



February 20, 2025

eGUARDIAN

February Quarterly Drill

Drill Events

HOEHNE PROMOTES TO SENIOR MASTER SERGEANT | FEB. 21

Master Sgt. Garrick Hoehne, 176th Logistics Readiness Squadron, promotes to senior master sergeant during a Friday, Feb. 21 ceremony at 2 p.m. in the Kulis Theater, Hangar 18.

SENIOR MASTER SERGEANT RALSTON RETIRES | FEB. 26

Senior Master Sgt. Michael Ralston, 144th Airlift Squadron, retires during a Wednesday, Feb. 26 ceremony at 2:49 p.m. in Hangar 21's 2nd Floor Auditorium.

EQUAL OPPORTUNITY TRAINING | NO SCHEDULED TRAINING THIS DRILL

Training: There will NOT be EO training this drill weekend.

Career opportunity: 176th Wing/EO has a DSG E-7 position vacancy. If you are interested in a challenging and meaningful position that works to eliminate barriers to the mission, and equip the wing with resources to prevent and remedy conflict, this may be the right cross-training opportunity for you. Strong administrative, communication, facilitation and public speaking skills required. Preference given for social science or human relations background. Reach out to Maj. Kimberly Westfall for application and screening requirements if you think EO is for you at kimberly.c.westfall.mil@army.mil

Commanders: Please continue to notify 176th Wing/EO whenever you encounter an incident or issue that could be EO-related (purview: race, color, national origin, religion, sex, sexual harassment.) IAW DAFI 36-2710, EO is required to assist in documentation and provide consultation for commander-worked issues within EO purview. Contact Maj. Kimberly Westfall at 907-854-1030, kimberly.c.westfall.mil@army.mil (they have document templates too).

LOST SIGNAL? NOT A PROBLEM FOR THE 176TH THANKS TO THE AGILE TEAM

176th Communications Squadron Agile Team

Have you ever been hiking in the Alaskan wilderness, eager to share a breathtaking view, only to realize your phone shows “No Service”? While some might find this freeing, for the 176th Wing, being disconnected from reliable communication isn’t an option. That’s where the 176th Communications Squadron’s Agile Team steps in.

Over the past year, this seven-member team has undergone a dramatic transformation, evolving from primarily supporting Land Mobile Radio operations to becoming the wing’s go-to solution for secure and reliable communication – anytime, anywhere.

“We’ve really embraced a multi-faceted, mission-ready posture,” explained Staff Sgt. Vladimir Artemyev, a member of the Agile Communications team. “It’s not just about maintaining radios anymore, it’s about ensuring the entire wing can communicate effectively, no matter the situation.”

One of the team’s key achievements was fielding the Agile Rescue Command and Control Kit through collaboration with the 176th Operations Support Squadron, an innovative system providing robust SIPR and NIPR internet connectivity in remote locations.

“The ARC2 is a game-changer,” says 2nd Lt. Joshua Mattered, Special Mission Flight commander. “It gives us the flexibility and resilience we need to carry out our mission, even in the most challenging environments.”

“We’ve all had to step up and learn new skills quickly,” said Senior Airman Allen Drennon. “We’re constantly learning and finding new ways to improve and increase the Wing Communications capabilities.”

And the Agile Team wants to hear from you. Do you have ideas on how to further enhance communication capabilities within the wing? Share your suggestions with Master Sgt. Rebecca Westbrook, Agile Section chief. The team is committed to continuous improvement and values input from all members of 176th Wing.

The Agile Communications team’s dedication and expertise are ensuring the 176th Communications Squadron remains at the forefront of agile communication solutions, keeping the wing connected and mission-ready – no matter how remote or austere the location.

EMPLOYER SUPPORT OF THE GUARD AND RESERVE AWARDS

Recognize the amazing employer that you work for outside of the National Guard.

Patriot Award

Service members serving part time in the National Guard may nominate individual supervisors/managers for support provided directly to them. The Patriot Award reflects the efforts made to support citizen warriors. It is a simple online submission, and the certificate comes to the Alaska ESGR office. ESGR will contact you and present the award with you to your supervisor at your civilian business.

Online at <https://esgr.mil/Employer-Awards/Patriot-Award/Form>.

