plan of action before beginning a repair job on a fire engine at Elmendorf Air Base, Alaska. With the two Selfridge Airmen is Scott Oral, a civilian mechanic at the Alaska base. (USAF photo by SSgt. Rachel Barton)

the needs of the mission at the home unit or can be for the convenience of the citizen-Airmen. However, a group deployment to another military installation offers a unique opportunity for Guardsmen to get hands-on training, a chance to experience an unfamiliar work environment and an opportunity from which to learn.

Core Task Training

According to Lt. Col. Brian Botkin, 127th LRS commander, "This is a great win-win situation for both the 127th Logistics Readiness Squadron and the 673rd and 773rd Logistic Readiness Squadrons at Elmendorf. We're able to complete core task training we can't accomplish at home, we're providing key support to the 3rd Wing during their busiest time of the year, and both sides are gaining knowledge and new ideas from one another. We are picking up best practices which we are going to use to improve our operations at home."

One such core task that Selfridge's fuel specialists cannot qualify on at their Michigan base is the use of the underground fuel hydrant system,

which is in operation at Elmendorf, but is not a system in place at Selfridge.

"Being the fifth guard base this summer to come to the LRS in Alaska for core task training, they (active duty counterparts) have the (training) process nailed down. We are able to support the 673rd LRS as well as get some training on equipment and vehicles which are not available at Selfridge," said Technical Sgt. Robert Frank, a fuels craftsman for the 127th LRS. He also added, "In the past, training requirements have been waived, but if you deploy you would still be expected to perform these tasks, and it's really better to get hands on experience with these duties before a real world deployment."

Learning New Processes

Improved efficiency was another take-away from this northern journey. Supply specialists from the 127th LRS were able to study an assembly-line version of an individual equipment issue facility. Elmendorf's 673rd LRS has

Continued on next page

LRS

Continued from previous page

developed a process which uses the latest handheld scanner technology to expedite assigning military members the contents of mobility bags. In the past, equipment issue has been a tedious process, considering the individualized sizing needs for equipment such as hats, helmets, gas masks, and other items. The streamlined process in place at Elmendorf takes about 45 seconds per troop to complete. According to Master Sgt. Laurie Gleason, a supply craftsman for the 127th LRS, she plans to learn from the system in place at Elmendorf, and use their system to improve operations at Selfridge.

Elmendorf's 673rd LRS also supports cargo shipment for a variety of troop movements and deployments, as do the Airmen at the unique joint military installation of Selfridge. Members of the 127th LRS's Traffic Management Office did a lot of work for the active duty TMO at Elmendorf. They spent their days calculating the centers of



SSgt. Robert Fort



127th LRS supply specialist MSgt. Laurie Gleason uses a device that ensures a gas mask has a good seal. (USAF photo by SSgt. Rachel Barton)

gravity for bulky items to be shipped, processing incoming shipments for the 673rd, and augmenting in areas as needed.

Senior Airman Burke Hyde, a 127th LRS TMO Specialist said of his experience, "We've been helping the LRS here stay on top of their workload. Most of the stuff we've touched is either rolling stock or different kinds of oversized cargo."

Fit to Fight

The deployment was also a chance for the Michigan Airmen to focus on being "fit to fight". With the heightened emphasis on physical fitness in today's Air Force, the commander took the opportunity to motivate his squadron towards a goal of overall fitness. He led group cardio sessions every morning, and encouraged members to also participate in strength training at Elmendorf's Arctic Oasis fitness center at the end of the duty day. During off duty time, Lt. Col Botkin, and Master Sgt. Clayton Wolfenbarger, an Information Systems Administrator and coordinator for this trip, led the deployed LRS contingent on a 3 hour hike to Flat Top Mountain near Anchorage, Alaska. The



Two Airmen listen to a briefing from a nutritionist during their AT to Alaska. Fitness is the responsibility of every Airman. (USAF photo by SSgt. Rachel Barton)

arduous trip to the top of the mountain was used to show that a fitness-minded lifestyle transcends the gym.

Col. Botkin said of the trip, "This deployment for training was well worth our time and effort. It was great for morale and we are coming away from this with a lot of new knowledge that I look forward to implementing back at Selfridge. I feel that because of this experience we're now more than prepared to support any deployed operation."

