



176th Wing • Alaska Air National Guard

eGuardian

June 2, 2022

June 2022 RSD

ARCTIC GUARDIANS WOMEN'S COUNCIL *June 4*

The Arctic Guardians Women's Council will host a continuing discussion 10 a.m., Saturday, June 4, in Hangar 18's 3rd floor heritage room. For more information, please read the Command Corner article below.

HRE/POSH TRAINING *June 5*

176th Wing Equal Opportunity Program practitioners will be hosting HRE (Human Relations Education) / POSH (Prevention of Sexual Harassment) discussions Sunday June 5 from 10-11 a.m. at the 176th Logistics Readiness Squadron classroom and via Zoom. Unit training managers (UTMs) will schedule overdue members for class in ARCNet and also provide members with the Zoom link. Members may log in individually or participate in group watch parties (one person logs in and projects the class on the screen). Contact Capt. Kimberly Westfall at (907) 428-6664 with any questions.

ARCTIC GUARDIANS WOMEN'S COUNCIL – FIRST TAKE!
NEXT MEETING: SATURDAY, 4 JUNE AT 1000 IN THE 3RD FLOOR
HERITAGE ROOM AT HANGAR 18

By Chief Master Sgt. Brandy Thanos | AGMC co-chair

Admittedly, I wasn't really sure what I had gotten myself into when called upon to help develop a meaningful and effective approach to address the real or perceived barrier challenges affecting women in our wing. But luckily, with my motivated and inspiring partner, Col. Susie Smith, and some very generous latitude, we endeavored to bring you the Arctic Guardian Women's Council (AGWC) to try and do just that.

We hosted our first meeting in April, opening with a brief overview of the council's intent and approach, followed by a couple open-ended questions to inspire discussion. With a turnout of more than 20 participants, the next hour was full of dynamic conversation spanning a number of topics. But I'll be honest, when I left the meeting I felt a little overwhelmed and needed time to digest all the conversation and open subjects left on the table. The discussion made me think again, what are we really trying to achieve through this forum? What does this mean to me? To you?

There were a variety of impact areas that were highlighted through the course of discussion, which left me re-evaluating what the group's focus should be. Some of the issues I picked up on were: assumed or imposed traditional family expectations impacting career moms, the unique challenges sometimes associated with being the only woman in the room, how do we improve professional mentorship for females specifically and develop strong communication skills that resonate with our diverse teams? These topics left me posing questions such as: Are we dealing with barriers or challenges and what is the difference? Are there matters unique to our enlisted and officer females? In addition to all these heavy hitting areas, there were real concerns about the perception of creating just "another thing for women," or fostering division by singling women out. Wow! It was a lot to ingest!

This is why we've come together. To share and identify our collective challenges, take it all in and then hone in on where we can effect meaningful change. I'm invested because, while I know we have a great team of Arctic Guardians, we always have opportunity to improve and strengthen our wing, community and society. Establishing culture is a continuous experiment that

takes awareness, reflection, and action over time. The first phase of the AGWC is discovery. We knew when we launched it would take time to peel back the onion to find the true challenge areas and the right approach, and we've just started. We look forward to our continued discussion at our next meeting this Saturday, June 4 at 10 a.m. in the 3rd floor heritage room at Hangar 18. Please join us!

EVENTS / OPPORTUNITIES

ALASKA NATIONAL GUARD OFFICER'S ASSOCIATION EVENTS

The Alaska National Guard Officer's Association (ANGOA) has worked hard along with Enlisted Association of the National Guard of the United States (EANGUS) to bring Arctic Guardians free fishing licenses, free vehicle registration, and many other benefits received through our national affiliation with the National Guard Association of the United States (NGAUS). But we can't do it without you and your membership!

1. ANGOA is offering lifetime digital memberships to CGOs for the extremely low price of \$125 and only \$175 for Field Grades and above. Squadrons with a 100 percent officer membership are eligible for a pizza party for those officers or cash donation to the squadron towards unit activities! Details can be found here: <https://angoa.org/membership-account/membership-levels/>

2. Don't miss out! This year's NGAUS Conference is scheduled for Aug. 26-29 in Columbus, Ohio. It's a great opportunity to hear national level senior leaders speak on the future of the Guard and network with more than 2,000 Army and Air Guard officers from all 50 states, three territories, and the District of Columbia. AGRs are authorized permission leave and technicians are authorized administrative leave to attend with supervisor concurrence.

