

E-130

Electronic News from the 146th Airlift Wing



I hope this edition of the Commander's View finds everyone doing well and ready for the May 2013 UTA. This month I will give you updates on the 2013 ORI, the upcoming fire season, the 18th AF Commander visit and the 25th Anniversary of the 146th AW's move to Channel Islands.

As far as an update on the ORI, we have received information that Air Mobility Command and the USAF overall is switching from the Operational Readiness Inspection to a new Air Force Inspection System. The new inspection will be called a Unit Effectiveness Inspection (UEI) and will incorporate all previous inspections we've accomplished in the past. This was partially accomplished in May of 2012, when the AMC/IG inspected Channel Islands with a Logistics Capabilities Assessment Program (LCAP), Health Services Inspection (HSI), and a Unit Compliance Inspection (UCI) together. This combination was called a Comprehensive Unit Inspection (CUI), which is now going to incorporate a couple of more inspections to be called the UEI. The Aircrew Stan/Eval Visit (ASEV) and the Ability to Survive and Operate (ATSO) Rodeo will be added to the previous inspections in a CUI and make the new UEI. We are waiting for the FY14 inspection plan to be released by the AMC/IG in a couple of weeks. Once the plan is released, we will know the status of the October 2013 ORI or the new UEI. We have been told that no deployed ORIs will take place in the future and that a "proof of principle" UEI will take place in September 2013 at Little Rock AFB. We are

standing by for the plan and I will let you know as soon as possible. The calendar still holds the August ORE until we know the results of the plan. (Continued on page 7)

DFAC Menu Saturday

Mexican tortilla soup
Flank steak fajita
Chicken tamales
Spanish rice
Refried beans
Chili butter corn on the cob

DFAC Menu Sunday

Harvest mushroom soup
Spaghetti and meat sauce
Apple maple glazed grilled
Chicken breast
Ginger cinnamon mashed
yams
Roasted zucchini
Tarragon baby carrots

Welcome back Airmen from formal schools!

Airman 1st Class Joshua Rodriguez, Air Transportation Apprentice
Airman Basic Aaron Puga, Traffic Management Apprentice
Staff Sgt. Penny Clayburg, Loadmaster Initial and Mission Qualification

Promotions

Tech.Sgt. William Salcido
Staff Sgt. Warren Melrose
Staff Sgt. Jonathan Greenwell
Senior Airman Karmen Suter
Master Sgt. Duane Bygum

Staff Sgt. Jonathan Massey
Senior Airman Viana Cuyan
Senior Airman Andrew Zuniga
Tech. Sgt. Ian Armstrong
Master Sgt. Scott Eaker

Welcome new Airmen

Airman 1st Class Douglas Foster
2nd Lt. Cameron Shepard
Staff Sgt. Marissa Balicat
Airman Basic Esteban Mendoza
Staff Sgt. Lera Masini
Staff Sgt. Benjamin Torrez
Tech. Sgt. James Patrick
Airman 1st Class Yvesse Graciano
Staff Sgt. Leon Belaustegui

Chaplain services

Catholic Mass 1100 LRS Conference Room
Protestant Service 1300 LRS Conference Room
Chaplain's Office is located in the Supply Building 119
Office hours are 0800 to 1600 Saturday and Sunday

This pdf is available on the 146AW public website, www.146aw.ang.af.mil and is updated monthly. This is an electronic news product which anyone can print from any computer, anywhere, and is full of the latest important wing information from your commanders and first sergeants! Check it out from home before you come to drill!

Joint forces exercise at Fort Hunter Liggett proves a success

Story and photos by: Senior Airman Nicholas Carzis

The crickets go silent as the stars continue to twinkle, waiting in the darkness next to a dirt landing strip. There is a distant noise, a roar that becomes louder and louder. It's difficult to adjust and see through the thick blackness, but the sound continues to come closer. Suddenly the intensity of knowing something very big and loud is on its way descends upon you, and then it is there. The screaming engines of a C-17 as it lands, touching down, leaving a huge cloud of dust in its trail, lumbering down the gravel strip as it brings itself to a halt.

Aircraft night operations bring perspective to the risks and dangers of landing an aircraft in complete darkness, but it is a key tactic used in our military operations. Another tactic that is just as important is the training that prepares our personnel to conduct these awesome operations.