New commanders



Major Misty Hitchcock holds the flag of the 191st Aircraft Maintenance Squadron as she assumes command of that unit. The 191st AMXS provides support to the wing's fleet of KC-135 Stratotankers and is a component of the 127th Air Refueling Group. (USAF photo by TSgt. David Kujawa)



2nd Lt. Robert McLean holds stands in front of his flight after assuming command of the 107th Special Operations Weather Flight. The 107th is a component of Air Force Special Operations Command. (USAF photo by TSgt. David Kujawa)

Joint Services Support offers tips, suggestions for end of summer

The end of summer is a good time to re-focus, regroup, and reacquaint yourself with all that the Joint Services Support (JSS) system offers for Service members and their Families. With its recent redesign and expansion, the JSS

is your online hub for information and services on the following programs: Yellow Ribbon Reintegration Program; NGB Employer Support; Family Programs; Sexual Assault Prevention & Response; Warrior Sup-

port; Financial Management Awareness Program; Psychological Health Program

A great way to familiarize yourself with all these programs is by tuning in to JSS's "Back to Readiness" challenge. You can access this cam-

paign by going to the JSS website at www.jointservicesupport.org, watching the Announcements page at www.JointServicesSupport.org/Announcements, or simply 'Like' the JSS on Facebook (www.facebook.com/

[JointServicesSupport](http://www.JointServicesSupport.org)).

You will receive tips, information, and activities to enrich your lives and the lives of your Soldiers, Airmen, and Families.

JSS will provide daily updates for specific areas of readiness.



Airmen completely donned their Mission Oriented Protective Posture, or MOPP, gear and practiced a variety of survival skills during training at Selfridge on Aug. 13. During the exercise, Airmen were taught how to identify unexploded ordnance and how to identify contamination on liquid detection points using a magnifying glass. (USAF photo by Capt. Penny Carroll)

Selfridge Airmen 'Survive the mask'

By Capt. Penny Carroll
127th Wing Public Affairs

Airmen of the 127th Wing spent time during their August drill getting familiar with the contents of the C-Bag, which contains their chemical warfare protective equipment. The opportunity to familiarize the airmen with the equipment came during a hands-on survival skills training held on August 13.

Contents of the C-bag include mission oriented protective clothing items, from the rubber overboots to the MCU-2A/P, or gas mask. After familiarization with the equipment and the Airman's Pamphlet, the Airmen donned all their gear and spent time outdoors going

through several learning stations.

"We have the class suit up using the buddy system and then go through stations where they learn to wear the mask correctly, use the drinking tube, wash their masks, and go through a variety of transition points," explained SSgt. Beth Vandriessche, emergency management technician with the 127th Civil Engineer Squadron.

The classes are purposely kept to a small size in order to ensure each Airman participates in the hands-on experience. The small classes also lend to necessary post attack reconnaissance, or PAR, Team Training for all involved.

"Usually, only 2 to 4 people go out on a PAR sweep at a time," Vandriess-

chesaid. "By keeping this group training small, each of these Airmen gets familiar with the PAR team duties, the equipment and in cordoning off a UXO and calling in possible contamination."

Getting Airmen used to wearing the equipment correctly for extended periods of time is a necessary part of the survival skills training; however these Airmen spent only about 30 minutes in their gas masks. But, Sgt. Vandriessche points out, while the gas mask and equipment are important life-saving necessities, just being "observant to the obvious is one of the key factors to any survival scenario. We try to emphasize that in this training, too."

Selfridge Airmen practice heavy 'airlift'

By TSgt. Dan Heaton
127th Wing Public Affairs

Air Force aircraft maintenance specialists need to be ready for problems both large and small - including the potential for a terrorist attack on an aircraft. Maintainers at Selfridge Air National Guard Base prepped for just such a scenario in August with an exercise that saw them use a crane to simulate lifting the nose of a KC-135 Strato-tanker.

