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VERY METAL AIRMEN

Structural maintenance flight keeps JBER airworthy

By Airman 1st Class Kyle Johnson
JBER Public Affairs

Airman Melissa Weaver, an aircraft structural maintenance apprentice with the Aircraft Structural Maintenance Flight, 3rd Maintenance Squadron, stepped into the small paint room clad from head to toe in a suit one might expect to find in a gas chamber.

Once inside, she adjusted the nozzle on her industrial paint gun with a few latex-covered fingers until she gets just the right spread she needs to efficiently prime the Northrop KD2R5 wing behind her.

The KD2R5, a basic training drone used by at least 18 countries in the mid-twentieth century as target practice for pilots, can stay in flight via radio controls for up to an hour, and has a wingspan of three and a half meters.

To help out the community with available resources, this particular drone is destined to hang in a museum as a key piece of aeronautical history; but on a normal operational basis, Weaver is used to much bigger aircraft, in a much bigger paint room.

To be more precise, it's a paint hangar, or as the locals call it, "the paint barn" – essentially an entire hangar which has ventilation for chemicals, heating elements for curing, and all the supplies at a body shop.

Instead of half-century-old drones for museums, here, Weaver and other ASM Airmen repair structural and paint damage on C-17 Globemaster IIIs and E-3 Sentinels. "We're basically body mechanics, but for aircraft," said Senior Airman Kurtis Steinecke, aircraft structural maintenance journeyman with the 3rd MXS.

ASM Airmen ensure the structural support, exterior body and paint on Joint Base Elmendorf-Richardson's heavy aircraft and their ground equipment is maintained and operational at all times.

"We cover a very wide spectrum of maintenance," Steinecke said. "If it's not electronic or engine-related, it's us."

Because the C-17s are mostly composite, and F-22 Raptors are handled by the low-observable structural maintenance team, they see a lot of composite material repair.

Composite laminates have several layers, or plies, which are sealed together by applying resin and heat, Steinecke said.

There are many different kinds of composites, but the most well-known is carbon fiber.

"Composites often get [delamination], which is a separation of the plies," Steinecke said. "That's important to catch as soon as possible because just a slight delam lets moisture in and causes increased deterioration."

If even a small delamination goes unnoticed or unattended, it could eventually create a catastrophic scenario for the crew of the aircraft, Weaver said.

In addition to composite materials, they do sheet metal repairs on the aircraft that require it. The process is completely different, but the risks, importance and significance are the same.

When a hunk of metal 174 feet long is flying around the globe at 450 knots, little cracks can quickly become large problems.

That's why aircraft receive regular preventative maintenance year-round. If an aircraft needs body maintenance, it need not



ABOVE: Airman Melissa Weaver, 3rd Maintenance Squadron, Aircraft Structural Maintenance Flight apprentice paints the wing of a KD2R5 "Shelduck" basic training drone in a Hangar 21 paint room Nov. 24. Drones like this one were used as target practice for pilots in the mid-20th century. This drone, once refurbished, will hang in the Alaska Veteran's Museum in Anchorage. (U.S. Air Force photos/ Airman 1st Class Kyle Johnson)

LEFT: Senior Airman Kurtis Steinecke, 3rd Maintenance Squadron, Aircraft Structural Maintenance Flight journeyman installs new rivets on a piece of sheet metal used for training Airmen in the shop Nov. 24. By using impacted rivets like this, they are able to patch sheet metal damage on aircraft without creating extra drag.

BELOW: Weaver sands the wing of the Shelduck between coats of paint.

to be sent thousands of miles away on the Air Force dime to get a touch-up; it can just taxi into the paint barn with some paperwork and be back in operation with minimal delay.

"Flightline would taxi the aircraft in, from there they change it's paperwork over to us and it's completely our jet," Steinecke said. "Then, we start by finding the areas they want fixed, we sand it, clean it, treat it for corrosion, then prime and paint."

In a typical month, they usually perform repairs like this on three aircraft. Over time, their efforts save the Air Force millions of dollars.

"We save the Air Force tons of money by preventing them from having to purchase new parts and aircraft," Weaver said.

"The in-house repairs we do may cost us \$1,000, but it would cost much more otherwise," Steinecke said. "Instead of sending the planes off for paint every year, they can do it every few years and save a lot of money there as well."

ASM also helps maintain the aircraft ground equipment associated with JBER's heavy aircraft.

"We do AGE repairs too. If they need the paint stripped, we'll either blast them, use chemical stripper, or mechanical removers like wire wheels," Steinecke said. "From there, it'll go to metals [technology] where they'll weld the areas that need fixed. Then it comes back to us and we're in charge of painting those as well."

The classic bombers bearing distinctive pin-ups are now a thing of the past, replaced by slate-grey aircraft with a singular – and deadly – purpose, but that doesn't mean there's no significance to a nice paint job.

"Yes, the paint looks pretty," Weaver said. "But it stops corrosion."

"Corrosion would start off small like



simple rust," Steinecke said. "If you let the surface rust go, it's going to rust through until that panel completely falls off."

"Then the substructure is going to fall apart and pretty soon you won't have an aircraft," Weaver said.

That surface rust can compromise static aircraft just as easily as operational aircraft and because of that, all the static aircraft on

base belong to the ASM shop.

Soon, they are scheduled to give the C-130 Hercules in front of the 3rd Wing Headquarters a makeover.

Aircraft Structural Maintenance Airmen work on drones and statics, but their real bread and butter is keeping crews safe by ensuring they can count on their aircraft as they fly across the globe.

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ALL RISE

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An apology to our readers

To our Joint Base Elmendorf-Richardson family:

We extend our sincerest apologies to all Joint Base Elmendorf-Richardson personnel, families, retirees and base visitors for inappropriate content which was included in the “gift guide” insert for the Nov. 27, 2015 edition of the Arctic Warrior newspaper.

The content was in severely poor taste, and grossly inconsistent with the values of base leadership, the JBER Public Affairs Office, and the Arctic Warrior staff.

Though the guide was not included at the behest of public affairs, we take responsibility for every public affairs product that originates in this office.

Measures and increased coordination in accordance with the publisher’s contract are in place to prevent such content appearing in future issues of the base paper.

We understand how our audience is upset with this terrible impropriety, and once again extend our apologies.

Sincerely,
Air Force Maj. Angela M. Webb
673d ABW Public Affairs Officer

Be outstanding – or be outprocessing

Developing the next generation is an awesome responsibility

By Senior Master Sgt. Jonathan Wilkins
703d AMXS

The late Senior Master Sgt. Jeffry Dingus used to tell aircraft maintainers at roll call that they should either be outstanding or outprocessing. Those words have stuck with me ever since I heard them as a staff sergeant standing at parade rest in his roll calls.

He was a no-nonsense leader who spent his entire 26-year career at Ellsworth Air Force Base, South Dakota, maintaining the notorious B-1 bomber. He was hardened by the most maintenance-intensive aircraft, and one of the harshest winter environments.

Dingus was on a mission to develop outstanding Airmen who embodied our core values, were technically proficient, and were able to accomplish the mission in the harshest environments.

Today, as I try my best to carry on the legacy of Sergeant Dingus and many other outstanding supervisors and superiors who molded, mentored and groomed me over the last 17 years, I think about the legacy I’ll leave behind when it’s time to pass the baton.

I want to know I developed proficient, capable, independent and innovative Airmen Dingus would be proud of. Airmen who

embody the Air Force core values and would never assault, discriminate against or intentionally offend another Airman, or succumb to the temptation of illegal, unethical, or immoral behavior that would discredit the Air Force.

I want to develop the type of Airmen who do not require a supervisor to “hold their hand” around a running track, remind them of overdue training requirements, or remind them the mission comes first.

I want to develop Airmen who can complete their Career Development Courses in 30 days, aggressively tackle upgrade, ancillary and proficiency training, and who are ready to upgrade on time.

I want to develop Airmen who are not reliant on superiors to provide the “how” all the time, but who can operate autonomously, independently, and with little supervision.

I want to develop Airmen so they become noncommissioned officers with initiative who take care of their subordinates with proper respect,

feedback, leadership, mentorship, counseling, development, coaching, teaching and training.

I want them to be NCOs who refuse to operate off hearsay, do not relegate, shirk or neglect their duties, and who don’t need someone to tell them what their job is or what the rules are – because they read the Air Force Instructions themselves.

