

THE JET GAZETTE

READY TO SERVE...NEIGHBOR & NATION

OFFICIAL PUBLICATION OF THE 141ST AIR REFUELING WING

AUGUST 2023

SAFETY

MOTORCYCLE DEATHS AT ALL TIME
HIGH, FOCUS ON SAFETY

HERITAGE RIDE

REINSTITUTED MOTOCROSS CLUB TAKES A
RIDE DOWN FAIRCHILD RUNWAY

CHIEF'S CORNER

141ST MAINTENANCE SQUADRON CHIEF
REFLECTS ON TYPHOON MAWAR

HOMECOMING

CIVIL ENGINEER SQUADRON
RETURNS FROM SPAIN

THE JET GAZETTE

THE OFFICIAL PUBLICATION OF THE 141ST AIR REFUELING WING

VOLUME 60 ISSUE 6 • AUGUST 2023

COMMANDER COL. JAMES MCGOVERN
VICE COMMANDER COL. ANGELA O'CONNELL
EXECUTIVE OFFICER LT. COL. MICHAEL HART
COMMAND CHIEF CHIEF MASTER SGT. EDWARD POHL

JET GAZETTE STAFF

PUBLIC AFFAIRS OFFICER 2ND LT. HOLLY HANSEN
PUBLIC AFFAIRS SUPERINTENDENT MASTER SGT. MICHAEL STEWART
PUBLIC AFFAIRS SPECIALIST TECH. SGT. MICHAEL BROWN
PUBLIC AFFAIRS SPECIALIST TECH. SGT. KAYLEIGH PHILLIPS
PUBLIC AFFAIRS SPECIALIST STAFF SGT. JORDAN POLLOCK
PUBLIC AFFAIRS SPECIALIST SENIOR AIRMAN RICKY ARNOLD

THE MISSION

THE MISSION OF THE JET GAZETTE
IS TO EFFECTIVELY COMMUNICATE EVENTS
AND INFORMATION OF THE 141ST AIR REFUELING WING
TO UNIT MEMBERS, THEIR FAMILIES AND RETIREES
AND TO RECOGNIZE PERSONAL AND UNIT
ACHIEVEMENTS WITHIN THE WING.

CONTENTS OF THE JET GAZETTE ARE NOT NECESSARILY THE OFFICIAL VIEW OF OR
ENDORSED BY, THE U.S. GOVERNMENT, THE DEPARTMENT OF DEFENSE, THE DEPARTMENT
OF THE AIR FORCE, OR THE AIR NATIONAL GUARD.

THE EDITORIAL CONTENT IS EDITED, PREPARED, AND PROVIDED BY THE PUBLIC AFFAIRS
OFFICE OF THE 141ST AIR REFUELING WING, 1 EAST BONG STREET, FAIRCHILD AFB, WA.,
99011-9417. ALL PHOTOS ARE AIR FORCE OR AIR NATIONAL GUARD PHOTOS UNLESS
OTHERWISE INDICATED.

THE JET GAZETTE WELCOMES ARTICLES AND IDEAS THAT WILL ENHANCE THE
PUBLICATION. IF YOU HAVE SUGGESTIONS FOR FEATURES OR SPECIFIC ARTICLES, PLEASE
CONTACT THE PUBLIC AFFAIRS OFFICE AT 247-7345 OR 247-7003 ON
UTA WEEKENDS.

FRONT COVER PHOTO BY SENIOR AIRMAN HAYDEN MORRIS



NOTES FROM THE TOP

COLONEL MARK SCOTT
141ST MAINTENANCE GROUP COMMANDER

We are living in exciting times in the 141 ARW, on the cusp of celebrating our 100th birthday next year and I can't help but be optimistic of where our Wing is headed. The revitalization of the Guard campus, the emphasis on our Guard family, and the opportunity to be unit equipped gives us all hope for this outstanding Wing. This time in our history is a unique opportunity to reflect on where we have come from and where we want this Wing to go. We all have a part to play in that.

From the very beginning in August 1924, the 116th Observation Squadron, and what would become the 141 ARW has been up for the challenges that comes with being an operational flying organization. The dedication and professionalism necessary to change with the times and overcome a myriad of challenges has been what defines us. We can look back through the decades and recount what other Airmen had to face and adjust to, in order to keep us moving forward. Through tragedy and celebrations alike we have stood the test of time to continually redefine our missions and contributions to the defense of this state and nation. I am extremely proud to be a member of this Wing and

its rich aviation history which we will be showcasing this next year. As the 100th birthday planning is in full swing, please take the time to get involved if you can and spread the word to your family and friends.

As we enter this new chapter in our Wing's history, I cannot help but reflect on what our Wing has endured and accomplished over the last decade and a half. We reluctantly embraced TFI and made the best of it while partnering with the fine Airmen from the 92 ARW to keep global air power refueled. We also increased our domestic capabilities for response to our neighbors and nation. Solidifying our relevance once again. This came at great effort and sacrifice from our Airmen and their families while enduring this unit's commitment to helping others. Despite our best efforts, this new way of operating made it more challenging to stay connected across the organizations within the Wing. Diluting our Guard Family as we increasingly operated in silos instead of as a cohesive flying Wing.