Secretary of Defense Employer Support Freedom Award

Nomination for this prestigious award runs from Oct. 1 to Dec. 31 each year. This award is the highest recognition given by the U.S. Government to employers for their outstanding support of employees serving in the Guard and Reserve (only 15 given out annually). The ESGR State Committee reviews nominations and submits three to compete at the national level. If you are interested in submitting your company for the Freedom Award, reach out to the Alaska ESGR Committee staff member Amy Arsenault, amy.m.arsenault.ctr@army.mil, 907-428-6576. The nomination is an online nomination but it is very detailed. ESGR can give you some tips for submission. <https://www.freedomaward.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.

YUKON PLANE CRASH SURVIVOR RECALLS RESCUE BY U.S. MILITARY AND CANADIAN AUTHORITIES

By Dana Hatherly | Yukon News

The pilot of a small plane that crashed near the Canadian town of Faro, Yukon recalled the moment the ultralight aircraft hit an “immense downdraft or a windshear” that caused it to lose altitude and flip before striking the treeline and colliding with the snowy ground on Jan. 26, 2025.

“I was doing my best to recover from the way the wind positioned us,” Matthew Carpenter said by phone on Feb. 11, 2025.

“But at that point I didn’t have enough altitude, so we, you know, hit the trees pretty abruptly.”

Carpenter is the pilot of the Chinook Plus 2 that crashed. He reached out to the News to share his account of what happened when the plane went down and his gratitude for the U.S. military from Anchorage, Alaska and Canadian search-and-rescue teams that rescued him and his passenger.

Most of his life has been spent living in the Yukon. He grew up on a trapline along the Macmillan River.

As a self-described Yukoner with many different skills including trapping, outfitting and building, for years Carpenter has worked for Macmillan River Adventures, a hunting outfitter company that he said Donald Trump Jr. — the son of U.S. President Donald Trump — has invested in as a part owner.

Carpenter was not working for the company at the time of the flight.

He made the trip out with his friend on Jan. 25, 2025. The two had planned to return the following day.

They spent the day out preparing for the trapping season, as Carpenter said he does every winter.

Carpenter described the next day as having calm weather before takeoff — “not even a breath of wind.” He had flown in and out many times. The plane was built for landing on deep snow conditions, he said.

At approximately 4 p.m., while flying in a valley about three-quarters of the way back to Faro, the plane started encountering turbulence, he said. That is when the wind flipped it upside down. Carpenter tried to recover the plane, but by that time, they were too low, and the plane hit the trees before crashing into the ground.

His passenger was not too badly hurt, but Carpenter’s leg was seriously injured. A self-

assessment at the time determined it was broken in multiple places.

Carpenter explained how the two men have learned to be resourceful while spending lots of time in the bush prior to this recent journey.

His friend helped create a splint for his leg. Then he constructed a shelter out of the plane's wing covers, used a small electric chainsaw to cut firewood and got a fire going. They had food, warm clothes and something to melt water in on-hand.

By then, Carpenter had activated SOS on his inReach, a satellite communication device that allows users to send messages and share their location when out of cell phone service zones.

"We started receiving responses from that which was really encouraging," he said.

The stranded men were notified that the search-and-rescue effort was going to be a multinational response, depending on whether the American or Canadian authorities could most practically respond the quickest, per Carpenter.

But they soon realized they would not be saved before sunset as the darkness set in.

Carpenter described it as a painful night, but his friend's support made him feel as comfortable as possible.

About 10 hours after soaring into the trees and smashing into the snow-covered earth, they heard a helicopter off in the distance. The chopper dropped in very professionally, Carpenter added. In fact, it was a 210th Rescue Squadron HH-60G Pave Hawk from Alaska. These types of helicopters can make day or night recovery operations in hostile environments, according to a United States Air Force fact sheet.

In the meantime, Yukon RCMP from the local police detachment and Yukon conservation officers arrived just in time to carry his stretcher down the mountain to a place where the military helicopter could land to in turn get them out of there.

Carpenter commented on the Canadian authorities joining the U.S. responders involved in the operation.

"It complemented the other response very well," Carpenter said.

Corporal Bayden Austring, the detachment commander of the Ross River-Faro RCMP, said police received an SOS activation after the plane crash. He was off duty when he got the call from his colleague about one person "critically injured."

"The first thought was I knew it was going to be a long night, given the location and that there were survivors," Austring said.

"It was a no-turning-back situation."

The crash was believed to have taken place near Faro, based on the GPS coordinates — latitude 62.38639 and longitude -133.64958 — transmitted through Carpenter's

satellite communicator.

“Thankfully, inReach devices are almost pinpoint accurate,” Austring said.

“We knew exactly where they were and were able to make a plan from there.”