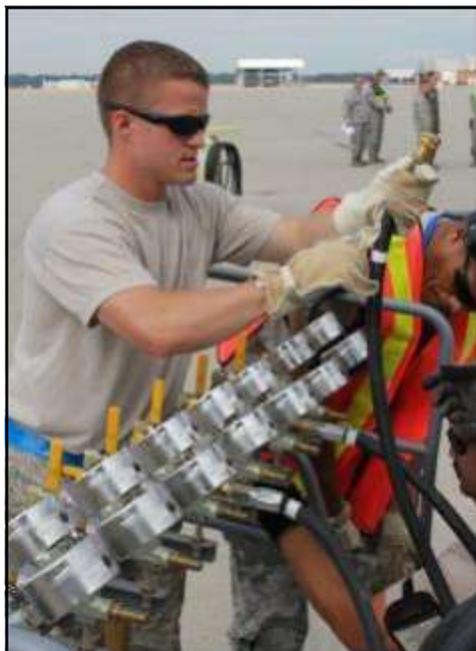
"In this exercise, we simulated an aircraft running off the end of the runway and having damaged nose gear due to a terrorist grenade," said Senior Master Sgt. Doug Firman, a member of the 191st Maintenance Squadron at Selfridge, which conducted the exercise. The 191st is charged with maintaining Selfridge's fleet of

KC-135s, an aerial refueling tanker.

"So we have two issues, number one, we need to recover the aircraft," he said. "Number two and



191st MXS Airmen practice a nose-lift during a training exercise. Preparing the crane harness, left, is TSgt. Dave Thomas. Below, left, TSgt. Tim Kelly prepares an air pressure monitoring system to provide a cushion for the tail section of the aircraft. Below, right, TSgt. Ed Stone fills a series of air bags to cushion the tail during the lift. (USAF photos by TSgt. Dan Heaton)



probably more importantly, is we need to get the aircraft to a place where we can re-open the runway and allow the field to be an active airfield."

In the exercise, the aircraft was unable to taxi or be moved by conventional means because of the "damaged" nose gear. The maintainers worked with the base's civil engineering department to utilize a large crane to simulate lifting the nose. Other maintenance troops filled a series of air bladders to support the tail-end of the aircraft when the crane was looped around the nose.

"This utilizes every specialty in our shop," said TSgt. Mark Emmendorfer, who was the CDDAR - crash damaged/disabled aircraft recovery -- team leader for the Airmen recovering the aircraft during the exercise. "This is a project

we could be called on to do here at home field or abroad if we were in a deployed situation and there was an attack or other problem that damaged an aircraft."



Around the Wing



Top left: SSgt. Jeff Torma receives an immunization from 1st Lt. Ken Curtis.
Above: SSgt. Tanisha Hill works in the 127th Force Support Squadron.
Left: Col. Michael Thomas awards commissary scholarships to ROTC Cadet Matthew Marquette and Allison Monty.

USAF photos by TSgt. Dan Heaton, TSgt. David Kujawa and SSgt. Rachel Barton



107th Special Operations Weather Flight and 107th Fighter Squadron personnel exercise a downed flier rescue.

Video series highlights Selfridge Airmen

A new series of videos is showcasing Michigan Citizen-Airmen performing their duties at Selfridge Air National Guard Base.

The videos, each about a minute long, highlight a single Airmen and profiles what he or she does as a member of the Michigan Air National Guard. All members of the Air Force are assigned to an Air Force Specialty Code, known as an AFSC, which identifies their particular career field. As an example, the videographers who created the videos are assigned to the 3N0X2 AFSC and are trained to create, edit and distribute videos to promote the Air Force, to document specific missions and to assist in the creation of an historical record through the use of video.

So far, five videos have been released by the 127th Wing, the host unit at Selfridge, highlighting Airmen who work in logistics and supply, dental readiness, aerospace ground equipment, metallurgy and as a crew chief.

"The best explanation of what happens at the 127th Wing



comes directly from our Airmen," said Capt. Penny Carroll, the 127th Wing public affairs officer. "These videos will not only help to explain to our friends and neighbors some of what we do here at Selfridge, but may also spark an interest in a possible military career with the Michigan Air National Guard."

About two-three of the videos are expected to be produced and distributed on a monthly basis.

The videos can be seen at the wing's public web site: www.127wg.af.mil or on the wing's Facebook page.



Commander Continued from page 2

and the continued rumblings of future cutbacks in our National Defense and Air Force budgets, our country's civilian leadership will be forced to make some difficult decisions in the near future. Theirs will not be an easy task.