Fortunately, our direction has drastically changed for our Wing in order to operate at its full potential and play the part it should to meet the needs of our state and nation. Many key leaders have recognized the need to re-glue the Wing and consolidate function where possible back on the Guard campus. Though challenging, this will streamline our operations and further increase our efficiencies, but most importantly in my opinion, it will strengthen relationships and our Guard family. History has shown that fighting units that have a special bond with each other have an advantage that is hard to quantify. I believe that is part of our Guard culture. Ensuring our Wing's morale and strong family bond is healthy, and it is as important as training and readiness. Our members and their

families should feel a connection to this Wing that strengthens us all, especially when times are challenging.

In closing, we are all writing the next chapter of history for this outstanding unit that has shined over the last ten decades and what YOU do everyday matters. In the coming year as we celebrate our storied history, take pride in the Airmen that have come before you and the legacy you will leave behind. We are on the right path and will be ready to do our duty shoulder to shoulder no matter what. I am proud of this Wing and its accomplishments, and I am excited for the future and where we will all take it!

Col. Scott



CHIEF'S CORNER

CHIEF MASTER SGT. KJELL ANDERSON
141ST MAINTENANCE SQUADRON



I am coming to the end of a great military career and really looking forward to my next chapter in life. I will spare you the departure speech for later and not bore you; however, just a little reflection. I will confidently say that this wing is stronger and more capable today compared to when I started 34 years ago. It is that reassurance that we are in a good place and the future is bright that puts my mind and soul at ease. I truly enjoy, and do I dare say, "love" this organization and its people. This does not come without hard work, investment and vision from its members, nor will it be maintained or improved without that same commitment.

How do we measure our wing in the sense that it's on track and capable of the missions we currently own, domestic or federal? How do we meet and prepare for the unknowns, the challenges that lie out there before us? Especially countering China. For me it's how we do our job in the theater of action, real world, tip-of-the-spear stuff. The following is just a slice of why I feel we, the 141st, are on track.

We (the 141st with representation of all parts of our wing) recently deployed to Guam operating as the 506th Expeditionary Air Refueling Squadron, providing air refueling support in the vast expanse of the Pacific. The motto is "ANY TIME, ANY WHERE". I really like it; you can twist various meanings from it. But for what would be my final deployment, that motto would be more relevant.

During our deployment, super typhoon Mawar was developing east of us in the Pacific and was predicted to hit Guam on May 24th. Prior to its arrival, we (506th) acted and forward deployed our aircraft along with a significant portion of our personnel to another location, maintaining our capabilities to perform our mission, not knowing how long they would be gone. At the time, we didn't expect their return would end up being 3 weeks.

Meanwhile, the rest of the team would brace for the strongest storm to hit the island in more than 60 years (type 4, winds peaking at 165 MPH, and dumping more than 2 feet of rain). 98 percent of the island would lose power, and that would include the hotel that we were staying at.

Landfall at the hotel was an experience, starting at 2100 local and going all through the night. The force and noise hitting the building I can only describe as a jet engine at full power blasting the area, and a fire hose feeding water into that, pounding the side of the building. How else would you flood on the 21st floor and it feels like you're getting seasick due to the swaying of the building? Don't worry, they told us this building is engineered and built to withstand typhoons. Right. Ok, so by morning the typhoon had moved on to threaten other areas of the Pacific, but we were all safe and alive. No human life was lost on the entire island, and much could be the result of good building codes and the advice of staying inside.

The island getting trashed was an understatement. From the building's roofs being torn apart, material flying everywhere, and any foliage being stripped from what once was a dense jungle created a toothpick forest.

What do we do now? There is no power, no water, and no air-conditioning (Guam is humid and hot 24/7). The two backup generators for the hotel were down, will not start, and the room is flooded. The hotel staff is overwhelmed and is telling their guests that they should leave because they cannot accommodate them safely. Parts of our staff are searching for other options on the island, but obviously most of the other hotels are suffering from similar issues. A band of 506th aircraft maintainers rally, take Guard self-initiative, and with no orders from anyone, proceed to the generator room to bail out the flooded room, trouble shoot and repair the generator, get one of the two generators running after several hours of work. For the next two weeks, this will be the power and lifeline for the hotel and the guests, including FEMA personnel who will arrive to help with island recovery.

----Recovering Andersen AFB

Andersen Air Force Base took enormous amounts of damage and was only open to mission essential personnel. The Base Commander's priority was, "life, recovery, and fighting for the base," with opening the airfield being at the top. It was a critical piece. There was debris everywhere and the airfield was too dangerous for aircraft to land or taxi to any location. Without hesitation, every available member of the 506th went to work, providing 80% of the manpower, walking over a thousand acres of airfield, hand picking, bagging and removing debris. This action alone expedited the opening of the airfield to allow aircraft to land within 48 hours after the storm. The first plane to land at Andersen A.F.B. brought in a USCG dive strike team sent to inspect and clear the main harbor, making it

safe for ships to enter the only port on Guam. Prior to this, no ships could unload cargo to include food, fuel, emergency items, and goods of any kind. So, the actions our team took not only had a positive cause and effect, but we also ended up exercising another element of Agile Combat Employment known as base operating support (BOS).

