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ARCTIC WARRIOR

JOINT BASE ELMENDORF-RICHARDS

NEWS

OCTOBER 14, 2016 • VOLUME 7 • NO. 41

WHIRLYBIRD WARRANT

Aviator has Army,
State Trooper
helicopter experience

**WINTERIZE
YOUR RIDE**

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STRONG AT
10-MILER**

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FLYING HIGH: Guard pilot also flew with state troopers

By **DAVID BEDARD**
JBER Public Affairs

HIS BOAT SWAMPED, a nasty Western Alaska storm taking hold, and hypothermia rapidly setting in, a stranded boater needed a lifeline – and fast.

The man had attempted an ill-fated odyssey from Dillingham to Togiak – 68 miles apart by air – in nothing more than a skiff. Alaska, via the oftentimes unpredictable weather, has a way of quickly turning from majestic to malevolent, and the seething waves had thoroughly swamped the man’s boat.

Though he managed to get to shore, his chances of surviving the duration of the storm were nil.

An Alaska State Trooper flying a small Super Cub airplane spotted the man but couldn’t land on or near the rugged shoreline. The stranded man couldn’t be reached by land and the roiling surf prevented rescue by boat.

Only a helicopter could hover in and save the man, and the sole helicopter in range was under the stewardship of Chief Warrant Officer 4 Justin Lindell, 1st Battalion, 207th Aviation Regiment, then a state trooper based out of King Salmon.

That helicopter was an R-44 Raven weighing in at just over 1,500 pounds empty. Lindell knew the mechanical mosquito would struggle in the gale-force winds, but he also knew he and the Raven were the man’s only hope for survival.

Would he risk his own life in an attempt to save another?

Born to fly

Lindell’s father, Clyde, was a UH-1 Iroquois door gunner and later an OH-6 Cayuse crew chief during the Vietnam War. Being able to take off from small air fields and place troops just about anywhere in the jungle, helicopters really proved their worth during the conflict.



Chief Warrant Officer 4 Justin Lindell is a UH-60 Black Hawk standardization instructor pilot with 1st Battalion, 207th Aviation Regiment, Alaska Army National Guard. As both an Army aviator and an Alaska State Trooper, Lindell has experience with AH-1 Cobra, OH-58 Warrior, UH-1 Iroquois, UH-60, R-44 Raven and AS350 AStar helicopters. (U.S. Air Force photo/David Bedard)

Lindell said his father was offered a chance at earning his pilot wings at flight school, but turned it down – a decision he always regretted.

Despite his father missing his shot, the dream of flight under a whirling rotor never departed from Lindell.

He joined the active Army in 1992 as an AH-1 Cobra attack helicopter crew chief, responsible for the maintenance and operation of the helicopter.

Because the Army was phasing out Cobras in favor of AH-64 Apaches, Lindell was asked to switch jobs, and he became an enlisted OH-58 Kiowa aeroscout observer.

Aeroscout observers were responsible for identifying targets

and for navigation of the scout and reconnaissance Kiowas. Unfortunately, his new job was also phased out in 1996.

Lindell joined the Montana Army National Guard and was picked up for flight school for the UH-1, the same bird his father served on.

“I thought that was pretty cool,” he said with a wistful smile.

Even by the standards of the mid 90s, the UH-1 “Huey” was old technology. With a single engine and 50s-era flight controls, Lindell was once again part of an endangered species.

Old as the venerable Huey was, Lindell flew it to good effect, including a stint fighting raging wildfires in Yellowstone Park.

His civilian job would bring him to serve with the Alaska Army Na-

tional Guard where he would transition to the UH-60 Black Hawk helicopter.

State lawman

A yen for rotors wasn’t the only thing Lindell inherited from his father. He would also gain an appreciation for the law from his Montana Highway Patrol dad.

It was when Clyde returned from a business trip the younger Lindell discovered Alaska.

“When I was a little kid, he went to the state trooper convention, and he met a trooper from Alaska,” Lindell explained. “He brought back a picture of a Super Cub, and they were flying around out in the Bush. I thought it was the coolest thing in

CONTINUED NEXT PAGE

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ARCTIC WARRIOR

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the world.”

When Lindell left active Army service, he joined the Montana Highway Patrol and served primarily in highway enforcement.

During a hunting trip to Alaska, he said his yearning for the Last Frontier really solidified. Fortunately, the Alaska State Troopers was recruiting nonresident lawmen.

“Two things I always wanted in life was to be a state trooper in Alaska and be an Army pilot,” Lindell recalled. “So, I was lucky enough to be both.”