One ready solution to this monumental problem is our Air National Guard. "We Stand Ready" is not just our wing motto, it's our Air National Guard mantra. At a fraction of the cost incurred to maintain a large, standing Active Duty Air Force, the Air National Guard stands ready, willing and able to answer our nation's call. Much in the same way that large American manufacturing companies learned years ago to move away from housing large, costly inventories of key supplies and materials involved in the manufacturing process, instead shifting to much smaller inventories and adopting highly economical and efficient "just in time" strategies for bringing these critical products to bear when needed, so must our country's leadership realize this same economic and process value from

our Air National Guard. The days of our country maintaining a large, standing Air Force are quickly fleeing – America must, instead, shift her paradigm (and her limited National Defense budget) towards resourcing its greatest strategic defense value, the Air National Guard. The Air National Guard has continued to take on a greater percentage of the fight in the war on terrorism. Over the last decade, we have actively contributed more personnel and weapons systems to the front lines of our national defense than any time before in its history. We have done so with absolutely no degradation to the objectives and missions critical to winning this war. The ANG is highly tested, and unarguably proven as a premier fighting force for our nation, both here at home, and overseas. It's time our national and service leadership recognize that, in an environment of constrained resources that will likely be the rule—not the exception—going forward, the Air National Guard represents the best value to our country, and to the

future of United States air power.

Our Civil Engineers are nearly all home now. They have served our Wing, Air National Guard, and country well. Their accomplishments were many over the last several months, and they received tremendous praise from all—even their Active Duty counterparts—who bore witness to their talents, skills and tireless service. More from our Wing are still deployed abroad, and even more will deploy to the fight in the coming months. Though they will perform different missions, supporting different objectives at different locations around the world, they will successfully perform and accomplish their assigned missions. They will do so as well as, or better than, their Active Duty Air Force counterpart...and at a fraction of the overall cost. At a time in our history when our country must ensure its limited National Defense resources are best utilized to ensure our safety and freedom, the Air National Guard is undeniably and unapologetically the best value!

Chief Continued from page 2

blood pressure, administering oxygen, and asking him medical history questions. After a few minutes, he learned that the man was on blood pressure medication and had taken it earlier, but had not had any food that morning, which may have led to his fainting. He continuously monitored the passenger until we landed safely at our destination.

When the EMTs removed the passenger, he was conscious, looking more embarrassed than anything else about

the delay he may have caused, although I think we actually arrived a little ahead of schedule. As you can see, the story had a good ending. The firefighter was qualified, confident, and ready to perform when his skills were needed in an emergency.

Parts of our Wing are heading into an AEF cycle, and not too far in the future, we will get to showcase our skills for an ORI. Before we do, we need to be concentrating on knowing

our jobs and being ready. The AEF allows us to demonstrate our abilities, our skills, and our commitment to supporting the mission in the AOR. It also allows us to demonstrate that we know what we're supposed to do. When ORI time comes, we can be like my Air National Guard firefighter friend, and know that we are qualified, confident, and ready to do our jobs. If you are, the life you save may be your own.



Air superiority is not the God-given right of Americans. It **doesn't just happen. It takes a lot of people working hard** to produce the capabilities that provide it for US forces.

-- Gen Ronald R. Fogleman,
Air Force chief of staff, 1994-97

Around the Air Force

Panetta: No change in retirement for those now on duty

WASHINGTON (AFNS) -- In his clearest statement on the subject to date, Defense Secretary Leon E. Panetta said today that if the military retirement system changes, it will not affect serving service members.

"I will not break faith," the secretary said during a roundtable meeting with military media representatives in the Pentagon.



PANETTA

Panetta's predecessor, Robert M. Gates, asked the Defense Business Board to look at the military retirement system and make recommendations. The final report is due later this month, but Panetta said he is familiar with the outlines of the proposal.

"I certainly haven't made any decisions" on retirement, he said.

"People who have come into the service, who have put their lives on the line, who have been deployed to the war zones, who fought for this country, who have been promised certain benefits for that -- I'm not going to break faith with what's been promised to them," Panetta said.

People in the service today will come under the current retirement system, which gives retirees 50 percent of their base pay after 20 years of service.

"Does that stop you from making changes?" Panetta asked. "No, because obviously you can 'grandfather' people in terms of their benefits and then look at what changes you want to put in place for people who become members of the all-volunteer force in the future."

One aspect of the retirement issue is one of fairness, the secretary said.