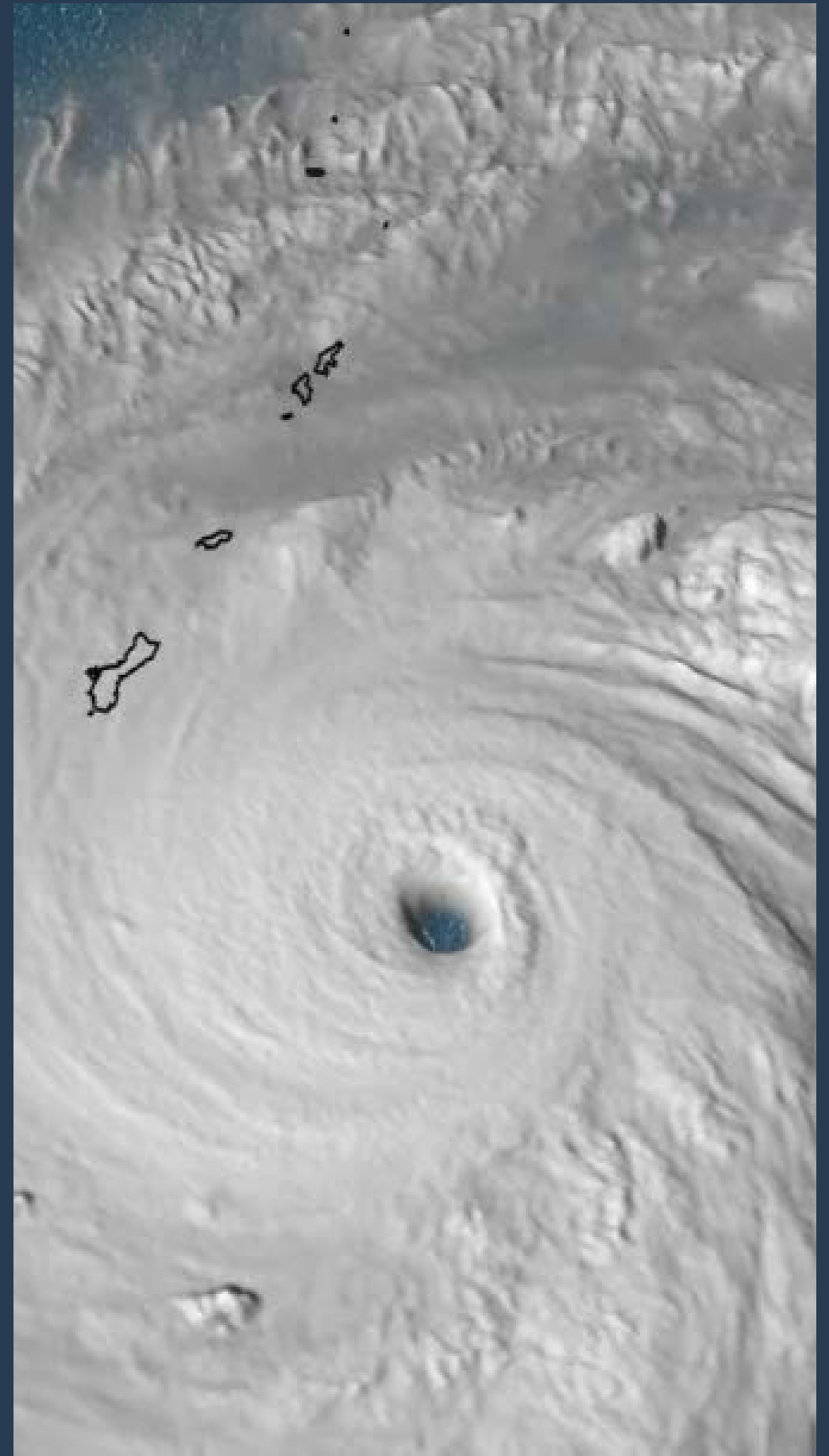
The 141st was sent to Guam as an expeditionary force to project combat power from Guam but ended up doing much more than that. We got tested in ways we hadn't anticipated, didn't see or plan on, but rose to the occasion, and had spare gas in the tank for others. During our 90-day rotation, we would generate 84 sorties off station from various locations, enhancing stability and deterring aggression in an area of 100 million square miles—or roughly 52% of the world's surface. We strive for solutions to make our mission happen and have a great time along the way.

All these capabilities and accomplishments are the results of how we invest in our members back at home station. Specifically, for me it's Guard family culture, knowing we can all count on each other. Training our members with a diverse foundation of skills, encouraging and expecting our members to make decisions and act.

We are Enablers!

I'll close with a smile, feeling all the positive energy of our members, the incredible progress we have made in a short few years, and forged our own direction. I've witnessed the improvements of our facilities allowing the return of the Maintenance and Ops communities back to the Guard Campus. We are maintaining and operating a micro fleet of six jets with the 92 ARW, with a serious plan and commitment from top leadership to secure our own tails. The upcoming event for the 141st 100-year celebration is upon us, and that is going to be a blast.