For six years, Lindell flew the little R-44 out of King Salmon for fisheries patrols, big-game guide enforcement, search and rescue, investigations, and flying other troopers out for investigations. In 2009, he transferred to Anchorage’s Wildlife Investigations Unit where he flew the more substantial AStar helicopter, which was almost twice the weight of the spindly R-44.

Desert Black Hawk

In 2007, Lindell volunteered to deploy to Balad Air Base, Iraq, with C Company, 1-207th Aviation, Hawaii Army National Guard.

He supported VIP and air-assault

missions, and was assigned to the flight detail for Ambassador Ryan Crocker.

He attended the Instructor Pilot Course upon his re-turn to the states in 2008.

Lindell returned to Iraq in 2010 with B Company, 1-207th Aviation, at Camp Liberty. For the most part, he was supporting general officers’ battlefield circulation.

The war may have been drawing down, but Lindell said some of his most memorable service came in support of Operation Proper Exit, designed to bring wounded warriors to the scene where they sustained their injuries and wounds.

He took the wounded warriors to places like Fallujah and Sadr City. His UH-60 hovered over the scene of an improvised explosive device attack or a chaotic firefight, and the troops peered out to gain an entirely different perspective of the place inextricably burned into their memories.

“They were giving them a chance

to leave Iraq on their own terms, which they never got to do before they got hurt,” Lindell said. “We took them to the exact place where they got wounded, so they could see it from the air.

“It brought them a lot of closure, getting to see those places,” the pilot continued. “It meant a lot to them, and it meant a lot to me to be able to do that for them.”

The Black Hawk’s ability to hover gave Lindell the opportunity to help wounded warriors in ways only a helicopter pilot could.

It was the same ability he needed on a stormy Alaska day.

Angel in the sky

Lindell decided, yes, he would take the risk of flying his small R-44 into the churning storm. The man stranded on the isolated shore couldn’t afford equivocations.

“The weather was getting worse,” Lindell said. “I knew if I didn’t pick him up, he probably wasn’t going to make it.”

Lindell found the boater quickly enough, but it would take a few attempts at landing on the shore.

Once he finally touched the tiny Raven down, he had to “friction down” the flight controls.

He couldn’t turn the engine off, because the main rotor – under the influence of the wind – could droop and potentially cut off the tail boom, stranding both men on the remote beach.

He walked out to the man – too weak to stand – and helped him back to the helicopter, flying him to Dillingham, where ambulances were waiting to whisk him to the hospital.

Lindell recently retired from the Alaska State Troopers after 18 years in law enforcement to serve full time in the Alaska Army National Guard training new UH-60 pilots and to keep veteran pilots current.

In closing the law-enforcement chapter of his life, the harrowing scene on that Western Alaska shore still stands out in his mind.

“That was probably the most memorable, because he probably wasn’t going to live very long,” Lindell said. “So, it made me feel good that I was able to go out and help somebody.” ●

“I THOUGHT IT WAS THE COOLEST THING IN THE WORLD.”

SNOW PATROL

The ground isn't white yet, but parents and children alike got a sneak peek at JBER's largest snow-removal equipment



The 773rd Civil Engineer Squadron conducted the annual Snow and Ice Parade at Joint Base Elmendorf-Richardson Oct. 6. The parade showcased snow-removal vehicles on a loop starting at the Arctic Warrior Events Center. (U.S Air Force photos/Airman 1st Class Valerie Monroy)

Reserve ‘Scroll’

Officers wanting to transition to the Air Force Reserve must have their commission transferred to a list called “the Scroll” and approved by the Secretary of Defense.

The process averages 120 days, but can take longer, and must be approved before the service member begins participating in the Air Force Reserve, which may mean a break in service.

Even if you’re unsure about transitioning, the process can be initiated.

For information, call 552-3595.

Pothole repair

The 773d Civil Engineer Squadron encourages all Joint Base Elmendorf-Richardson personnel to report potholes. In housing areas, contact Aurora Housing at 753-1051. Other requests will be tracked by 773d CES. Take note of the location, including cross-street names or building numbers.

Then email 773CES.CEOH.PotHoleRepair@us.af.mil or call 552-2994 or 552-2995.

Include your name and contact information for followup.

Weather and mission permitting, potholes will be repaired within 24 hours.

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 offender release.

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

For information, call 353-6507.

DLA Document Services

Defense Logistics Agency Document Services duplicates and prints documents, including color, large-format photographic prints, engineering drawings, sensitive materials, technical manuals and training materials. They also do 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.

