

THE **STINGER**

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STINGER

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ABOUT THE STINGER

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Commander's Comments



“Your proximity to the fight is not your value to the organization.”

Editorial by Command Chief Master Sgt. Edward Wagner

I recently listened to a speech on YouTube from retired Navy SEAL, Admiral William H. McRaven's commencement speech, at the University of Texas back in 2014, which has been viewed more than 10 million times.

Admiral McRaven was a highly decorated Navy SEAL with more than 36 years of service, and he spoke about the 10 simple lessons he learned from SEAL training that would define him and develop him as a leader later on in his career. I would like to touch upon one of the lessons that I think applies to everyone, both in their military and civilian careers.

Start off by making your bed

Yep, make your bed. Maybe your parents started you early by having you make your bed or maybe they didn't, but if you joined the military then you learned how to make your bed in basic training.

Admiral McRaven said, “It felt ridiculous at the time, particularly in light of the fact that they were aspiring to be real warriors, tough battle-hardened SEALs, but the wisdom of this simple act has been proven to me many times over”

“If you make your bed every morning you will have accomplished the first task of the day. It will give you a small sense of pride, and it will encourage you to do another task and another and another. By the end of the day, that one task completed will have turned into many tasks completed. Making your bed will also reinforce the fact that little things in life matter. If you can't do the little things right, you will never do the big things right.”

Admiral McRaven's address resonated with me because it's simple, but profound. Starting your day by paying attention to the smallest detail, even if it's making your bed and no one is looking.

So do you think what you do every day is menial or doesn't contribute to the overall mission? Wrong. If you think that, then you need to sit down with your supervisor, superintendent, chief or even the commander to see where you fit into the mission. There is a saying: your proximity to the fight is not your value to the organization. It doesn't matter whether you work in a support function or you're the one pulling the trigger. Proximity in the fight has nothing to do with your value to your work center, squadron, or the wing.

Recently, at the Ohio Joint Seniors Leaders Conference, General

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Beyond Endurance

Keeping Airmen Safe in the Most
Inhospitable Place on Earth



*“It’s a harsh environment.
The continent itself is always
actively trying to kill you.”*

Photo Provided

Story by Staff Sgt. Shane Hughes

In 1914, when the ill-fated crew of the ship *Endurance* attempted the first land crossing of Antarctica, Sir Ernest Shackleton wrote, “We were helpless intruders in a strange world, our lives dependent upon the play of grim elementary forces that made a mock of our puny efforts.”

More than 100 years later, Senior Master Sgt. Joseph Carter echoed Shackleton’s words, describing a barren landscape devoid of color, just snow and ice and volcanic rock;

a foreign world, where the sun never rises or sets, but instead, circles the sky overhead.

“It’s a harsh environment,” Carter said. “The continent itself is always actively trying to kill you.”

Carter, an occupational safety and health manager assigned to the 180th Fighter Wing, Ohio Air National Guard, spent two months in Antarctica on a mission to improve safety procedures for the Airmen of the New York Air National Guard’s 109th Airlift Wing, giving them a better chance to survive and

operate in the most inhospitable place on Earth. The Airmen in Antarctica support Operation Deep Freeze, the military component of the U.S. Antarctic Program, managed by the National Science Foundation.

His journey began in Detroit, Michigan. From there, he flew to San Francisco, California to Auckland, New Zealand and on to the International Antarctic Center in Christchurch, NZ before heading to his final destination, McMurdo Station, Antarctica. The entire journey of more than 9,000 miles

took only 30 hours to complete, a speed Shackleton and his crew would surely have found astounding.

“When you get off that plane and you first step on the continent, it feels like you’re on a different planet,” Carter said. “You’ll go from hundreds of miles of flat snow to jagged mountains and 400 foot snowbanks. It doesn’t look like anything else you’ll ever see.”

During his time in Antarctica, Carter reviewed operations and made recommendations to enhance the risk management

program. He conducted facility inspections, assessed cargo and fuel operations on flying missions to the South Pole, and built safety training programs for station personnel.

He helped establish a new quarterly exercise for emergency responders at McMurdo Station, allowing them to get hands-on practice responding to various aircraft incidents they might encounter during operations in an unforgiving environment, such as aircrew rescue and responding to aircraft fires. He worked with the station fire department to

develop new procedures for logistics and cargo, specifically when handling hazardous materials. He also worked to improve safety conditions with the mission to the South Pole.

“It’s so cold there that they can’t shut down the engines on the aircraft or they risk not being able to restart them,” Carter said. “So, the engines are still running, they’re unloading cargo, fuel, personnel, and when they’re doing that, the crew that is outside the aircraft have to unplug their headsets, because they are hardwired into the aircraft. So, anytime

you cut off audio or visual communication with people around a running aircraft, you increase the risks and hazards.”

Carter ran a thorough hazard analysis on the South Pole mission and recommended corrective actions up through U.S. Pacific Air Forces, the command responsible for the Antarctica mission, stressing the need for wireless communication systems for the aircrew.

Located in the Southern Hemisphere, Antarctica was in the middle of its summer season while Carter was there. Most of the temperatures were in the 30s at McMurdo Station. But the temperatures at the South Pole, which is located approximately 800 miles South of McMurdo Station, frequently dropped as low as 15 below zero before wind

chill. With wind chill, the temperature often dropped as low as 45 below zero, similar to the temperatures felt across the U.S. during a recent polar vortex.