Details can be found here: <https://www.ngaus.org/events/144th-general-conference-exhibition>

To register for the conference, please contact Maj Yutashea Zirkle at yutashea.zirkle.1@us.af.mil

THE BRAIN HEALTH PROJECT IS (FINALLY!) A GO!!

176th wing members have access to state-of-the-art, evidence-based, brain fitness/cognitive training by signing up for the Brain Health Project.

Currently 100 members have signed up, and there is space for 50 more wing members.

More intel on the Brain Health Project from the Center for Brain Health, University of Texas, Dallas --- Recruiting video https://videos.ctfassets.net/n7r832fbv3mz/4z1hi5BGh6RnZGzS18TEAY/29082fa8455fd2f3342da32842835c21/Jz_Mike_MTEC2022_smaller.mp4

You can use the portal link now to enroll and start taking your initial assessment. Your personal information will be solely with the Center of Brain Health researchers. The portal link is: <http://MTEC.thebrainhealthproject.org>

Again, this is an amazing opportunity to improve your overall brain fitness. Evidence based research has shown that one's ability to efficiently/effectively improve their cognitive processes leads to generalized improvements in many areas of life. Although it has taken over a year for the project to start, I am thrilled to take you on this journey alongside me!

Please do not hesitate to contact me with any questions.

Diann Richardson, LCSW
176 WG Director of Psychological Health
(907) 551-0283
diann.richardson.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.

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, providing a step-by-step process supported by a 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.

June: 17

July: 1, 15, 22

August: 12, 26

WING NEWS

'YOU COULD SEE THE WATER CREEPING UP'

[JBER service members helped rescue 2 Alaska rescue crash victims](#)

By David Bedard | 176th Wing Public Affairs

JOINT BASE ELMENDORF-RICHARDSON, Alaska — According to Alaska.org, the Turnagain Arm bore tide is among the most powerful in the world. A layer of ocean water 6 to 10 feet tall travels on top of the Cook Inlet surface at 10 to 15 mph, swallowing anything in its path.

A Taylorcraft F-19 was flipped upside down just offshore May 16 near the Goose Bay Airport west of Anchorage. It wasn't long before the rushing tide claimed the stricken aircraft, likely for good.

Thanks to the efforts of Alaska Air National Guard Staff Sgt. Steven Borcharding, 176th Maintenance Squadron C-17 Globemaster III aerospace craftsman; U.S. Air Force Staff Sgt. Kyle Lawrie, 3rd Maintenance Squadron C-17 aerospace craftsman; Alaska Army National Guard Spc. Zach Cherry, 1st Battalion, 207th Aviation Regiment, warrant officer flight school selectee; the Alaska State Troopers; and Matanuska-Susitna Borough first responders, the Taylorcraft's two pilots made it out relatively unscathed.

Cherry said he was the first on scene, sighting the blue F-19 while he was working on pilot currency in his Cessna 140. He said he almost missed the aircraft among the dozens of wrecked cars littering the shore.

"They crashed right where everyone kicks cars off the cliff, so something caught my eye, and I said, 'Huh, that's a funny-looking car,'" Cherry recalled. "I came back around again and said, 'Oh wait, that's an airplane.' So, I stopped, shut down, and ran over to the cliff."

Cherry said before he touched down, he heard Borcharding's Cessna 180 and made a radio call asking him to relay the situation to Anchorage Approach Control.

Previously, Borcharding, his father, Steven Sr., and Lawrie were on their way to the Borcharding's cabin at Cow Lake when they came into jolting turbulence. Having just fitted the 180 with fat tires for landing in the bush, the younger Borcharding figured the setback might make for a good opportunity to complete practice touch-and-goes at Goose Bay.

"I turned due east, flew straight over to Goose Bay, and called 5 miles out roughly, and that's when [Cherry] heard I was inbound," Borcharding said.

Borcharding flew over the wreckage, seeing for himself the dire situation unfolding as the tide moved to claim the overturned aircraft.

"You hear about this stuff, and you try to prepare for the worst-case scenario, but when it actually happens right in front of you, it is simply an unreal sight," he said.

Borcharding said he landed and taxied over near Cherry's 140. They didn't know what they would find or how challenging it would be to reach the stranded pilots.

Alaskan aviators

With paved roads covering a tiny fraction of the 665,000 square miles of Alaska, small aircraft are often the only means of reaching vast swaths of the state dotted with small airfields.

