



176th Wing • Alaska Air National Guard

# eGuardian

March 18, 2021

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**March 2021 Drill**

## **HRE/POSH TRAINING** *March 21*

176th Wing Equal Opportunity Program practitioners will be hosting a virtual HRE (Human Relations Education) / POSH (Prevention of Sexual Harassment) discussions Sunday March 21 at 10 a.m. via TEAMS. UTM's will register students and provide a link to students. Contact Capt. Kimberly Conkling at (907) 854-1030 with any questions.

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.

## **ARCTIC GUARDIANS – A NEW IDENTITY ROOTED IN OUR HERITAGE**

Editorial by Brig. Gen. Anthony Stratton | 176th Wing commander

With the founding of the 8144th Air Base Squadron in 1952, Col. Lars Johnson founded the Alaska Air National Guard with a pioneering team of 11 enlisted Airmen and five officers, including himself.

With no aircraft and nothing but a small office nestled atop the bus depot in downtown Anchorage, the group met in a nearby corrugated-metal Quonset hut to make room for the small gang of would-be aviators who embodied the frontier mentality that would steer the Alaska Air National Guard and 176th Wing to become aerial masters of the Arctic.

This frontier ethos was no more evident than it was February 10th when I looked out at the frozen landscape surrounding the white fields of JBER's Malamute Drop Zone while flying in a 210th Rescue Squadron HH-60G Pave Hawk, waiting to step out into crisp 5-degree air during a tandem jump with 212th Rescue Squadron pararescueman Tech. Sgt. Jason Hughes.

It was a special event designed to mark a transition of leadership in the 212th Rescue Squadron that showcased the vision, ingenuity, inter-agency cooperation, drive, and grit to thrive and dominate in one of the most challenging environments in the world.

While serving as a combat pilot during World War II in New Guinea and the Philippines, Colonel Johnson emblazoned his plane with an arctic wolf and the words, "King of the Tundra".

That arctic wolf would become the emblem and the defining brand for what would later become the 144th Fighter-Bomber Squadron and what is today the 144th Airlift Squadron. Colonel Johnson understood that a strong brand undergirds an organization's ethos and esprit de corps.

This month, the 176th Wing is unveiling a new logo and a new motto.

At the center of the logo is a radial engine with a propeller assembly representing the 211th Rescue Squadron as well as the Wing's historic C-47 Skytrain and C-123 Provider aircraft, the three propellers representing the Rescue Triad, the feathers of the wings shaped like stator blades representing the 144th Airlift Squadron, and the strutted skis representing the 210th Rescue Squadron.

The circle encompassing the central motif resembles a radar screen representing air control provided by 176th Air Defense Squadron.

The four stars surrounding the North Star, Polaris, at the top represent the Wing's four groups comprising the mission-critical roles of operations, maintenance, mission support, and medical support. The eight feathers on the wings represent the seven stars of the Big Dipper in addition to Polaris as represented on the state flag.

The motto of "Defend, Lift, Save, Serve" defines the Wing's ethos, and snow-capped "Arctic Guardians" script summarizes who we are.

As Arctic Guardians, we stand sentry for a region that is becoming increasingly important to our allies and adversaries alike as the polar ice melts and opens up sea lanes to commerce and military activity. To operate successfully in the Arctic and to meet peer and near-peer threats requires a special type of Airman who is mentally agile and tough.

As Lt. Col. Matthew Kirby, former 212th Rescue Squadron commander and our new executive officer, said in a rotor blade swept clearing in the middle of Malamute Drop Zone, "we stand on the strong shoulders of those Arctic Guardians who came before us and who built the unit brick-by-brick from a squadron smaller than a flight to the busiest wing in the Air National Guard".

Though we lean on the wisdom of our forebears, it is our stewardship and responsibility to provide today's strong shoulders for the next generation of Arctic Guardians who will carry the torch into an exciting and uncertain future. As such, we will continue to develop a culture of innovation that empowers every Airman to find and implement ways to fight leaner and smarter to meet the defense and civil-support requirements of our governor and our president.

In the weeks and months to come, you will see more of the logo and motto as they permeate our unit areas and our web presence. The two are the visual embodiment of our culture and ethos.

I invite you to reflect on our heritage as depicted in the logo. I ask you to meditate on our ethos as defined in "Defend, Lift, Save, Serve". I am charging you with a challenge to find innovation in your work and to share your ideas with your peers and supervisors.

