



176th Wing • Alaska Air National Guard

eGuardian

February 18, 2021

February 2021 Drill

HRE/POSH TRAINING *FEBRUARY 21*

176th Wing Equal Opportunity Program practitioners will be hosting a virtual HRE (Human Relations Education) / POSH (Prevention of Sexual Harassment) discussions Sunday Feb. 21 at 10 a.m. via TEAMS. UTM's will register students and provide a link to students.

This training will cover:

- Air Force policy and procedures as they relate to inequities and sexual harassment.
- DoD definitions of sexual harassment and discrimination in the workplace.
- Tools for naming and addressing the impacts of microaggressions in the military.

Best practice response and reporting for military leaders to support members who have EO-related concerns.

Commander's Intent

176th LRS Fuels Management Flight readies for Arctic ACE

Commentary by David Bedard | 176th Wing Public Affairs

Since construction of Elmendorf Field began June 8, 1940, the Air Force has invested billions of dollars in turning the once-simple airfield into a world class power-projection platform tailored around the flying units stationed at Joint Base Elmendorf-Richardson with a surge capability that is ably demonstrated every time JBER hosts a Red Flag-Alaska.

For the past 20 years, units deploying from JBER have operated out of mature expeditionary bases like Al Asad Airbase, Iraq, and Bagram Airfield, Afghanistan, leaving behind few if any of the home base capabilities required to keep combat aircraft mission ready.

Today, the geopolitical environment has changed, and PACAF has tasked subordinate wings to develop a new form of expeditionary employment: Agile Combat Employment (ACE), which faces a future where operations will routinely take place with a smaller footprint in more remote and austere environments.

ACE asks the question: how does the Air Force, Air National Guard, and Air Force Reserve operate in an austere environment and decisively face down a peer or near-peer adversary who may be operating in their own backyard?

The Alaska Air National Guardsmen of the 176th Logistics Readiness Squadron Fuels Management Flight look to answer that question when they pack up and move their operations in support of Arctic ACE during the April super drill.

"They're going to be in a location they've never been in before," said Master Sgt. Anthony Pillittier, 176th LRS FMF superintendent. "They're going to have to get right to work."

Arctic ACE supports PACAF's ACE concept, which envisions the use of agile operations to generate resilient airpower in a contested environment, and keeping aircraft topped off with JP-8 fuel or an acceptable alternative is part and parcel to the power side of the airpower equation.

Pillittier said the flight plans on using a "bladder in a box," a 14,000-gallon fuel bladder housed in a shipping container, pre-positioned at the training site and replacing the 6,000-gallon R11 Refueler trucks they're accustomed to using at JBER.

"We'll be able to refuel aircraft from this bladder," he said. "The challenge is it's never been used in the Air Force yet."

Pillittier said the flight will train on the use of the bladder with their counterparts from 673d Air Base Wing, ensuring they can electrically ground the bladder, safely operate it from a hazardous material standpoint, and rapidly refuel thirsty aircraft waiting to jump into the action.

In addition to their bread-and-butter job of fueling, Pillittier said flight Airmen will also be ready to operate as Multi-Capable Airmen (MCA), functioning outside of their skillset to support the broader mission.

"Multi-Capable Airman has a bright future in our Air Force, especially with the ACE concept," he said. "That goes to a small footprint. If you can send an Airman who can do nine jobs, why would you send nine people?"

Between MCA and non-standard refueling capabilities, FMF Airmen will do their part to ensure a lean, capable force is ready to rapidly deploy anywhere in the world.

EVENTS / OPPORTUNITIES

GUARD BABIES WELCOMED WITH BUNDLES OF BOOKS AND BLANKETS

Air National Guard dependent infants have been receiving gifts through the Bundles project.

Key spouse volunteers, Kendra Gladwell and Karen Jenkins, started the initiative, which provides every new baby of an Alaska Air National Guard member with a tote bag filled with baby books and a hand-crochet blanket. Karen, an educator at Hiland Mountain Correctional Center, has coordinated the volunteer efforts of several incarcerated women who want to give back to their communities by crocheting blankets and sewing tote bags.

The program was first orchestrated for 176th Logistics Readiness Squadron; however, it is now serving the entire 176th Wing.

The popularity of the program has meant more materials are needed and the Bundles Project has renewed their request for donated yarn and new baby board books.

To give donations or to assist with this project, please contact Master Sgt. Melissa Erhard at 552-6135, or at melissa.erhard.1@us.af.mil.