I want them to be NCOs who are constantly developing themselves through off-duty education and professional military education opportunities such as the Airframe and Power Plant certification,

Community College of the Air Force degree, or the professional development seminars offered through the Total Force Development Center.

I want to develop NCOs so they become senior NCOs who can lead teams of diverse Airmen to successfully accomplish the mission in any environment – and under fiscal, manpower, and time constraints without negativity.

I want them to be SNCOs who can effectively

and positively lead subordinates through change, while soliciting innovative ideas from their subordinates to facilitate necessary change.

I want them to be SNCOs who are not asleep at the wheel, or in a mindset that they “made it” and they can now relax, throttle back and become irrelevant.

I want to develop SNCOs who are not afraid to exercise their authority and influence to control the resources in their area of responsibility to effectively accomplish the mission.

I want them to be SNCOs who have mastered the leadership and empowerment arts and can leverage the full potential of every single Airmen in their area of responsibility ... without feeling threatened by the intelligence, capabilities, and performance of their subordinates.

These are the qualities and capabilities I want to develop in Airmen.

In an interview with the Pentagon Channel in October 2012, the 18th Chairman of the Joint Chiefs of Staff, Army Gen. Martin Dempsey, said an aspiring leader should, first of all, always be themselves and not try to become someone else, and secondly, they should constantly develop their subordinates. In your quest as an Airman and a leader in the Air Force, remember we are the most powerful Air Force in history because of our diverse workforce.

If we were all the same, our organization would fail. So while it is imperative that you grow, mature and develop as an Airman and leader, I encourage you to be yourself, as Dempsey said.

Secondly, I encourage you to invest in your subordinates as if the future of this nation depended on it – because it does.

We must develop our Airmen to be outstanding, serving them as servant leaders – because this young, innovative, smart, talented, and diverse core of Airmen is what is going to secure our nation and our way of life for generations to come.

Yes, Virginia, you can wear your ACU Gore-Tex with that OCP

By C. Todd Lopez
Army News Service

As winter weather approaches and temperatures drop, Soldiers turn to their cold-weather gear to keep warm outdoors while conducting training or operations.

Many Soldiers now wear their Army Combat Uniform, in the new Operational Camouflage Pattern. But their organizational clothing and individual equipment, such as their wet-weather gear and their Extended Cold Weather Clothing System sport the Universal Camouflage Pattern.

Soldiers don’t need to freeze so as to avoid a uniform faux pas.

However, the Army wants Soldiers to know that it’s okay to wear the foliage green fleece cold-weather jacket and other UCP cold-weather gear on top of their new OCP uniform.

“Soldiers should continue to use the equipment they have been provided to remain safe and warm in environments that call for it,” said Sgt. Maj. Eva M. Commons, uniform policy sergeant major, Army G-1. “This is why the Army gives you this gear to wear.”

Cold-weather gear is not part of the “clothing bag” issued to Soldiers during basic training.

Instead, Soldiers get items like the fleece cold-weather jacket, the wind cold-weather jacket, the soft shell cold-weather jacket and trousers, or the extreme cold/wet-weather jacket and trousers from the clothing issue facility at their installation.

Commons said that no matter what ACU Soldiers are wearing – the one in UCP pattern or the one in OCP – they are allowed to wear the winter-weather gear issued by the CIF.

“Any item issued from CIF is permitted for wear,” she said. “There is no restriction based on camo pattern or color.”

The Army also has two different colored T-shirts available for wear under their ACU.

There is the “sand-colored” T-shirt and the “Tan 499” T-shirt. Belts are also available in both of those colors.

Boots are available in sand or coyote colors, as well.

The rule here, Commons said, is that when a Soldier is wearing



A frost-covered mask obscures the face of Sgt. Justin Loer during Arctic Light Individual Training on Bulldog Trail in December 2012. While new OCP uniforms are being fielded, Soldiers can still wear cold-weather gear in the previous pattern, as items from the Clothing Issue Facility generally have a much longer wear life than uniforms. (U.S. Air Force photo/Justin Connaher)

the UCP ACU, he or she must wear the undershirt, belt and boots designed for wear with the UCP ACU. However, when Soldiers wear the Operational Camouflage Pattern ACU, they can wear “any combination” of boots, belt and T-shirt, in any of the available colors; the boots, belt, and t-shirt do not have to match each other.

Commons caveated that, however, by saying “both your left and right boot must be the same color.”

The Army, Commons said, has an inventory of items including belts, boots, T-shirts, uniforms, and cold- and wet-weather gear. Each of those items has a certain wear life on them.

Items such as cold-weather jackets last a very, very long time, she said. Other items, such as T-shirts, can be worn for less than a year before they must be replaced.

The liberal policy for how uniform items can be mixed with the Operational Camouflage Pattern ACU allows the Soldiers more

flexibility in the wear of their uniform, and additionally allows more time for the Army to eventually get OCIE in the new Operational Camouflage Pattern.

“With all these different uniforms, we have to give the widest range of allowance to Soldiers to properly wear, and not have that come out of pocket,” she said. “It also allows the Army to make sure they have proper stock in issuing facilities to support demand.”

Commons said that Soldiers can continue to wear the UCP uniform until Sept. 30, 2019.

After that, they must show up to work wearing the Operational Camouflage Pattern ACU.

Soldiers who are deploying or have an operational need are provided with OCIE items in the Operational Enduring Freedom Camouflage Pattern, also known as OEF-CP.

“Deployers will never go without,” Commons said. “The Army will ensure Soldiers get the ap-

propriate equipment for their mission.”

The Army has been issuing the pattern to those deploying for some years and will continue to do so until the transition to Operational Camouflage Pattern.

It will be some years before UCP OCIE is exhausted and is replaced with Operational Camouflage Pattern OCIE because the items are “quite durable,” Commons said.

Commons also said some Soldiers had expressed confusion about what camouflage pattern the name and service tapes should be in on their UCP-colored fleece jacket. She said the name and service tape pattern should match the color of the fleece jacket, not the pattern of the ACU the Soldier is wearing underneath.

Blue, white, and read the regs

Commons said for some time, the OEF-CP was worn only in Afghanistan. And while deployed to

Afghanistan, the rule was to wear the tactical subdued American flag patch on the right sleeve.

“Soldiers had only seen the subdued patch on that uniform, so they assumed that is the only patch allowed with that uniform,” Commons said. But that is not the case.

According to AR 670-1, paragraph 21-18, “All Soldiers will wear the full-color U.S. flag embroidered insignia on utility and organizational uniforms, unless deployed or in a field environment.”

Commons said that the OEF-CP ACU, and the Operational Camouflage Pattern ACU can, and should be, worn with the full-color American flag while in garrison.

Soldiers should wear the subdued flag patch on those uniforms while deployed, or in a field environment.

First sergeants, she said, will let Soldiers know when they are going to be in a field environment, and what the uniform requirements will be.

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ARCTIC WARRIOR

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TRUE DEDICATION



Dedicated crew chiefs from the 525th Fighter Squadron stand to recite the crew chief creed during a DCC ceremony Nov. 25. The ceremony recognized the top F-22 maintainers on the installation, honors for which include wearing specialized coveralls and his name printed on the side of a jet. (U.S. Air Force photo/Staff Sgt. Wes Wright)

525th FS crew chiefs honored at ceremony

By Staff Sgt. Wes Wright
JBER Public Affairs

Twenty-three F-22 Raptor crew chiefs from the 525th Maintenance Unit assumed the mantle of Dedicated Crew Chief during a DCC ceremony at the 525th Fighter Squadron headquarters on Joint Base Elmendorf-Richardson Nov. 25.

The ceremony recognizes the top F-22 maintainers on the installation, honors for which include wearing a specialized set of overalls and a crew chief getting his name printed on the side of a jet.

“The purpose of this ceremony is to formally appoint those selected to assume the awesome responsibilities of a DCC,” said Master Sgt. Daniel Helveston, 3rd Aircraft Maintenance Squadron tactical aircraft maintenance specialist section chief. “Service as a Dedicated Crew Chief is a unique

opportunity that demands every day be met with pride, professionalism, and enthusiasm by every individual who accepts the challenge and privilege of crewing the world’s finest fighter aircraft, the F-22 Raptor.”

The ceremony followed a similar event Oct. 23 for DCCs assigned to Raptors from the 90th FS.