“When it’s that cold, it makes a lot of the operations really difficult,” Carter said. “You can’t have any of your skin exposed, or else you risk frostbite within five to 10 minutes. It adds a degree of difficulty that the 109th has adapted to very well.”

Carter was impressed by the maintenance crews he observed during his time in Antarctica. Not only had they adapted to the extreme weather conditions, but their teamwork and communication skills were exceptional.

“They’ve got a lot of visual communication, cues and commands they give each other. They’ve worked so well and so long

together that they almost know what the other person is going to do without having to worry about it. They are very, very good at their job.”

Antarctica presents a difficult challenge for the men and women of the airlift wing who operate in an environment as unforgiving today as it was in 1914, and the hazards are just as serious.

“Any misstep down there could cause some real serious problems,” Carter said. “You are pretty much cut off from the rest of the world, because of the limited communication, how difficult of a location it is to get to, and depending on the weather, you might not even be able to get off the continent, even if there’s a medical emergency. If we had to medevac somebody out and the weather

wouldn’t allow an aircraft to take off, you’re stuck there. The interdependence is really key, and it helps everybody carry on to get the mission done.”

Cargo aircraft are essential to keep McMurdo Station and its personnel operating, and the runway for those aircraft presented a unique challenge. While airports across the world have asphalt runways, the airfield at McMurdo Station is made of compacted snow on top of sea ice.

“The airfield is on the ice, and the ice is constantly moving,” Carter said. “The runway had moved five feet in a month-and-a-half, because of the ice shifting.”

They removed the old runway markers and used GPS to determine where the runway should be, re-groomed the snow with spe-

cialized machines and replaced the runway markers at the correct location. When visibility is high, the runway markers can guide a pilot onto the runway without a problem. However, when visibility is low, the pilots often can’t see those markers and rely solely on their GPS navigation instruments to land the aircraft safely. An aircraft missing the runway in Antarctica by five feet could result in a catastrophic mishap.

Carter’s experience in Antarctica left a lasting impression on him.

“If we can do some of the maintenance and fly some of the missions we did in Antarctica, the most inhospitable place on the planet, we can definitely do it anywhere,” Carter said.

“It’s a once in a lifetime experience that helped broaden his horizons,” said Lt.

Col. Scott Schaupteter, chief of safety at the 180FW. “He brings those lessons back here and it enhances our own mission.”

“It’s always great to see when an Airman has the chance to execute a once in a lifetime opportunity,” said 180FW Commander Col. Kevin Doyle. “Not only did it help out Operation Deep Freeze by increasing operational risk management processes and procedures, but the experience he brings back can only help the 180th Fighter Wing and our safety program.”

Whether supporting scientific discovery in Antarctica or serving back home at the 180FW, Carter is prepared to keep the men and women of the Air National Guard safe from harm so they can do the same for America. 🇺🇸



Photo Provided



Women in Aviation

Senior Airman Sienna Krise
Airfield Manager

*Story & Photos by
Senior Master Sgt. Beth Holliker*

Ensuring that airfields are safe, clear of debris and wildlife, as well as confirming pilots meet all requirements necessary to fly are two of the most important tasks assigned to U.S. Air Force airfield managers.

For Senior Airman Sienna Krise, an airfield manager, who enlisted into the Ohio National Guard's 180th Fighter Wing in 2015, it was this high-level of responsibility that drew her to the career field.

"It is my job to keep our pilots safe," said Krise.

"Driving the airfield to ensure flight safety by monitoring wildlife and clearing the taxiways and runway of any foreign objects or debris is the first step to preventing mishaps," explained Krise. "You never know when an emergency is going to happen, that could be caused by a small rock, a bird, or even a small animal on the runway that could result in serious damage to the jet or injury to our pilots."

Krise and her team are responsible for conducting airfield inspections before each flying mission, clearing any debris they can and notifying the wing's F-16 pilots of any concerns during the preflight briefings.

Located near protected wetland and nature preserve areas, the grassy areas within airfield the wing shares with the Toledo-Lucas County Port Authority, attracts a variety of wildlife that needs to be monitored closely.

"It is critical that we check the airfield daily and before each mission to minimize the risks of a mishap," said Krise.

"We've found anything from snakes, frogs, turtles, baby bunnies and even the occasional coyote wandering the taxiways and runway," said Krise. "We want to keep our area wildlife safe as well and we'll often try to relocate animals when we can or even take them to a local nature center where they can be cared for, if needed, then released back into the wild."

When larger animals, such as coyotes, foxes, or even large birds are a concern, the Toledo-Lucas County Port Authority partners with the USDA's Animal and Plant Health Inspection Services, or APHIS, which provides consultation and management assistance to assess wildlife conflicts at the airfield to improve safety by reducing hazards and risks associated with wildlife while also protecting Northwest Ohio's wildlife



"You never know when an emergency is going to happen."

populations and valuable environmental resources.

"Airfield Management is essential to the safety of the 180th Fighter Wing's flying missions," said Senior Master Sgt. Eric Ball, Airfield Management Superintendent assigned to the 180FW. "We ensure a safe airfield environment for our pilots and any transient or civilian aircraft. Our goal is to provide the pilots with all the necessary information about the airfield and airspace for their mission planning. We work hand in hand with the Toledo Lucas County Port Authority on all projects that would affect the airfield and our flying mission."

Off the airfield, Krise and her team are responsible for a multitude of other tasks that directly impact not only the 180FW's flying mission, but also the safety of other commercial and general aviation aircraft flying in and around the airspaces with the wing's fighter jets.

