

THE JET GAZETTE

OFFICIAL PUBLICATION OF THE 141ST AIR REFUELING WING

VOLUME 51 ISSUE 1 • SPRING 2014



OSO

THE WASHINGTON AIR NATIONAL GUARD
"NEIGHBORS HELPING NEIGHBORS"

SELECTIVE RETENTION

SHAPING THE AIR NATIONAL
GUARD INTO A BETTER FIGHTING FORCE

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TO REMEMBER FALLEN

NEW BEGINNING

RIBBON CUTTING CEREMONY MARKS SIGNIFICANT POINT IN WING'S HISTORY

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THE MISSION OF THE JET GAZETTE
IS TO EFFECTIVELY COMMUNICATE EVENTS
AND INFORMATION OF THE 141ST AIR REFUELING WING
TO UNIT MEMBERS, THEIR FAMILIES AND RETIREES
AND TO RECOGNIZE PERSONAL AND UNIT
ACHIEVEMENTS WITHIN THE WING.

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NOTES FROM THE TOP

I want to start by congratulating everyone for their tremendous effort and hard work towards accomplishing our very first Total Force Integration “Unit Effectiveness Inspection” (UEI). This inspection was a proof-of-concept to create lessons learned and help establish the new way ahead for inspecting wings. Every member of the 141 ARW once again, proved we are an “Effective” and “Mission ready” team.

This new inspection is a shift from the old IG inspection process. It starts with the Wing Commander’s Inspection Program (CCIP) which is the foundation of the Air Force Inspection System (AFIS). It is designed to validate and verify a Wing CC’s inspection program and offers the MAJCOM CC an independent assessment of the unit’s discipline, effectiveness, efficiency and readiness.



Bottom line is “Mission ready = Inspection ready.” It should eliminate the “months of preparation” leading up to an inspection and drive the wing to a more constant state of readiness. The value to this new process is that it allows a more transparent and in-depth look into all areas throughout the wing.

It was a pretty steep learning curve for all of us, as we stood up a new IG office and worked through all the nuances of learning new required processes. Everyone’s attention to detail, dedication, and professionalism paid off as the wing

earned an overall grade of “Effective.”

This may seem a little anti-climactic after the past years IG inspections culminating with a much “hyped” out-brief. However, this new toned down approach is largely due to the UEI being more of a validation of our day-to-day operations.

All this being said, the members of the 141st performed flawlessly and excelled during the preparation and execution phase of the UEI. I continually marvel at the commitment and dedication of the members within the wing. Time and time

again you prove that the 141 ARW is a first-class organization and our heritage and identity is steeped in our experience and professionalism.

I want to extend my appreciation and gratitude to you and your family for your outstanding service and continuing commitment. I am very proud to be a part of an organization whose people are nothing less than true professionals.

Thank you,

Dan



PHOTO BY STAFF SGT. MICHAEL MEANS
92D AIR REFUELING WING PUBLIC AFFAIRS

WING HISTORY

BY TECH. SGT. WES WALTON
WING HISTORIAN



AF 138V
31244

WING HISTORY

This photo was taken June 15, 1926 at Parkwater Field (present day, Felts Field) Spokane, Wash. A “who’s-who” gathering of prominent Spokane law enforcement officials and aviators of the day.

Pictured (left to right) are Prosecuting Attorney, Charles Leavy; Chief of Police, Wesley Turner; Sheriff, Floyd Brower; Warden of Walla Walla Penitentiary; Clarence E. Long; Seattle Criminologist, Luke S. May, referred to as the “American Sherlock Holmes;” the first commander of the 116th Observation Squadron, Maj. John Fancher; and Safety Commissioner, Charles Hedger.

Seated in the plane was the squadron’s second in command, Capt. Harold Neely and Capt. Arthur Easterbrook, the first assigned flight instructor of the 116th. The picture was recently donated to the

141st Air Refueling Wing’s historical holdings by the late Jim McGoldrick. Jim’s book, “The Spokane Aviation Story, 1910-1941,” is a treasure trove of pictures and stories of Spokane’s early aviation beginnings.

In this picture, taken for the Spokesman-Review newspaper, Maj. Fancher is being handed nine invitations, each to be hand carried by nine different biplanes of the unit to nine governors from British Columbia, Alberta, Oregon, Idaho, Montana, California, Nevada and Washington.