The Airmen spoke in unison when reciting the vow of a DCC:

“Upon our honor, we swear that we shall hold in sacred trust the rights and privileges conferred upon us as certified mechanics. Knowing full well that the safety and lives of others are dependent upon our skill and judgment ... we realize the grave responsibility which is ours as certified Airmen, to exercise our judgment on the airworthiness of aircraft and equipment. therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of our vocation.”

Pride and ownership were the themes of the ceremony, as Air Force Maj. Paul Netchaeff, 3rd AMXS commander, told how the DCC program came to prominence in the 1970s.

Air Force Gen. William Creech asked an Airman what he liked most about the program.

The Airman responded, “General, when is the last time you

washed a rental car?” The Airman was not being disrespectful, but trying to emphasize that having his name on the Aircraft meant something to him.

The Airman’s simple answer stuck with Creech; it summarized the underlying intent of the program: aircraft ownership. The Airman was implying if you own something, chances are you’ll take better care of it.

“It doesn’t mean they can tow it home; it’s not that kind of ownership,” Netchaeff said. “It’s about taking pride in what you do. DCCs are handpicked based on professionalism, dedication, leadership, initiative, expertise, and exuding the corps values. They are the last to touch it before a sortie and the first to touch it when it comes back. It is a pivotal role. This aircraft has got to be combat ready all the time. Lives are at stake.”

A pilot assigned to the same aircraft presented each new DCC with a certificate, patch and coin, officially designating the crew chief to their aircraft.

The honor struck home for Air Force Staff Sgt. Matthew Garcia, a 525th AMU Raptor crew chief.

“Being responsible for another person’s life goes through my mind all the time,” Garcia said. “It makes me pay that much more attention to my job and focus on the details. To

see all my hard work and dedication come to life every day when my jet takes off, it means I did my job and did it well.”

Air Force Col. David Abba, 3rd Operations Group commander and F-22 pilot, flies the jet to which Garcia is assigned.

“The big difference between having a dedicated crew chief and an anonymous maintenance package, is I know that he has poured his heart and soul into that airplane as if it’s his own because it is,” Abba said. “I would trust whoever is out there launching me anyway but just knowing that the extra piece of personal ownership is present makes a big difference. That final salute that happens from a crew chief to a pilot as the jet is rolling out entails a lot of trust. It is very powerful.”

Abba described the uniqueness of the location of his and Garcia’s respective names on the jet.

“One of the things that’s very interesting about this airplane, is you have the pilot’s name on the left side of the fuselage up underneath the canopy on the nose wheel door and the DCC’s name is on the right side,” Abba explained. “They are separated on different sides of the jet, but when we take off and the nose wheel comes up, the doors come together so you have the pilot’s name and the

DCC’s name side by side flying through the air.”

Garcia said seeing Abba return his salute as he takes off is an almost indescribable feeling.

“Watching that happen and seeing my name on the side of the jet is such a feeling of accomplishment,” Garcia said. “Never did I think my name would be on the side of an F-22. To see it taxi by is such a great feeling.”

The Airmen honored at the event were:

- Staff Sgt. Viviano Alejandro
- Staff Sgt. Nicholas Banks
- Staff Sgt. Brandon Bosley
- Tech. Sgt. Shane Carver
- Tech. Sgt. Klickat Clark
- Tech Sgt. Austin Cross
- Staff Sgt. Tyler Dent
- Staff Sgt. Matthew Garcia
- Staff Sgt. Douglass Johnson
- Staff Sgt. Joshua Lucchesi
- Staff Sgt. Zachary Macy
- Staff Sgt. Michael Marquart
- Staff Sgt. Lyndean Parsons
- Tech. Sgt. Travis Rogers
- Staff Sgt. Brian Smith
- Staff Sgt. Paul Stoner
- Staff Sgt. Joseph Soukup
- Senior Airman Brandon Timmermeyer
- Staff Sgt. Zachary Trudell
- Staff Sgt. John Williams
- Staff Sgt. Daniel White
- Tech. Sgt. Matthew Whited

Mongolian NCO attends course with USARAK troops

By Sachel Harris
USARAK Public Affairs

Throughout the years, more than four dozen foreign soldiers have attended Joint Base Elmendorf-Richardson’s Sgt. 1st Class Christopher R. Brevard Noncommissioned Officer Academy. However this year, one graduate is the first of her kind.

“I am so thankful to the U.S. and Mongolian armies for allowing me to come here,” said Sgt. Muncunchimeg Nyamaajav, the first female Mongolian soldier to come to Alaska and train with U.S. Army Alaska.

On average, the NCO academy hosts 12 international students per year.

The last time Mongolian soldiers attended a course at the U.S. Army Alaska academy was 2007.

Nyamaajav, who was born in Bayankhongor City of the Bayankhongor province in Mongolia, said she has always had a desire to serve. Since joining at the age of 19, she has had a passion for seeing female soldiers succeed and 10 years later, that passion is still burning.

“My hope is that more female soldiers come here and learn,” she said. “Though the terrain is the same here in Alaska, all of our experiences are different, and discussing those differences and learning from them makes us better.”

Nyamaajav, who had to pass an English test in order to attend the courses, said her experiences here have built her confidence. With almost 17 percent of the Mongolian Armed Forces being female, confidence is what she hopes for all female soldiers.



Mongolian Army Sgt. Mungunchimeg Nyamaajav works alongside a U.S. Army Alaska Soldier during the Warrior Leadership Course’s Situational Training Exercise at Joint Base Elmendorf-Richardson Nov. 3. (U.S. Army photo/Sachel Harris)

“I want female soldiers to learn and to be strong,” she said. “I want them to hope and dream.”

While she loves being the one to push her fellow soldiers to be great, Nyamaajav credits her own loved ones with being her source of inspiration.

“My family is a big source of support for me,” she said. “My 6-year-old son is in the first grade and is studying to read. Everything I do, I do because I want him to

be proud of me.”

Along with five other soldiers, Nyamaajav recently graduated from the Warrior Leadership Course and the Basic Leadership Course.

As part of the courses she attended, Nyamaajav participated in various field exercises that sharpened her leadership skills and further developed her professional ethics.

The soldiers are headed to the 4th Brigade Combat Team, 25th Infantry Division,

where they will participate in various hands-on training opportunities.

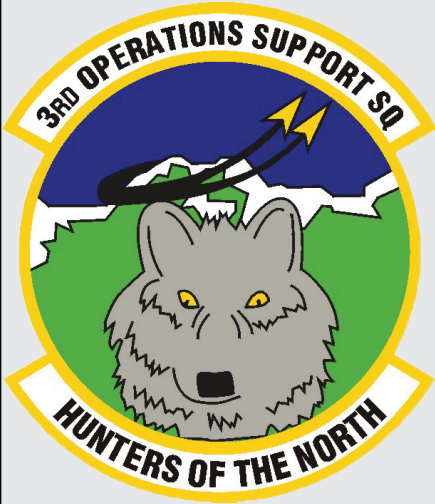
Though it is her first trip to the United States, Nyamaajav said there is value in the partnership between her country and the U.S.

“This partnership with the U.S. Army is so important,” Nyamaajav said. “Because of it and the people I have met here, I am stronger and a better soldier, and I am so grateful.”

Weather flight: a meteorological phenomenon



Air Force Capt. Carl Densford, commander of the 3rd Operational Support Squadron Weather Flight, checks a TV monitor for weather updates Dec. 3 at Joint Base Elmendorf-Richardson. Weather forecasters can work up to 16 hours a day, ensuring JBBER pilots have the information they need to stay safe in the air. (U.S. Air Force photo/Senior Airman James Richardson)



M&FRC relocation

The Military and Family Readiness Center (Log Cabin), located in Building 8535 Wewak Drive temporarily relocated recently to Building 8124 Doolittle Avenue (near the Polar Bowl) to allow for renovation for the next 10 weeks. The temporary location will be open Monday to Friday, 7:30 a.m. to 4:30 p.m.

For information, call 552-4943 or visit jber.af.mil/mfrc/index.asp.

Exchange return policy

The Exchange extends its return policy for items purchased through Dec. 24. Holiday return/exchange policy changes the standard 90 days to the end of January 2016, with sales receipt. For information, call 753-0232.

JAG law school programs

The Office of The Judge Advocate General is accepting applications for the Army’s Funded Legal Education Program. Up to 25 active-duty officers will be selected to attend law school while on active duty and at government expense beginning in 2016.