"Before each flight, we are responsible for filing flight plans, confirming each pilot has met necessary requirements to fly and collecting a signed flight authorization from each pilot," Krise explained.

A flight plan includes pertinent information about each flight, to include a pilot's route of flight and additional information

such as radio call signs, proposed take-off and landing times, as well as the type and number of aircraft.

Once confirmed, Krise is responsible for ensuring the flight plans are filed with the Toledo Express Air Traffic Control Tower, which is accountable for monitoring the immediate, local, airspace. The Toledo tower then forwards the plans along to a larger air route traffic control center, such as Indianapolis Air Route Traffic Control Center, that monitors communications with aviators throughout a large air space. The Indianapolis Center covers an area of approximately 73,000 square miles of airspace.

During flying operations, Krise monitors radio traffic and is responsible for communicating any changes in flight plans, take-off and landing patterns, and relaying emergency information, should it arise.

"We have Quick Reaction Checklists ready for just about any emergency situation you can think of," Krise said. "We are prepared to follow each checklist exactly to ensure that all critical information is communicated to key organizations on base, such as our fire and emergency services, the command post, civil engineering, security forces and the maintenance operations control center. These checklists guarantee

that all organizations are on the same page and can respond accordingly."

While the job of an airfield manager comes with a high level of responsibility, it also comes with a few special perks.

"One of my favorite parts of the job is working with transient aircraft and aircrew," said Krise. "Our F-16s are the best, but I really enjoy working with and learning about other military aircraft that we just don't get to see regularly. The aircrew members will teach us about their specific missions and sometimes give us a tour of their aircraft."

The ability to travel is another perk that Krise has enjoyed so far and continues to look forward to throughout her career, explaining that it is fun and exciting to visit new places around the country, but it's also the challenge of learning to navigate a new airfield and the unique characteristics of each.

"So far, I've been to Nellis Air Force Base in Nevada, for a Red Flag exercise, and the Alpena Combat Readiness Training Center in northern Michigan," Krise said. "At Nellis, everything was so fast-paced and there were so many different aircraft and so much flying happening. In Alpena, it was a much slower pace, and even the tower wasn't staffed all of the time, so it was interesting sometimes to navigate the airfield when there wasn't someone in the tower directing you where and when to go onto an active runway."

While military service wasn't initially in the plans for Krise following high school, it was a combination of solid core values and strong work ethic that her mother instilled in her while growing up, along with a recommendation from her sister who enlisted with the 180FW in 2009.

"My biggest regret is that I didn't join sooner," said Krise. "I wish I would have enlisted right out of high school rather than waiting until I was 20."

"If I have only one piece of advice to offer other young girls", Krise continued. "It would be to join as soon as possible. I highly recommend it!"

Now, four years into her enlistment and planning to make a career out of military service, Krise is completing her first round of professional military education and has her eye on promotion into the non-commissioned officer ranks.

"I think it is extremely important to really take charge of your career," said Krise. "Make sure you are up to date on everything and promote on time, it's no one else's job but your own." 📖



The Frontline of Health Care

Aerospace Medical Technicians

Story & Photo by Senior Airman Hope Geiger

On the frontline of healthcare, medical technicians are one of the first faces an individual sees when visiting a medical facility. From administering immunizations to assisting in aeromedical evacuations, these trained professionals supply critical support and are valuable members of any healthcare team.

Senior Airman Kathryn Dobbs, an aerospace medical technician assigned to the 180th Fighter Wing, Ohio Air National Guard, worked alongside the Massachusetts Air National Guard's 104th Fighter Wing, performing incentive flight physicals and tending to various medical issues that occurred while the units deployed to Patrick Air Force Base, Florida, Jan. 25- 10 Feb., 2019.

Medical technicians are considered the "jack of all trades," explained Dobbs. Their basic duties include managing patient care from admission to discharge, participating in and leading training exercises such as self-aid buddy care, and performing other duties such as medical administration, laboratory, pharmacy public health and medical logistics duties. They also perform other specialized duties like aeromedical evacuations, allergy and immunization, neurology diagnostics and critical care.

"While rare, injuries still happen," said Dobbs. "Having medical on these deployments allows us to treat our people in house instead of having to go to the clinic or even the local hospital. We had a few minor injuries here so far, and without medical our people would not be able to be treated so quickly."

"If any medical concern comes up during the trip we are right there to take care of the issues rather than having them go to the clinic," said Col. Joshua Wright, a Flight Surgeon assigned to the 180FW. "The big save with that is, if there is an issue then they have to register with Tricare in a different region, it's a lot of paperwork, and then unregister when they get back to their normal duty station. If medical is along, it saves a lot of paperwork and hassle, plus we can take care of our people fairly easily."

Throughout the two-week deployment, many Airmen from the 180FW, 104FW, 301FW and 45th Space Wing received a special opportunity to get an incentive flight to fly in a fighter jet. Incentive flights are special flights provided to outstanding Airmen who continually go above and beyond in their primary duties. Before they can fly, they must meet certain physical requirements to be qualified to fly.

Dobbs has worked alongside two flight surgeons from the 104FW, Lt. Col. Mark Prete and Maj. Tina Nguyen, performing incentive flight physicals for four different guard, active and reserve units.