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

U-Fix-It Store

The U-Fix-it stores, open to all Aurora Military Housing tenants, issue home maintenance items. Availability is subject to change and limits; some may have a cost. American flag kits and fire extinguishers are available.

U-Fix-It work includes all home maintenance, allowing occupants to make minor improvements and repairs.

The JBER-E 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-R office 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; priority goes to those PCSing.

For information, call 375-5540.

OTC pharmacy counter

The main pharmacy at the JBER hospital has opened an over-the-counter medication clinic for DoD beneficiaries, open from 7:30 to 10:30 a.m., Monday through Friday. Select “over the counter drug needs” at the kiosk.

This does not replace a visit with a provider. Flyers and those on personnel reliability program status, pregnant, or under the age of 2 are not eligible due to special needs. The clinic offers basic pain relievers, cough, cold and allergy medications and others.

For information visit www.facebook.com/JBERPharmacy.

In-Home child care

Providing child care in your on-base housing comes with many responsibilities. The licensing process applies to anyone regularly caring for other families’ children more than 10 hours a week, but not those providing care in another family’s home or for occasional care.

The licensing process comes with training, support, a library of books, toys and supplies, and reimbursement for food costs. To become a provider, call the FCC Office at 552-3995.

Richardson Thrift Shop

The JBER-Richardson Thrift Shop, in Building 724 on Quar-

termaster Drive, is open Tuesday and Thursday from 10 a.m. to 2 p.m., Wednesday from noon to 6 p.m., and first and third Saturdays from 11 a.m. to 2 p.m.

Consignments are accepted whenever the shop is open; for information, call 384-7000.

Bargain shop

The JBER Bargain Shop, at 8515 Saville Ave., is open Tuesdays, Wednesdays and Fridays and the first Saturday of the month from 10 a.m. to 2 p.m.

For information, call 753-6134.

Priority placement

The Priority Placement Program provides non-competitive appointment for spouses of active-duty service members, including full-time National Guard and Reservists, who are relocating to accompany their spouse 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 eligible up to two years from the date of the PCS orders and are in the program for one year.

Even those who have never filled a federal position can register at the either JBER personnel office.

For information or to register, call 552-9203.

JBER hospital can help prevent breast cancer

By **AIR FORCE STAFF SGT. WES WRIGHT**
JBER Public Affairs

If there was a one-in-eight chance an aircraft you were getting on was going to crash, would you still board? Many people would err on the side of caution when dealing with those unsettling odds. Unfortunately, that one-in-eight chance is what women are facing when it comes to breast cancer.

October is nationally recognized as Breast Cancer Awareness Month. The goal is to raise awareness of breast cancer signs and symptoms and emphasize the importance of early diagnosis. Fortunately, many women can survive breast cancer if it's found and treated early.

"The number-one risk factor for breast cancer is being a woman," said Air Force Lt. Col. Scott Zelasko, 673d Surgical Operations Squadron radiologist and officer in charge of mammography. "The risk increases as women age, and it has been shown that early diagnosis is the key to curing. The earlier there's a diagnosis the more options for treatment there are."

While the number one risk factor is being a woman, men can also be diagnosed with breast cancer.

"Approximately 250,000 people a year are diagnosed with breast cancer in the United States," Zelasko said. "About one percent of those are men; it does happen. We do not screen men for breast cancer the same way we screen women. Men tend to present with a palpable abnormality due to the lack of breast tissue that would otherwise hide it. We offer the same diagnostic service to men if they present to their provider with a complaint of an abnormality."

Here at JBER, the radiology clinic recommends women over 40 get an annual preventive screening.

"A screening mammo-



Air Force Staff Sgt. Rebecca Ricciardi, 673d Surgical Operations Squadron radiological technologist, looks at a radiograph at the Joint Base Elmendorf-Richardson hospital Oct. 6. October is breast cancer awareness month. The goal is to raise awareness of breast cancer signs and symptoms and emphasize the importance of early diagnosis. (U.S. Air Force photo/Staff Sgt. James Richardson)

gram is for a woman who has no complaint regarding her breast," Zelasko said. "Those patients can self-schedule a screening mammogram. A woman or man who has a complaint regarding their breast should schedule an appointment with their primary care provider first to have it evaluated, and then their PCM can refer them to us for diagnostic imaging."

The Johns Hopkins Medical Center advises women to perform a breast self-exam at least once a month. The JBER radiology clinic offers free instructional cards people can hang in their showers that detail how to perform a proper self-exam.