"If you go out to dinner, someone in the restaurant is going to have their private pilot license," Borcharding said, explaining the sheer number of Alaskans qualified to fly in the Alaska bush.

Borcharding said he remembers wanting to be a pilot since he was 5 years old, but the aviation bug grew more urgent during his teens.

"By the time I was 13 or 14, I had seen [flight operations] done so many times, I thought I should try and do this," he said.

Borcherding said he began pursuing his pilot license at the age of 16, finally earning a full endorsement at the age of 18, two days before shipping out to Basic Military Training. After technical school, he went to work on the behemoth C-17 cargo planes with regular Air Force Total Force Initiative partners like Lawrie. He said he hopes to earn an officer's commission, attend Undergraduate Pilot Training, and fly military aircraft.

Cherry said he had similar ambitions, pursuing a pilot license to become more competitive for the UPT board.

"I just kept going, and suddenly I was a commercial pilot," Cherry said. "Then COVID hit, I was hiring commercial pilots. I got my instructor's license, and here I am a flight instructor at Merrill Field."

Cherry, formerly an Air National Guard HC-130J Combat King II crew chief with 176th Aircraft Maintenance Squadron, said he recently crossed over to the Army Guard as a warrant officer selectee in order to fly UH-60M Black Hawk medevac helicopters.

Cherry said flying small aircraft in the busy Alaska skies can sometimes prove daunting.

"Alaska presents unique aviation challenges like radio communications and other services being tougher," he said. "Also, the airspace here is absolutely nuts. Flying out of the Anchorage bowl is some of the most complicated airspace in the country."

Borcherding noted how the airspace surrounding Anchorage is called "Part 93 Airspace." The name indicates Title 14 Code of Federal Regulations, Aeronautics and Space, Chapter 1, Part 93, which is entirely dedicated to the area because it includes Ted Stevens Anchorage International Airport, Joint Base Elmendorf-Richardson, Merrill Field, Lake Hood, and dozens of small and private airfields as well as lakes that are used by float planes.

Added to the complexity of the air space is the ever-changing and often foul Alaska weather.

"Alaska is not forgiving," Borcherding said. "The climate is challenging. In the Anchorage Bowl – the 'practice area' we call it – you're okay. If you go any farther than that, you better have survival equipment, a second [means

of communications], and you better have an [emergency locator transmitter] working.”

Good Samaritans

When the combined party of Borcharding’s and Cherry’s Cessnas disembarked their aircraft, they grabbed their survival gear and medical emergency kits, and they were in for a trek leading from their perch on top of the sea wall down to the narrow beach getting narrower under advancing water.

“It was a long walk on that beach,” Lawrie said. “I don’t know if it was the silt or what not. I wasn’t prepared in my equipment carrying that stuff.”

“You could see the water creeping up,” Borcharding recalled. “It was daunting walking on the silt. You could see on the cliff side where the line is for the water, and we were definitely under that line.”

According to the Alaska Public Lands Information Centers website, the Turnagain Arm silt is made up of super-saturated particles, called glacial flour, which is ground up by glaciers and carried by streams into the inlet.

Borcharding said when they made contact with the two crash victims, he recognized one as a flight instructor he worked with towards earning his float rating. Though no one was badly hurt, the instructor had lost her shoes in the crash, and she had minor injuries.

“We were focused on assisting her, getting her as close as we could for the fire department to hoist her out,” Borcharding said.

Though Borcharding, his father, and Lawrie, initially tried to get her to higher ground by helping her to walk, Borcharding said they found it easier to carry her due to her lack of footwear and the time constraints of the incoming tide.

According to an Alaska State Troopers news release, the Central Matanuska-Susitna Fire Department performed a high-angle rope rescue to safely hoist the instructor who was then transported to a Matanuska-Susitna area hospital. The pilot was able to hike to a landing near the airport and departed the scene without requiring medical treatment.

Cherry said regardless of level of experience, every Alaska aviator counts on the community during times of duress.

"If you fly long enough, something is going to happen to you," he said. "Eventually, you're going to be the one out there on the mud flats upside down. We did what I would want someone else to do when I'm the one out there upside down on the mud flats because my motor died. Part of being in the aviation community here is helping each other out as much as you can."

Borcherding said he was pleased he could help his aviation mentor.

"I'm happy we were there," he said. "I'm happy we decided to go flying. I'm grateful everyone was able to walk away from a tragic incident like this, and we could help them."