For flight physicals, Dobbs checked the Airman's vitals to see that they are within normal limits, their weight, sitting height and leg measurements, lung and heart sounds, ears, abdomen and musculoskeletal system. There are certain criteria Airmen must meet before being able to safely fly in a fighter jet, and if they met those standards a flight doctor from the 104FW would then perform a physiology brief. This briefing explains

what can happen to the body when in the jet and how to properly prepare for the flight.

It is important to the mission, for medical, to be able to work alongside other units. For the first week, the 180FW only had two medical technicians and no flight surgeon, while the 104FW deployed their flight doctors and no medical technicians. They were able to work together to complete approximately 30 flight physicals.

"It is a part of what we do in the Air Force, we are always training with other people," said Wright. "If we ever come in contact with other units, we're always able to share our best practices, get different ideas on how to improve our own way of things and help them if they have issues as well. It is always good to collaborate with other units."

While working alongside other units, Dobbs has been able to learn some new things in her career field.

"I've picked up a few new tricks on this deployment just by watching the other doctors that have been here and them being so willing to teach me," Dobbs explained.

Dobbs' previous deployments have always been with just the 180FW medical group and the Patrick trip was her first opportunity to deploy with the entire wing.

"I've really enjoyed being able to meet everyone and learn about what they do," said Dobbs. "Learning about and talking with people in other career fields has helped me learn what I can do to better improve their medical experience." 🐝

Honor Guard

Staff Sgt. Thigpen

Story & Photos by Staff Sgt. John Wilkes

Every movement is executed with pinpoint precision. Every detail looked at again and again.

Honor guard members stand out amongst their military peers. Their ceremonial uniforms are made distinct by a silver cord that hangs on their shoulder and a silver stripe on their trousers, sleeves, belt and cap.

These ceremonial guardsmen are a picture-perfect example of the exceptionally high standards of the United States Air Force. The task of representing the military and its members, both past and present, is an honor that few achieve. The image portrayed must be one that imparts confidence and pride.

In 2018, one member of the 180th Fighter Wing honor guard stood out even amongst her peers.

“Honor guard members are held to a higher standard,” said Senior Master Sgt. Keith Czop, 180FW services sustainment flight superintendent and honor guard manager. “Staff Sgt. Valerie Thigpen stood out, even among this group, and was selected as the 180FW Honor Guard Member of the Year.”

Thigpen’s willingness to serve led her to volunteer for more than 25 percent of the honor guard events last year, all while serving as the 180FW fitness program administrator and pursuing both a Bachelor of Science degree in nursing from the University of Toledo and an Associates of Applied Science in hospitality management from the Community College of the Air Force.

Airmen with the 180FW base honor guard represent the base to the local community. They are sometimes the first and only interaction community members have with the military. The 180FW base honor guard participates in dozens of events and ceremonies each year, ranging from military funerals to Memorial Day ceremonies and local events such as baseball games.

“The ceremonies and events that we participate in are very important to the families and community members,” Thigpen said. “It is very rewarding to be a part of and you feel like you are doing really good things for your community and representing the military.”

Of all the ceremonies and events honor guard members participate in, funerals are the most important.

Military funerals are a solemn and memorable way to honor and commemorate the lives of those who have served their country. All veterans qualify for a military funeral, regardless of their rank or what status they served in.

“Funerals are a big part of honor guard,” Thigpen said. “From folding the flag, playing taps and presenting the flag to the family we know it means a lot to the family and friends of the service member. It is important that we honor and show respect for those who have served in the military.”

Thigpen is also very active in her community and at school. She is a member of the Alpha Phi Omega leadership and service fraternity, the Student Veterans of America organization, and volunteers with the Ronald McDonald House Charity.

According to Thigpen, being an active and involved member of the community and military is very fulfilling.

“Last year, she led a Boy Scouts of America event, educating more than 2,000 boy scouts on how to properly fold a flag,” said Czop.

“It wasn’t always easy, you have to be adaptable, patient and respectful,” Thigpen said. “You are in the community with kids and loved ones of people in the military. They look up to you. Teaching kids how to fold a flag isn’t the easiest thing to do but it is rewarding.”

According to Czop, knowing the impact that honor guard members can have is very humbling.

“When we are out in the community a lot of the kids say they want to be in the military when they grow up,” Thigpen said. “If they end up joining it is a good feeling knowing that we were a part of that.”

Thigpen embodies what it means to be a Citizen-Airmen, serving her fellow Airmen and community. 180FW members are active in their communities both personally and professionally, supporting hundreds of events each year and volunteering for organizations that add value to Toledo and its surrounding areas. 🌟





Home on the Range

180FW Opens New Modular Small Arms Range



The 180th Fighter Wing Security Forces Squadron, Ohio Air National Guard, officially open the Modular Small Arms Range during a ribbon cutting ceremony in Swanton, Ohio, Nov. 30, 2018. Photo by Senior Airman Hope Geiger.



Staff Sgt. Jess Thebeau, munitions systems technician, loads ammunition during the first weapons qualification class in the new Modular Small Arms Range in Swanton, Ohio, Nov. 30, 2018. Photo by Senior Airman Hope Geiger.



Combat arms training maintenance instructors observe as an Airman shoot during the first weapons qualification class in the new Modular Small Arms Range in Swanton, Ohio, Nov. 30, 2018. Photo by Senior Airman Hope Geiger.



Staff Sgt. Jess Thebeau, munitions systems technician, loads ammunition during the first weapons qualification class in the new Modular Small Arms Range in Swanton, Ohio, Nov. 30, 2018. Photo by Senior Airman Hope Geiger.