The fallen aircraft’s transponder did not go off upon impact or by being manually activated. Austring indicated that the system going off would typically signal a potential emergency to the Joint Rescue Coordination Centre.

RCMP notified Joint Rescue Coordination Centre-Victoria (JRCC-Victoria) about an ultralight aircraft crash near Faro at 4:13 p.m. on Jan. 26, 2025.

RCMP connected with Yukon conservation officers before taking off as a group of five — three RCMP officers and two conservation officers — on snow machines to assist with the air rescue. Austring, Corporal Cam Long and Constable Noah Rochefort of the RCMP went out together with conservation officers Cody Schmidt and Parker Antal that evening.

It was Schmidt’s first plane crash response since starting in Yukon conservation officer services in 2008.

Like Austring, Schmidt said he felt ready for this type of mission based on his training and preparedness.

Austring explained how the group readied itself for up to 72 hours in the winter wilderness.

They brought snowshoes and had pre-prepared kits including a stove, shelter-building materials and fire-making supplies.

The weather was relatively warm at +1 C compared to the depths of Yukon winter temperatures that had recently passed. Brush and blown-down trees atop thick snow provided obstacles along the way.

The crew took off from Faro at around 9:30 p.m., travelling six kilometres — as far as they could — by snowmobile before trekking another seven kilometres on foot. By that point, at around 2 a.m., they made visual contact with the crash site.

“It was like an absolute honour,” Austring said about the joint mission.

“I’m grateful we could help to reunite them with their loved ones.”

None of the authorities involved in the rescue operation identified the rescued individuals to the News, citing a lack of knowledge, policy issues and privacy concerns.

A search-and-rescue duty officer ordered the U.S. aircraft to launch in response to the crash in the Canadian territory, according to Alaska National Guard State Public Affairs Officer David Bedard.

“Joint Rescue Coordination Centre-Victoria requested assistance from the Alaska Rescue Coordination at Joint Base Elmendorf-Richardson (JBER),” Bedard said by email.

“The 176th Wing search and rescue duty officer dispatched the HC-130J Combat King II and the HH-60G Pave Hawk, both with 212th Rescue Squadron pararescuemen onboard following a request from the Alaska Rescue Coordination Center at JBER that in turn had received a request from JRCC-Victoria.”

The HC-130J Combat King II is a fixed wing search and rescue plane. Per the U.S. military website, the plane is capable of refuelling helicopters in midair, allowing for long flights.

Following the rescue mission, the HH-60 made a precautionary landing in Faro, where it safely landed, per Bedard. The cause of the precautionary landing was being investigated. Bedard said by email that the helicopter needed repairs but is expected to be “fully mission capable” after its return to its base.

As part of the operation, Bedard noted 144th Airlift Squadron C-17 Globemaster IIIs flew in and out of the Whitehorse international airport — the closest airport that can accommodate the plane — to help move personnel. That type of cargo aircraft can do tactical airlifts and airdrops and transport patients.

In a piece Bedard wrote for the military, he put the Faro crash about 550 miles (885 kilometres) east of JBER and about 250 miles (just over 400 kilometres) from the Alaska-Canada border.

“An Alaska Army National Guard CH-47F Chinook, assigned to B Company, 2nd General Support Aviation Battalion, 211th Aviation Regiment, made the flight from JBER to Faro to bring 176th maintenance crews necessary parts. A regular Air Force C-12 Huron light passenger and cargo aircraft assigned to 517th Airlift Squadron also supported the repair,” Bedard wrote.

Bedard stated the HH-60 returned to JBER on Feb. 6, 2025.

The cross-border co-operation occurred amid tense geopolitical times between Canada and the U.S. as President Trump threatened tariffs on exports to the U.S. from Canada and repeatedly talked about Canada becoming the 51st state.

Yukon Premier Ranj Pillai suggested that kind of talk will not get in the way of people working together on search-and-rescue operations across the border.

“I’m not concerned at this point that there wouldn’t be collaboration between our provinces and our territories and states or countries on things such as search and rescue,” Pillai said.

Sub-Lieutenant Simon Gonsalves, a Canadian public affairs officer with the Maritime Forces Pacific, could not comment on how often these types of events occur, in which the U.S. responds to incidents in Canada.

“Which agency responds is generally determined by the proximity of the event to the

nearest relevant asset," Gonsalves told the News by email.

Carpenter said his experience acted as a reminder to be careful in — and ready for — the backcountry.

"It's a bit of a wakeup call," he said.