The future is bright!



Motorcycle Deaths on the Rise

Safety Focus on riding provided by Air Force Safety Center



Calling all Airmen, Guardians, supervisors, and family members to call a “knock it off” for motorcycle riders. This is not to keep them from riding, but to urge them to wear their riding gear every time they ride, keep to the speed limit, and avoid drinking and riding.

It is imperative for new riders to take the appropriate training and experienced riders to take refresher trainings when necessary. All riders should take time before they ride to practice low speed work, check the weather, be mentally prepared to ride before getting on the bike and encourage other riders to use risk management.

In fiscal year 2023, the Department of the Air Force lost 22 people to motorcycle accident and have suffered another two only six days into the new fiscal year. That is 24 families, friends, co-workers suffering the death of their loved ones and many more who knew them. The leading causes of those fatalities were speeding, alcohol and lack of or no training.

The data for the past 10 years shows that motorcycle fatalities are consistently in the double digits apart from 2017 with six fatalities, 2019 with four fatalities, and 2022 with eight.

The Air Force Safety Center has multiple motorcycle safety videos and articles available to Airmen, Guardians, civilian employees, and their family members educating riders on motorcycle techniques, personal protective gear, the use of risk management and to prepare mentally for the ride. It has also conducted and will continue to conduct roadshows across the globe hoping to stop the increase of motorcycle mishaps and fatalities.

“We have worked hard to promote motorcycle safety over the last few years, yet still see an unprecedented rise in high-risk riding behavior and blatant disregard for the military rider requirements,” said David Brandt, Department of the Air Force motorcycle program manager. “Managing risks while riding allows us to enjoy what we do and arrive alive. I urge riders to be mentally prepared to ride, wear personal protective equipment, slow down, don’t drink then ride, and don’t ride outside of your skill level. It’s an individual decision that could save your life!”



Gratitude

Look for the Good

Master Sgt. Caitlyn Ames, 141st Aircraft Maintenance First Sergeant



Welcome to August UTA 141st Airmen. I want to speak on a topic that may sound simple, but in turn can be very difficult to do during times of tribulation: Being grateful in times of hardship.

First, let's start with what gratitude is. According to Merriam Webster Dictionary it's defined as "the state of being grateful." Well...that's helpful...

While we often focus on things that went wrong, cultivating gratitude is a tool that allows you to adjust your thinking to what went right. By actively looking for the good things in life, you can boost positive emotions, thoughts, and feelings. Resilient people don't have fewer negative emotions. Instead, they feel more positive emotions, which allows them to rebound from stress and adversity more easily.

"Adversity; A state or instance of serious or continued difficulty or misfortune." – Merriam Webster Dictionary.

As humans, we are hard wired to focus on negative events and emotions. This is our negativity bias. We are more likely to give attention to and remember negative things than the positive ones. These thoughts are not always a bad thing. Negative events or those that stimulate warning of a dangerous situation can be essential to survival and strength. They trigger your fight, flight, or freeze response. As important as negative thoughts can be to triggering our own survival instincts, it is equally, if not more important to balance these thoughts with intentional, positive

experiences, viewpoints, and responses to life challenges. Having gratitude for what you do have in life can counteract these biases. Positive thoughts and emotions are the fuel for resilience. It is important to mention that looking for the good when facing adversity is not always easy. Often, we search through days or weeks for a major positive event that we can recall. This can have an opposite effect as major events may not be as common when life brings you trauma, sorrow, or pain. Instead, look for the smaller events in life that you can focus on. Rather than days or weeks, look back on the last 24 hours. What was meaningful to you? How did it impact your day? Who contributed to that moment? Who was there for you when you needed them most? Find appreciation in what you do have. Practicing this skill will help in the future when adversity strikes again.

Lucy Hone, a resiliency expert speaking during the Ted Talk "The Three Secrets to Resilient People" talks three strategies that she used when she faced her own adversity:

1: "Resilient people get that shit happens."

Allowing yourself to accept that you won't escape life without challenges can help you adapt to them when they do occur. Accepting where you are in the moment, working through the process of grief and learning how to not only overcome them, but grow from them are vital to being stronger in the end.