The governors were being invited to attend the fifth annual international anti-crime conference held in Spokane. The unit’s planes were used to deliver the letters because of short notice invites; the conference was just six days away. ✈




OSO

THE WASHINGTON AIR NATIONAL GUARD
“NEIGHBORS HELPING NEIGHBORS”

STORY BY TECH. SGT. MICHAEL L. BROWN

PHOTO BY SOFIA JARAMILLO/ THE HERALD



THE MEN AND WOMEN OF THE Washington National Guard are dedicated to the mission of safeguarding lives and property in Washington State. They come from every community, profession and background from around the State; they are neighbors helping neighbors through a tradition of service.

That mission statement rang true for the events that took place on Saturday, March 22, 2014, at 10:37 a.m. local time. At that moment the hill known as the "Hazel Landslide," collapsed and sent a wall of mud and debris into the Stillaguamish river valley. The devastation it left in its path is unlike anything a person could imagine.

Images of splintered trees and telephone poles lying next to mud-

covered photographs and televisions can be seen all across the internet.

The things you won't see in the images are the overwhelming smells coming from ruptured sewer lines, cracked septic tanks, household chemicals, and of course the sweat of the men and women helping in the clean up and recovery.

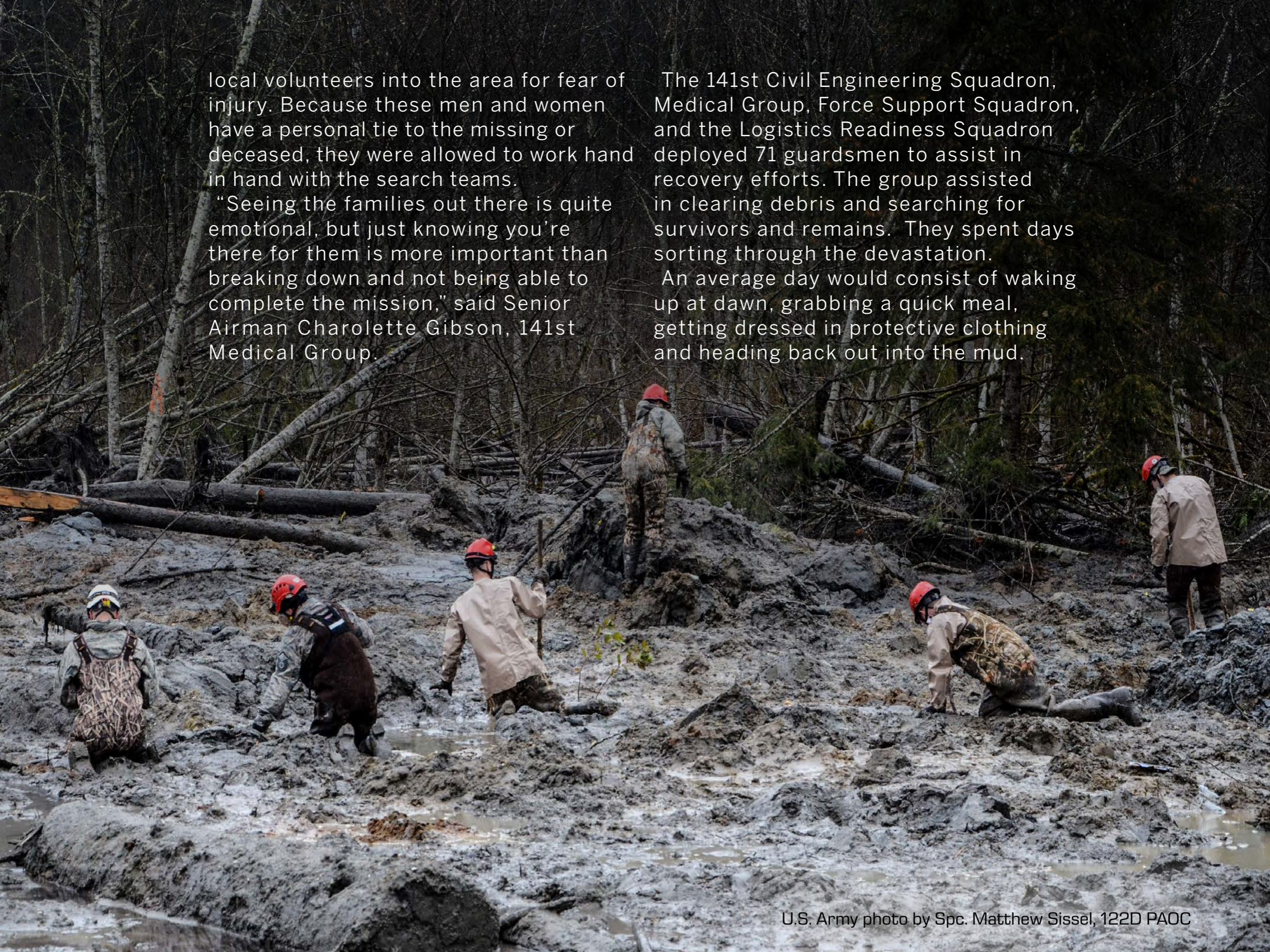
To paint a picture of the extent of damage would take more than just a few words. But to relate the size in terms of familiarity, the aftermath of the slide would cover 484 football fields. The town of Oso, Washington has a population of approximately 180 people and is located just on the outskirts of the city of Arlington. The people in the town of Oso were quick to volunteer to assist in the search for their family and neighbors, but officials were reluctant to allow