According to the National Breast Cancer Foundation, symptoms include changes in how the breast or nipple feels or looks, and any nipple discharge, particularly clear or bloody discharge.

To boost awareness, the radiology clinic currently has an information booth set up at the Bear Entrance to the JBER hospital with goodies and pamphlets. Additionally, the base nutritionist will be at the commis-

sary Oct. 14 from 1:30 to 3:30 p.m. performing a food demonstration called "Think Pink Parfait." The nutritionist will offer tips on healthy eating habits and explain how they tie into breast cancer and breast health.

Additionally, the clinic is pushing out a telephone audio script to patients reminding them to come in and get screening mammograms done.

While self-exams and mammography constitute the front lines of early detection, the diagnostic imaging capabilities at JBER allow for a full spectrum of modern medical imaging.

"Diagnostic imaging at JBER offers the whole gamut of imaging from plain radiographs of all body parts and computerized tomography, to magnetic resonance imaging," Zelasko said. "Our MRI capabilities are as advanced as any in the country. We have a complete ultrasound department, nuclear medicine department and mammography."

According to Senior Master Sgt. Sean Taylor, 673d SGCS diagnostic imaging superintendent, the various sections and departments are different but have a symbiotic relationship.

"All the different imag-

ing modalities are very different from each other but all relate very well," Taylor said. "Say you have a patient come in for an injured ankle. We can X-ray them and then they can get an MRI and receive a closer look at tendons or ligaments. From an imaging perspective, we can do pretty much anything that needs to be done."

October's push for breast cancer awareness usually results in a high volume of patients for the JBER clinic, making radiologic technologists busier than ever. Nov. 7 through 11 is set aside as National Radiologic Technology Week. According to the American Society of Radiologic Technologists, "RAD tech week" commemorates the discovery of the X-ray by Wilhelm Conrad Roentgen and calls attention to the important role medical imaging and radiation therapy professionals play in patient care and healthcare safety.

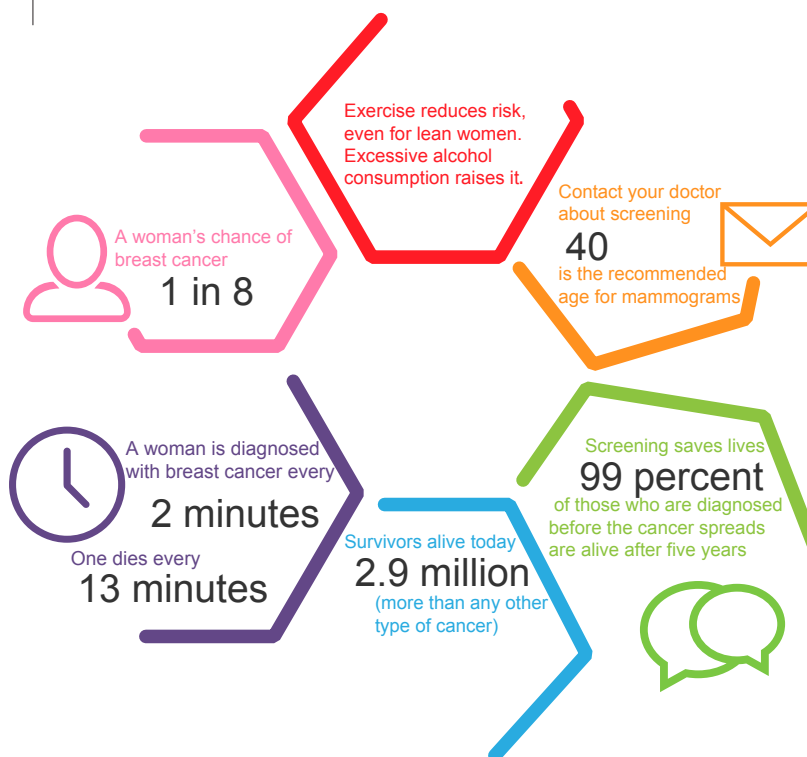
"Radiology doesn't happen without technologists," Zelasko said. "They are highly trained. It's an advanced degree program these guys enter into. Without techs who are dedicated to their craft and patients, we wouldn't be able to do what we do. They are the backbone of radiology."

Air Force Staff Sgt. Rebecca Ricciardi is one of the mammography radiological technologists at the 673d SGCS. With techs like her doing 99 percent of patient interaction, she finds it easy to form a personal bond with people she sees.

"I love this job," Ricciardi said. "A breast cancer exam or diagnosis is a very personal experience. I love helping people through the process and knowing I played a key role in potentially saving someone's life. It's a really rewarding experience."