The program is open to lieutenants and captains. For information and eligibility requirements, visit www.jagcnet.army.mil/sites/jaro.nsf or call 384-2434.

JBER recreational access

The Joint Base Elmendorf-Richardson recreational permit fee costs \$10 for active duty, military-affiliated and civilian personnel. Senior citizens 60 years of age and older, and those disabled 50 percent or more as documented by the Department of Veterans Affairs, will see a \$5 rate per year. Users must sign in and sign out using the iSportsman system, using computers, kiosks at the visitors centers, or by phone.

For information, visit isportsman.com or call 552-2439 or 384-6224.

Home buying seminar

Volunteer realtors and mortgage lenders present an hour-long home buying seminar every Wednesday at either the JBER-Elmendorf or JBER-Richardson Housing Management Offices from 1 to 2 p.m.

These seminars are intended to support those interested in purchasing a home by explaining the buying and selling process in

the Anchorage and Mat-Su areas. The seminar covers loan pre-qualifications, offers and acceptance, inspections, title searches, types of loans, and the closure process to prospective home owners.

For information or to sign up, contact the management office. For the JBER-Elmendorf HMO, call 552-4312, or visit Bldg. 6346 Arctic Warrior Drive.

For the JBER-Richardson office, call 552-3088, or visit Bldg. 600, Room 104.

Special victim counselor

Victims of sexual assault are entitled to legal assistance services.

Communication is protected by attorney-client privilege. The SVC ensures the victim’s rights, as outlined in the Crimes Victim Act, are protected.

Those rights include being treated with fairness and respect; being reasonably protected from the accused offender; being notified of court proceedings; being present at all public court proceedings related to the offense; being able to confer with the prosecutor; receiving available restitution; and receiving information about the conviction, sentencing, imprisonment, and release of the offender.

Eligible clients include all active duty military of all branches of service, mobilized Reserve Component members, retirees (and the dependents of these sponsors) who make a restricted or unrestricted report for sexual assault.

For information, call 353-6507.

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Document Services provides documents including black and white, color, large format, photographic prints, engineering drawings, sensitive materials, technical manuals and training materials.

They also handle the design, printing and distribution of business cards, letterhead, invitations and programs.

The Equipment Management Solutions Program provides multifunctional devices that print, scan, copy and fax. Facilities offer scanning and conversion services for all types of documents. They also offer Document Automation and Content Services, a service for building digital libraries of

content with online access. It is open 7 a.m. to 3:30 p.m. Monday through Friday.

For information, visit www.documentservices.dla.mil, visit the office at 984 Warehouse Street, or call 384-2901.

Rental Partnership

The Rental Partnership Program at JBER is available to all eligible active-duty members and consists of two options.

The first option, RPP Plus, includes utilities and sometimes cable costs, providing an easier budget with a set rental payment year round.

The other option, RPP 5 Percent below market, saves the member five percent off the rental fee other tenants pay; however, utilities are paid for by the tenant.

Both options are available with no deposits or fees to the member except pet fees as applicable.

This program is designed to provide active-duty military personnel, enlisted and officers, accompanied and unaccompanied with affordable off-base housing.

An allotment must be executed under either option of the RPP for the rental payments which is made directly to the landlord resulting in a more trouble free transactions.

JBER-Elmendorf members can see RPP officials at the Capital Asset Management Office, Building 6346, Arctic Warrior Drive, or call at 552-4328 or 552-4374 for further information and assistance regarding this program.

At JBER-Richardson, visit the Housing Management Office, Building 600, Richardson Drive, or call at 384-3088 or 384-7632.

U-Fix-It Store

The JBER U-Fix-it stores are open to all Aurora Military Housing tenants. Assorted items for maintaining your home may be issued from the U-Fix-It Store. Availability is subject to change and limits; some may have a cost.

There are American flag kits and fire extinguishers available.

U-Fix-It work includes all home maintenance activities, allowing occupants to make minor improvements and repairs to their home and cut down on the number of service orders. There are two stores on base.

The JBER-Elmendorf location is 6350 Arctic Warrior Drive and is open 8:30 a.m. to 5 p.m., Tuesday

through Friday, closed from 1 to 1:30 p.m. for lunch, and Saturday, 9 a.m. to noon and 1 to 4 p.m. (closed for lunch noon to 1 p.m.).

The JBER-Richardson location is at 338 Hoonah Ave., open from 8:30 a.m. to 5 p.m., Monday through Friday, and closed from 1 to 1:30 p.m. for lunch.

A blind-cleaning machine is available at the JBER-E location. A “reservation required to use” policy is in place with the priority going to military members PCSing. For more information, call 375-5540.

MiCare registration

MiCare, the online personal health record and secure messaging application, is available to patients and medical group staff at Joint Base Elmendorf-Richardson.

Patients can take advantage of the ability to communicate with their primary care clinicians online. Registered patients also have access to electronic records.

Once registered, patients have the ability to participate in the study by completing a short series of surveys during the course of the next year.

To register, visit the Military Treatment Facility; enrollment specialists in primary care clinics will assist with sign-up. Patients need to show a military identification card and provide information, including name, social security number, birthday and email address. Patients will receive an email which contains a link and instructions for completing the process.

Priority placement

The Priority Placement Program and Executive Order 13473 provide non-competitive appointment for spouses of active duty service members, including full-time National Guard and Reservists, who are relocating to accompany their service member during a permanent change of station.

The program allows spouses to register for Department of Defense positions and be considered for jobs offered internally. Spouses are matched with positions based on qualifications and preferences.

The spouse is eligible for a maximum of two years from the date of the PCS orders and is in the program for one year. Spouses who have never filled a federal position can now register.

Register at the Civilian Personnel Office at JBER-Elmendorf

or the personnel office at JBER-Richardson. For more information, call 552-9203.

Quartermaster Laundry

The Quartermaster Laundry, located at 726 Quartermaster Road, cleans TA-50 gear for free and is open Monday through Friday 7:30 a.m. to 4:30 p.m.

Giant Voice testing

Giant Voice mass notification system testing occurs every Wednesday at noon. If the announcement is difficult to hear or understand, please call 552-3000.

If the announcement is difficult to hear or understand in any base housing area, please contact JBER at [Facebook.com/JBERAK](https://www.facebook.com/JBERAK).

Veterinary hours

Though the Veterinary Treatment Facility primarily works on military working dogs, the facility also provides services for pets of active duty service members, retirees, National Guard and Reserve service members on active orders (greater than 30 days), and their dependents.

The VTF can provide most routine services, including vaccination and sick call. amd is open Monday through Wednesday, 8 a.m. to 4 p.m.; and Friday, 8 a.m. to 3 p.m.

For more information and to make an appointment, call 384-2865.

Richardson Thrift Shop

The JBER-Richardson Thrift Shop, in building 724 on Quartermaster Drive, is open Monday through Thursday from 10 a.m. to 2 p.m., and first and third Saturdays from 11 a.m. to 2 p.m.

Consignments are accepted Tuesdays and Thursdays.

For information, call 384-7000.

JBER Bargain Shop

The JBER-Elmendorf Bargain Shop, located in Building 8515 Saville across from the log cabin, will be closed December 18 through Jan. 4.

It will reopen Jan. 5 for regular hours: Tuesday, Wednesday and Friday from 10 a.m. to 2 p.m. and the first Saturday of the month 10 a.m. to 2 p.m., with consignments accepted Wednesdays 10 a.m. to 12:30 p.m. Volunteers are always welcome.

For information, visit jberspousesclub.com or call 753-6134.



Christmas Star

Since 1958, the Christmas star has illuminated the skyline of Anchorage. The star sits atop Mount Gordon Lyon in the Chugach mountain range at Joint Base Elmendorf-Richardson and is lit every year in conjunction with Anchorage's City of Lights celebration. (U.S. Air Force photo/Senior Airman James Richardson)

By Airman Valerie Monroy
JBER Public Affairs

For more than 50 years, the city of Anchorage has had the privilege of gazing upon the Christmas star every cold winter night.

The star is lit the day after Thanksgiving every year in conjunction with Anchorage's City of Lights celebration and remains lit until the last musher of the Iditarod Sled Dog Race crosses the finish line.