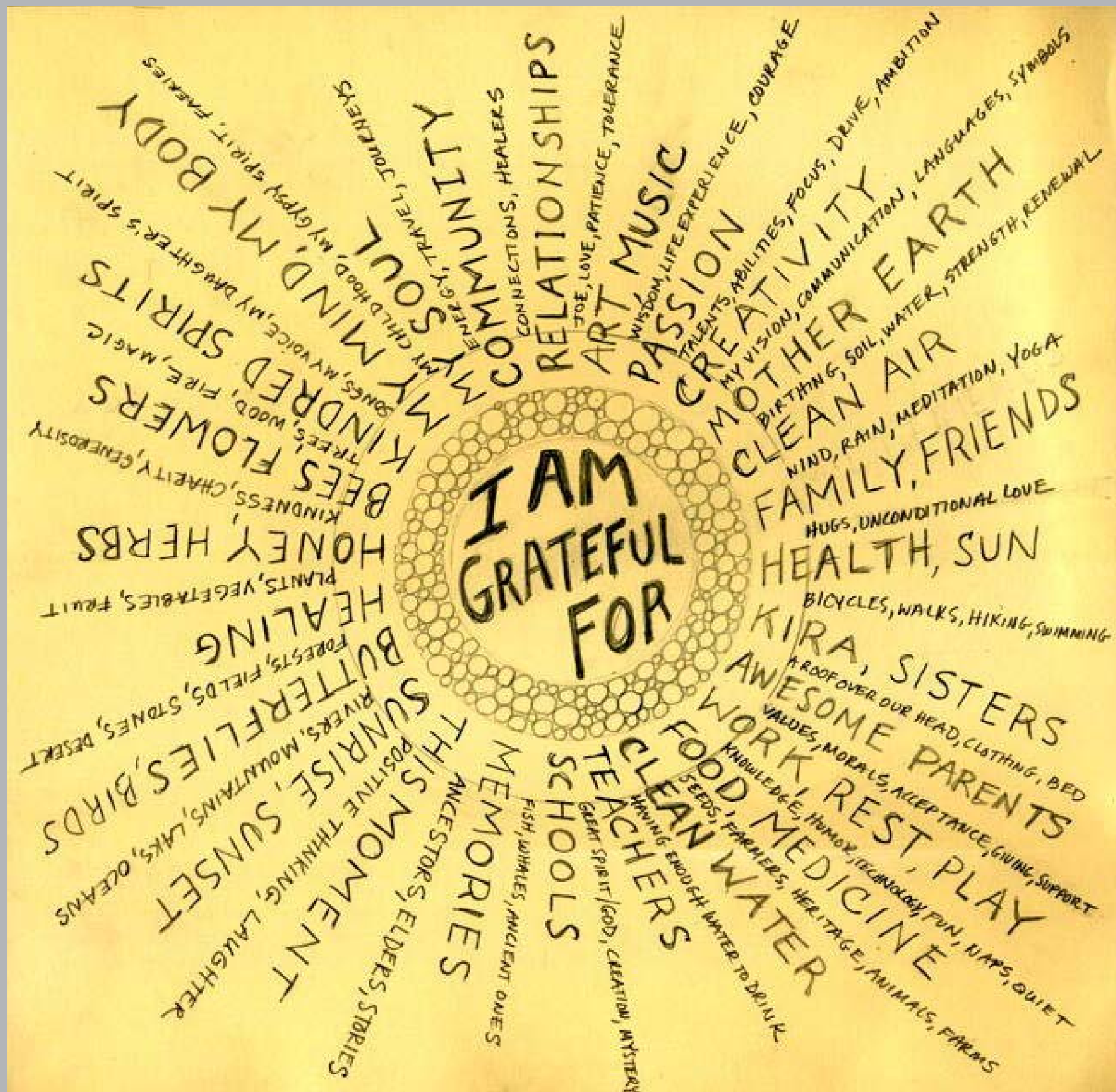
2: "Resilient people are really good at choosing carefully where they select their attention."

You can choose to see the worst in each situation. Initially, you may only be able to see the bad aspects of your situation. This is normal response and often an expected reaction. It is important to shift your focus, trying to find the good in what you can control. Give your attention to a positive viewpoint.

3: "Is what I'm doing helping or harming me? The hardships we face are beneficial to survival and strength."

Your thoughts about a specific event drive how you react. The reality is that an event will occur, you will experience thoughts about it, and then this will create a reaction. Ultimately, events aren't positive or negative. Only our thoughts about them are. This is where the question of "Is what I'm doing helping or harming me?" comes into play. To reframe your thinking, you must first understand your initial thoughts and actions, and answer that question. Ask yourself it again and again and again. By understanding that your reactions have an impact on yourself, and how you can change them, you are able to re-establish control for yourself. Give yourself your power back. Put yourself back in the driver's seat and give yourself time to breathe again. Give yourself more grace to heal.

It takes deliberate thinking. It takes constant effort. It isn't easy. But it is worth it, and you have people that are here to help, people that care. Your First sergeants are here to help. Your leadership and We Care teams are as well. So, when chaos does ensue, when you are feeling overwhelmed, when trauma/pain/life happens because it will, lean on us to help you through it. It isn't easy, but it can be easier when you reach out for help. To all reading this and possibly not reading this anymore, I'm always here if you need support. Thank you for everything you do!