Sequestration looms over the Department of Defense like a dark cloud on the horizon, and many are now preparing for the challenges that will face us in the coming months. While we can all expect cuts across the board in manning and missions, the task of keeping our personnel trained and ready is even more daunting. Commanders are now trying to figure out ways to keep our airmen trained and save money at the same time.

The following is a story about how one such commander used his creative ingenuity to effectively accomplish all these objectives March 18 – 21, 2013.

In this scenario there were three military components that all needed critical training. Members of the 146th Airlift Wing's Airlift Control Flight (ALCF) were looking for ways to combine their training with surrounding military units in an effort to coordinate and run command and control training with their personnel for airlift operations.

Four hours north in Monterey County, the U.S. Army Reserves were executing a two-week long exercise at U.S. Army Garrison Fort Hunter Liggett. Army



Senior Master Sgt. Arthur Meinke from the 146th Airlift Wing's Airlift Control Flight assists with a C-17 landing on an improvised runway.

medical technicians from the 801st Combat Support Hospital were in need of training in preparing and moving personnel onto large aircraft, such as a C-17. Unfortunately they lacked the aircraft and personnel to accomplish this training.

As Lt. Col. Samuel Svitenko, commander of the 146th ALCF, began sorting through training options, a huge opportunity by chance fell into his lap-- C-17 aircrews from Travis and McChord Air Force Bases needed training on night landings using night vision goggles and infrared lighting.

This is just what the ALCF specializes in. The 146th ALCF members and a member from the 146th Aeromedical Evacuation Squadron, Tech. Sgt. Angel De la Cruz, combined efforts to create a 16-person team to bring the exercise into a reality. With a qualified Aeromedical Evacuation Squadron member able to train the Army Reserve's medical technicians with valuable training, a C-17 aircraft ready to be supplied by Travis AFB, and 146th ALCF members ready to land those C-17's for Travis' combat assault training, it was a win-win situation where every branch would benefit.

And just like that, three different organizations' needs were met.

The exercise lasted four days and accomplished all three units' training by combining the Army's medical training on the C-17's and the combat assault landing training for the pilots from Travis AFB. The training exercise included landing the aircraft in pitch black darkness, guided by the 146th ALCF team on the ground running command and control of all the airlift operations at the simulated deployed location.



Taking into consideration the size and speed of the aircraft, the ALCF team began preparing the runway using laser range finders and infrared markers placed in specific areas of the landing zone on the runway known as “the box.”

“Getting that configuration correct is paramount, said Svitenko. “The crew is basing where to land the aircraft on where we set up the infrared lights at the approach end and the one flashing infrared light at the departure end. They have no ambient light; the night vision goggles and our lights are all they are using.” “In a sense when ALCF is sent out, there isn’t any infrastructure there. The aircrew are relying heavily on ALCF guidance and their equipment to land the plane safely in complete darkness,” said Svitenko.”

When performing engine running onload/offload, known as ERO, the Air Force personnel were responsible for creating a safe and realistic training environment for all involved. Getting personnel onboard while the aircraft’s engines



A C-17 departs at night from a dirt runway at Fort Hunter Liggett

are running is something that will happen in real-world deployed locations. Recreating these environments while maintaining safety around the aircraft created the experience the 801st Combat Support Hospital will need to be able to perform in a real-world situation.

Working with Tech. Sgt. Angel De la Cruz, the Army medical technicians said they gained a perspective of operations from an Aeromedical Evacuation stand point. De la Cruz explained to them his role as a member of the 146th Aeromedical Evacuation Squadron, and lessons he’d learned on previous missions, giving them a better understanding of what needs to happen when a patient is transferred onto the plane, and what happens after they get there.

Participants agreed that the entire exercise accomplished the needs of many, and that it created a sense of camaraderie only found within tight knit groups like theirs, which is ultimately also a crucial ingredient for the real-world scenarios that await them in the future.



Found a picture you like? Want to see more pictures from this event? Go to the multimedia photo drive on the network and take what you want right from your own computer. Click [HERE](#) to see more photos from this event

146th Airlift Wing Awarded for 25 years of service



April 18, 2013 Commander of the 146th Airlift Wing Col. Paul Hargrove and Command Chief Master Sgt. Richard Onsgard accepted an award on behalf of the 146th Airlift Wing from the Ventura County Board of Supervisors for 25 years of service to Ventura County.