I am mindful of the wise proverb from Ecclesiastes 4:12, "And though a man might prevail against one who is alone, two will withstand him — a threefold cord is not quickly broken."

We will continue to build on our strength as a team of teams. I need every Arctic Guardian to put your wings in the jet stream as we drive forward to a challenging and promising future together.

## **ARCTIC ACE: AN ALASKAN'S EXERCISE**

Editorial by Lt. Col. Daniel Uchtmann | 176th Wing Inspector General

The 176th wing will execute ARCTIC ACE 21-1 from April 11 to 15. This will be a full-spectrum, Agile Combat Employment (ACE) wing readiness exercise focused on refining our Arctic Rescue capabilities in support of Indo-Pacific Command (INDOPACOM) ACE initiatives. The exercise will test our ability to establish wing operations at two forward operating locations, while supporting the expeditionary mission through sustained home station capabilities across the wing.

When I'm exposed to new concepts and ideas I often wonder, "What does this mean to me?" The need for us to be "agile" in future conflicts drives the need for two other terms that you will hear during our exercise. These are Multi-Capable Airman (MCA) and Joint All Domain Command and Control (JADC2). Allow me to break these terms down.

The term MCA, is a fancy acronym for Airmen who are capable of doing more than their AFSC. Think of MCA as – while you do a specific job for the Air Force – when you leave work to go home, you become a vehicle maintainer by jump starting a friend's car or changing oil, a POL specialist by fueling your vehicle, and a plumber by repairing a leaking pipes.

JADC2 is an acronym to describe where Airmen will use multiple methods to communicate and control. With the risk of oversimplifying the term, most Airmen can use computers, multiple online platforms, cell phones etc.

Think of MCA and JADC2 as what you are prepared to do if you drive to Fairbanks in the winter. If your car breaks down, suddenly you are a mechanic, a survival specialist and a dispatcher. Likewise, you may use a cell phone to call, and text or use an InReach device to communicate and when all else fails a good Samaritan driving the Parks Highway might carry a message forward.

Over the past several months of planning ARCTIC ACE, I have been part of multiple conversations that started with "We do this all the time". While we operate civil search and rescue and perform other wing functions day in and day out in the arctic environment, agility is what separates this exercise from normal operations for the wing. What separates ACE from normal wing operations is the need to sustain more capabilities in remote locations with a smaller, more agile force than ever before.

By going 300 miles off the road system we are challenging ourselves to plan and execute multiple wing missions in complex environments. While many people think of our flying missions as being on the forefront, these capabilities are either ineffective or impossible to operate with all of our guardsmen.

The most complex problems the planners have had to overcome involve logistics, not tactics. We will all be involved in this exercise, ACE requires the whole organization to support the forward deployed components.

Under the direction of Brig. Gen. Anthony Stratton, the ARCTIC ACE planning team have researched and crafted this exercise to be realistic and challenging. PACAF and NGB ACE project officers have helped wing planners incorporate aspects into the exercise that constitute nothing less than a paradigm shift for the Air Force, the Air National Guard and the wing.

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## **EVENTS / OPPORTUNITIES**

### **WORK MORE EFFECTIVELY AND EFFICIENTLY, BECOME LESS OVERWHELMED THROUGH PURSUING BRAIN HEALTH**

The 176 WG has been chosen as one of the sites for the Brain Health Cognitive Training Pilot Program – a joint partnership with the NGB Warrior Resilience and Fitness Division and the Center for Brain Health.

The objective of this program is to build a service member's overall wellness through fostering brain health (making wise decisions, solving problems, interacting successfully with others, and enjoying an emotional balance). It is a brain fitness program that includes cognitive training--online training modules, direct feedback utilizing a hand held "brain gauge", and customized app use to enhance cognitive skills. If the program is utilized effectively, anticipated benefits will result in statistically significant improvement in one's strategic attention and focus, improved reasoning, increased innovation, increased processing speeds, as well as, improved emotional regulation, increased mindfulness, decreased stress, anxiety, and depression symptoms, and increased resiliency skills.

The 176 WG Director of Psychological Health, Diann Richardson, is the POC and will serve to coordinate the project. Any of your personal/specific brain health data is communicated with the Center for Brain Health (not 176 WG personnel). If you have any questions, please contact her at (907) 306-9941 or [diann.richardson.1@us.af.mil](mailto:diann.richardson.1@us.af.mil)

If you are interested in participating (200 Airmen in total) and can commit to quarterly training/app engagement (@30 hours per quarter) for one year, please email [diann.richardson.1@us.af.mil](mailto:diann.richardson.1@us.af.mil) with the below information to complete the registration. All submissions will go directly to the POC. The project is targeted to begin in May or June 2021.