McKinley advocates for National Guard funding

By Army Sgt. Darron Salzer
National Guard Bureau

WASHINGTON -- Reserve Component senior leaders met on Capitol Hill in early August to discuss maintaining the Reserves as an operational force and measures to keep it funded in such a capacity.

"As a member of the Total Force, the National Guard has successfully transformed into an operational force," said Air Force Gen. Craig McKinley, chief of the National Guard Bureau.

"This transformation could not have been possible without the significant investments this Congress has made in the National Guard and Reserve.

"We must continue to be used as an operational force ... so that that significant investment is not squandered. Budget cuts and decisions must not disproportionately affect the Reserve Component in our new role as an operational force.

"Today, there are 460,000 members of the Army and Air National Guard. Our strength is unmatched, and our retention is even better. Over the past 10 years in operations in Iraq, Afghanistan and elsewhere - around the world - the National Guard has been a full partner."

Army Maj. Gen. Raymond Carpenter and Air Force Lt. Gen. Harry Wyatt echoed McKinley in their remarks to the House Armed Services Committee subcommittee on Military Personnel.

"Congress had the wisdom to provide the funding and the authorities needed to create and sustain an Air National Guard," said Wyatt, director of the Air National Guard, "a Guard that is capable of functioning as an operational force, augmenting the active duty's ... day-to-day operations ... allowing the



Gen. McKinley testifies before Congress in this July 27 U.S. Army file photo.

Total Force to rapidly expand its capability and capacity to meet threats to our national security."

"I believe the Army National Guard is the best value for America," said Carpenter, acting director. "Force structure and military power can be sustained in the ARNG as an operational force for a fraction of the regular cost.

It isn't simply funding that concerns the three Reserve Component leaders, but also accessibility.

"Of particular importance to us ... is assured access to the National Guard," McKinley said. "That is why we worked closely with the Army, the Air Force, the secretary of defense and the governors of this nation to develop a legislative proposal ... to ensure the secretary of defense can support combatant commanders' needs for missions other than war.

"It would also allow the Department of Defense to utilize the National Guard's unique capability throughout the world. The State Partnership Program is an example of the global influence the National Guard's unique capability can provide," Wyatt said after his testimony.

Aeromedical evac 'brings them back'

ANG, Reserve provides 85 percent of capacity

By Senior Airman Paul Labbe
379th Air Expeditionary Wing Public Affairs

SOUTHWEST ASIA -- The patient waiting room is dark, constantly hums with engine noise and often smells of hydraulic fluid. But, for the passengers aboard this 'mission of mercy,' there are dedicated professionals whose job it is to make the several-hour long flight as safe and comfortable as possible.

Capt. Christy Livery, 379th Expeditionary Aeromedical Evacuation Squadron flight nurse, was one of those professionals on board a C-130 Hercules on a recent mission to Afghanistan. On this particular mission, she served as medical crew director, one of five positions making up a typical aeromedical evacuation team. The other roles are flight nurse and three medical technicians.

"We get a lot of critical patients coming right out of the battlefield going to their next echelon of care," Livery said. "Once they receive care at the first echelon - which is to stabilize them - then we take them on either here or to other AORs so they can get the specific treatment that they need."

Aeromedical evacuation bridges the gap between care in the field and care provided once a patient arrives at a hospital. The 379th EAES makes regularly scheduled flights from Southwest Asia to Iraq and Afghanistan to both transport wounded warriors from the battlefield and return those who have received care back to their duty locations.

Although the aeromedical evacuation team usually teams with a C-130



Aeromedical evacuation crewmembers Capt. Christy Livery and MSgt. Jennifer Wilson prepare a litter for a patient onboard a C-130 Hercules. (USAF photo)

aircrew, they can also fly on C-17 Globemaster IIIs, KC-135 Stratotankers and even the twin-turbo fan engine C-21 aircraft. The aircraft are reconfigured into a flying hospital of sorts with cardiac monitors, defibrillators, intubation devices, litters and various supplies to sustain many types of patients.

"We are usually here just to reinforce a situation," said Livery, a native of Springfield, Ill., deployed from Scott Air Force Base, Ill. "For example, if someone has a burn or any type of wound we won't redress the wound in the air because it's not a clean environment."

For critically ill or severely injured patients, a critical care air transport team - including a doctor, nurse and respiratory technician - is called upon to augment the aeromedical evacuation team.