To schedule a screening, call 580-6743 or 580-2523.

For more about breast cancer, visit www.cdc.gov/cancer/breast.



Winterization key to safe driving during the frigid season

By **JIM HART**
JBER Public Affairs

Physics. It laughs at drivers' pain; it grows strong on their tears; and it loves winter.

The car is a classroom for a lesson in physics.

The engine has an estimated one billion parts, all lubricated with over-engineered synthetic motor oil and the prayers of drivers hoping the stupid thing starts when the thermometer drops below zero.

Prayers are good, but don't ignore the oil or the battery.

Lubricating oil is the life blood of the engine. Modern oils are designed to flow freely and quickly, but when it gets cold, it acts more like glue and less like lubricant.

In the old days, drivers needed a thinner viscosity in winter to combat this tendency – synthetics perform much better than conventional oils in winter. With more modern 0w30 and 0w20 oils this is less of a concern, but always remember the oil isn't as slick when it's cold. This will make the battery work harder to turn the engine.

Try this at home – pour a spot of molasses on a smooth cutting board or your kitchen countertop. Place a smooth-bottom drinking glass on it and try to slide it across the surface. Notice how hard it is to slide?

Now try it with vegetable oil – much easier.

You'll notice the same effect with the paper towel your spouse hands you to clean up your mess. The difference is night and day.

The way to avoid this thickening from happening is to heat the engine oil. This proves difficult because the garage is for storing bicycles, lawn mowers and boxes of things you haven't unpacked since you got here, not for parking cars out of the elements.

That's why you want a block heater and a battery blanket. Up north, you might also want oil pan heaters, but block heaters work nicely down here.

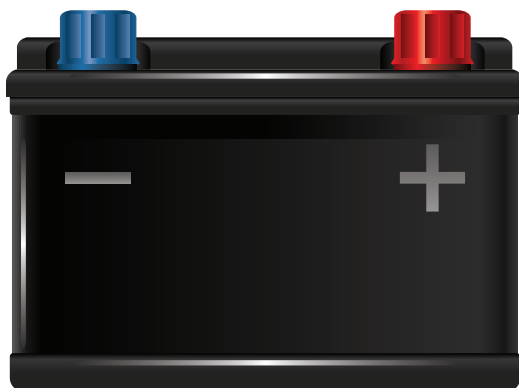
The block heater is the most important winter item you can install after checking the coolant's freeze protection, changing to the correct engine oil and installing tires good for ice and snow.

Block heaters are plug-in heating elements that warm the coolant inside the engine. Warm coolant means a warm block and cylinder heads.

Gasoline doesn't vaporize very well when it's cold out, which can lead to hard starts and stalling. A warm engine block and heads help

gasoline act like gasoline and gives the car a head start on warming up.

Starting doesn't start with the engine.



Car batteries are the cantankerous little cases of lead, lead dioxide and sulfuric acid that are designed to fail either on your way to work, in a dark and

spooky parking lot on the bad side of town, or when all parts stores are closed for the day – and always when you don't have jumper cables or a jump box.

Car batteries die of old age from sulfation – a condition in which the plates are covered in a thick plaque of lead sulfate and can no longer be recharged to their full capacity.

In summer, you may not notice this slow death. Maybe your stereo resets the channels or drops your cell phone pairing. Maybe the engine turns a little slower. Perhaps you catch your mechanic reading its last rites.

The only way to make sure the battery is up to snuff is to have it tested. There are a variety of places

you can do this/have it done, including many parts stores and the Auto Skills Center on JBER.

You should also check the terminals at the battery. Green or white fuzz on the terminals is not insulation ... it's corrosion and needs to be cleaned off as soon as possible. Severe corrosion can also climb through the cable, increasing resistance to the point where the cables get hot when trying to start the vehicle.

Winter does something else to a battery – it reduces the rate it is able to convert chemical energy into electrical energy.

Nine out of ten chemical reactions surveyed prefer warmth. Winter isn't especially warm.

Winter in Alaska is not especially warm.

For clarity, battery blankets are purpose-made electric blankets for your battery. It makes the chemical reactions warm, making more electricity available to turn your stubborn engine.

With two items – a block heater and battery blanket – we have preserved the garage storage space by keeping the car warm(ish) in the driveway, thereby allowing us the opportunity to buy more stuff that will ultimately occupy the garage where a car could be. ●



Moose love pumpkins too – but feeding them brings a hefty fine

STAFF REPORT
JBER Wildlife Conservation

It's autumn. That means it's time for sweaters and hats, and – most importantly – the guilty pleasure of pumpkin spice lattes and treats.