SCAMS

Job Recruiting and Military Spouses

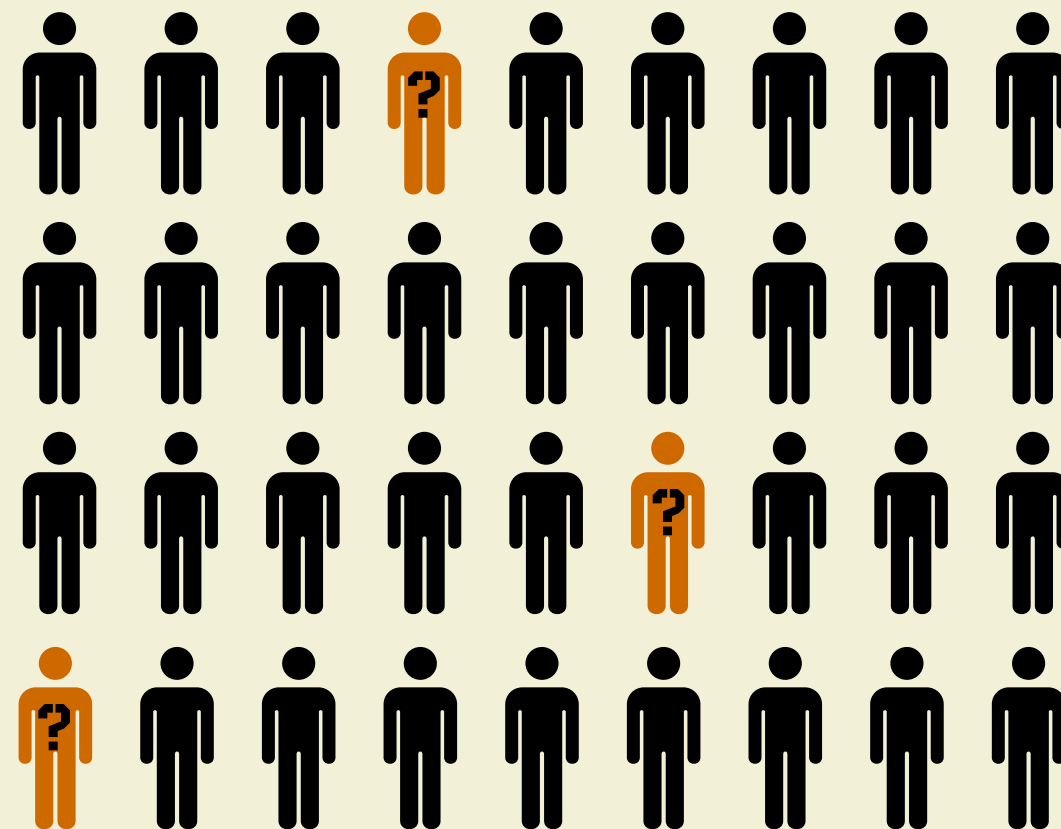
141ST JUDGE ADVOCATE OFFICE

As always, scams are all around us and they keep becoming more and more unique. Scammers have started preying on military spouses who are on the market for a new job. Although these types of scams can happen to anyone, there is a heightened alert for military spouses searching for new job opportunities. It isn't uncommon for sites like Indeed or LinkedIn to message people and share a job opportunity; however, this is how scammers are compiling personal information. If you receive an unsolicited message from any job recruiting service, please do your due diligence and search the company name and "scam" into a search engine to see if the potential job is real or fake. It is also wise to go to the official website and find the legitimate job posting to make sure it is real. Never follow a link that is messaged to you from these services. Fake job application sites will look real but are only a front to take your personal

information.

Additionally, these scammers may offer to send you money up front to cover various on-boarding costs for supplies and/or equipment and request that you send back the remainder of the money. This is a classic form of a fake check scam. A fake check scam is a great way for scammers to make money and, unfortunately, by the time the bank bounces the check, the money you sent the scammers will likely be gone.

If you are a victim of a scam, visit the Federal Trade Commission website at www.ftc.gov. For military specific scams, you can visit the Military Consumer website at www.militaryconsumers.gov. This or any other article provided by the legal office should not be considered as legal advice. If you have any questions regarding this or any other article, please do not hesitate to stop by the legal office or call at (509) 247-7035.



★ This or any other article provided by the legal office should not be considered legal advice. If you have any questions regarding this or any other article, please do not hesitate to stop by the legal office or call at (509) 247-7035.

OSI takes aim at laser pointers, aircraft safety

By Thomas Brading
OSI Public Affairs





As the Office of Special Investigations safeguards the Department of the Air Force, they are confronting a surge in incidents involving laser pointers, which pose significant threats to Air Force aircraft, especially at night.

These seemingly harmless beams, often used for classroom presentations or amusing a house cat, can also disrupt flight operations and create challenges for pilots.

"We refer to these as lasing incidents. It's crucial for the public to understand that aiming a laser pointer at an aircraft is not only dangerous but a felony," said an official from the OSI Center.

Officials added the importance of real-time reporting and response by all agencies and law enforcement, both stateside and overseas, as a key strategy in addressing these incidents.

In addition, individuals may incur fines up to \$250,000 and face imprisonment for up to five years.

Additionally, the Federal Aviation Administration has the authority to impose civil penalties, with

fines escalating to \$11,000 per violation and \$30,800 for multiple incidents.

Officials said the necessity of ensuring smooth information lanes, emphasizing that efficient communication between pilots, command posts, OSI and local law enforcement is crucial for rapid responses to incidents.

"The challenge is not just in reporting the incident. What makes it actionable is the pilot's ability to specify, with a degree of certainty, a geo-coordinate from which the laser originated," officials said.

The effect of a laser beam on pilots is like a camera flash in a pitch-black car at night, resulting in sudden disorientation and temporary blindness. This risk is worse during critical phases of flight, potentially leading to the loss of aircraft and crew, thereby imperiling lives on the ground.