Snow Worries

Civil Engineers Keep 180FW Mission-Ready



Story & Photos by Staff Sgt. Shane Hughes

Late in January, a polar vortex struck the Midwest, causing the temperature to plummet as low as 10 below zero. High winds made the temperature outside feel as cold as 35 below zero. Anyone outside with skin exposed to the elements became susceptible to frostbite within minutes. As snow began to accumulate at the 180th Fighter Wing, civil engineers began the critical task of clearing the flight line.

“Our main priority is the Aerospace Control Alert mission,” said Master Sgt. Codey Kinemond, operations superintendent for

the 180FW Civil Engineering squadron. “If that ramp isn’t clear, then they can’t fly.”

“The country is counting on us to be available and ready at all times, no matter what the weather is, so it’s critically important that taxiway is clear from our aircraft shelters to the runway,” said Lt. Col. Brian Hoose, ACA commander at the 180FW.

The polar vortex presented unique problems for the civil engineers. Kinemond said the temperatures were so low that the de-icing pellets and fluids they typically use to clear the flight line wouldn’t work. They had to keep a snow removal broom vehicle operating constantly, driving it back and

forth across the flight line over and over again. During most snow storms, the temperatures are nearer to freezing and there’s more moisture in the snow, making it heavier and easier to remove with only a few passes from the snow removal equipment, but the extremely low temperatures meant that the snow was drier and lighter.

“As soon as we cleared the snow from one area, the wind would blow it back over what we had just cleared,” Kinemond said. “We had to keep the one broom vehicle out there going back and forth constantly.”

Even before the polar vortex hit, the civil engineers were hard at work. Rain preceded

the polar vortex and threatened to make a bad situation even worse.

“One of our biggest challenges was getting the moisture off the ramp before the temperature fell,” said John Turley, building construction superintendent at the 180FW. “Once the temperature drops that low, that moisture freezes up and you’re not getting rid of it until the temperature comes back up again.”

In addition to keeping the flight line clear, the civil engineers are responsible for keeping the power and heating on in all the buildings, and keeping the roads and sidewalks clear. Turley said it takes an

average of six hours to clear snow and ice from the roads and parking lots on base.

“It takes a lot of people on this base to make sure those planes get off the ground, so we have to make sure everyone is safe so they can do their jobs too,” Kinemond said.

With only nine civil engineers responsible for base maintenance 24 hours a day, managing shifts and overtime becomes a careful balancing act. While Airmen prepared to leave for a deployment to Estonia last year, civil engineers were on base for seven days straight to keep the flight line clear for the F-16 Fighting Falcons and the C-17 Globemasters responsible for trans-

porting troops and equipment overseas. They even work on major holidays, such as Christmas Eve, to ensure the 180FW is always ready to respond to any threat to the nation.

“It doesn’t matter what day of the week it is, or what holiday, if they need us to be here, we’re here,” Kinemond said.

While others keep warm inside watching the snow turn the world around them into a picturesque winter wonderland reminiscent of a Bing Crosby Christmas song, the civil engineers at the 180FW are working around the clock, in the bitter cold, to keep the nation safe. 🇺🇸



Stingers Fly South

180FW Trains at Patrick AFB



Senior Airman Alex Hoffman, an F-16 aircraft mechanic, takes shelter under the fighter jet's wing during a heavy rain storm, while waiting for his pilot to arrive for a morning training sortie at Patrick Air Force Base, Florida, Feb. 1, 2019. Photo by Senior Master Sgt. Beth Holliker.

Story by Senior Airman Hope Geiger

More than 130 Airmen from the 180th Fighter Wing, Ohio Air National Guard, deployed to Patrick Air Force Base, Florida, to conduct Dissimilar Air Combat Training, Basic Fighter Maneuvers, Defensive Air Counter Tactics and Tactical Intercept missions alongside F-15 Strike Eagles assigned to the 104th Fighter Wing, Barnes Air National Guard Base, Massachusetts, Jan. 25 to Feb. 9, 2019.

During the cold winter months in Ohio, the 180FW is able to maintain its mission ready capabilities by traveling to locations such as Patrick AFB.

“Going to another base during this season allows us more opportunity to train because the weather is better,” said Capt. Seth Murray, an F-16 Fighting Falcon pilot assigned to the 180FW. “This doesn’t just mean weather for takeoff and landing but in the airspace as well.”

This deployment allows our pilots to conduct force integration sorties, training with dissimilar aircraft, fourth and fifth generation fighters like the F-15 Eagle. The airspace surrounding Patrick AFB is less restrictive than Ohio, more aircraft to practice DACT.

“Dissimilar Air Combat Training was a focus while here at Patrick,” Murray explained. “Basic Fighting Maneuvers, or Dogfighting as many know it, against an aircraft different than we are used to fighting allows us to increase our skill. Tactics are slightly different, and each airframe has its own strengths and weaknesses.”

During the two week deployment, the 180FW flew more than 150 sorties, totaling more than 175 flying hours, while practicing tactical intercepts and defensive counter air missions.

“The key is to know your opponent, never lose sight, and capitalize on those weaknesses and any mistakes the other pilot makes,” said Murray. “This is better with another unit because we have more aircraft to fight against.”

The Patrick AFB deployment, also evaluated the effectiveness of the 180FW maintenance teams, ensuring Airmen are qualified to and ready to deploy at any time.