Although the Air Force Reserve and Air National Guard provides 85 percent of the total Air Force aeromedical evacuation capability, the need to have a continuous presence in the AOR

puts stress on active duty units.

The 375th Aeromedical Evacuation Squadron at Scott Air Force Base, Ill., was the Air Force's pilot unit for developing aeromedical evacuation support and in 2010 deployed more than 90 percent of the squadron throughout the year, according to an Air Force Print News story.

Staff Sgt. Anne Engebretson, an aeromedical evacuation technician and instructor also from Scott AFB, Ill., is one of the squadron members currently deployed here.

"This is the beginning - this is where it all starts," Engebretson, the Pelican Rapids, Minn., native said in reference to the mission of providing wounded warriors with the care they need and deserve, which is expedited by aeromedical evacuation teams. "Right here is the critical part, it's where the most injured and most vulnerable patients are."

The mission wouldn't be possible without the various airframes and aircrew members who fly them.

2011 Selfridge Air Show and Open House



Images of Air Show 2011 by John S. Swanson,
TSgt. David Kujawa, SSgt. Rachel Barton & SSgt. Bradley Moehlig

Main photo: U.S. Navy F/A-18 Super Hornet high speed pass. Inset photos, clockwise from top left: boy in an U.S. Army M1A1 Abrams tank, spectators in the static display area, formation of four A-10s, KC-135.

63 Airmen sworn in at ceremony during air show

By TSgt. Dan Heaton
127th Wing Public Affairs

America's newest Airmen were sworn in at the Selfridge Air Show and Open House.

Mike and Michelle Ranck of Clarkston, Mich., were among the dozens of parents holding cameras and smiling at Lt. Col. Wade A. Mueller swore in the new enlistees at Selfridge, Aug. 20.

"This is a very, very good thing," Michelle Ranck said, moments before her son, Nicholas, 25, enlisted in the Air Force.

The 339th Recruiting Squadron arranged for 63 young men and women to take the oath to defend the nation as a

member of the U.S. Air Force as part of the air show festivities.

"A ceremony like this helps to raise public awareness of who is serving our nation, people from our home towns," said Staff Sgt. Jeffrey Zahniser, a recruiter in the Detroit region. "Plus, this is really nice for the parents, many of whom don't have the opportunity to go to Lackland Air Force Base and see their Airman graduate from basic military training."

Among those enlisted were Airmen in dozens of career fields, Mueller said.



RANCK

Nicholas Ranck attended college for a couple of years and decided the time was right for him to join the Air Force.

"This is going to help me pay to eventually finish my undergraduate degree," said Ranck, who is to report to Lackland in Texas for basic training in October.

Ranck is signed up to work in the aircraft maintenance field and is interested in possibly training to become a survival skills specialist in the future.

"When I finish my degree, I might want to look at becoming an officer," Ranck said. "I think the Air Force is really going to open some possibilities for me."

2011 Selfridge Air Show and Open House



Clockwise from above: USAF Drill Team, Eddie Money, B-1B landing, spectators on the show line.



Air Show accident

The 2011 Selfridge Air Show and Open House was marred by the death of one of the air show's civilian acrobatic performers, Mr. Todd Green. Mr. Green died when he fell after attempting to transfer between two aircraft while in flight.

Col. Michael Thomas, 127th Wing commander, issued the following statement on the death of Mr. Green:

"The entire Selfridge family joins together in mourning the death of Mr. Green. Our hearts reach out to those who are impacted by this tragedy, including his family, friends and our many visitors who witnessed this tragic event. As Airmen, we understand the inherent risks associated with flight, but we aviators are a close-knit family, and when a tragedy like this occurs we all share in the loss."

The Federal Aviation Administration and the National Traffic Safety Board were reviewing the incident.

World War II veteran

Continued from page 3

than he did when his kids were young.

"In the last five years, he's talked more about it. About seeing the flak in the air and recalling the guys he knew," said Edward Lash, his son.

"I have a tremendous amount of pride in my father and what he did. Him getting this flight is just a wonderful experience for the entire family," the younger Edward Lash said.

The flight to Selfridge "brought

back old times," said the elder Mr. Lash. "I remember being in that aircraft and talking with my crew chief. We were a tight group back in those days."