We're not the only ones who can't resist it. Moose don't go to the coffee kiosk; they get their pumpkin fix from your decorative gourds and jack-o-lanterns.

There must be something in pumpkins especially attractive to some moose, because they throw caution to the wind and walk right onto porches to feast on these seasonal treats.

Just like catching a whiff of a pumpkin latte can de-

rail your quick stop at the grocery store, the odor of pumpkins can be an overwhelming temptation to moose.

In a perfect world, that would be fine. Alas, the world is not perfect. A moose jonesing for pumpkin can be even more dangerous than a senior noncommissioned officer jonesing for coffee.

A few years ago, in Moose Crossing housing, a large bull was caught enjoying a midday jack-o-lantern snack at someone's door.

The bull completed his treat and with much coaxing, finally left the front of the housing unit.

This incident could have been especially tense had an unwary resident stepped out

the door, or worse, stepped out with a dog in tow.

The potential threat is real and could result in serious injury.

Families who plan on celebrating Halloween with pumpkin or jack-o-lantern

displays should be aware of this potential danger and limit outdoor displays to Halloween evening or use an artificial jack-o-lantern.

Alaska law prohibits feeding wildlife, whether they're moose, bear, wolf,



A mother moose keeps watch as her young bull enjoys a pumpkin they snatched off a porch. (Courtesy photo/John Pennell)

fox or wolverine.

No matter how close it is to Halloween, if a moose is caught eating your pumpkins or decorations such as hay, cornstalks, decorative corn or straw, the end result is the same: a \$325 ticket (for you, not the moose).

Base conservation agents, who enforce state regulations on base, warn there are several moose hanging close to Moose Crossing and Cherry Hill.

Avoid an expensive ticket. Place your pumpkin or jack-o-lantern outside the evening of Halloween and remove it before going to bed.

You can bet that a moose is waiting for an opportunity to "trick or treat." ●

Friday
Clothing swap
Bring gently used clothing for men, women and children to the Arctic Oasis from 6 to 8:30 p.m. and swap to create a new look cheap. For information, call 580-5858.

Saturday
Model railroad open house
The Military Society of Model Railroad Engineers hhosts the first of seven monthly open houses in Matanuska Hall from 10 a.m. to 5 p.m.
Learn about getting started, or bring items to swap every third Saturday of the month.
For information visit *trainweb.org/msmrre* or call 552-5234.

Through Oct. 31
Fright Night haunted house
This 10,000 square-foot haunted house at Northway Mall is in its 31st year. The maze takes 15 to 20 minutes, and is guaranteed to give you chills.

Oct. 21 and 22
Trick-or-Treat Town
The 25th annual indoor event provides a safe, warm place to enjoy tradition. Trick-or-treat through replicas of historic Anchorage and maybe meet the Alaska Aces.
There are multiple sessions; for information visit *Trickortreat-town.org*.

Oct. 28 through 30
Alaska Aces hockey
The Aces take on the Rapid City Rush in the 2016 ECHL season opener. Games start at 7:15 p.m. at the Sullivan Arena.
For information, visit *alaskaaces.com*.

Oct. 31
Zoo Boo
The whole zoo is decorated for a spooky good time, and there’s a bonfire for warming up. Come in costume! For information, visit *alaskazoo.com*.

Nov. 5
Country Fair
The Richardson Spouses’ Club hosts their annual Country Fair from 10 a.m. to 5 p.m. at the Buckner Physical Fitness Center. Handmade crafts, photography, knives, food and much more are on the table.
For information, call (571) 606-6955.

Nov. 5 and 6
Holiday gift festival
Looking for something Alaskan to send home as gifts? The Dena’ina Center hosts the 29th annual Holiday Food and Gift Festival from 10 a.m. to 6 p.m. Saturday and 11 a.m. to 5 p.m. Sunday, featuring unique gifts, handmade arts and crafts, and much more.
Santa and his elves will be on hand for photos. For information, visit *anchoragemarkets.com*.

Nov. 9 through 12
Alaska Aces hockey
The Aces take on the Indianapolis Fuel at Sullivan Arena. Games start at 7:15 p.m.; for information visit *alaskaaces.com*.

Nov. 17 - Dec. 18
Christmas Towne
Visit Christmas Towne on Camp Gorsuch Road in Chugiak. Lit walking trails, holiday decorations and music and Santa bring the smells and tastes of the holidays early.
Visit Thursdays through Sun-

days from 10 a.m. to 6 p.m.
For information visit *christmastownealaska.com*.