For those experiencing their first winter at Joint Base Elmendorf-Richardson or in the Anchorage area, the bright star in the eastern night sky can be a bit of a shock.

"I was staring at it in awe. I thought that stars in Alaska just looked that big," said Airman 1st Class Samantha Moore, 673d Communications Squadron cyber security technician. "I told my supervisor the stars here were so amazing and he just gave me a weird look."

He explained to her the star was actually on a mountain. "Overall, it was a great experience and a good laugh," Moore said.

The star has brightened the Anchorage skyline during the holidays since 1958. It was first constructed on top of the gatehouse at Site Summit as a 15-foot wide star.

Site Summit is a former U.S. Army Nike

Hercules missile installation that sits atop Mount Gordon Lyon on the eastern edge of JBER. It was kept operational until 1979 by the Soldiers of the 4th Missile Battalion, 43rd Artillery.

However, the star was too small to be seen from Anchorage and a 117-foot star was built in 1960. Throughout the years the star has taken a beating from the harsh elements and even been wiped out by avalanches.

In 1989, it was reconstructed to be the 300-foot wide star that it is today.

With the star on the face of the mountain and positioned at hazardous angles in the high wind, maintenance is risky.

"It's really slick being at that angle," said Tech. Sgt. Michael King, 773d Civil Engineer Squadron electrical systems craftsman. "If the access road is covered in snow the only way to get up there is by snowmobile."

Work crews make their way up to the top of Mount Gordon Lyon every year to repair the portions destroyed by rushing snow and to replace each bulb.

"The star is located roughly 4,000 feet up and currently has 360 light bulbs," said King

Though the star has gone through many changes and rough winters over the past 50 years, it will continue to shine as gift to the people of Anchorage.

All rise: NCO recounts experiences serving military justice system

Commentary by Air Force
Staff Sgt. Sheila deVera
JBER Public Affairs

When we hear about a court-martial, curiosity often gets the best of us. What did this person do? What evidence is there to find this person guilty or not guilty?

All sort of thoughts go through my mind when I hear about it. Often, when I think of the military justice system, I feel uneasy.

Recently I had an opportunity to serve as a bailiff and was able to see how the whole military justice system works.

The week before the trial, I received quick guidelines about the responsibilities of a bailiff.

I remembered I was nervous on the first day. It's the same feeling you get when you are the new kid on the block and people are watching your every move.

I remembered the quick training I'd gotten from a paralegal outlining my duties.

"When the judge arrives, you say 'all rise,'" he said.

"When the jury panel members arrive, you tell the room to 'all rise.'"

See the judge, call the room. Got it.

See the jury panel members, call the room. Check.

Before the trial started, I assumed all parties would be present and that the counsel members would start their arguments like I normally see on screen. But there is more to a trial than what we see on TV.

There were other steps before the attorneys could present their arguments. The first order of the day was a pretrial hearing when both lawyers prepare evidence and witnesses, and file pretrial motions.

This is also an opportunity for the judge to settle any issues.

Once this was complete, the



Air Force Staff Sgt. Sheila deVera, 673 Air Base Wing Public Affairs photojournalist, stands in front of the 673d ABW Staff Judge Advocate Office's statue of lady justice at Joint Base Elmendorf-Richardson Dec. 2. (U.S. Air Force photo/Justin Connaehr)

accused listened to the charges against him during the arraignment process. This also gives him a chance to enter a plea.

As the case slowly makes its way to trial, the attorneys went through a very long voir dire and challenges.

This was new to me. Not knowing much about the process, I asked the court reporter during a recess why

they question each jury member. She explained voir dire is an opportunity for the attorneys to find

out if the panel members can be fair and objective, and ensure they understand the accused is innocent until proven guilty.

The defense attorney and the prosecutors asked each one a series of questions.

When all parties agreed on jury selection, the judge instructed me, as bailiff, to dismiss four of the potential jurors.

I passed the news to the jury members and thanked them for their patience in the whole selection process.

When everything was set, the defense and the prosecutor stated their cases.

After a full day of calling witnesses to the stand, watching, and listening to both attorneys argue and provide closing arguments – I was intrigued. I felt both provided strong evidence and was thankful that I was not one of the jury

members who would decide this Airman's fate.

Before the jury members were dismissed to begin deliberation, the judge reminded them the accused is presumed to be innocent, and the panel must be satisfied beyond a reasonable doubt. A two-thirds majority of the panel is needed to find the accused guilty.

As I sat outside, guarding the door of the deliberation room for a few hours, I remember looking out the window, watching the world go by as darkness loomed. It seemed to parallel how an Airman's life and career hung in the balance. I reflected it might be his last night with his family, and the military chapter of his life coming to a close.

The judge instructed the panel members to get some rest; and they would resume deliberation the next day.

Early that morning, I did my normal routine: checked in with the judge, refilled the water container, and informed the judge that all parties were present.

After a few more hours of deliberations and voting: they had a verdict.

The accused was found not guilty, and I saw him hug his mom as she tried to hold her composure.

As the family of three walked away from the courtroom, I was glad to witness the general court-martial procedures.

The bailiff duty was long, but also very rewarding – because I saw someone put their faith in the military justice. It gave me a better appreciation of how the military justice works and to trust its system.

If there is another opportunity as a bailiff, I would not hesitate to volunteer again.

Do the holidays get you down?

Commentary by Air Force Chaplain (Capt.) Ronald Lawrence JBER Protestant Chaplain

It was the day before Thanksgiving. I was going to have a day that would consist of a few phone calls, a conversation or two, some email traffic and a few turkey feeds around the installation. Once the day was over, I would be out the gate and ready to enjoy the long weekend with my family and friends. It was that morning that I noticed a missed call; the one that you never think about getting.

Immediately, I got on the phone to talk with my relatives back home. There was speculation about what had happened, but nothing would be solidified until the results of the autopsy were reviewed. The only thing we knew for sure was that my cousin had passed away from this life in the night.

Thanksgiving is a day to let it be known those things for which we are thankful. This and other special holidays provide times in which we celebrate with loved ones and share a meal and memories with each other. However, this day was a day of somber reflection for one of our own.

I remember my cousin as a great kid with a heart of gold. I am thankful that his life graced us and



“Rejoice with those who rejoice, and weep with those who weep.” We should be attentive to those who are around us; those who we encounter in our day-to-day lives, and see if they are at a place where they need the type of support of which I am writing. (Courtesy photo)

blessed us. He was certainly a gift that will always remain. My heart is heavy for our family today, as it was at the very hour of the call.

This is a sad situation that nobody wants to encounter. However, this is a circumstance that tends to be more prevalent in larger populations such as JBER. This installation has a significant number of people from many walks of life who are scattered throughout the nation and even the world. It is

bound to happen to someone you know right here on this installation. What should be the response in times like these? The responses can vary, but it is important to make sure support is available for people during these difficult times.

Many of us joined the military for reasons that span a great spectrum of possibilities. Along with many of those possibilities, I would venture to say there were a great deal of men and women who joined

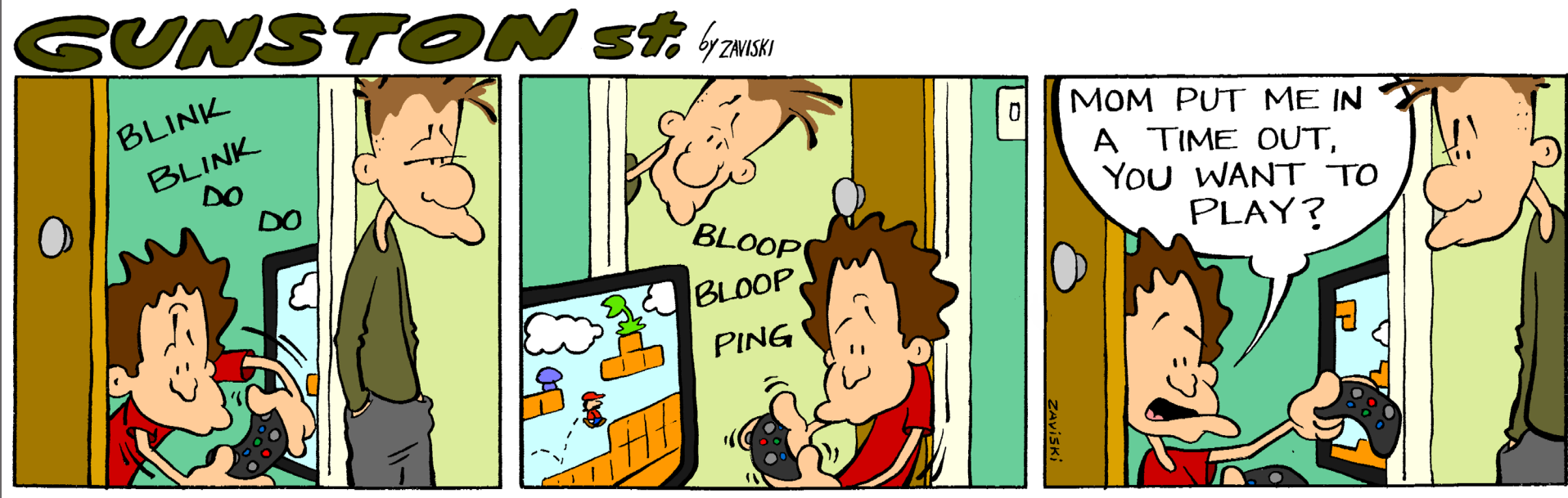
in order to protect and defend the Constitution of the United States of America and the nation for which it was written. However, I do not imagine this thought was accompanied by a consideration that each of us would stand alone in that great endeavor. If that is the case (and I believe it is not), then why should we go through loss and grief alone?