Name  
ANG occupation  
Cell Phone  
Work Email  
Personal Email  
Comments or Questions

## **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](mailto: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.

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## **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](http://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](mailto: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.

March: 26  
April: 2, 16  
May: 7, 21, 28

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## **ALASKA NEWS**

### **1ST-GENERATION TRINIDADIAN PAVE HAWK PILOT CALLS ALASKA, 176TH WING HOME**

By David Bedard | 176th Wing Public Affairs

JOINT BASE ELMENDORF-RICHARDSON, Alaska — In Alaska bush pilot circles, a serpentine network of mountain passes compose the aviation arteries that make transiting the state's rugged terrain in small aircraft possible.

Carved out over millions of years from the immense force of ancient glaciers, the passes made early human migration possible across the North American continent, and now they grant technologically advanced HH-60G Pave Hawk helicopters of the 210th Rescue Squadron access to all corners of the vast state.

That access was critical Dec. 15, 2020, when Alaska Air National Guard Capt. Timothy Lezama, 210th RQS HH-60 pilot, needed to get into the remote village of

Newtok to evacuate a pregnant woman experiencing complications to the nearby town of Bethel.

An obstacle stacked on top of the challenging terrain was the added dimension of unpredictable and rapidly deteriorating subarctic weather. Socked-in passes providing zero visibility put the entire enterprise at risk, but rescue Airmen of 176th Wing were determined to break through.

Once the weather nominally cleared, it was up to Lezama and fellow pilot, Capt. Lane Williams, to journey 500 miles to provide the lifeline mother and child desperately needed.

### **First generation**

Lezama's parents, Timothy and Lisa, grew up in the Republic of Trinidad and Tobago, a former British colony off the coast of Venezuela.

At a young age, the elder Lezamas emigrated to the United States via New York where they would stake their future on pursuing higher education.

"Education is how you escaped being poor," Lezama explained, saying his father studied to become a corporate lawyer and his mother learned to become a medical billing coder.

Lezama said successfully pursuing those education opportunities required years of work and a dogged focus on the promise of the future.

"Their whole mentality as immigrants was 'Work, work, work,' and they struggled a lot to bring me and my brother up," he recalled. "My mom and dad grinded, that's the best way I can explain it."

Part of the grind included putting the brothers through private Catholic school, connecting the children to their family's faith while further reinforcing the centrality of education to the stake the Lezamas were placing in America.

After New York, the family moved to Philadelphia before settling in Parkland, Florida, when Lezama was 11.

### **Following father's footsteps ... almost**

Lezama decided that, like his father, he would pursue a career in law, attending Florida Atlantic University.

"About halfway through, I realized I didn't want to pay for law school," he recalled. "Every lawyer I met said, 'Don't do it.'"

He said he began to garner an interest in intelligence when he was influenced by a professor who was an Air Force intelligence veteran.

"I wanted to work in intel, but I was a 22-year-old college student with no work experience," he said. "So, I joined the Air Force."

Joining the active Air Force as an operations intelligence specialist, Lezama was stationed at Beale Air Force Base, California, where he worked with drone pilots.

He said he developed a yen for the helicopter combat search and rescue mission after observing HH-60s in action through the lens of drone optics.

"I saw the 60s were doing all of their work in Afghanistan 2009-2010," Lezama said. "They were doing a lot of pickups – we did a lot of overwatch for them – so just seeing that mission, I knew I wanted to be search and rescue."

Lezama left the regular Air Force and joined the Air Force Reserve, continuing his service in intelligence at Homestead Air Reserve Base, Florida, where he got help pursuing his burgeoning dream.

"I talked to pilots at Homestead, and they helped get my package together," he said.

A commander recommended he seek service in Alaska, and Lezama followed his advice, applying for a position in the Last Frontier.

"I never visited Alaska before I was hired," he said. "I came up here a week after they hired me."

### **On angels' wings**

Lezama reported for pilot training at Laughlin Air Force Base, Texas, where he would begin his pathway to the HH-60 cockpit flying fixed-wing T-6 Texan IIs before relocating to the Army's Fort Rucker, Alabama, to fly UH-1 "Hueys" for six months.