ONGOING FREE COUNSELING SERVICES

Military Family Life Counselors (MFLC) provide short term non-medical solution-focused counseling to support military families with the challenges of deployments, reintegration, parenting, relationship issues, conflict resolution, anger management and other life issues. They provide free, confidential services on and off military installations, flexible service delivery in non-traditional settings and times. With the exception of child abuse, domestic violence, mandatory reporting, and duty to warn situations, services are confidential.

In response to COVID-19, MFLCs are providing services via secure, encrypted video teleconference.

For more information and to schedule an appointment, call Husch Hathorne-Cantil at 907-382-1407. Appointments are available within 24-48 hours.

SERVICES / ANNOUNCEMENTS

MILITARY ONESOURCE RESOURCES

Did you know that Military OneSource is bigger than a 24/7/365 toll free number? The program offers more than just free non-medical counseling. It also provides assistance for the deployment readiness cycle. Military OneSource is a Department of Defense funded program that aids eligible service and family members with building resiliency; both within the military culture and on the homefront. To help strengthen one's resiliency skillset, Military OneSource offers many activities that you and your family members can partake in. For example:

MWR Digital Library:

- Ancestry.com Library Edition - unlock the story of your family using more than 8,000 resources.
- Consumer Reports – are you looking to make a purchase? Use this online library to access 1,000+ ratings, reviews, expert buying advice, product comparisons, consumer user reviews and product video clips.
- EBSCO Audiobooks - more than 2,000 audiobooks in different subjects and categories available for free download.
- Mango Languages - check out this digital language learning program for learners of all levels, with courses in more than 70 different foreign languages, 21 English language courses, and 44 specialty courses.
- Morningstar Investment Research Center - find information and advice on mutual funds, stocks, exchange-traded funds, and market returns. Track investments, access daily market news and commentary, view snapshots on investments, and interact on the research center forums.
- PressReader Digital Newspapers - unlimited digital access to more than 7,000 newspapers from 120 countries in more than 60 different languages. These newspapers are provided in full-color, full-page format, and appear on your screen exactly as they appear on the news stand, many providing instant translation and audio.

- Stingray Qello Concerts - enjoy more than 1700 live moments in music history with the world's largest collection of full-length concerts and music documentaries streamed on-demand to just about any digital device. From the 1920s to today's hottest artists, Qello Concerts spans more than 30 genres, from classical to rock, reggae to country.
- Small Business Builder - helps patrons interested in planning and optimizing their businesses or nonprofits. Built for aspiring entrepreneurs and those with existing small businesses, it provides a step-by-step process supported by a rich variety of recognized tools that enable users to produce complete business plans and other documents essential for gaining access to capital and growing their enterprise.
- Universal Class - over 500 online courses to aid with personal and professional interests: including FREE CEUs, plus online books, movies and music for all ages. Over 40 different references to use.
- Weiss Financial Ratings - Enjoy access to financial literacy tools on retirement planning, home and mortgage, insurance strategies, and saving for your child's education.
- Chill Drills: An overview of four simple drills to help reverse the symptoms of stress. These drills can help slow your heart rate, lower your blood pressure and reduce the level of stress hormones in your body. By doing these drills regularly, you can lower your baseline stress level and be better prepared to deal with stress in the future. Order yours online (free shipping) or download to your smartphone.
- MilTax - free tax services, which provides easy-to-use software that is designed specifically for the military community and is available mid-January through mid-October. MilTax also offers free consultations with experts trained to help military members and their families take command of their taxes.

Many other resources are located online with just a click of the mouse or online chat with a trained consultant to provide more guidance with your ideal topic. See: www.militaryonesource.mil

AIRMAN SAFETY APP

If there was a way to anonymously and quickly make safety reports on your phone, would you use it? There's an app for that. The Aviation Safety Action Program (ASAP) a voluntary, identity-protected means of reporting safety issues

that increase the risk to Aviation, Occupational, or Weapons Safety. The goal of the program is to prevent future mishaps and strengthen a culture of safe, effective mission accomplishment. The two ways to submit an ASAP report are on the website (<https://asap.safety.af.mil>) or the smartphone app "Airmen Safety App." Contact: your friendly safety office (551-7604, 176wg.se.176wg@us.af.mil)

UPCOMING AWS DAYS

The 176th Wing is essentially shut down for business on the upcoming Alternate Work Schedule days. RDs (rescheduled drills) and AT days should not be scheduled for these times. The full AWS calendar can be found on the new Wing SharePoint in the Resource Library.