local volunteers into the area for fear of injury. Because these men and women have a personal tie to the missing or deceased, they were allowed to work hand in hand with the search teams.

“Seeing the families out there is quite emotional, but just knowing you’re there for them is more important than breaking down and not being able to complete the mission,” said Senior Airman Charolette Gibson, 141st Medical Group.

The 141st Civil Engineering Squadron, Medical Group, Force Support Squadron, and the Logistics Readiness Squadron deployed 71 guardsmen to assist in recovery efforts. The group assisted in clearing debris and searching for survivors and remains. They spent days sorting through the devastation.

An average day would consist of waking up at dawn, grabbing a quick meal, getting dressed in protective clothing and heading back out into the mud.





Personnel were divided up into six teams with each having a specific assignment.

Some would build floating bridges to navigate across the soupy mud while others would dig trenches to drain water away from search areas. Other teams were assigned specific grid locations about the size of a city block to sort through the wreckage.

“Workers are wading through the debris slowly, piece by piece, using their hands

and shovels to dig,” said Gibson. When discussing the conditions of the mud she said rescuers “fall in about waist-deep in some areas, knee-deep in others.”

The various conditions were described differently by each person, “I can’t even begin to describe what it was like,” said Master Sgt. Michael Alsept, 141st Civil Engineering Squadron Emergency Management. “There are really no words that I can find to relay the magnitude of the tragedy.”

The work progressed until the sun started to set and it became too dangerous to go on. Returning to their sleeping quarters was not as simple as hopping in a car and driving home. Members had to be decontaminated prior to being released. All of the chemicals, muck and sewage needed to be cleaned off prior to eating and heading to bed at a makeshift shelter.

They would begin each day the same as the day before and continued until they returned home a week later to Spokane, Washington.

Master Sgt. Christopher Martin, Search and Extraction Team Leader, summed it up best, "I'm helping my fellow Washingtonians; that is what the National Guard is all about."



Tech. Sgt. Tyler Bates and **Tech. Sgt. Tony Rohrenbach**, 141st Civil Engineering Squadron, discuss how to remove debris to drain the water from their search area. (U.S. Army photo by Staff Sgt. Rory Featherston WA ANG)



ESSO 77

NATIONS COME TOGETHER
IN REMEMBRANCE

STORY BY TECH. SGT. MICHAEL L. BROWN

DEDICATED
TO THE MEMORY OF
MAJ. DAVID W. FITE
CAPT. KENNETH F. THIELE
MAJ. MATTHEW F. LAIHO
TSGT. RICHARD G. VISINTAINER

LET THEM
NOT BE FORGOTTEN
GEILENKIRCHEN AB, GERMANY
13 JANUARY 1999



“THE SELFLESS DEDICATION AND UNFORTUNATE ULTIMATE SACRIFICE THAT ENDED THE LIVES OF FOUR MEMBERS DURING A ROUTINE NATO AIR REFUELING EXERCISE HAS TOUCHED THE LIVES OF THOUSANDS FOREVER,”

— COLONEL DANIEL SWAIN

Maj. Gen. Andrew M. Mueller (right) and **Col. Daniel J. Swain** (left), render a final salute during a memorial ceremony honoring the crew of “ESSO 77”

Photo by **Mr. André Joosten**, (B-3), Visual Media Services, NATO E-3A Component

January 13, marked the 15 year anniversary of a KC-135E Stratotanker crash just outside of Geilenkirchen NATO Air Base, Germany. The crash was the deadliest in the 90 year history of the 141st Air Refueling Wing, Fairchild Air Force Base, Wash. Four Air National Guard crew members, all assigned to the 141st ARW, lost their lives in the crash. They are:

Maj. David W. Fite, 41, pilot, born in Long Beach, Calif.