Left to right: Lt. Col. Connie Poulsen, Col. Tony Volante (ret.), Command Chief Master Sgt Richard Onsgard, Col. Paul Hargrove, Ventura County Supervisor District 3 Kathy Long, Ventura County Supervisor District 2 Linda Parks, and Col. Ed Bellion (ret.)

Alumni Assoc. hosts 25th Year Anniversary Ball by the Sea

Photos by: Tech. Sgt. Alex Koenig (ret.)



April 20, 2013, members past and present belonging to the 146th Airlift Wing celebrated 25 years of history and companionship at the Crown Plaza hotel overlooking the beautiful Ventura Pier and beach. With over 120 reserved seats the Crown Plaza ball room was filled with costumed stars and smiling faces. Many came dressed in the old uniforms they served in, and others dressed up as famous actors/actresses from famous Hollywood Films. Guests heard past members speak about the tradition and history of the wing dating back to when the wing was stationed in the city of Van Nuys, Calif. Guests had an opportunity to take their picture in costume and have it printed to commemorate their

night which was paid for by the alumni. The night was topped off with dinner and dancing.



Found a picture you like? Want to see more pictures from this event? Go to the multimedia photo drive on the network and take what you want right from you own computer. Click [HERE](#) to see more photos from the Hollywood Guard Ball.

Commander's View

(Continued from page 1)

Last week I attended the MAFFS Preseason Conference in Boise, Idaho. We were updated on the predicted fire season and the commercial air tanker fleet. So far, the fire season has started out below average, but due to continued drought conditions in the West, the fire season may see heavy activity, especially in the Southern California Mountains. The USFS was able to bring 8 legacy air tankers back on contract and expect up to 7 Next Generation air tankers to be brought on contract by mid-summer. The legacy are the older P2 aircraft and the Next Generation are the BAE 146 aircraft. The USFS also has the ability to contract up to 6 Canadian Convair 580s if needed. The MAFFS would be used for surge capability as we have in the past, however, there can be circumstances that cause us to be called up quicker. Bottom line, we need to be ready for a call up at any time this summer. Due to the tragic loss of MAFFS 7 from Charlotte last summer, some changes have been made in the MAFFS mission. The investigation of MAFFS 7 found that the four MAFFS wings had been training to different standards and that there were other differences in how the wings operated in the mission. AMC was made the lead command and now has the responsibility for oversight of the mission. We have sent Lt Col Bill Green to Scott AFB for a year to help AMC with the expertise needed to get the program standardized. He has been working numerous issues to insure that the four MAFFS wings are standard for training and operations. We have two MAFFS training events this year, one with Cal Fire and the other with the USFS. The Cal Fire exercise will take place in Chico California from the 6th to the 9th of May. The normal annual training with the USFS will take place at Channel Islands from 13th to the 18th of May.

Lt Gen McDew, 18th AF/CC, will be visiting on the 9th and 10th of May to discuss topics such as Total Force Integration (TFI), the simulator, and MAFFS. We are going to pick him up at March ARB on the 9th and fly him to Chico for the MAFFS/Cal Fire exercise. Lt Gen McDew will get a MAFFS training sortie in the early afternoon and we would then fly him to Channel Islands for his base visit on the 10th. There will be an "All Hands" meeting in the morning and Lt Gen McDew will take questions from all personnel. I spoke with him today and he is looking forward to his visit with us. He does expect some interaction at the meeting, so think of some good, relevant questions to ask. He will also get a mission brief and tour of the base during his visit.