“Our goal for maintenance is always to fulfill our sortie lines,” said Tech. Sgt. Brent Centers, a crew chief assigned to the 180FW. “We typically have two spareaircrafts and this trip we only had one and with all the incentive flights it made it a little more difficult. Even with flying nine out of the 10 jets, or 10 out

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[Twitter](#)



Weapons loaders ensure that the fighter jet's munitions are secure and operational prior to a training sortie, Feb 1, 2019, at Patrick Air Force Base, Florida. Photo by Senior Master Sgt. Beth Holliker.



Tech. Sgt. Nick Mountcastle and Senior Airman Daniel Hall, Egress technicians, remove the canopy of an F-16 Fighting Falcon for maintenance at Patrick Air Force Base, Florida, Feb. 6, 2019. Photo by Senior Airman Hope Geiger.



Airmen clean debris off the seat of an F-16 Fighting Falcon at Patrick Air Force Base, Florida, Feb. 6, 2019. Photo by Senior Airman Hope Geiger.



Aircraft maintenance technicians raise the seat of an F-16 Fighting Falcon for maintenance at Patrick Air Force Base, Florida, Feb. 6, 2019. Photo by Senior Airman Hope Geiger.



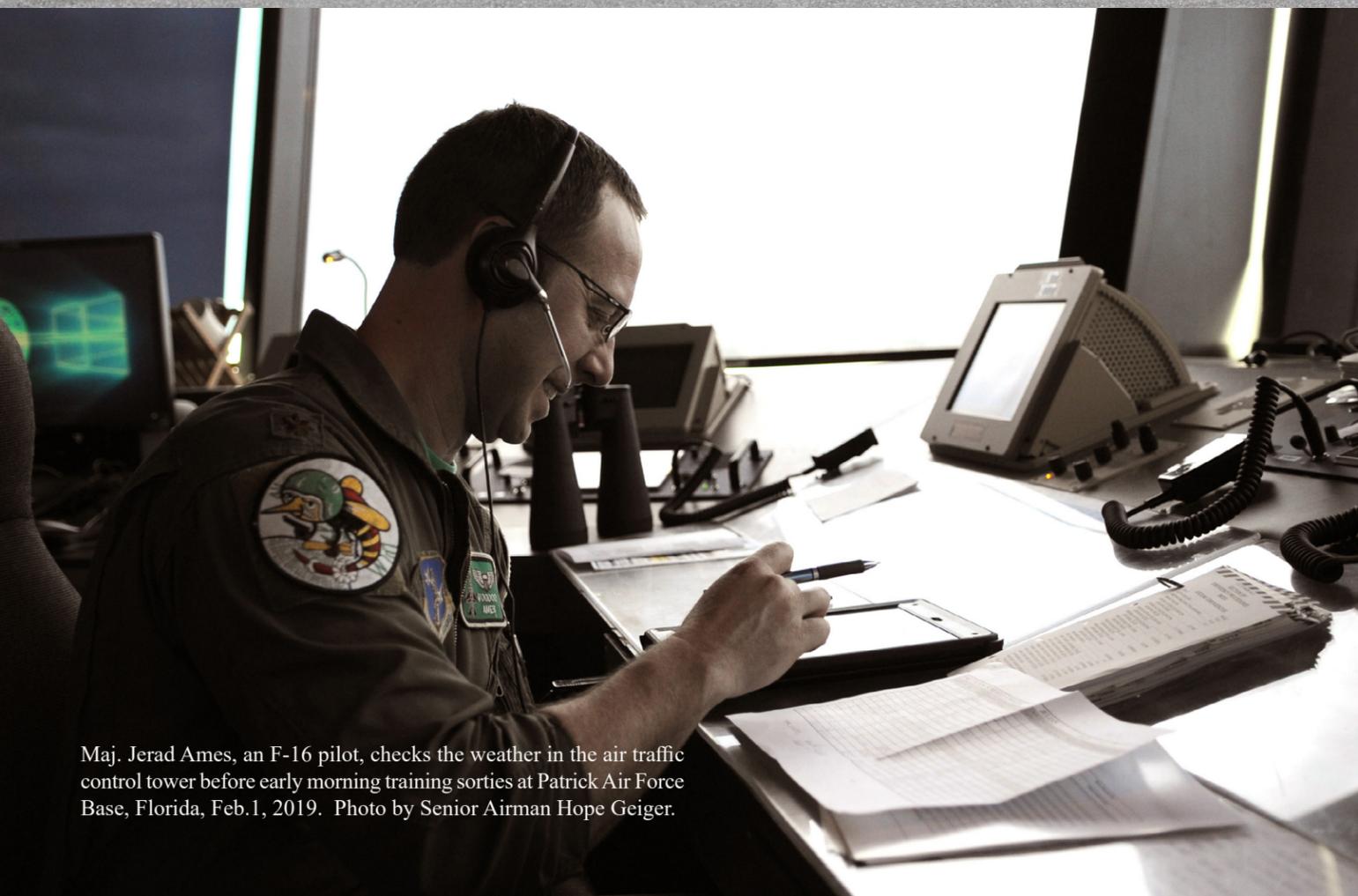
An F-16 Fighting Falcon flies over the coast of Florida during a training sortie during a deployment at Patrick Air Force Base, Feb. 4, 2019. Photo by Senior Airman Hope Geiger.



F-16 Fighting Falcon pilots walk to their jets at Patrick Air Force Base, Florida before the day's training sortie at Patrick Air Force Base, Florida, Feb.2, 2019. Photo by Senior Airman Hope Geiger.