The C-47 was flown by both the Army Air Force and Navy and continued in active service through the late 1960s. It was also flown extensively by American allies.

According to Rundell, missions towing gliders were among the most dangerous for C-47 crews.

"You couldn't maneuver when you

were towing the glider. You were very vulnerable," he said. "Fortunately, the Americans owned the skies on D-Day.

The aircraft used to fly Lash for his remembrance ride is tail number 476716. It was assigned to Selfridge for a time in the 1960s. After being retired from service, it was operated by the University of Michigan to collect airborne data on research for the Department of Defense. It has been owned by the Yankee Air Museum since 1985.

Military ‘muscle’ on display at Selfridge

By TSgt. Dan Heaton
127th Wing Public Affairs

Roar. Rumble. Excitement. Freedom.

The sounds of engines resonant deep here — the Detroit region isn’t known as the Motor City for nothing. People here have had a century-long love affair with big, powerful engines and have thrilled at the perfect sound coming from under the hood as they rev up.

But even the engines of Detroit’s Muscle Car-era can’t compare to the power available on the runway at the region’s Selfridge Air National Guard Base. Sure, the 1966 Dodge Charger — envy of many a muscle car lover — could get up and go — but did it have enough power to move 322,000 pounds at more than 500 miles per hour?

“I think that’s one of the reasons why people love coming to air shows — they just love to see that kind of power on display,” said Lt. Col. Sean Campbell, a fighter pilot at Selfridge and the director of the 2011 Selfridge Air Show and Open House, Aug. 20-21.

For the true muscle lover, it’s often a split decision on the best part of the relationship — getting behind the wheel or spending time under the hood.

“I guess I just enjoy working on the engines,” said Master Sgt. Adrian Canchola, who has been a jet engine mechanic at Selfridge since 1986. “Every day is something different.”

Canchola is part of the propulsion shop in the 127th Maintenance Squadron, which maintains the two General Electric TF34-GE-100 turbofan engines on each of the A-10 attack aircraft at Selfridge. Different parts of the engines are given major inspections after every 125 hours, 250 hours and 500 hours. The mechanics of the 127th also trouble-shoot any reports of problems with the engines.



Master Sgt. Adrian Canchola works on a jet engine from an A-10 Thunderbolt II attack aircraft at Selfridge Air National Guard Base. The engine generates about 9,000 pounds of thrust. (USAF photo by John S. Swanson)

“Trouble-shooting the engines is probably the most interesting part of the job,” Canchola said. “You really have to think through what you are working with. The F-16 engines were more computerized.”

Canchola has worked on three different types of aircraft in his 25-year career at Selfridge. He first started out as a young Airman working on A-7 Corsairs, an attack aircraft initially developed by the Navy and later used by both the Navy and Air Force. The A-7s were retired by the Air Force in the early 1990s and left Selfridge in 1991. He then moved on to working on F-16 Falcon engines for about 20 years. Not quite three years ago, the F-16s left Selfridge — they are still flown by other units of the Air Force and an F-16 is expected to be on display at the Selfridge Air Show — and the A-10s arrived.

A separate maintenance squadron works on the KC-135 Stratotankers stationed at Selfridge.

Also on display at the air show was

be some of the muscle used by the U.S. Army and other branches of the service. The Army’s main battle tank, as an example, packs some 1,500 horsepower under the hood — that’s enough to get a 65-plus ton tank to top out at over 40 miles per hour on the open road.

Like many a classic car buff, Canchola said he has a soft spot in his heart for his first engine.

“I worked on the A-7 first. That still has to be my favorite one to work on,” he said.

Air Force jet engine mechanics typically begin their career by attending an approximately eight-week-long basic technical training school and then receive an additional two weeks of additional training on the specific type of engine used by their assigned unit. After that, they begin a detailed on-the-job training regime which includes correspondence courses and periodic returns to a technical training center for upgrade training.

2011 Selfridge Air Show and Open House



Doug Mann, regional director of maintenance for Delta Airlines, stands between with Major Todd Rupright, right, commander of the 127th Civil Engineering Squadron, and Senior Airman Ryan Dunlap, left, a member of the 127th CES. Dunlap, who works at Delta as an aircraft maintainer in his civilian job, was able to assist Delta crew that was displaying a Delta airliner at the 2011 Selfridge Air Show. (USAF photo by SSgt. Bradley Moehlig)

Airman mixes military, civilian skills at air show

By TSgt. Dan Heaton
127th Wing Public Affairs

Members of the Michigan Air National Guard are accustomed to juggling their military duties with a civilian career. In the case of one Citizen-Airman at the 2011 Selfridge Air Show and Open House, those duties conveniently overlapped.