Nov. 19 and 20
Crafts Emporium
The Dena’ina Center hosts the 38th annual Arts and Crafts Emporium, with a huge selection of handmade art, crafts, foods and one-of-a-kind gifts. Santa will be in attendance with his elf; events run from 10 a.m. to 6 p.m. Saturday and 11 a.m. to 5 p.m. Sunday.
For information, visit *anchoragemarkets.com*.

Nov. 22 through 26
Great Alaska Shootout
The University of Alaska Anchorage Seawolves take on their top foes at this long-running tournament at the Alaska Airlines Center. For information, visit *goseawolves.com*.

Ongoing
Fitness skills: Sit-up and Push-up clinics
Every first and third Wednesday of the month, the Elmendorf Fitness Center hosts these clinics designed to teach proper sit-up and push-up techniques.
Enhance your performance and raise your fitness test scores.
For more information, call 552-5353.

JBER Wildlife Education Center activities
Learn about Alaska’s amazing wildlife and natural resources at this free museum, with interactive displays for kids too.
The center, at Building 8481, is open Monday through Friday, from noon to 4 p.m. subject to staff availability.
For more information, call

552-0310 or email *jberwildlife@gmail.com*.

Wildlife Wednesday
Stay scientifically enriched with this free 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.
For information, visit *alaska-zoo.org*.

Library Story Times
Evening Story Time: Tuesdays 6:30 to 7 p.m.
Toddler Tales: Wednesdays 10 to 11 a.m.
Preschool Story Time: Tuesdays and Thursdays 10 to 11 a.m.
Surprising Science: Thursdays 6:30 to 7:30 p.m.

Weekly hikes
The Alaska Outdoors host easy to moderate hikes every Monday and Thursday throughout the year. Monday hikes are easy and suitable for parents with children; Thursdays are for more moderate hikers. For information, visit *alaska-outdoors.org*.

PWOC meetings
The Protestant Women of the Chapel meet Tuesdays at 9:30 a.m. and 7 p.m. at the Arctic Warrior Chapel.
For more information, email *jber.ak.pwoc@gmail.com*.

MCCW/CWOC
The Military Council of Catholic Women and Catholic Women of the Chapel meet Tuesdays from 6 to 8 p.m. at the Arctic Warrior Chapel.
For information call 552-5762.

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
Lunch and Learn
Fridays at 11:30 a.m.
Kosher lunch provided.
At the CFLTC
Call 384-0456 or 552-5762.

Religious Education
For schedules, call the Religious Operations Center at 552-5762.

JBER Soldiers, Airmen finish strong at Army Ten-Miler in D.C.

By **MARY RALL**
USARAK Public Affairs

Training paid off for the 14 members of Team Alaska who competed in the Army Ten-Miler Oct. 9 in Washington, D.C., several of whom achieved personal records and shattered their qualifier times.

The team was comprised of runners with the fastest combined times from qualifiers at Fort Wainwright and Joint Base Elmendorf-Richardson in May, with each installation being equally represented on a seven-member men's team and a seven-member mixed team.

Team captain 1st Lt. Marcus Farris with the U.S. Army Corps of Engineers at Fort Wainwright ran with Team Alaska in 2015 and used his experience to build the training plan for 2016.

"The objective of the training plan was to strike a good balance between interval work, tempo work and easier endurance-paced work," Farris said. "Since the runners were allowed to train outside their normal units, I tried to vary the location to keep the runs fresh."

Training alongside each other also helped the team become stronger, he said.

"Members of the team



Members of Team Alaska pause for a photo at the Army Ten-Miler in Washington, D.C. (U.S. Army photo/Mary Rall)

would meet two or more times a week," Farris said, "and having a team to run with helped sharpen each runner, versus training alone."

Private Joseph Dillon of Headquarters and Headquarters Company, 4th Infantry Brigade Combat Team (Airborne), 25th Infantry Division, said training with his JBER teammates helped him prepare.

"I trained mostly with Samson Mutua, who is a great inspiration to train hard every day," Dillon said. "I believe running with this team made me an overall better competitor."

Spc. Samson Mutua of 725th Brigade Support Battalion, 4-25th IBCT (ABN), gained from training alongside Dillon as well and ran

the Ten-Miler in 54:33, more than three minutes less than his qualifying time, and ran his best two-mile time of 9:48 at the event.

"It has been my greatest goal to break 10 minutes for two miles," Mutua said. "This event gives me confidence to run two miles (in) under 10 minutes in the next APFT [Army Physical Fitness Test]."