Carpenter calls it a miracle that they survived. He believes God protected him and his passenger that afternoon. He was mentally prepared to live longer in the frigid wilderness, but the inReach device was a game-changer, he said. He expressed his appreciation for the people who rescued him in the midst of a Yukon winter.

"I just want to thank everybody that was involved in it for the effort that was put into getting us out of there," he said.

"I've helped with, you know, putting action plans together for getting in and finding people. I've never been on this side of it."

As of Feb. 11, 2025, Carpenter remains on the mend. He has been told to expect a full recovery.

DETACHMENT 1 STANDS RESCUE ALERT AT EIELSON AIR FORCE BASE

By David Bedard | 176th Wing Public Affairs

JOINT BASE ELMENDORF-RICHARDSON, Alaska — Suspended in her parachute harness, an F-16 Fighting Falcon pilot descended toward the frigid Interior Alaska landscape.

In the dead of winter, the temperature plummeted to 35 degrees below zero and cast a blanket of ice fog obscuring the ground. Though the pilot is trained and equipped to survive for a short time in an extreme cold environment, she needed rescue to stave off hypothermia and frostbite.

After safely landing and cutting her parachute loose, the pilot activated her Combat Survivor Evader Locator radio, transmitting a signal to the Alaska Rescue Coordination Center. Knowing it would take significantly longer for a 210th Rescue Squadron HH-60G Pave Hawk to respond from JBER, the 176th Wing search and rescue duty officer dispatched a 210th RQS Detachment 1 Pave Hawk from Eielson Air Force Base southeast of Fairbanks.

As the helicopter made its way to the radio's GPS coordinates, the HH-60 crew made line-of-sight communication with the fighter pilot on her CSEL to confirm her position. The Pave Hawk landed and delivered a 212th Rescue Squadron combat rescue officer and a pararescueman who made contact with the pilot before ushering her into the helicopter for safe transport back to Eielson.

This realistic but hypothetical scenario highlights the importance of Detachment 1 to the Eleventh Air Force, other U.S. military aviation, and allied aircrews operating in Interior Alaska, providing the air services with all-weather helicopter search and rescue support

Alaska Air National Guard Maj. Seth Peterson, Detachment 1 commander, said the unit comprises several full-time personnel permanently stationed at Eielson Air Force Base.

"We primarily cover the Monday-to-Friday Eleventh Air Force fighter training," Peterson said. "We are also here and available for civil Search and the [Alaskan NORAD Region] mission. We were stood up in '94 primarily because of the increasing fighter footprint at Eielson and the need for more coverage in the Northern [Joint Pacific Alaska Range Complex] with a lot of that airspace being north of the [Alaska] Range."

In recent years, the 18th Fighter Interceptor Squadron, equipped with the F-16, assumed a greater share of the NORAD mission of flying air sovereignty, monitoring and responding to Russian and Chinese military aircraft entering the Alaska Air Defense Identification Zone. Additionally, the 355th and 356th Fighter Squadrons fielded 5th Generation F-35A Lightning II fighters.

Peterson said the detachment operates out of a hangar on the Eielson flightline, which houses the alert helicopter detached from 210th RQS at JBER and serves as a base of operations for the alert helicopter aircrew and pararescuemen on a weeklong tour of duty at the Interior base.

"If a fighter pilot ejects this far into the Interior, that's where the detachment becomes a critical part of rescue and minimizing that pickup time," Peterson said.

The HH-60 is the Department of Defense's only dedicated combat search and rescue helicopter. The Sikorsky Pave Hawk is equipped with specialized rescue equipment, a door-mounted rescue hoist, as well as auxiliary fuel tanks and a refueling probe for taking on fuel in midair from a 211th Rescue Squadron HC-130J Combat King II out of JBER.

Senior Master Sgt. Sean Finney, Detachment 1 senior enlisted leader, said permanent unit personnel serve to keep the Pave Hawk ready.

"Up here, our primary focus is maintenance," Finney said. "So, when the aircrew comes up, we ensure that the aircraft is flyable for them to perform whatever mission or training they have to do."

Though the helicopter is staged indoors to keep warm and maximize availability, it is equipped with landing-gear skis and is maintained to fly in extreme cold, all-weather conditions.

Master Sgt. Christopher Fox, Detachment 1 HH-60 lead crew chief, said the unit is manned and equipped to keep the helicopters in top condition.