Finally, Lezama reported to Kirtland Air Force Base, New Mexico, to learn the Pave Hawk, the U.S. military's only dedicated combat search and rescue helicopter.

With wings on his chest, Lezama reported to Joint Base Elmendorf-Richardson. He said he found out he had a lot more to learn in order to ably navigate the challenges of flying search and rescue in support of Alaska's civilians.

"The schoolhouse is in New Mexico," he said. "I think New Mexico averages like 360 days of sunshine a year, so you don't train for Alaska's weather there."

"I would say you don't train for that at other rescue units either, because they're in Florida, California, New York, Arizona and Georgia," Lezama continued. "They don't have the same terrain and weather that we have, and we're rescue for the entire state of Alaska, which is huge."

He said a recent deployment to the Horn of Africa further highlighted the unique challenges of rescue aviation in Alaska.

"Everything we do here is more difficult than anything we did deployed, which boggles my mind," Lezama said. "Deployment is what we train for, but everything we do at home station is by far more challenging."

Responsible for finding and rescuing isolated U.S. and allied service members – especially downed fighter pilots – in a combat zone, Airmen of the the 210th RQS partner with HC-130J Combat King II aircrew of the the 211th Rescue Squadron and CSAR pararescue personnel of the 212th Rescue Squadron to provide rescue services to the Alaska community.

In order to span the distances of the state to deliver lifesaving pararescue personnel, HH-60s rely on the HC-130's ability to deploy refueling drogue to provide fuel midair to the helicopters. While the Combat Kings can fly above the weather and provide route reconnaissance information, Pave Hawk pilots have to often fly through the weather.

"You're put in situations where you have to get to someone to help them," Lezama said. "You want to get to them – life, limb or eyesight. You want to help, and when they're on the other side of a mountain range, you have to pick your way through a pass at 50 feet to stay out of the clouds. I didn't train for that sort of thing in New Mexico."

### **Closing the distance**

In order to reach the pregnant mother, Lezama and Williams had to fly for more than nine hours total. The focus required meant they would have to periodically swap control in order to stay sharp.

Between stints scouting ahead for weather, the HC-130 dipped to lower altitudes to refuel the helicopter on four occasions.

Lezama said he relied on the more experienced Williams, who knew the route and was familiar with regional aviation officials.

"Lane's flown out in the Bethel area before," he said. "He did a lot of coordination with the local airports and got a lot of the information we needed."

After breaking through miles of tough weather and rugged terrain, Lezama's HH-60 finally brought the help the mother so desperately needed. Volunteers transported the patient via snowmachine to the Newtok airstrip, where they met the helicopter. She was flown about 115 miles to the Bethel Airport where they were met by an ambulance from the Bethel Fire Department.

Nerves on end for hours, Lezama said he didn't know how much of a toll the intense concentration was taking on him.

"The adrenaline and the desire to complete the mission – you kind of don't feel that until the mission is complete," he said. "It kicks in, and you realize how exhausted you are."

Lezama said the mission typified what he experiences flying rescue in Alaska.

"It's the most difficult and rewarding thing I have done by far," he said. "When you pick someone up, it's super rewarding regardless of the situation. Just flying up here doing what we do, and to support Alaskans, and working with extremely capable people is humbling and extremely satisfying."

## **INSIDE THE GATES: FLIGHT SURGEONS TAKE TO THE AIR TO LEARN HOW TO TREAT AIR CREWS**

By David Leval | Alaska's News Source

ANCHORAGE, Alaska (KTUU) - A recent training flight for the 211th Rescue Squadron of the Alaska Air National Guard might have seemed like a flightseeing tour due to the spectacular views, but those on it say they're along for the ride not just for fun, but for work.

Lt. Col. Beth Lafleur is a flight surgeon with the 176th Medical Group. Her job is to help keep flight crews operating.

"I want to give them that peace of mind," Lafleur said before her latest flight. "I want them to know that we're watching out for them, that we're taking care of them."

Lafleur is from Louisiana and says she has been with the guard since 2014, after eight years with the Air Force.

"Decided I didn't want to leave, so I switched over to the guard," Lafleur said. "I also wanted to deploy and I know that the guard deploys a lot. And I wanted to go practice medicine in austere places."

Lafleur trains like other fliers and uses the flights to better understand what air crews do. What she learns helps treat those who need it, both physically and emotionally.

"The people who do these jobs, the operators, they do hard work," Lafleur said. "They're out there putting themselves in danger and seeing things that no person should see and experience."