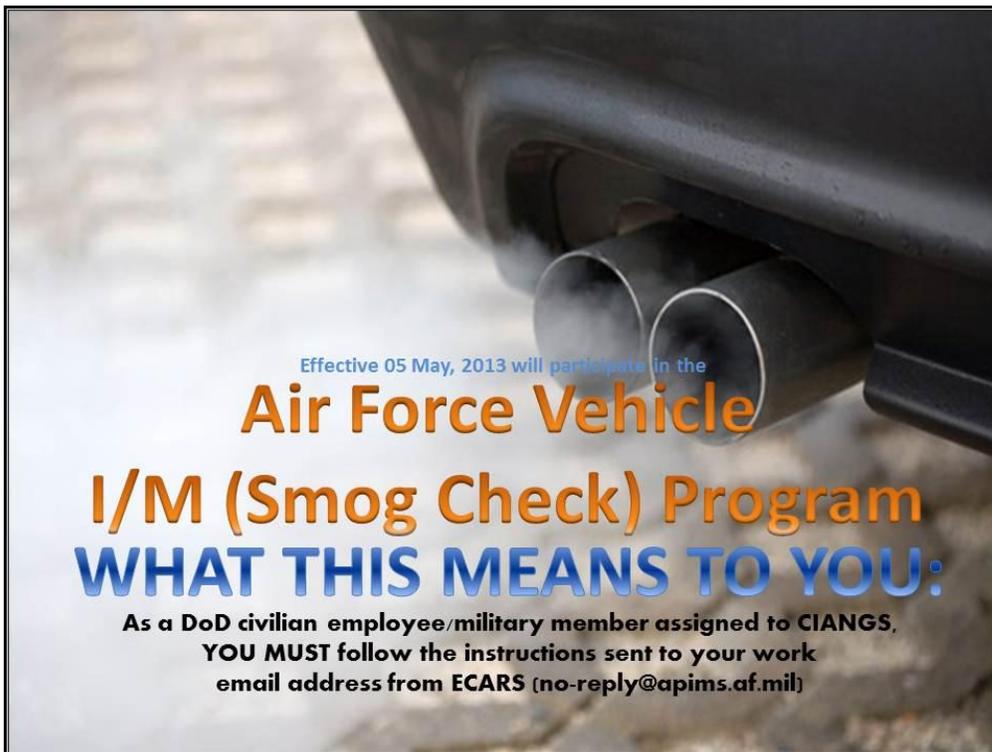
This year marks the 25th anniversary since the 146th AW moved from Van Nuys to Port Hueneme. The Alumni Association celebrated this event with a "Hollywood Guard" party at the Ventura Crown Plaza and it was attended by 180 people, many wearing costumes of Hollywood celebrities from the past. I was unable to attend, but I was told that it was a great success and that everyone enjoyed the evening. Our heritage is tied closely with the "Hollywood Guard" name and I encourage us to carry on this tradition. Although some negativity was tied to this name in the early 90s, I think there is significant positive history and tradition to be maintained. As with other issues in the military, there is history and heritage. History can't be changed, but lessons can be learned from past mistakes. Heritage is to be embraced and maintained for the future. I hope that we can embrace the 'Hollywood Guard' heritage, but also work to build our future relationship with Hollywood movies and television productions, as was accomplished in the years at Van Nuys. This can be done with professionalism and also projecting a good, positive image of the 146th AW. I also hope the future will include more visits from Hollywood celebrities to Channel Islands.

Have a great drill and I'll see you around the base,

Paul Hargrove, Col
146th AW/CC



Master Sgt. Erin McPherson from our 562nd Air Force Band who is currently on deployment at Bagram sings "Georgia On My Mind" during the talent show "Bagram's Got Talent" earlier this month. She is accompanied by Squadron Leader Graham Langfield of the British Royal Air Force. Photo courtesy of Bagram air base.



Important Information!

Air Force Vehicle Inspection and Maintenance Program

By Hap Griffith, 146AW
Environmental Manager

Starting 5 May 2013, CIANGS federal (military and civilian) employees will be receiving emails from no-reply@apims.af.mil, titled "Action Required: vehicle emission testing self-certification is due within 30 days."

This is a self-certification request, allowing the Air Force to demonstrate compliance with a federal requirement, the Clean Air Act (CAA), Section 118(d) (42 U.S.C. §7418(d)). The statute requires all federal employees to

meet the Vehicle Inspection and Maintenance (I/M) (Smog Check) Program requirements of the location where the member is employed. Beale is located within a Basic I/M Program Area.

Compliance with the CAA requirement had previously been accomplished through the issuance of base decals (window stickers). The decals were discontinued as they posed a possible security weakness, hence, leaving the installation in a noncompliance status. The self-certification program is being used to, once again, show compliance with the CAA requirements.

What does this mean to you? If your vehicle is registered in CA and your vehicle is older than 6 years old, you will need to provide the year, make and model of the vehicles you drive on base 60 days or more a year. You will also need to know the county where your Smog Check was done and the month and year it expires (two years after it was conducted).

If your vehicle is registered outside of CA and you do not meet one of the exemptions listed below you will be required to have your vehicle smog checked.

Exemptions:

- Your vehicle is 6 years old or newer
- Your vehicle is a 1975 model year or older
- Your vehicle is a diesel vehicle
- Your vehicle is a hybrid
- Your vehicle is an electric vehicle
- Your primary vehicle is a motorcycle
- You do not drive on CIANGS 60 days or more a year

Questions regarding the AF Vehicle I/M Program can be directed to Mr. Hap Griffith at 986-7839; and Ray Perkins at 986-7487.