February: 26

March: 12, 26

April: 2, 16

ALASKA NEWS

176TH WING TRAINS IN SUPPORT OF NASA SPACEFLIGHT

By Lt. Col. Candis Olmstead | JFHQ Public Affairs

JOINT BASE ELMENDORF-RICHARDSON, Alaska — Alaska Air National Guard members completed four weeks of training during Exercise H20 in Hawaii Feb. 6, honing their long-range search and rescue capability for the NASA human spaceflight program.

The Air Guard's 176th Wing at Joint Base Elmendorf-Richardson is the only wing in the U.S. Air Force, Guard and Reserve with C-17 Globemaster III aircraft and pararescue personnel that combine to provide long-range search and rescue. The wing is able to travel the furthest distance in the shortest time in response to a life-threatening scenario.

"NASA needed support for commercial spaceflight, for SpaceX and Boeing sending their commercial capsules up," said Maj. Joseph Leman, exercise director and a C-17 instructor pilot with the 144th Airlift Squadron at the 176th Wing. "They wanted assistance in the event of a non-nominal landing occurrence with the launch or return, for recovery of their astronauts."

Leman said rapidly deployable global personnel recovery is a requirement for the space program. There are multiple levels of response capabilities to ensure recovery as quickly as possible, depending on the location of the people requiring assistance.

"If astronauts splash down within 200 miles of the launch site, a rescue triad is on alert to respond," said Leman. "If the landing is beyond that radius, a C-17 becomes the aircraft of choice for the mission because we can go further and get there faster."

According to NASA, when astronauts splash down into the ocean, recovery teams must be able to transport them to land quickly. In the event of a variety of contingency landings, pararescue forces, pre-positioned in key locations, are prepared to rescue the crew anywhere in the world at a moment's notice. Within 200 nautical miles of the launch site, an HC-130 Combat King II aircraft, two HH-60 Pave Hawk helicopters, and pararescue personnel will deploy from Patrick Air Force Base in Florida with rescue equipment and medical supplies.

If this scenario were to occur more than 200 nautical miles from the launch site, a C-17 deploys and airdrops multiple watercraft and pararescue personnel to extract the astronauts from their capsule and treat and sustain them for up to 72 hours if necessary.

JBER's Air Guard wing is home to a well-known rescue triad, comprised of the 210th, 211th and 212th rescue squadrons, which provide HH-60s, HC-130s, and Guardian Angel teams, respectively. Their primary mission is to conduct personnel recovery in military operations. They are on alert in Alaska 24/7/365 for immediate response in the event of a downed military aircraft. They also provide civil search and rescue upon request by civil authorities.

Guardian Angel is a non-aircraft, equipment-based, human weapon system comprised of combat rescue officers (CRO), pararescuemen (PJ), survival, evasion, resistance, and escape (SERE) specialists, and uniquely trained support personnel dedicated to personnel recovery.

About 10 years ago, a C-17 pilot and combat rescue officer at the 176th Wing considered combining the wing's rescue capability with the rapid strategic delivery and tactical airdrop capability of C-17s to enhance search and rescue.

"Then-Majors Radford and Komatsu were the pioneers of this platform," said Lt. Col. John Romsper, commander of the 212th Rescue Squadron. "They saw what we could do with rescue and the C-17s and said, 'Why can't we perform rescue with the C-17?' It just made sense."

Col. Kenneth Radford, vice commander of the 176th Wing and C-17 pilot, and Col. Matthew Komatsu, 176th Mission Support Group commander and combat rescue officer, saw a possibility 10 years ago that became a reality.

"The 176th Operations Group commander at the time, a C-17 pilot named Lt. Col. Blake Gettys (now retired brigadier general), believed in the idea," said Komatsu. "So, with the support of our chain of command, we put our best C-17 and Guardian Angel tacticians on the problem while Ken and I pushed our respective communities," he said. "They crushed it."

Initially, it was thought the new capability could help deliver what would later be called the Arctic Sustainment Package, a modular unit developed independently by the Alaska Air National Guard that may be customized to provide food and shelter in a potential mass-casualty, cold-weather emergency until personnel could be rescued.

The 144th Airlift Squadron (then-249th AS) and 212th Rescue Squadron personnel wrote the tactics, techniques and procedures, the checklists, created requirements for certifications, and conducted their first combined training exercise during Lava Rescue 2014 in Hawaii. It was the first time Guardian Angels and a rescue boat were airdropped from a C-17. The units performed day and night equipment and personnel water drops, with pararescue personnel and boats parachuting from a C-17 into the Pacific Ocean miles off the coast of Hawaii.