From the Christian scriptures, there is found a nugget of great value that can be understood even

if you do not claim Christianity as your faith. “Rejoice with those who rejoice, and weep with those who weep.” We should be attentive to those who are around us; those who we encounter in our day-to-day lives, and see if they are at a place where they need the type of support of which I am writing.

The holidays can be hard for many people regardless of your faith background. You could be the most devout practitioner of your faith group, the most ardent atheist in the world, or anywhere in between. We all still experience joy, sorrow, pain, grief and an array of emotions that can cause us to reevaluate our individual world views. We may still have the occasional worry or anxiety about the welfare of our loved ones who may be so far away from us.

While we may not share similar faith traditions, or have exactly the same values, I would like to extend an invitation to allow for the chaplains on this installation to assist you, should you need some support during the holidays. We are here to help build spiritual resiliency as a way to help you live life well. If you need to reach out and you are not sure where to go, please call a chaplain at 552-JROC (5762). If you are calling after duty hours, please call the Command Post at 552-3000.



FRIDAYS THROUGH DEC. 18 After School Ski and Snowboard Program

Learn to Shred with these three lessons held on Friday, Dec. 4, 11 and 18 at Hillberg Ski Area from 5:00 to 6:30 p.m. Registration includes lessons, rentals, and lift tickets.

For information, call 552-5026.

FRIDAY Operation Homefront

The JBER Service member Family Assistance Center (Bldg 4986, behind the hospital) is hosting Operation Homefront, a children's gift-giving event to support Soldiers and Airmen in need. There are still a lot of free tickets for children, up to age 12.

Eligible participants include active duty (E1-E6), or all ranks of post 9/11 wounded, ill or injured.

Participants should register at tinyurl.com/hw4de8d.

THROUGH DEC. 13 Anchorage International Film Festival

The 14th annual film festival brings some of the best independent films from around the world to Anchorage.

For information, visit anchoragefilmfestival.org.

SATURDAY Blood drive

The Blood Bank of Alaska will be accepting donations at the JBER Exchange from 10:30 a.m. to 5:30 p.m. in their LIFEmobile.

For questions about donating, call 222-5630.

Mortal Kombat Tourney

A great opportunity to get out and win cash. The tournament begins at 2 p.m. Must have at least 6 players to play for prizes. Prizes: 1st: \$100, 2nd: \$75, 3rd: \$50. Held at the Warrior Zone, Building 655.

For information, call 384-9006.

MONDAY Deployed spouses' dinner

The JBER Company Grade Officer's Council hosts a free dinner honoring families of future, current and recently deployed service members at the Arctic Oasis from 5 to 7 p.m. Please make reservations by Monday.

For information, call 552-7012.

WEDNESDAY Intro to Winter Camping

Learn about winter camping at

Building 7301 at 5:30 to 6:30 p.m. For more information or to sign up, call 552-4599/2023.

WEDNESDAY AND DEC. 11 Holiday concerts

The 9th Army band's Ursa Major Jazz Actio-stra, Vernal Equinox, Groovin Grizzlies, and Jammin' Salmon perform. Takes place Wednesday at 7 p.m. at the Frontier Theater, and Dec. 11 at 7 p.m. at Community Covenant Church 16123 Artillery Road, in Eagle River. Admission is free.

THURSDAY Chanukkah lighting

The JBER Jewish community invites all to celebrate Chanukkah with a traditional menorah lighting ceremony at the Joint Religious Operations Center at 6 p.m.

For information, call 552-5762.

ONGOING Van Gogh Alive

The Anchorage Museum transforms the traditional museum experience with Van Gogh Alive, The Experience, a multi-sensory exhibition event viewable through Jan. 10, 2016. Through this exhibit visitors are surrounded by a powerful and vibrant symphony of light, color and sound immersing them in Van Gogh's masterpieces.

For information, visit anchagemuseum.org.

THROUGH DEC. 27 Life: A Cosmic Story

How did life on Earth begin? Find out on this journey through time at Anchorage Museum's planetarium, Saturdays and Sundays at 3 p.m.

Witness key events since the Big Bang that set the stage for life. See the first stars ignite, galaxies coalesce and entire worlds take shape.

For information, visit anchagemuseum.org.

Football on NFL Ticket

Looking for a place to watch your favorite NFL football team? Join the staff at the Warrior Zone or Polar Bowl and never miss a game.

For information, call 384-9622 or 753-7467.

Wildlife Wednesday

Stay warm and scientifically enriched this winter with the this free science lecture series on the second Wednesday of each month at the Alaska Zoo Gateway

Lecture Hall. Each lecture begins at 7 p.m. and covers a different topic focused on wildlife research in Alaska.

For information, visit alaska-zoo.org.

NAF jobs

Looking for a fun job? Check out nafjobs.org for fun and exciting positions within the JBER Force Support Squadron. FSS is an equal opportunity employer.

Kids in the Kitchen

The Two Rivers Youth Center hosts this event Tuesdays from 4:30 p.m. to 6 p.m.; learn to help out by preparing meals.

For information, call 384-1508.

Sunday bowling bingo

Every Sunday enjoy discounted bowling at the Polar Bowl and receive a bowling bingo card. Bowlers will attempt to cover the pattern of the day on their bingo card for a chance to win prizes.

For information, call 753-7467.

Adult Writing Society

The Loussac Library hosts this multi-genre group the second Thursday of each month from 6 to 7 p.m. for writers 18 and up. Share your work and get constructive criticism and feedback.

For information, call 343-2909.

Keystone meeting for teens

Keystone Club is a leadership development experience providing community service opportunities for young people ages 13 to 18. Meetings take place every Wednesday at 5 p.m. at the Two Rivers Youth Center.

For information, call 384-1508.

Single Airman Program

Single service members, are you interested in getting out and enjoying all that Alaska has to offer?

Take a trip with the JBER Single Airman Program. Many outings are offered at deep discounts such as guided halibut and river fishing charters, mountain biking, white-water rafting, and rock climbing.

For more information, call 552-8529 or stop by the Arctic Oasis.

Financial counseling

Does more than 25 percent of your pay go to bills? Are you making only minimum payments, or taking out new loans to pay off

old ones? Are you arguing over money? Do you really need that new TV, watch or cup of fancy coffee?

Financial counseling is available through Army Community Service or Army Emergency Relief, at 384-7478.

Protestant Women of the Chapel meetings

Women are invited to meet with the Protestant Women of the Chapel. Bible studies are Tuesdays at 9:30 a.m. at the Arctic Warrior Chapel, JBER-Richardson.

For more information, email jber.ak.pwoc@gmail.com or call 552-5762.

Model railroading

The Military Society of Model Railroad Engineers meets at 7 p.m. Tuesday and 1 p.m. Saturday in the basement of Matanuska Hall, Room 35. Anyone interested in model railroading is invited.

For information, call 552-4353, or visit trainweb.org/msmrre.

Eat and play weekdays

What goes great with lunch? A free game of bowling. Present your receipt at the front counter totaling more than \$5 from Ten Pins or Topios (located inside the Polar Bowl) between 11 a.m. and 1 p.m., Monday, Thursday, or Friday and receive one free game.