ARCTIC GUARDIANS RESCUE 2 LOST HIKERS AT RESURRECTION PASS TRAIL

By David Bedard | 176th Wing Public Affairs

JOINT BASE ELMENDORF-RICHARDSON, Alaska — Alaska Air National Guardsmen of the 176th Wing rescued two lost hikers May 25 on the Resurrection Pass Trail about 30 miles south of Anchorage on the Kenai Peninsula.

The mission opened in response to a request for assistance from the Alaska State Troopers to the Alaska Rescue Coordination Center.

At the request of the AKRCC, Alaska Air National Guardsmen of 210th, 211th and 212th Rescue Squadrons launched on a 210th RQS HH-60G Pave Hawk helicopter and a 211th RQS HC-130J Combat King II from JBER.

The HC-130 flew ahead of the HH-60 for weather reconnaissance as low visibility and inclement weather blanketed the region.

The AKRCC was in contact with the hikers via their satellite phone. The hikers reported they lost orientation, weren't confident they could navigate through the snow, and were wet and cold from falling into the water. The AKRCC asked the hikers to turn on their headlamps to assist the HH-60 crew in finding them.

The HH-60 crew located the hikers and airlanded the 212th RQS pararescuemen to assess and bring them onboard. The Pave Hawk transported the hikers to Providence Alaska Medical Center in Anchorage.

Alaska Air National Guard Capt. Brent Kramer, AKRCC senior controller, said the hikers having satellite-enabled two-way communication was key in expediting the rescue effort.

"When Jolly [HH-60] was getting near the hikers, they said they could hear the rotors, which helped the crew know they were close," he said. "Having a sat-phone was critical for a good outcome for the hikers."

For this mission, 210th RQS, 211th RQS, 212th RQS and the AKRCC received credit for two saves.

ARCTIC GUARDIANS RESCUE INJURED SNOWMACHINER AT WHITTIER MOUNTAIN

By David Bedard | 176th Wing Public Affairs

JOINT BASE ELMENDORF-RICHARDSON, Alaska — Alaska Air National Guardsmen of the 176th Wing rescued an injured snowmachiner May 21 on Whittier Mountain approximately 50 miles southeast of Anchorage.

The mission opened in response to a request for assistance from the Alaska State Troopers to the Alaska Rescue Coordination Center.

At the request of and under the direction of the AKRCC, Alaska Air National Guardsmen of 210th and 212th Rescue Squadrons launched on a 210th RQS HH-60G Pave Hawk helicopter from JBER.

The HH-60 crew located the snowmachiner and airlanded the 212th RQS pararescuemen to assess and bring the rider onboard. The Pave Hawk transported the injured man to Providence Alaska Medical Center in Anchorage.

Alaska Air National Guard Capt. Brent Kramer, AKRCC senior controller, said it's important to carry a satellite communication device when going beyond terrestrial cell coverage.

"When going out into the Alaska wilderness, make sure you can communicate," he said.

"A personal locator beacon can pick up satellites virtually anywhere, and some beacons give the user two-way communication critical in expediting rescue operations."

For this mission, 210th RQS, 212th RQS and the AKRCC were credited with one save.

ARCTIC GUARDIANS READY TO DEPLOY AGILE COMBAT EMPLOYMENT RESCUE FORCE

By David Bedard | 176th Wing Public Affairs

JOINT BASE ELMENDORF-RICHARDSON, Alaska — Arctic Guardians of the 176th Wing's 210th, 211th, and 212th Rescue Squadrons as well as supporting wing units are ready to deploy worldwide as the nucleus of a personnel recovery task force using the principles and tactics of Agile Combat Employment.

According to an Air University brief, ACE is a way of operating that relies on mission planning, launching, recovering and maintaining aircraft from dispersed forward operating locations in concert with allies and partners.

During the Global War on Terror, HH-60G Pave Hawk helicopters, HC-130J Combat King II aircraft, and Guardian Angels (pararescuemen, combat rescue officers and survival, evasion, resistance and escape specialists) typically operated with other enabling units out of built-up, protected and centralized forward air bases like Bagram Air Base in Afghanistan.

According to Air Force Doctrine Note 1-21, a possible future conflict with a peer or near-peer nation would put U.S. and allied air bases at risk, requiring a hub-and-spoke arrangement of distributed bases that are difficult to find and target. According to the note, when properly implemented "ACE complicates the enemy's targeting process, creates political and operational dilemmas for the enemy, and creates flexibility for friendly forces."