"Vigilant Ace 2016 was our first demonstration of long-range SAR with a takeoff from JBER, aerial refueling with the 168th Air Refueling Squadron over the Aleutian Islands, then dropping the GA team off the coast of Japan and landing in Japan 11-plus hours later," said Lt. Col. Jeffrey Banker, deputy commander of the 176th Operations Group. "Weeks later, we were approached by NASA representatives at an ARC WEPTAC (Air Reserve Component Weapons and Tactics Council) to see if we would be interested in applying long-range SAR to the human spaceflight support rescue requirement."

The 176th Wing worked with the National Guard Bureau and Air Mobility Command for several years to become mission qualified. Their first alert mission was performed at Joint Base Charleston in South Carolina for the NASA SpaceX Demo-2 space launch May 30, 2020.

The SpaceX Crew Dragon Spacecraft, Endeavor, carried astronauts Douglas Hurly and Robert Behnken to the International Space Station. It was the first crewed orbital spaceflight launch from the United States since the shuttle mission ended in 2011. Crews with the 144th Airlift Squadron sat alert for the historic launch and for the return Aug. 2 after 64 days in orbit. Hurly and Behnken splashed down in the Gulf of Mexico off Pensacola, Florida, the first human landing in a commercially built and operated spacecraft.

"We were on alert with pararescuemen for the launch and landing," said Banker, C-17 mission commander for both events at Joint Base Charleston. "Although it's unlikely that we will be needed to respond, it's important that we are trained and ready to do so if necessary."

The annual Exercise H2O ensures that C-17 aircrews and pararescue personnel are proficient with their capabilities while working together, which is not part of their regular mission requirements.

"Our primary goal for this training exercise was reinforcing and refining our rescue airdrop TTPs (tactics, techniques and procedures) in support of human spaceflight," said Senior Master Sgt. Jeffrey Hamilton, 212th lead planner for Exercise H2O and pararescueman. "We got all of our training lines that were geared toward that accomplished except for one, due to weather, so it was a great success."

The Hawaii Air National Guard's 204th Airlift Squadron began training for C-17 long-range SAR as well. It is the only other unit that provides C-17 pararescue capability, working with other units' pararescue personnel, including the 212th RQS, to support NASA's human spaceflight program. They sit alert in Hawaii.

"We're able to train with the 204th C-17s while we're here as well, and since they and the 144th both perform this mission, it's great to be able to collaborate and ensure consistencies with both of them," said Hamilton. "They can be assigned PJs from any active, Guard or Reserve unit, so the training is really important to be able to maintain proficiency."

Sixteen combat rescue officers and pararescuemen received extensive training while in Hawaii, significantly more than they can accomplish while at home station.

Hamilton said the Hawaii training allows for more consolidated, repetitive training. The drop zones are closer, the weather is more accommodating, and the environment allows for day and night operations. In Alaska, it doesn't get dark in the summer, so night operations have to take place during colder months.

"It's important to make the external factors as negligible as you can when you're doing reps for training," said Hamilton. "This is a really good environment, with the facilities and direct access to the drop zones and airfield, boat in the nearby harbor, ability to wash and hang the chutes. It just makes it a real easy place to get it all done."

During Exercise H2O, the 212th RQS accomplished more than 10 training requirements for 16 people. Eight rescue jumpmasters received recurrency for day and night operations, a pararescue instructor received an upgrade, and a rescue

jumpmaster and dive supervisor each received certification. Sixteen pararescue personnel conducted three types of day and night parachute jumps and received currency or recurrency, and personnel accomplished annual diving requirements. The C-17 and HC-130 conducted seven drops with two types of inflatable watercraft and personnel. The team operated with Special Operations Command Pacific riggers and jumpers, Navy SEALs, and the Pacific Air Forces functional area manager.

Exercise H2O not only helps participating personnel train for the human spaceflight program, but long-range SAR supports delivery of the Arctic Sustainment Package, which may be deployed by an Alaska Air Guard C-17 or HC-130 in the Arctic, Antarctic or other extreme cold-weather regions.

"What's really important here is the diversity of the 176th Ops Group," said Romsper. "We're utilizing all the tools we have to accomplish the mission most effectively.

"This training, this trip, shows how effective our operators and senior leaders are to ensure we accomplish the mission," said Romsper. "And it's important to consider what we can be doing, how we're going to innovate. 'Innovate or die,' right?"