Maj. Matthew F. Laiho, 40, navigator, born in Copenhagen, Denmark.

Capt. Kenneth F. Thiele, 31, co-pilot, born in Poughkeepsie, NY.

Tech. Sgt. Richard G. Visintainer, 48, boom operator, born in Riverside, Mich.

Col. Daniel J. Swain, 141st ARW Commander, along with a group

of Guardsmen from the 141st ARW, went to Germany to visit the crash site for the 15th annual memorial ceremony. A select few attended the ceremony to represent all the men and women of the 141st ARW.

The airmen spent several days in Geilenkirchen touring the crash site and memorial of the “ESSO 77” crew. Swain was invited to be a guest speaker at the memorial ceremony.

“I don’t just speak for myself,” said Swain, “I speak on behalf of the personnel from the Wing. ESSO 77 will not be forgotten.”

During the tour of the memorial, Swain met Else Kriska who has been providing care for the memorial for the last 15 years. Kriska and her late partner Hans Carduck started caring for the memorial shortly after it was created. They



Ms. Else Kriska, a German national, bows her head as members place wreaths at the erected memorial for the crew of a “ESSO 77”

Photo by **Mr. André Joosten**, (B-3), Visual Media Services, NATO E-3A Component


maintained the memorial because they wanted to give something back. Carduck, who lost a family member in Russia, remembers a Russian family taking care of his family’s memorial.

The ceremony included remarks by Maj. Gen. Andrew M. Mueller, NATO E3-A Component Commander, Col. Paul “Greg” Bell, NATO E3-A Component Wing Commander, and Swain. The memorial also featured a group of German Wachbataillon, who are the German military’s elite drill team. Their mission includes performing military honors for the German president, the German Chancellor, the Federal Minister of Defense, Inspector General of the Bundeswehr, or other comparable occasions such as state visits by the German military. The drill team

traveled more than 380 miles from Berlin to be a part of the ceremony honoring the crew.

“The selfless dedication and unfortunate ultimate sacrifice that ended the lives of four members during a routine NATO air refueling exercise has touched the lives of thousands forever,” said Swain.

“While a very sad event, we tried to focus on the positives that have come from this situation,” said Swain. “The incident has brought communities and whole nations together.”

Prior to joining the Washington Air National Guard, Swain flew with Thiele when they were both serving on active duty. “He was a confident and competent pilot,” said Swain. This incident,” brings to light and reminds us that what we do is a very dangerous profession.” 



Members of the Air
Force Honor Guard
stand ready during a
memorial ceremony
honoring the crew of
“ESSO 77”

Photo by **Mr. André Joosten**,
(B-3), Visual Media Services,
NATO E-3A Component

Ribbon cutting ceremony marks significant point in wing's history

Ribbon cutting ceremony marks significant point in wing's history

Story and Photos by **Tech. Sgt. Michael L. Brown**





ON MARCH 20TH THE 141ST AND 92D Air Refueling Wings welcomed their new headquarters building. The state of the art Leadership in Energy and Environmental Design certified building, a third party certification of high-performance “green” building, will be the new headquarters for both wings. Participating in the ribbon cutting ceremony was, Washington State Representative Cathy McMorris-Rodgers, Washington State Senator Patty Murray, Col. Brian Newberry, Commander of the 92D ARW and Col. Daniel Swain, Commander of the 141st ARW. The old wing headquarters building commonly known as the “White House,” was constructed in 1943 and has housed a few different commands. In 1943 the first command to occupy the building was the Spokane Air Services Command. After several changes the wing was designated the 92D Bomb Wing in 1947 and has been

An American flag is shown waving on a tall white pole against a clear blue sky. The flag is positioned in the upper left quadrant of the image, with its stars and stripes clearly visible. The pole extends from the bottom left towards the top left.

home to the 92D ever since.

In 2007, it became home to the 141st ARW, the facility was shared between the two wings as part of the Total Force Integration process. Now the two Wings will share a new building together in a total force home.

The building has gone through many renovations throughout the years to keep it running, but has been scheduled for replacement for over 10 years because of the age of the structure.

“This ceremony is the culmination of many years of hard work and planning,” said Swain. “It’s hard to close the final chapter on our old building considering the history.”

For many attending the ceremony this was a bittersweet event. The doors in the White House have seen

many faces come and go throughout its 71 year history, and to see it go is rough for many. However the two wings welcome this new facility with open arms.