For information, call 753-7467.

Help for homebuyers

JBER Volunteer Realtors and Mortgage Lenders present an hour-long home buying seminar every Wednesday alternating between the JBER-Elmendorf or JBER-Richardson Housing Management Offices from 1 to 2 p.m.

These seminars explain the buying and selling process in the Anchorage, Eagle River and Wasilla/Palmer areas.

For more information or to sign up, contact either HMO office; JBER-Elmendorf at 552-4312 or JBER-Richardson at 384-3088.

Conservator's Corner

Go behind the scenes at the Anchorage Museum and see conservators in action.

Ask questions while they repair objects at a mobile conservation station, and learn how they maintain displays, from 11 a.m. to 1 p.m.

For information, call 929-9200.

Chapel services

Catholic Mass

Sunday

8:30 a.m. – Arctic Warrior Chapel

11:30 a.m. – Midnight Sun Chapel

Monday and Wednesday

11:40 a.m. – Arctic Warrior Chapel

Tuesday and Friday

11:30 a.m. – Midnight Sun Chapel

Thursday

12:00 p.m. – Hospital Chapel

Confession

Confessions are available anytime by appointment or after any mass. Call 552-5762.

Protestant Sunday Services

Liturgical Service

9 a.m. – Heritage Chapel

Gospel Service

9:30 a.m. – Midnight Sun Chapel

Community Service

10:30 a.m. – Heritage Chapel

Collective Service

11 a.m. – Arctic Warrior Chapel

Chapel Next

5 p.m. – Chaplain Family Life Center

Jewish Services

Erev Shabbat Service (First Friday of each month)

5 p.m. – Heritage Chapel

Call 384-0456 or 552-5762

Religious Education

For religious education schedules, please call the Religious Operations Center at 552-5762 or 384-1461.

673d FORCE SUPPORT SQUADRON



After School Ski & Snowboard Program

Learn to Shred - 3 Lessons

Thurs. Dec. 3, 10 & 17 or Fri. Dec. 4, 11 & 18

5 - 6:30 p.m. • \$120 includes rentals & Lift Ticket

Check-In is 30 min. prior to the time listed above. Reservations highly recommended.

For more information or to register call: 552.5026

MORTAL KOMBAT TOURNAMENT

DECEMBER 5

Tournament begins: 2 p.m. at the Warrior Zone.

Must have at least 6 players to play for prizes! Great opportunity to get out and win cash!

Prizes:

First - \$100

Second - \$75

Third - \$50



Bldg. 655 • 384.9006

Minimum and maximum sign-up numbers apply to all trips and classes.

December Classes

Snow Machine Safety Class - \$25

Dec. 8 • 5 - 7 p.m.

Located at Eagleleglen

(save your receipt for \$25 off your first snow machine trip!)

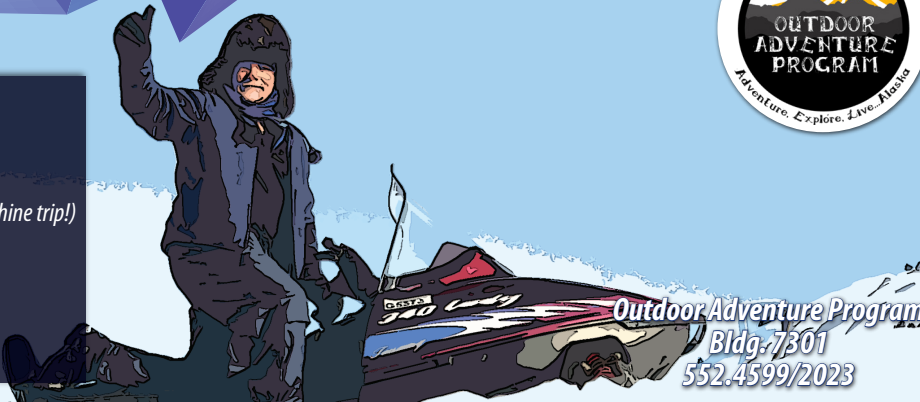
Intro to Winter Camping Class - FREE

Dec. 9 • 5:30 - 6:30 p.m.

December Trips

Willow Snow Machine Ride - \$99

Dec. 5 • 8 a.m. - 5 p.m.



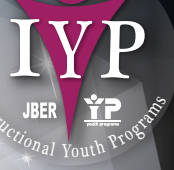
Bldg. 7301
552.4599/2023

IYP is looking for Gymnastics, Dance, and Language Instructors, if interested please call 384.1508

Everyone is invited!

Ballet and Cheer Recital

Held at Frontier Theater December 6 • 2 p.m.



FSS/MWR events & activities

5th Annual

Moose On Parade

Register today!

Stop by the front counter for more details.
\$10 registration fee includes all rules, directions, and one pattern for the famous JBER moose!
Enter to win an FSS Gift Card!

Blanchard Family

177 AMOS Family

The judging will be done at the Arctic Oasis Community Center during Breakfast with Santa. Your decorated moose must be brought to the Arctic Oasis during normal business hours between December 7 - 11. Judging will be done by those who attend the event. Winners will be contacted on December 18. We will also display a compilation of pictures with the winners on the Arctic Oasis Facebook Page.

Arctic Oasis COMMUNITY CENTER

Bldg. 9497 • 552.8529

Elmendorf Fitness Center Pool will be

Closed

for the entire month of December due to annual maintenance.

For more information, call 552.5353.

f

Stop by and see us!

www.facebook.com/JBERLife

www.jberlife.com

Light pillars: an optical illusion

By Airman Valerie Monroy
JBER Public Affairs

If you have driven around the base during hours of darkness, you may have noticed mysterious lights in the sky.

The columns of light apparently beaming directly upwards are only visible during very cold weather.

“When I first saw them, I didn’t know what they were,” said Heather Mims, wife of Airman 1st Class Patrick Mims, 703rd Aircraft Maintenance Squadron. “I thought there was a big event, and they wanted to light up the sky.”

The light pillars are an optical phenomenon where columns of light can be seen emanating from a light source, such as the lights around the flightline.

The higher the crystals in the atmosphere the taller the pillars are.

“What’s happening is the light is reflecting off particles in the atmosphere,” said Capt. Carl Densford, 3rd Operational Support Squadron Weather Flight commander. “Right now we’ve got a lot of fog out there so it’s reflecting off the ice crystals.”

The pillars are not physically over the lights, they’re the collected light beams from the ice crystals, which reflect towards your eyes.

The crystals producing the pillars are roughly between you and the lights.

“Alaska never seems to fail on its true beauty,” Mims said. “From the snow-capped mountains to the aurora borealis filling the night sky, these light pillars are just one more thing to add to the list.”

When ice crystals float in the air around you, pillars can even be seen around streetlights a few meters away.

“The snow pillars just remind me that beauty is all around us, and we just have to stop and take a minute to notice,” Mims said.



ABOVE and BELOW: Light pillars shine brightly over Joint Base Elmendorf-Richardson, Jan. 6, 2014. The pillars appear in the sky when hexagonal ice crystals reflect light. The phenomenon usually occurs between temperatures of 14 above zero, to 4 below zero Fahrenheit. (U.S. Air Force photos/Staff Sgt. Sheila deVera)



Road rage: winter snow stage

By Airman 1st Class
Christopher R. Morales
JBER Public Affairs

Trudging through several inches of snow, struggling to find the keys in your pocket with gloves on, then spending 15 minutes turning a block of ice back into a car to get to work every morning ... that’s just a taste of what below-freezing weather is like in Alaska.

This time of year is not very welcoming to new drivers, but there are a few things to know – or be reminded of – for the safety of oneself and others.

“Even in cold-weather scenarios, basic disaster-preparedness principles apply,” said Air Force Capt. Ted Lebadz, 773d Civil Engineer Squadron Readiness and Emergency Management Flight commander. “Have a kit in your car, especially in this kind of weather.”

A winter emergency kit should have: rations, first-aid, jumper cables, flashlight, battery powered or crank radio, extra batteries, pocket knife, shovel, windshield scraper, small broom, tow chain, rope, extra clothes, blanket, flares, matches, candles, salt, sand and extra necessary medication.

Even though the vehicle may be ready for the road, sometimes the road isn’t ready for the vehicle.