1st Lt. Jarad Schultz, an F-16 Fighting Falcon pilot, conducts a preflight inspection of his fighter jet before a training sortie, Feb. 1, 2019 at Patrick Air Force base, Florida. Photo by Senior Master Sgt. Beth Holliker.



Maj. Jerad Ames, an F-16 pilot, checks the weather in the air traffic control tower before early morning training sorties at Patrick Air Force Base, Florida, Feb.1, 2019. Photo by Senior Airman Hope Geiger.



An F-16 Fighting Falcon taxis to the flightline at Patrick Air Force Base, Florida after the day's training sortie at Patrick Air Force Base, Florida, Feb.2, 2019. Photo by Senior Airman Hope Geiger.



Aircraft maintenance technicians walk the flightline looking for debris that could damage an aircraft engine at Patrick Air Force Base, Florida, before the day's training sorties Jan. 29, 2019. Photo by Senior Airman Hope Geiger.



180FW Airman Earns Title of State's Best

Story & Photo by Senior Master Sgt. Beth Holliker

Master Sgt. Robin Wiseman, recruiting and retention manager assigned to the Ohio Air National Guard's 180th Fighter Wing, has earned the title of Ohio's Air National Guard Recruiting and Retention Manager of the Year for 2018.

As the 180FW's senior noncommissioned officer in charge of recruiting and retention, Wiseman led the team to close out 2018 with an overall manning strength of nearly 103 percent and helped maintain the retention and reenlistment rates above 90 percent for the year, exceeding National Guard Bureau goals for each of those areas, guaranteeing the wing maintains professionally trained and deployment capable Airmen.

Ensuring all 180FW Airmen understand the education benefits available to them as members of the Ohio National Guard, Wiseman was a major partner in coordinating an education fair at the wing,

hosting four local-area universities, allowing Airmen to register on-the-spot. During the fair, Wiseman was on-hand to further explain how the GI Bill and Ohio National Guard Scholarship Programs can help Airmen pay for college tuition and fees, and offered the ability to register for benefits during the fair.

Among her many other accomplishments within the recruiting and retention field, Wiseman has made her own professional growth a priority, attending multiple leadership and development courses, most recently enrolling in the Senior Enlisted Joint Professional Military Education course.

In her spare time, Wiseman dedicates her time to mentoring local-area youth as a volleyball coach for the Toledo Diocese Catholic Youth Organization and delivering meals to those in need throughout the holidays. 🍽️

CONGRATULATIONS

to the following Airmen on their recent promotions

To Airman:

- Brown, Shyanne N. - Security Forces Squadron
- Canales, Free P. - Communications Flight
- Fink, Zachary J. - Security Forces Squadron
- Lombardo, Sophia R. - Logistics Readiness Squadron
- Niese, Emma M. - Logistics Readiness Squadron
- Zollweg, Korrin C. - Logistics Readiness Squadron

To Airman First Class:

- Badenhop, Katie L. - Force Support Squadron
- Cobb, John R. - Student Flight
- Wallen, Kyrstyn R. - Medical Group
- Weber, Claire E. - Force Support Squadron

To Senior Airman:

- Brinkman, Emily A. - Logistics Readiness Squadron
- Broderick, Callie M. - Security Forces Squadron
- Cessna, Juliana J. - Medical Group
- Clausen, Spencer D., Logistics Readiness Squadron
- Colegrove, Kyle T. - Communication Flight
- Collins, Brooke L. - Operations Support Squadron
- Delmonico, Lydia M. - Communications Flight
- Deraedt, Zachary J. - Maintenance Squadron
- Fischnich, Sean R. - Aircraft Maintenance Squadron
- Foetisch, Jack N. - Aircraft Maintenance Squadron
- Gandy, Alecia M. - Maintenance Operations Flight
- Geiger, Hope N. - Fighter Wing
- Graham, Zachary J. - Logistics Readiness Squadron
- James, Mark D. - Maintenance Squadron
- Knauss, Kelly S. - Force Support Squadron
- Morse, Broc R. - Force Support Squadron
- O'Connor, Gabrielle A. - Maintenance Group
- Ortiz, Megan A. - Medical Group
- Preston, Benjamin L. - Aircraft Maintenance Squadron
- Quillen, Baustin A. - Maintenance Squadron
- Reynolds, Terrance J. - Logistics Readiness Squadron
- Sobecki, Jacob E. - Security Forces Squadron
- Stonefield, Alex P. - Logistics Readiness Squadron
- Walker, Cody J. - Logistics Readiness Squadron
- Zeigler, Vincent J. - Maintenance Squadron

To Staff Sergeant:

- Barrow, Anthony W. - Maintenance Squadron
- Bly, Austin S. - Mission Support Group
- Breeds, Matthew R. - Maintenance Squadron
- Byers, Corry L. - Maintenance Squadron
- Collins, Shannon R. - Force Support Squadron
- Gorsuch, Cody - Aircraft Maintenance Squadron
- Haley, Landan D. - Aircraft Maintenance Squadron
- Miller, Macie A. - Force Support Squadron
- Moser, Robert A. - Maintenance Squadron
- Niemiec, Blake A. - Maintenance Squadron

To Staff Sergeant (cont'd):