Alaska and Hawaii Air National Guard C-17s are used as a rescue platform, the only ones in the Air Force. They are proficient with rescue equipment and personnel day and night water drops, they are supporting the NASA spaceflight program, and Alaska is able to deliver lifesaving packages in extreme cold. These capabilities are the direct result of innovation, vision and partnerships.

So innovative that the 176th Wing's combined Guardian Angel and C-17 long-range search and rescue concept was a finalist for the 2017 Robert J. Collier Trophy, awarded annually "for the greatest achievement in aeronautics or astronautics in America, with respect to improving the performance, efficiency, and safety of air or space vehicles," according to its website.

During Exercise H2O, aircrews with the 144th Airlift Squadron completed airdrop specific training, swapping out pilots for each pass while airborne to allow more of them the opportunity to meet requirements. They certified two pilots and two loadmasters in rescue airdrop and four pilots and two loadmasters on dropping illumination flares.

"We practiced one of the major pieces of water rescue with dropping the inflated boat," said Lt. Col. Nathan Schauermann, commander of the 144th Airlift Squadron. "We also used night vision goggles during the night ops, our loadmasters dropped illumination flares and markers, we flew a three-ship formation flight,

aerial refueled with a KC-135, got quite a bit of currency, but more than that, proficiency," he said.

HC-130s with the Alaska Air National Guard's 211th RQS conducted day and night equipment and personnel water drops and received recurrency training for high altitude airdrops with the pararescue personnel jumping at 17,000 feet of altitude. The HC-130s also conducted day and night aerial refueling with MV-22B Osprey from the Marine Medium Tiltrotor Squadron 363.

"We look for opportunities to work with different agencies, with different types of aircraft that we can't refuel at home station," said Maj. Wes Ladd, HC-130 aircraft commander for the exercise. "It makes you more well-rounded, a better aviator when you go outside of your comfort zone with new and challenging opportunities."

Interservice operations are mutually beneficial. Aircrews with the Marines accomplished four check-rides the night they refueled with the 211th RQS.

"Maintenance and logistics personnel did an incredible job ensuring generation of aircraft, equipment and cargo, which is paramount for a successful exercise," said Leman.

Added Romsper: "I think this training, the cohesiveness, and the interoperability of the 176th Ops Group to innovate and push boundaries just makes us better for the state of Alaska and for America."

176TH WING AIRMEN PARTICIPATE IN NOBLE DEFENDER RESCUE EXERCISE

By David Bedard | 176th Wing Public Affairs

JOINT BASE ELMENDORF-RICHARDSON, Alaska — Alaska Air National Guardsmen of 176th Wing participated in the Operation Noble Defender search-and-rescue/personnel recovery (SAR/PR) exercise Jan. 19 to 22, 2021, in Southcentral Alaska.

Noble Defender is a North American Aerospace Defense Command Arctic air-defense operation.

"The Noble Defender exercise series seeks to support a variety of campaign objectives for both the NORAD Command and U.S. Northern Command," said U.S. Air Force Col. Joseph Alkire III, 611th Air Operations Center deputy commander. "While the Noble Defender series can exercise a wide range of activities, objectives center around the demonstration and ability to conduct agile combat

employment principles across the North American area of operation while strategically messaging U.S. and Canadian bi-national defense of the homelands.”

Alkire said the latest exercise is tailor made for demanding Alaska winter conditions.

“The most recent Noble Defender event in January 2021 emphasized homeland defense missions and initiatives in the Arctic specifically exercising personnel recovery, greater search and rescue operations as well as the ability to conduct combat search and rescue in an adverse Arctic operating environment,” he said.

Included in the 176th Wing’s participating units were combat rescue officers (CROs), pararescue (PJs) Airmen, and survival, evasion, resistance, and escape (SERE) specialists of 212th Rescue Squadron, HH-60G Pave Hawk aircrew of 210th Rescue Squadron and HC-130J Combat King II aircrew of 211th Rescue Squadron.

Airmen of the three squadrons compose the wing’s Rescue Triad. CROs, PJs, and SERE – known collectively as Guardian Angels – are experts in SAR/PR operations and are trained to infiltrate behind enemy lines to extract isolated U.S. and allied personnel. The Pave Hawk aircrew is trained to use the helicopter’s sensor suite to find isolated personnel, and they are capable of infiltrating Guardian Angels by landing or using the HH-60’s rescue hoist. The Combat King is trained to use the propeller-driven aircraft’s sensor suite to find isolated personnel at higher altitude and greater speed than the HH-60 and can infiltrate Guardian Angels by low- or high-altitude parachute drops. Normally, the HH-60 is the primary means of extraction since the all-weather helicopter can land just about anywhere, and the crew can employ the rescue hoist when they can’t land. In order to extend the range of the Pave Hawk, the HC-130 deploys booms from pods underneath either wing to refuel the Pave Hawk in flight.