"These are not harmless pranks. There's a risk of causing permanent visual impairment. From the public's standpoint, misusing lasers can severely impact a person's ability to see and function," said

an OSI Center official.

According to the FAA, the United States has experienced a notable surge in reported laser incidents, with 2021 marking a 41% increase in aircraft laser strikes compared to the previous year. Since 2010, a total of 244 injuries have been reported, underscoring the escalating and pervasive threat. The nearly 9,500 laser strikes reported to the FAA in 2022 highlight the severity of this growing concern.

The OSI Center officials underscored the significance of public awareness and reporting. They encourage individuals who witness such incidents to describe the individual, location and event, and report it to both local law enforcement and OSI, regardless of whether the aircraft is military or civilian.

If you or anyone you know witnessed an individual directing a laser towards an aircraft, report the incident to laserreports@faa.gov or contact OSI.

Homecoming

Civil Engineer Squadron return from two week deployment for Training

Photos by Master Sgt. Michael Stewart and Tech. Sgt. Kayleigh Phillips









The 141st Civil Engineer Squadron returned to Fairchild Air Force Base from a deployment for training to Moron Air Base, Spain June 2, 2023. The unit deployed 30 personnel to revitalize the Moron Air Base facilities. They demoed and started rebuilding a communications storage facility, demoed unused condemned buildings and added plumbing to the dormitories to install new washers and dryers. They also installed new electrical wiring in the dorm facility to handle the power

load of the washers and dryers. The team renovated multiple facilities including bathrooms and showers throughout the base. The two-week deployment bolsters training in civil engineering projects that may not be available at home station, giving them real-world experience on things in their Career Field Education and Training plan for career skill level upgrade training.

AUGUST HISTORY

15-20 August 1929



Former 116th Observation Squadron chief mechanic, Nick Mamer and his civilian co-pilot Art Walker, completed a world record non-stop flight from Felts Field, Spokane, Wash. to Roosevelt Field, NY and back in five days.

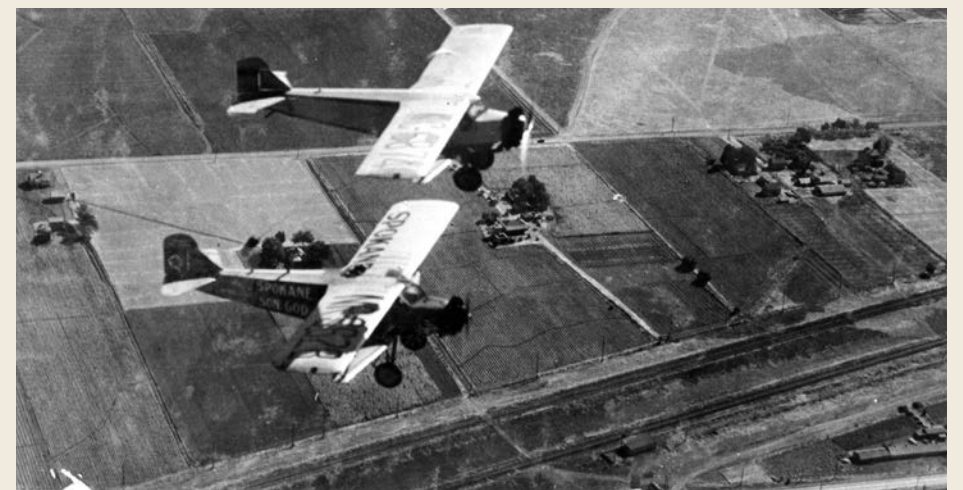
Sponsored in part by the National Air Derby Association, this flight was meant to be the first of its kind in an attempt to highlight air travel capabilities and to break the air refueling record set by the famous "Question Mark" flight in January. The 1929 Buhl CA-6 Sesquiplane, named the Spokane Sun-God, took off from Felts Field, Spokane, Wash. on Aug. 15 at 6:00 p.m. Over the course of the next five days, the plane was met in the air 49 times by several different aircrews over airfields spread out across the United States to replenish the Sun-God's fuel, oil and food supplies. At each aerial rendezvous, prearranged by telegram, the Sun-God met makeshift resupply aircraft carrying cans of gasoline, a long rubber

transfer hose, a rope and sacks filled with oil or food depending on what the Sun-God needed at the time (communicated to the ground by dropping handwritten notes onto the airfield). For refueling, the transfer hose was lowered down to a small hatch on top of the Sun-God where Mamer or Walker would stand up to grab it and guide it inside their fuselage where they transferred the gas into an extra 200-gallon gas tank. Then, utilizing a hand pump, they transferred fuel from that tank into the built-in wing tanks of the Sun-God.

A great many adversities were overcome during the course of the flight. On Aug. 16, over Rock Springs, Wyo., the high altitude and thin air made it so turbulent; the hose was cut by the prop of the Sun-God and doused the plane in volatile gasoline. With just 20-feet of line left, they continued to try to refuel the Sun-God well into the night. After dark, a flashlight was affixed to the end of the hose for Walker to find, but looking up to find a single

light amidst a sea of stars in the night sky proved to be a daunting task. As the heavier resupply plane, burdened by the extra fuel for the Sun-God and the shortened makeshift hose, struggled in the thin air to stay steady above the Sun-God it sometimes became necessary for Walker to push up on the underbelly of the refueler plane to keep it from smashing into them. After 11 hours and 20 minutes, nine contacts were made, but only five were successful. Eventually, the Sun-God got just enough fuel onboard to continue on to North Platte, Neb. where the altitude and air were easier to manage.