Remember to leave early in case of traffic, icy roads, heavy snow or other weather impairments.

“Risk management needs to be applied to all activities like playing outside and driving,” said Michael Lundvall, 673d Air Base Wing Occupational Safety representative. “Ask yourself ‘what’s your plan’?”

One of the biggest dangers of the season



Roadside kits, like the one pictured above, should contain jumper cables, a flashlight, first aid kit, fluorescent distress signal and battery charger. Emergency preparedness kits should be included in everyday travel at any time of the year. During the winter months, kits should include an extra set of warm clothing, winter boots, socks, cold weather jacket and coveralls, water, snacks, and sand. (U.S. Air Force photo/Senior Airman Tammie Ramsouer)

is other drivers who are not familiar with winter driving.

“Take that extra time to look both left and right at an intersection and drive defensively,” Lundvall said. “You never know if that other driver has had one or two beers, so you need to be alert.”

There are many other risks during the winter. It is important to clear off all the snow on one’s vehicle, not only for your visibility, but the safety of others.

Additionally, while the sun is out a lot of light is reflected off the snow, so be prepared

with sunglasses.

“If you’re travelling when it is cold, don’t turn on your car then run outside in your flip-flops and tank top,” Lebadz said. “Suit up. Put your parka on, put your boots on, that way when you get stranded in your car and it breaks, dies or gets in an accident, you’re not in a life-threatening situation and freeze to death.”

To prevent crashes due to skidding and sliding, drive slowly around turns and gently brake with a few pauses in between. If skidding, remove pressure off of the gas

and leave pressure off the brake. To get control of the vehicle again turn slightly in the direction you are skidding until the tires rotate again.

If your vehicle gets stuck, just make a path with a shovel or place sand from your emergency kit under the tires for traction.

If you don’t have sand or cat litter, use bark or wood instead. Once the vehicle has momentum, keep it going until completely free and back on the road.

If you’re caught during a snowstorm or blizzard, stay in the car and turn on all lights so it can be seen.

To survive for a long period of time use the engine and heater sparingly while making sure the exhaust pipe is never blocked. Cracking a window just a little helps avoid carbon monoxide poisoning and provides fresh air.

Remember to keep moving and not remain in one position by sometimes clapping your hands and shaking your legs. If alone don’t sleep, but with a partner it might be helpful to take shifts until rescued or it is safe to leave.

Mother Nature isn’t going to go easy on anyone. The only thing we can do is be prepared and ready for whatever she dishes out, whether it is snow, ice, fog, snowstorms or blizzards.

For practice driving on the road, the 673d Air Base Wing Safety office hosts a winter driving course Dec. 11 and every Friday thereafter from 9 to 11 a.m. with limited seating available for all military beneficiaries. The course itself provides information through two videos available depending on the experience of the class.

For more information on the class or to RSVP, call 552-6850.



Airman Valerie Monroy, an Air Force photojournalist with the 673d Air Base Wing at Joint Base Elmendorf-Richardson, takes a selfie at the Arctic Oasis Community Center, Dec. 1. Anyone with JBER access can win prizes this holiday season by taking a selfie at a Force Support Squadron facility like this one. (U.S. Air Force photo/Airman 1st Class Javier Alvarez)

FSS selfie contest

By Senior Master Sgt. J. LaVoie
673d Air Base Wing Public Affairs

To expose Joint Base Elmendorf-Richardson personnel to 673d Force Support Squadron services, as well as to give back to the community, the 673d Force Support Squadron is hosting a contest, during which they will give more away more than \$1,600 in prizes.

“When we sell ads, the money earned goes to the facility where

the ad is placed,” said Steve Sarandos, 673d FSS marketing director. “However, when we sell ads in the JBER Life magazine and on our website, the money comes straight to marketing, and we have some flexibility with how we use this money to support FSS and JBER.”

Recently, the marketing section sold several ads, leaving the squadron with a bit of profit. In an effort to say thank you, FSS decided to thank those who give the most.

“We wanted to give back to the JBER military members and families,” said Aleesha Baxter, 673d marketing assistant. “They do so much hard work and give so much sacrifice, we want to reciprocate and show our gratitude.”

The contest will give away:

- an Xbox1
- 48” Smart TV
- \$250 Visa Gift Card

- assortment of \$25 gift cards
- four-pack of tickets to December concerts at the Williwaw
- one outdoor recreation trip voucher
- five passes to the Polar Bowl NYE party
- 12 pack of passes to the Seward Sea Life Center
- \$50 FSS Gift Card

To enter, people need to take a selfie using a FSS facility and post it to the FSS Facebook page with the hashtag *#holidayswithFSS* and the location of the picture. The nine pictures with the most likes December 17 will be awarded the prizes.

This process will also allow the JBER community to become familiar with the numerous activities and functions FSS offers.

For additional rules, go to the JBER Life Facebook page or call 552-5900.

Female Army CST-2 members share their stories

By Senior Airman Grace Lee
56th Fighter Wing Public Affairs

LUKE AIR FORCE BASE, Ariz. (Nov. 25, 2015)—Today, less than half a percent of Americans serve in the U.S. military and of that number, 14 percent are women. Commonly, war stories are told through the eyes of men and it is rarely illustrated from a woman’s perspective.

“The purpose of this presentation is to let students ask questions and become familiar with and educated by these incredible women,” said Joseph Brett, Veterans Heritage Project vice president. “The Veterans Heritage Project’s mission is to connect students with veterans. Today, we are using film to let veterans tell their stories.”

The presentation was on behalf of the Veterans Heritage Project and a collaborative effort with the Scottsdale School of Film. Film students had the opportunity to record and capture the event.

During the presentation, the women were asked several questions and each had a chance to share their story.

The questions varied from why they decided to join the military to what training for special operations was like for women at the time.

“First, we were assessed and then we were selected to be trained,” said Chief Warrant Officer 4 Raquel Patrick, Army Ordnance Training Detachment-Fort Gordon division deputy chief and Cultural Support Team-2 member, or CST-2. “We went to training to specifically support the special operations forces. Overall, I thought the training was a lot of fun, but it was challenging.”

For one CST-2 member, the attitude of her fellow Soldiers is what pushed her through.

“I think physically they push you to your limits, as far as how they didn’t let you sleep,” said Capt. Serena Stagnaro, Army Reserve CST-2 member. “But for me, being surrounded by all these women, who were very driven and positive made the situation bearable.”

The women also shared the challenges of being a CST-2 member.

“The missions were difficult because it wasn’t really cut and dry,” Stagnaro said. “It was whatever the team needed us to do depending on their area of responsibility, and all the areas were very different.”

Patrick then chimed in and explained the rewards of the job.

“I was also involved in Key Leader Engagement so I got to meet the town’s leadership,” Patrick said. “I would appear every weekend hoping that women would



Wearing a black head cover, Chief Warrant Officer 4 Raquel Patrick, Army Ordnance Training Detachment-Fort Gordon division deputy chief and Cultural Support Team-2 member, is shown asking an Afghan child if she was enrolled in school and if not, if she'd like to go, November 2011, in Afghanistan. Many female CST-2 members like Patrick were deployed to Afghanistan and were given the primary duty of engaging the female population of Afghanistan. This is because in the Afghan culture, it is inappropriate for male military members to engage with female Afghans. (Courtesy photo)

reach out. The biggest deal for me was when a woman presented a grievance at the town hall meeting.

For her to feel that she could be represented was a big deal for me and that was the whole point of why we were there, to help them help themselves.”

The women were also involved in missions to help women get to where they need to be safe.

“My first mission was quite unusual,” said Rose Mattie, Army National Guard UH-60 Black Hawk pilot and CST-2 member.

“We got word that a woman had dressed up as a man and made it to a remote base. The guys called us to ask what they should do with her. So we did some research and figured out what course of action we could take with her. We presumed that if she took that extreme to dress up as a man, there must be some extreme measures she was running from.

We had two options to either send her back or send her to a shelter in Kabul, Afghanistan. So they put us on a Blackhawk and we went in and got her. We took her to

Kabul, and the last thing I heard was she was getting her education there.”

The event closed after a question-and-answer session.

The women are hopeful they left a positive impact while they were deployed to Afghanistan, and they are thankful to be able to share their stories.

“This is a really monumental time in history for us,” Patrick said. “We’re breaking through a lot of barriers today and I want it to be captured and shared with future generations.”