Providing command-and-control for the Rescue Triad is the Alaska Rescue Coordination Center, which is also staffed by Alaska Air National Guardsmen who are detailed full-time to the regular Air Force’s 11th Air Force. The AKRCC at Joint Base Elmendorf-Richardson is outfitted with an advanced communications suite, and the SAR controllers regularly coordinate with the Alaska State Troopers, Civil Air Patrol, national and state park services, and local-community authorities.

Alkire highlighted the importance of SAR/PR to the Total Force.

“The Air Force places special emphasis in the recovery of its Airmen and specifically organizes trains and equips for the spectrum of personnel recovery operations,” he said. “Although Airmen may place natural emphasis on the recovery of fellow Airmen, Air Force philosophy is based on the assumption that rescue forces are prepared to recover its isolated personnel any time and any place.

"Rescue is a key element in sustaining the morale, cohesion and fighting capability of friendly forces," Alkire continued. "It preserves critical combat resources and influences the course of national and international politics by denying adversaries the opportunity to exploit the intelligence and propaganda value of captured personnel."

During Noble Defender, the Rescue Triad demonstrated proficiency in locating and rescuing a SERE specialist simulating a downed F-22 Raptor fighter pilot.

Alkire said the exercise was just one wavelength in a wide spectrum of SAR/PR missions the 176th Wing and AKRCC execute.

"While rescue can offer challenges far and wide, the ability to operate and succeed given the tyranny of distance and the harsh Arctic operating environment forever complicate any rescue which is why it is so very important to exercise and reinforce rescue skill sets and capability within the Alaska Region in its support to homeland defense," he said. "These Air National Guard Units, with concurrent rescue responsibility to the State of Alaska, NORAD-NORTHCOM homeland defense, and to other tasked combatant commands like U.S. Central Command and U.S. Africa Command keep the units on a robust operations tempo not often seen in most units."

Alaska Air National Guard Maj. Daniel Kozak, 211th RQS HC-130 pilot and aircraft commander, summarized the wing's mission profile during the exercise.

"The point of this flight today is to practice our search-and-rescue capabilities," he said. "Every time a mission drops from the RCC, we are deployed to search for the survivor. Our triad, the HH60's, HC130J's, and 212th Rescue Squadron, work together to locate and extract civilians and military personnel during peace and wartime missions respectively."

Kozak said the SERE specialist simulating the downed pilot used a satellite beacon to provide the HC-130 with his location, and he communicated with the crew using a UHF/VHF radio.

"To accomplish this mission, we practice scenarios locating simulated survivors using the HC-130's electro-optical infrared camera and radios," Kozak said. "Forward-looking infrared and radios are used on the HH-60. A care package is sometimes air dropped via the HC-130 and can include radios so the pilots and survivors can communicate with us."

Once the crew located the simulated pilot, the Combat King loadmaster air dropped a package tailored for the Arctic with survival gear the isolated person could use to stay safe and healthy until the HH-60 arrived to pick him up.

Additionally, Guardian Angels are especially suited for operations in the Arctic with special cold-weather equipment added to their continual training in mountainous terrain under challenging weather conditions. The Rescue Triad, in partnership with the AKRCC, keeps their skills sharp by providing statewide civil SAR support, rescuing isolated hikers and injured hunters throughout the course of the year.

"The incredible skill array of the HH-60G Pave Hawk helicopter, the HC-130J Combat King II fixed wing aircraft, and the Guardian Angel Pararescue-Jumpers offer an incredible technical rescue capability across the spectrum of peace and war time operations not seen anywhere else in the world," Alkire said. "The ability of these units to operate and survive in the Arctic is unparalleled and critical to the safety and security of not only Air Force personnel operating in the Arctic, but to joint and coalition personnel. The combined capability offered by all rescue forces in the Arctic to include Coast Guard and other civilian agencies offer a rescue umbrella to rapidly respond to a significant geographic region in the fiercest of operating environment across the region."

212TH RESCUE SQUADRON MARKS CHANGE OF COMMAND WITH UNIQUE ALASKA BACKDROP

By David Bedard | 176th Wing Public Affairs

JOINT BASE ELMENDORF-RICHARDSON, Alaska — Airmen of the Alaska Air National Guard's 176th Wing marked the Feb. 10 212th Rescue Squadron change of command in a unique way by hosting a tandem jump at Joint Base Elmendorf-Richardson's Malamute Drop Zone.