Comparatively, the rest of the trip was smooth sailing. The Sun-God made its turn over NY and started back. By the time they reached Miles City, Mont. they needed fuel badly, but the airfield there wasn't on the scheduled stop and didn't have a transfer hose...what they did have was a creamery nearby with empty 5-gallon milk cans. Using the milk cans filled with fuel, the resupply plane lowered them by rope to the Sun-God, when the cans were emptied they were tossed down into the near-by Yellowstone River. A boy in a row boat, hooked the empty cans from the river and brought them back to the field to be refilled and brought back up to the Sun-God. 120-gallons of fuel were transferred in this impromptu way, enough to make it to the next refueling. The next two refuelings over Mont. were hampered by thick smoke from wildfires in the area, but given the adversity Mamer and Walker had encountered thus far, it proved to be little more than an annoyance as they pressed onward to Spokane. At two o'clock, local time, the plane arrived over Spokane. Notes were exchanged between the plane and National Air Derby Association committee members on the ground via a resupply plane. The Sun-God had accomplished much already, but at almost 120-hours in the air it was also just 30-hours shy of breaking the endurance flight of non-stop flying by aerial refueling set by the "Question Mark," plane. The idea of beating the endurance record was passed upon and the plane was ordered to land at six o'clock.



ROYAL COURT ORIENTATION FLIGHT

SPOKANE'S LILAC PRINCESSES
WITNESS AERIAL REFUELING

PHOTOS BY TECH. SGT. MICHAEL BROWN



The Lilac Court poses for a group photo at the completion of their orientation flight.





The 141st Air Refueling Wing had the pleasure of flying the Spokane Lilac Royal Court along with an educator of their choosing at Fairchild Air Force Base June 1, 2023. Six Educators, the Lilac directors, five princesses and the Lilac Court Queen were able to watch F-15 Eagles being refueled in the skies above Oregon. According to the Lilac board the Spokane Royalty Scholarship and Training Program provides an opportunity for outstanding young women to be recognized for their achievements. Every Spokane County high school is invited to present one senior girl for participation in the Spokane Lilac Festival Association High School Lilac Princess Scholarship and Training Program. Selection of the high school student is decided individually at each school.

Each Lilac princess candidate selected from her high school will participate in a five week royalty preparation course which supports character building and servant leadership with a strengthened focus

on community service, integrity, and teamwork.

The candidates will attend workshops in communication, personal and professional etiquette, resume development, interview skills, military history and protocol and self-defense.

They will participate in community service activities such as Blessings under the Bridge, Salvation Army, Clothe A Child and Second Harvest Food Bank

The training will culminate with individual candidate interviews before a panel of judges who have the very difficult task of determining the 7 members of the Spokane Lilac Festival Royal Court. The Royal Court will continue training and preparation for coronation and the selection of the Spokane Lilac Festival Queen.

The Wing hosts the festival princesses as a way to continue community engagement with the seniors and influential educators in the Spokane region.





Heritage Ride

Story by: Tech. Sgt. Kayleigh Phillips
Photos by: Tech. Sgt. Michael Brown

Motocross Club reinstates the runway heritage ride



Driving down the runway—a normal morning for most 116th Air Refueling Squadron airmen, but on two wheels?

Twelve airmen of the 141st Air Refueling Wing participated in the 116th Motocross Club Heritage ride to revive and honor the club by driving motorcycles down the runway at Fairchild AFB, August 6, 2023.

The club was formed in 1977, made up of members from the Washington Air National Guard and their families. Informal in nature, there were no scheduled meetings or dues. Anyone who wanted to come was welcome to ride. Each year club participants would gather for camping trips in the Cascade mountains, rides around

Spokane and meet for the occasional photo-op with a jet adorned with the coveted ace of spades patch.

Embodying the values from the 1977 club, all were welcome to participate in the 2023 Heritage Ride. The group took a loop around the runway and concluded with a ride to Clear Lake for the wing picnic. Safety was at the forefront of everyone's mind and all riders had been entered into the Motorcycle Unity Safety Tracking Tool.

MUSTT is a database where all airmen in military status, who want to ride street motorcycles, on or off base must enter their proper training requirements. Riders received an initial motorcycle briefing, annual brief, and

completed required training. The first training required is initial training, a basic rider's course or the rider has a state license. Next is the intermediate training, which is the basic rider's course II, and the last is the five-year refresher which is the advanced rider's course.

Reminiscent of the 1977 photo, riders got to experience the runway ride complete with their own photo-op. The club looks a little different from years ago, but the concept remains the same, "Safe and enjoyable riding, land preservation, and good fellowship equals great fun."

141st Motorcycle Safety Representative, SMSgt Peterson, can be contacted at 509-247-7028.