Spc. Chelsea Scheuerman of Medical Activity-Alaska at JBER has run with Team Alaska for three years and has become a stronger competitor.

"Every year, I've gotten faster, and it's motivating," Scheuerman said, adding she had a goal to break 70 minutes at the Ten-Miler and ended up running 68:48. "Seeing the wounded war-

riors with prosthetics makes me appreciate my body and what it's capable of – even just six months after having a baby."

Farris said he not only benefitted from training with Team Alaska, but also helped pace himself with 1st Lt. Logan O'Day of 70th Brigade Engineer Battalion, 1st Stryker Brigade Combat Team, 25th Infantry Division, at the Wainwright qualifier and when competing in Washington, D.C.

"During the qualifier, we ran together for almost the whole race, so I knew he was a good person to pace off of," Farris said, adding he found O'Day about two miles into the race and ran with him for most of the race to keep his pace up.

O'Day said running together helped him and Farris push each other throughout the bulk of the event.

"Marcus and I really fed off of each other during the race until about mile six, when he started pulling away," O'Day said. "I knew that if I kept him in sight, I would have a good race."

The Team Alaska men's team placed sixth out of 29 and the mixed team placed 10th out of 42.

UPCOMING JBER EVENTS

JBER SWIM MEET #2 (MEN AND WOMEN)

Deadline to sign up for JBER's second swim meet is Oct. 21.

The swim meet is Oct. 27 at 5:30 p.m. at the Buckner Fitness Center pool.

For information, call 552-2266 or 384-1508.

COSTUME FUN RUN

Elmendorf Fitness Center hosts a Costume Fun Run at Hangar 5, Oct. 28 from 3 to 4 p.m.

There will be prizes for the top two finishers in the one-mile run and top adult and child's costume.

For information, call 552-5353.

POOL CLOSURE

The Buckner Fitness Center pool and hot tub will be closed throughout November for annual cleaning.

The Aquatics Center and Elmendorf Fitness Center pool will be open.

Dates are subject to change; follow the Buckner Fitness Center Facebook page for the most current updates.

For questions, concerns or to add to the sports page, contact Air Force Staff Sgt. James Richardson at 552-9823 or 552-8110.

Matters of Faith: Chaplains ensure religious freedom for all service members

By **ARMY CHAPLAIN (MAJ.) JAMES P. HALL**
JBER Chaplain

The military is a pluralistic environment composed of diverse persons who come from different economic, religious, cultural, gender, sexuality, and ethnic backgrounds.

It is in many ways a microcosmic reflection of American society at large.

It is here that I would like to reflect on how the chaplaincy upholds the military doctrine of strength in diversity.

Most military personnel view the chaplain as one who counsels and helps Soldiers and Airmen with their personal problems.

Indeed, this is a major part of what the chaplain does; however, counseling is not the primary role of the chaplain.

That is to say, the primary reason the Chaplain Corps exists in the military – the foundation upon which everything else is built – is based on the constitutional right to religious freedom, and the expression thereof.

The Chaplain Corps exists as the guardians of the U.S. Constitution's First Amendment assurance of religious freedom to all military personnel.

The Army chaplain's primary role is to foster the free exercise of religion; to nurture a diverse philosophy of religious equality among different faith traditions while remaining true to one's own religious tenets.

The "remaining true to one's own religious tenets" is, for some, the hardest part of being a chaplain in the military.

Religion, no matter how one defines the word, continues to have a

major influence on how people live their lives.

That influence is why the free exercise of religion was eventually codified in the United States Code of statutory law commonly known as "Title 10."

Military chaplains must, above all other things, exercise the clear command of the U.S. Department of Defense when it asserts, "The basic principle of our nation is the free exercise of religion. The [DoD] places a high value on the rights of members of the armed forces to observe the tenets of their respective religion."

The Army chaplain is expected to care for all Soldiers of her or his battalion – regardless of their religious affiliation.

The military chaplain is expected to help everyone unconditionally with honor and respect.

This is the method every chaplain must work from; and it is indeed a challenging thing to do, because military members are unique and different in both temperament and spiritual character.

The primary task as a military chaplain is to meet others where they are in life.

That is to say, the chaplain is to nurture and understand the belief system of every service member that crosses her path, apart from imposing personal beliefs when not asked to do so.

All in all, the military chaplain ministry is called to a spirituality of surrendering the ego (the all-encompassing individual self – as difficult as this is to do), to ensure all service members have the life-giving opportunity to exercise their religious freedom – or not – and live healthy, sustainable lives. ●