“Today, marks a significant point in history for the partnership between the 141st and 92D Air Refueling Wings,” said Swain. “With the cutting of this ribbon and the opening of this new combined wing headquarters, together we take another step towards strengthening the bonds and partnership between two magnificent organizations.”

While talking about all of the hard work and dedication that has gone into making this vision of a new wing headquarters a reality, McMorris-Rodgers had nothing but praise.

“This accomplishment is one for

“together we take
another step towards
strengthening the
bonds and partnership
between two magnificent
organizations”

—Col. Swain





(from left to right)

Mr. Doug Jackson,
Jackson Contracting
Group, Col. Brian
Newberry, 92D
Air Refueling Wing
Commander, Cathy
McMorris Rodgers, Wash.
State Representative,
Patty Murray, Wash.
State Senator and Col.
Daniel Swain, 141st
Air Refueling Wing
Commander participate
in the ribbon cutting
ceremony at the new
headquarters building

the rest of the country to look to for inspiration and guidance,” said McMorris-Rodgers. “What you have done here is something to be truly proud of. It’s been a long time coming, but I am thrilled to see the vision for the wing command headquarters fulfilled.”

Driving in through the main gate now you look directly at the flag pole for the new building. It’s almost as if it is a welcome from the Wing leadership in the new building to all who pass through the gate. This facility will serve the men and women of Fairchild for many years to come. ✈️



92d and 141st
Air Refueling Wing
Headquarters

1 East Bong Street



PHOTO BY SENIOR AIRMAN MAESON ELLEMAN, 18TH WING PUBLIC AFFAIRS

SELECTIVE RETENTION

SHAPING THE AIR NATIONAL GUARD | STORY BY
TECH. SGT MICHAEL L. BROWN

FORCE RESHAPING HAS BEEN A KEY component of budget talks in Washington, D.C. for some time now. Like all branches of the military, the Air National Guard and the 141st Air Refueling Wing are not exempt from these programs. The program for force reshaping in the ANG is called Selective Retention.

Being non-retained can be hard for some members to cope with after serving many years in the ANG. The Air National

Guard's position, according to Air National Guard Instruction 36-2606, is that it provides States a vehicle to ensure a quality trained force, stable promotion opportunities for lower grade personnel, and a viable combat ready force in event of mobilization and contingency/peacetime commitments.

"The process is not about an individual," said Master Sgt. Bryna Kelm, 141st Force Support Squadron, Non-Commissioned Officer in Charge of manpower and personnel. "Selective Retention is a tool that allows commanders to manage their manning document

“ Selective Retention is a tool that allows commanders to manage their manning document changes as they occur and provides for the upward mobility of Guard members...”

—Master Sgt. Kelm



changes as they occur and provides for the upward mobility of Guard members as people retire or separate.”

The timeline for Selective Retention is laid out in detail in the ANGI. If you are retirement eligible on or before 31 December of the year prior to the board convening, you will be on the selective retention listing; that way there is no mystery as to why you are on the list. If you believe you were placed on the list in error, you can contact Manpower and Personnel at 247-7059.

“From the personnel standpoint, I assist if they have any questions about the process,” Kelm said.

Technicians that have reached their 20 years of military service, but not 25 years of federal service still have opportunities available outside of the National Guard to continue their service towards retirement. Members under consideration may at any time prior to the board, voluntarily transfer to the Retired Reserve, Individual Ready Reserve, another ANG unit or Air Force Reserve unit and subsequently be removed from consideration.

Each member that is eligible for selective retention has a personal briefing done by their commander that informs them of the process. The details of the briefing can be found in ANGI 36-2606, attachment 3.

Once the briefing has occurred the commander fills out an NGB form 27 which details organizational manning, including authorized/assigned numbers applicable to the duty AFSC and includes all grades within the members DAFSC.

Also included on the form are organizational forecasts, which are associated with projected unit mission requirements and supported by a force management plan. Elements also include the member’s impact and potential within an organization and finally a commander’s recommendation.

Once the member’s package reaches the board, a group of guardsmen from across the state review and concur or non-concur with a package.

“The board goes through each case one by one and makes a decision,” Kelm said.

After the decisions are made at the board level, they are forwarded on to the final decision authority, the adjutant general of the state. TAG reviews all packages and concurs or non-concurs and forwards them back to the servicing Force Support Squadron for member notifications.

“At the end of the day, it comes down to making the mission happen,” Kelm said. “It’s about shaping the Air National Guard into a better fighting force.” ✈️



PHOTO BY STAFF SGT. MICHAEL MEANS
92D AIR REFUELING WING PUBLIC AFFAIRS