Chaplain's Corner

Doing a Human Walk-Around

Ch. Maj John Love, 146th Airlift Wing Chaplains Office

25 April, 2013

Many years ago when I was a boy, I remember with great fondness the times I would head out the Santa Barbara municipal airport to go flying with my father. We owned an old Beechcraft Bonanza 1958 v-tail...and I am still alive to tell tails. In spite of that faulty tail design, what I most remember about flying was the pre-flight routine. Probably because he was also a heart surgeon, my dad was absolutely meticulous in his walk-around. Nothing escaped his attention...a little wiggle here, a kick there. He often spent a good ten minutes looking at his aircraft for anything out of alignment, soft or amiss. I think this routine can be an apt metaphor of how we need to attend to aspects of our own daily lives and learn or re-learn how to go about doing a human walk-around, even if one of the problems is that most of the stuff that needs attending is usually unseen by others because it is on the inside. Life's ups and downs can take a toll on our dreams, we need to take ten once in while examine our lives so that we can once again find meaning and happiness and the "joy of our youth" (Psalm 43.) As 14th C. Dominican St. Catherine of Sienna use to say: "Be who God meant you to be and you will set the world on fire."

Here is my proposal for your next human walk-around:

First of all, think about and perhaps write down your short, medium and long range goals. I am a firm believer that in order to be happy in life, I need to first ask myself where I want to go. I might ask myself: "What are my goals this year?" These should be relatively easy to achieve but still challenging, for example: "Lose 10 lbs., finish that 5 level school, go to church more often." Then go on to your 10 year mark: "Achieve a senior or field rank, get married and have a child, volunteer on a church mission, travel throughout Europe, etc." Finally, ask yourself about your long-term goals 20 years and beyond. These goals beyond our horizon are often the most difficult to formulate, but when I think about these things, I usually end up focusing on less on "static goals" and more on general elements of my character even legacy. They could be thoughts such as: "Remain faithful to my spouse, make room in my will and estate for my church or college, stay healthy into my 60's, never stop believing in the goodness of my fellow man and woman, etc." Even if I don't hit all of life's goals, I still have something to serve as a guide when things are tough.

Second, ask yourself how past failures have molded and shaped you into the airman of character you are today. The other day, I was speaking with a sergeant about life's successes and failures and how it usually ends up that our failures – and not our successes – are often the best teachers. This is not to say that one must be an advocate of failing in life to learn, but simply that if we take a moment and review the events that led up to failure, we can usually develop a "take-away" for future reference. This is wisdom: a wise person is able to draw from a storehouse of memories - both good and bad - to succeed in future endeavors. One of the great benefits we all have here at the 146th AW is that we work together to praise each other in our combined successes, and to gently (or sometimes even forcefully) to redress a failure. I think it might even be appropriate to ask a spouse or a fellow trusted airman help us perform our human walk-around from time-to-time, examining those areas of failure and spending extra time thinking about how to succeed in the future.

May God bless you with a safe flight through life's turbulence and clear skies!

FLEET & FAMILY SUPPORT CENTER

Annual
Military Spouse
Appreciation Event!



• MASSAGES

COURTESY OF BEEFIT

• HAIR STYLING

COURTESY OF NEX PERSONAL CARE SERVICES

• MAKEOVERS

COURTESY OF NEX

• KIDS ACTIVITIES

• FASHION SHOW

COURTESY OF NEX

• GIVE-A-WAYS

• FOOD &

REFRESHMENTS

MAY 9, 2013 10:00 AM-1:00 PM

BEEHIVE GYM (BY GOLF COURSE ON PORT HUENEME)





Register For Yellow Ribbon Today!



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Contact you're Airman & Family Readiness Program Manager for more details

Saturday July 20, 2013! Santa Clara

Post Deployment 30 Day Registration

<https://www.yellowribbonevents.org/Events/EventDetails.aspx?Mode=ReadOnly&Id=30AEFF03-3546-4BF3-92A4-C0B699F7E1B2>

Post Deployment 60 Day Registration

<https://www.yellowribbonevents.org/Events/EventDetails.aspx?Mode=ReadOnly&Id=d077d1aa-a230-4b2e-9f42-4e3c843af894>



For info, contact Yellow Ribbon Event Coordinators:

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