Lafleur flies with the National Guard about twice a week. She says it's a highlight of the job and the care is not just for those in the air.

"We take care of everyone on base. That's why flight docs are kind of the jack of all trades," Lafleur said. "We are rated fliers, so we have to keep up the same currencies. I have to do four hours a month of flights."

Lafleur says another part of the job she enjoys is taking caring of people, who take care of us.

## **ALASKA AIR NATIONAL GUARD AIRMEN RESCUE IDITAROD MUSER AT ROHN CHECKPOINT**

By Senior Master Sgt. Evan Budd | Alaska Rescue Coordination Center

JOINT BASE ELMENDORF-RICHARDSON, Alaska — Alaska Air National Guardsmen of the 176th Wing rescued an injured Iditarod musher March 9 from the Rohn Roadhouse about 136 miles northwest of Anchorage.

Alaska Air National Guard Senior Master Sgt. Evan Budd, superintendent of the Alaska Rescue Coordination Center, said the musher sustained multiple injuries after suffering a fall while coming into the Rohn checkpoint.

The AKRCC requested assistance from the 176th Wing who dispatched a 210th Rescue Squadron HH-60G Pave Hawk helicopter and a 212th Rescue Squadron Guardian Angel (GA) team. GA teams are highly trained search-and-rescue specialists with arctic expertise.

The Pave Hawk crew was able to land close to the Rohn Roadhouse where the GA team made their way to the cabin. Upon their arrival, the team worked with the on-scene medic to assess and treat the musher's injuries prior to medical transport.

The musher was transported and released to Providence Alaska Medical Center in Anchorage.

Budd commended the Iditarod medical team for quickly identifying and stabilizing the musher's injuries on scene and working with multiple agencies to transport the injured musher to Anchorage.

"The Iditarod is a world class event traversing through remote Alaska," he said. "Their team did a great job ensuring medical aid is readily available along the trail, developing contingency plans and swiftly activating them."

For this rescue, 210th RQS, 212th RQS and AKRCC were awarded on save.

## **ALASKA AIR NATIONAL GUARD AIRMEN RESCUE POSSIBLE STROKE VICTIM AT STONEY RIVER LODGE**

By David Bedard | 176th Wing Public Affairs

Alaska Air National Guardsmen of the 176th Wing medically evacuated a possible stroke victim Feb. 20 at Stoney River Lodge 200 miles west of Anchorage, about 30 miles east of the village of Sleetmute.

Alaska Air National Guard Lt. Col. Keenan Zerkel, Alaska Rescue Coordination Center director, said the Alaska State Troopers requested assistance from the AKRCC after civilian medical evacuation agency asked for assistance owing to their helicopter range limitations.

Maj. Kevin Kelly, AKRCC Senior Controller, assessed the situation and requested assets from the 176th Wing who launched a 210th Rescue Squadron HH-60G Pave Hawk search and rescue helicopter carrying two pararescuemen (PJs) from 212th Rescue Squadron as well as a 211th Rescue Squadron HC-130J Combat King II. All members of 210th, 211th and 212th RQS are highly trained in SAR operations, medical treatment and frequently partner with state authorities and civilian medevac companies to respond throughout Alaska.

The HH-60 departed Anchorage and flew directly to the lodge, so the PJs could assess and stabilize the patient before transporting back to Anchorage in the helicopter. Meanwhile, the HC-130 departed approximately two hours later to conduct air-to-air refueling with the helicopter on the return. This unique capability of the rescue aircraft extends the range of the helicopters to carry out rescue operations across the vast state without the normal limitations of fuel.

The Pave Hawk crew then transported the patient to Providence Alaska Medical Center and released him to medical personnel.

Zerkel emphasized the network of civilian, state and military capabilities to medically evacuate critically ill patients to overcome the distances involved in Alaska.

"This medevac illustrates the seamless relationship between the Troopers, civilian medical evacuation agencies, the RCC and the 176th Wing," he said. "It makes for better outcomes to patients throughout our state."

For this rescue, 210th RQS, 211th, 212th RQS and AKRCC were awarded one save.

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## **RSD SCHEDULE**

### **MARK YOUR CALENDAR FOR REGULARLY SCHEDULED DRILL WEEKENDS**

April Super Drill: 10-15

May: 15 & 16

June: 5 & 6

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## **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](mailto: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>

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## 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

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**GATE HOURS**

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

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**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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