Alaska Air National Guard Maj. Brock Roden, 212th RQS assistant director of operations and CRO, explained what a personnel recovery task force would look like under the ACE paradigm.

"The simple version is a U.S. Air Force Rescue Triad PRTF where we have traditional fixed- and rotary-wing rescue aircraft, air refuel capable, with the Guardian Angel forces on board," Roden explained. "This is our go-to and most familiar format to work in but that's the starting point. In an ACE environment, this can expand to requesting armed escorts, flying with and/or utilizing joint assets available with everything from Marine Corps MV-22s Ospreys to Navy vessels, and executing on everything from a single

fighter isolated personnel to a post-attack mass-casualty incident to an assisted evasion.”

Alaska Air National Guard Maj. Ryan Wiese, 176th Operations Support Squadron Weapons and Tactics chief, said the wing’s three rescue squadrons enjoy the advantage of training with C-17 Globemaster IIIs from their sister unit, the 144th Airlift Squadron.

“One of the advantages up here at the 176th Wing is that we have the strategic airlift piece, so we are more of a turnkey personnel recovery task force than other locations because we have our airlift across the ramp under the same wing,” he said.

In spring 2021, members of the Rescue Triad trained ACE concepts when they forward deployed elements to King Salmon Air Force Station, a remote airfield that doesn’t have the support the Airmen enjoy at home station. Wiese said the wing will continue to exercise ACE concepts.

“We are going to continue to exercise and validate some of our ACE concepts of operations,” Wiese said. “We’re looking to operate out of a more austere, less-built-up location and exercise some of our [command, control, communications, computers, and intelligence]. We are going to do distributed and geographically separated mission planning.”

A key ACE concept is Multi-Capable Airmen, which relies on Airmen cross-trained in two or more fields in order to reduce the personnel footprint at the spoke bases. In addition to the Rescue Triad squadrons, Wiese said they plan to employ Airmen from 176th Maintenance Group, 176th Operations Support Squadron, 176th Logistics Readiness Squadron, and 176th Communications Flight. All will be expected to contribute to other specialties when required.

“One of the reasons why the Alaska National Guard is well-suited for ACE is because we bring a depth of experience,” Wiese said. “Multi-Capable Airmen is one of the ACE tenets the Air Force is developing, and the Guard already has that baked in because you have years and decades of experience in each individual who has been working here in their specialty and multiple specialties during their careers. That is Multi-Capable Airmen in a nutshell.”

One innovation the 176th Communications Flight, in partnership with 176th OSS Intelligence, has already employed is the mobile rescue operations center, which is a command-and-control suite comprising radios, computers, amplifiers and antennas that is specially packaged to rapidly deploy in order to establish personnel recovery operations at remote airfields.

Alaska Air National Guard Tech. Sgt. Dustin Hayden, 176th Communications Flight Agile Communications Systems supervisor, explained how the MROC supports ACE operations.

"The theory behind Agile Communications is to be able to go anywhere and set up an expeditionary communications system," he said. "We can load this equipment on an HC-130, potentially an HH-60, take it to the middle of nowhere, and bring in data and voice communications."

Roden said the 176th Wing's Rescue Triad has been using ACE concepts for years out of necessity from operating in remote locations at home in Alaska or overseas in countries like Afghanistan.

"In my experience, Air Force Rescue has been practicing personnel recovery in a way that could be defined as ACE, before ACE became a buzzword," he said. "I think these concepts are validating how we've been doing [personnel recovery] for many years and encouraging rescue squadrons to push concepts like Multi-Capable Airmen even further. It opens up our spectrum of ways we can execute the mission with the means available. This is a practice in resourcefulness and disruptive thought processes."

Wiese said the Rescue Triad has proved itself over the past few decades, carrying out personnel recovery operations and training in everything from the Iraq desert to the jungles of Hawaii. He said their training and real-world search and rescue operations in frigid Alaska prepare them for ACE PRTF missions the world over.

"Alaska forces are very well equipped and trained to handle any of these problem sets just based on the day-to-day environment that we train and operate here in Alaska," Wiese said.

RSD SCHEDULE

MARK YOUR CALENDAR FOR REGULARLY SCHEDULED DRILL WEEKENDS

July: 30, 31

August: 1-4 (Quarterly drillers)

September: No drill

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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