- Nuvevan, Nathan A. - Aircraft Maintenance Squadron
- Ort, Nicholas A. - Security Forces Squadron
- Ragland, James K. Civil Engineering Squadron
- Scherger, Bryan J., - Maintenance Squadron
- Short, Kristen A. - Maintenance Squadron
- Skala, Lyndsey M. - Fighter Wing
- Sloan, Brett T. - Aircraft Maintenance Squadron
- Sonnenberg, Alexander D. - Maintenance Squadron
- Stahl, Matthew R. - Logistics Readiness Squadron
- Welsh, Elizabeth L. - Maintenance Squadron

To Technical Sergeant:

- Atchison, James P. - Civil Engineering Squadron
- Brossia, Cole M. - Maintenance Squadron
- Miller, Joshua A. - Aircraft Maintenance Squadron
- Parsons, Trey D. - Maintenance Squadron
- Plocek, Brittany L. - Operations Support Squadron
- Rober, Ryan N. - Aircraft Maintenance Squadron
- Seedorf, Joshua M. - Force Support Squadron
- Vara, Nicholas A. - Force Support Squadron

To Master Sergeant:

- Adams, Jeremy R. - Maintenance Group
- Cappelletty, Jason R. - Maintenance Squadron
- Davis, Sherri A. - Maintenance Group
- Marte, Todd A. - Operations Support Squadron
- Price, David E. - Maintenance Squadron
- Wagener, Brodie M. - Maintenance Support Squadron

To Senior Master Sergeant:

- Maynard, Matt S. - Aircraft Maintenance Squadron
- Rasar, Jack E. - Logistics Readiness Squadron

To Chief Master Sergeant:

- Brown, Jaime S. - Force Support Squadron
- Chittum, Joy L. - Logistics Readiness Squadron

Retirements:

- Cole, Casey
- Compton, Scott
- Elliott, Kevin
- Feindel, Glenn
- Hopkins, Matthew
- Parton, Kyle
- Przusieski, Michael
- Rawski, Kevin
- Reed, Scott
- Sottek, Patrick
- Vossler, Elizabeth
- Wolfe, George



Women's History Month

Throughout our history, women have dedicated their lives to achieving equal rights for all Americans. They envisioned a society where women could pursue a formal education, start a business, serve in the military, or run for elected office. During Women's History Month, we celebrate the countless women whose courage and resolve have contributed to the character and success of our Nation and the entire world. The equal opportunity of women in every facet of daily life is an essential feature of a free and prosperous society. This month, we honor women who have fought for equality and against the status quo, and who have broken the bonds of discrimination, partiality, and injustice for the benefit of all. These women created a legacy that continues to inspire generations of women to live with confidence, to have a positive impact on their communities, and to improve our Nation every single day. We remember all the American women, past and present, who have inspired and empowered today's women to advocate for their beliefs and pursue their dreams without hesitation, including the women serving here at the 180th Fighter Wing

(Above) A photo illustration made up of 44 images representing the female Airmen who have served, and continue to serve, in the Ohio National Guard's 180th Fighter Wing. Photo Illustration by Senior Master Sgt. Beth Holliker.

COMMENTS from pg. 3

James Camp, Assistant Adjutant General for Air, Ohio National Guard, delivered a brochure titled 40 Questions for Every Airmen in the Ohio National Guard.

I'm not sure who wrote the forward, but it focuses on paying attention to details, the basics to understanding our vision of air, space and cyberspace power: "Airmen are often challenged to answer the very basic questions that define the Ohio Air National Guard and what we do best. Therefore, we must be prepared to answer questions about the basic truths of air, space, and cyberspace power." Can you answer all 40 questions or take the time to talk to your Airmen about them?

This is a good document and I hope that you have had a chance to review it or at least. There is a copy on the break room table for you to peruse.

The 180th Fighter Wing's greatest strength is our Airmen and civilian counterparts who make up over 900 personnel. I recently had a feedback from one of my peers who stated that one of my challenges is to stop talking about the 180FW. I don't consider that a challenge, but a statement. We are the best fighter wing in the guard, so why not brag about our unit? Our nation demands for airpower requires an agile and lethal force with the ability to rapidly adapt to a wide variety of missions.

So how does this connect to making our beds? We cannot meet these demands without ensuring we are ready for the fight and taking care of the details. Maintaining your physical fitness so that you can meet the demands deployments, ensuring your medical requirements are squared away so you're good to go and making sure that you're getting the best training and paying attention to details so the mission is accomplished, and if you made a mistake, learn from it and move forward. Don't forget to make your bed.... 🛏️

STINGERS from pg. 27

of 10 jets. There were only three sorties cancelled due to maintenance the whole time. So for maintenance, we were really proud of that."

"Maintenance did an excellent job with all of the sorties flown and with only 10 jets," Murray said. "We would typically fly eight or nine jets each mission. That's a lot of flying with little down time. All of our support personnel are amazing, and without everyone's support, we couldn't fly or complete our mission."

"The weather in Florida, alone, the jets react better to it," said Centers. "We've seen so many more maintenance cancels at home versus just these last two weeks. The warmer weather is always better for the aircraft. At home we have had a lot of more cancels preparing to come to Patrick, because of the jets reacting negatively to the weather, than being here for two weeks."

Deployments also give Airmen to work on team build and comradery.

"My favorite part of any trip is the people, because you get to know other shops and other people that you don't at home," Centers said. "We can crew jets at home or here, it doesn't matter, but getting to know other people within the unit, that's the best part of any trip." 🛏️

ALWAYS ON MISSION



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