The 212th RQS was assisted by their sister rescue triad units, the 210th Rescue Squadron who operated HH-60G Pave Hawk helicopters as the jump platform, and the 211th Rescue Squadron who provided drop zone control on the ground.

After the jump, the 176th Wing Airmen moved across the base to the 212th RQS rescue complex where Alaska Air National Guard Lt. Col. Matthew Kirby relinquished command to Lt. Col. John Romsper.

Capt. Daniel Warren, 212th RQS combat rescue officer, said the event followed weeks of planning and coordination culminating in two HH-60's disgorging their cargo of singleton pararescuemen and three tandem-jump pairings that afforded Brig. Gen. Anthony Stratton, 176th Wing commander, Lt. Col. Jeremy Groat, 210th RQS commander, and Lt. Col. Joshua Armstrong, 211th RQS commander, the unique opportunity to free-fall jump from a helicopter while tethered to an experienced CRO or pararescuemen (PJs).

A low cloud ceiling yielding limited visibility threatened to have the event called off, but as late morning gave way to early afternoon, the clouds lifted above the minimum height required to jump at free-fall altitudes.

Master Sgt. Ryan Conti, 211th Rescue Squadron HC-130J Combat King II load-master, drove labyrinthine range roads to arrive at Malamute DZ early to brave single-digit temperatures and open up the range and lay out neon-orange VS-17 panels in a "V" to mark where jumpers needed to land.

Once the helicopters started their pre-jump sequence, PJ jumpmasters pushed out streamers that looked like giant multi-colored confetti. By observing the streamers' descent, the jumpmasters could gauge the wind direction and the 210th RQS pilots could position the helicopter appropriately.

Senior Master Sgt. Jeremy Diola, 212th RQS superintendent, said he could see the streamers changing direction, indicating the wind direction was radically different at varying altitudes requiring flexibility during the jump.

The first HH-60 dropped solo jumpers, and they had little problem vectoring in on the "V" and Conti's billowing green smoke grenade, hitting their mark within a 50-meter radius before rapidly gathering up their parachutes to clear the DZ before.

The second Pave Hawk dropped the somewhat awkward tandem-jump duos. Kirby said having another person hanging under the parachute canopy makes maneuvering a little more cumbersome, but the CROs and PJs were up to the job.

Coupled with Tech. Sgt. Jason Hughes, 212th RQS PJ, Stratton applied his pre-jump training, lifting his legs and keeping his feet and knees together to make for a safe landing. Before landing, Hughes pulled on the control toggles, flaring the canopy and making for a safe landing.

Once they consolidated on the DZ, Kirby gathered the group to host a leadership-development session stressing the importance of innovation while respecting the wisdom and accomplishments of the past.

The helicopters then landed and scooped up the group of parachutists old and new before conveying them to JBER-Elmendorf to attend the squadron's formal change-of-command ceremony.

Presiding officer, Col. Matthew Calabro, 176th Operations Group commander, commended Kirby for his tenure as the 212th RQS commander.

"Matt (Kirby), the squadron has been busy under your command, most recently returning from combat deployments in Somalia and Djibouti, while concurrently

maintaining (rescue) alert for (Alaskan Command) and 11th Air Force and carrying the message of innovation and synergy down the path of Air Force Special Warfare Combat Rescue 2035 vision," he said. "You absolutely excelled as a squadron commander. The men and women of the 212th and the triad are better because you were at the conn."

Kirby said he is confident in Romsper, an officer he has worked with for 13 years, and his ability to continue the squadron's culture of innovation.

"John Romsper is one of the best leaders I could ever imagine taking over and leading this organization," he said. "John has humility, character, courage, integrity – exactly what we need. He is the right man at the right time to take charge of this organization."

Romsper said he is determined to bring the squadron to a new level of performance.

"I am humbled to be chosen as your commander," he said. "I will do my best to lead from the front and to be there for you day and night. Our values of humility, excellence and respect are what we are going to carry on in the future."

RSD SCHEDULE

MARK YOUR CALENDAR FOR REGULARLY SCHEDULED DRILL WEEKENDS

March: 20 & 21

April Super Drill: 10-15

May: 15 & 16

RSD SHUTTLE SCHEDULE

RSD ROTATOR PROCESS

Members sign up directly via Facebook, as well as check flight updates. Rotator riders can request access to the Facebook group by searching "AKANG RSD Rotator" and requesting membership.