One weekend a month, Senior Airman Ryan Dunlap works as a member of the emergency management team at Selfridge Air National Guard Base near Detroit. In his civilian capacity, he works as an aircraft maintenance technician with Delta Air Lines, which operates a hub at Detroit Metropolitan Airport. While working at Selfridge during the base's air show, Dunlap was able to provide assistance on a mechanical issue with a Delta airliner that had landed at Selfridge and was on display for the air show.

"I stopped by the Delta aircraft to see the crew and anyone else I may have known," Dunlap said.

Once there, he met up with Doug Mann, Delta's regional director of maintenance, who was part of the crew traveling with the aircraft. He and other Delta personnel were working on a maintenance issue, just as Dunlap stopped by.

Just as aircraft maintainers with the U.S. Air Force make maintenance and aircraft safety their top priority, so do the crews at Delta, Dunlap said.

The problem was quickly diagnosed and the necessary repairs made—probably without the knowledge of most of the air show visitors, hundreds of whom walked through the airliner.

"We worked together as a team to return the aircraft to an airworthiness condition," Dunlap said.

That kind of teamwork is essential in the Air National Guard, said Chief

Master Sgt. Mike Carroll, Dunlap's military supervisor.

"Both the Guard and our Airmen's civilian employers often benefit from the skills that a person learns in one arena and can put to use in another," Carroll said. "It isn't often that an Airman's civilian and military jobs directly intersect like that, but I wasn't surprised when Airman Dunlap was so willing to lend a hand."

Working with Delta at the air show was far from Dunlap's first experience working on a military flight line. He served for four years on active duty with the Air Force as a crew chief on F-15 Eagles. After a break in service of several years during which he attended college and began his job with Delta, Dunlap enlisted in the Air National Guard at Selfridge about a year ago.

"I always knew I wanted to continue to serve and the Guard gives me a great way to do that," he said.

Global reach



Airmen from the 127th Air Refueling Group pose for a group photo while forward deployed to Guam earlier this summer. (USAF photo)

Refuelers plan first 'Tanker Trot' on Oct. 1

Can you run faster than a tanker?

Hmmm, probably not. But you can participate in the first Selfridge Tanker Trot.

The Saturday, Oct. 1, event will feature a 5K run or walk, a 10K run and/or an 18-mile bike ride on the base. Participants can also choose to participate in both the 5K run and 18-mile bike ride as part of a mini-duathlon. The event is being organized by members of the 127th Air Refueling Group, which operates the KC-135 Stratotankers at Selfridge - hence the name "Tanker Trot."

"It's about fitness, but also about getting together and doing something fun, building esprit de corps around the base," said TSgt. David Bowers, a flight line crew chief with the 127th ARG, who is helping to organize the

run, along with Staff Sgt. Shaun Kelly, who works in the repair and reclamation shop for the ARG.

Both of the organizers are avid runners themselves, with Bowers normally running about 30 miles a week. Kelly has participated in several triathlon events, which features a combination of distance running, biking and swimming.

"There's a big push on for fitness around the wing, and this is a fun way to encourage that," Kelly said.

The Tanker Trot will also serve as a fundraiser for the 127th Family Readiness Group, which provides assistance to Selfridge-based military members and their families during deployments and in times of need.

The event is limited to those individuals who already have access to the

base.

The 5K and 10K will both begin at 8 a.m. with a half-mile kids fun run for those ages 6-12 to start shortly thereafter. The bike ride, which will feature two loops around the perimeter of the base, will begin at 9 a.m. The 5K, 10K or bike race costs \$25 to enter. There is a \$35 fee to enter both the bike and the running race. The kids run is free.

All racers will receive a t-shirt and awards will be presented for top finishers in age categories. A cookout will be held after the racers, which will be free to participants and \$5 for others. All bike riders must wear a helmet during the race.

Registration for the race may be made online at www.goracego.com.

— TSgt. Dan Heaton