Friday Pick-up

South UTA Shuttle		
Location	Arrive	Depart
Elmendorf	CANCELLED	1715
Kodiak	1815	1830
Homer	1910	1920
Kenai	1935	1945
Elmendorf	2000	
	CANCELLED	

PAX Transfer

North UTA Shuttle		
Location	Arrive	Depart
Elmendorf		1900
Eielson	2000	2015
Elmendorf	2100	

Sunday Return

South UTA Shuttle		
Location	Arrive	Depart
Elmendorf	CANCELLED	1715
Kenai	1800	1810
Homer	1825	1835
Kodiak	1915	1925
Elmendorf	2030	

PAX Transfer

North UTA Shuttle		
Location	Arrive	Depart
Eielson		1700
Elmendorf	1800	1815
Eielson	1915	

Log Plans will post events for each flight a week prior to departure. New riders fill out a new rider request form (LGRDX Share Point under the RSD Rotator folder) and send to the Log Plans shop (176WG.LGRR@us.af.mil) to be filed. Logistics Plans office cell: 947-4395

PLEASE NOTE: the SOUTH UTA SHUTTLE has been CANCELLED until further notice. The North

UTA Shuttle will still be scheduled on a monthly basis.

JBER show time is two hours prior to take off at the passenger terminal.

176OSS CURRENT OPS Number: 551-5208

JBER ATOC: 552-2104 (Call to update gates)

EDF PAX TERM: Fax 552-3996 / Office 552-3781 (Call to update gates)

Eielson show time is three hours prior to take off at the passenger terminal

EIL PAX TERM: Fax 377-2287 / Office 377-1250

RSD Rotator Share Point:

<https://jber.eis.pacaf.af.mil/176WG/176MSG/176LRS/LGRD%20Log%20Plans/Forms/AllItems.aspx?RootFolder=%2F176WG%2F176MSG%2F176LRS%2FLGRD%20Log%20Plans%2FUTA%20Rotator&FolderCTID=0x01200074092A9858D1664D86D7BCF8C1287C0A&View=%7BC246B693%2DEB0F%2D4968%2DAEF8%2DD89451AEDCAA%7D>

WEEKEND DINING FACILITY HOURS

The Iditarod (Elmendorf) Dining Facility will be closed on Saturday August 1, as renovations are to be completed.

On Saturday members will be encouraged to have lunch at the Wilderness in (Bldg. 647 Ft Richardson).

The Wilderness Inn serves "brunch" from 1000-1400 on the weekend.

The Army DFAC will honor the provided ESM roster and not charge DSGs for their meal.

If anyone gets turned away on the Army side please contact MSgt Franz Deters
907-903-5545

If AGRs or officers wish to eat on the Army side, a flat rate of \$5.65 will apply.

On Sunday the Iditarod will be open again for business (normal hours).

There will not be POD support for the flight line over the weekend (located near F-22 hangers)

Normal Hours:

BREAKFAST: 0630-0830

GRAB-N-GO: 0900-1030

LUNCH: 1030-1330

GRAB-N-GO: 1330-1630

DINNER: 1630-1830

MIDNIGHT: 2300-0100

GATE HOURS

For latest gate hours, visit <https://www.jber.jb.mil/Units/673abw/673SFS/>

POINTS OF INTEREST

176th Wing

Website: <http://www.176wg.ang.af.mil/>

Facebook: <http://www.facebook.com/176thWing>

Instagram: <http://www.instagram.com/176thwing>

Flickr: <https://www.flickr.com/photos/176wg/>

DVIDs: <https://www.dvidshub.net/unit/176WPA>

SharePoint (requires CAC):

<https://cs2.eis.af.mil/sites/12468/Pages/176%20Wing.aspx>

Alaska National Guard

Facebook: <http://www.facebook.com/AKNationalGuard>

Instagram: <http://www.instagram.com/alaskanationalguard>

Flickr: <http://www.flickr.com/photos/alaskanationalguard>

Youtube: <http://www.youtube.com/user/NationalGuardAlaska>

Twitter: <http://twitter.com/AKNationalGuard>

JBER

Website: <http://www.jber.jb.mil/>

Facebook: <http://www.facebook.com/JBERAK>

Newspaper: <http://www.dvidshub.net/publication/397/arctic-warrior>

Fulltime Job Opportunities:

<http://dmva.alaska.gov/employment.htm>

HRO – Alaska National Guard:

<http://dmva.alaska.gov/HRO>

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