"We have three crew chiefs, two avionics and a weapons shop Airman up here for maintenance purposes," Fox said. "So, if it falls under the scope of those Airmen, we can most likely take care of it here."

During extreme cold, time is of the essence during a training or real-world launch.

"When it's super cold outside, we will do expedited launches where we pull it outside,

spool it up really fast, and take off," Fox said.

Beyond the nuts and bolts of the helicopter, the detachment also handles the details of managing airfield and airspace considerations from the strategically located Air Force base.

"In addition to the maintenance focus, we do a lot of facilitating for the flying operations here, coordinating with 354th Fighter Wing range personnel and air space schedulers," Peterson said. "A big part of the formation of the detachment was the availability of base and range support at Eielson."

The base affords unique training opportunities with 354th FW Survival, Evasion, Resistance and Escape Airmen, both at the Arctic Survival School and the 353rd Combat Training Squadron.

"We train with the Arctic Survival School in the winter," Peterson said. "It's a two-way opportunity for them to get helicopter support and train to survivor skills, and we get the opportunity to get survivor radio training."

The vast military ranges in the Interior provide 210th RQS helicopter crews with valuable training space for aerial gunnery and tactical employment.

"We have the ability to employ weapons in a 360-degree firing fan, so we can tailor our training more dynamically than we can down south," Peterson said. "It's a pretty extensive range complex that gives us many opportunities to train."

Finney said rescue service in the Interior is a unique experience that provides opportunities to work with joint and Total Force partners.

"We work a lot with the active duty and Guard partners here," Finney said. "In addition to that, we also work with the Army when we have the need. Up here, it's a tight-knit community where we rely on one another."

RESCUE OF 2 PLANE CRASH VICTIMS IN YUKON TERRITORY KICKS OFF 176TH WING'S BUSY RESCUE WEEK

By David Bedard | 176th Wing Public Affairs

JOINT BASE ELMENDORF-RICHARDSON, Alaska — The Alaska Air National Guard's 176th Wing rescued eight individuals during four rescue missions in Alaska and Yukon Territory between Jan. 26 and Jan. 31.

A 210th Rescue Squadron HH-60G Pave Hawk and a 211th Rescue Squadron HC-130J Combat King II, both with 212th Rescue Squadron pararescuemen (PJs) onboard, responded Jan. 26 to a crashed ultralight aircraft near Faro, Yukon Territory, Canada, about 550 miles east of JBER and about 250 miles from the Alaska-Canada border.

Joint Rescue Coordination Centre-Victoria requested assistance from the Alaska Rescue Coordination Center at JBER who passed the request to the 176th Wing search and

rescue duty officer. The SARDO ordered the launch of the two 176th Wing aircraft.

The HC-130 flew ahead of the HH-60 to conduct weather and route reconnaissance and used one of its two air-to-air refueling hose-and-drogue systems to extend the HH-60's range. The Combat King is the Department of Defense's only dedicated fixed-wing combat search and rescue platform.

Equipped with a rescue hoist and long-range internal fuel tanks, the HH-60 is the DOD's only dedicated CSAR helicopter.

The HH-60 landed near the crash, and the PJs made contact with the plane crash survivors before loading them into the helicopter for transport to Faro and handed them over to Canadian medical authorities.

At Faro, the crew discovered the HH-60 needed repair. Over the next several days, 144th Airlift Squadron C-17 Globemaster IIIs flew to Whitehorse, about 120 miles southwest of Faro, to ferry aircrew and 176th Maintenance Group Airmen. An Alaska Army National Guard CH-47F Chinook, assigned to B Company, 2nd General Support Aviation Battalion, 211th Aviation Regiment, made the flight from JBER to Faro to bring 176th maintenance crews necessary parts. A regular Air Force C-12 Huron light passenger and cargo aircraft assigned to 517th Airlift Squadron also supported the repair.

The HH-60 returned to JBER Feb. 6.

Alaska Air National Guard Maj. Tyler Seibold, 176th Wing SARDO, said a 210th RQS HH-60 crew was training near Figure Eight Lake Jan. 30 about 20 miles west of JBER when they heard over the radio an aircraft was suffering an engine mishap. Seibold granted the crew permission to investigate, and they spotted a Super Cub at the lake after the pilot safely landed the plane.

"The pilot was still troubleshooting the aircraft to see if it was airworthy," Seibold said. "When he realized it wasn't, he requested a ride."

The pilot was released to Troopers.

The AKRCC received a report Jan. 31 from the Alaska State Troopers of a snowboarder injured in an avalanche at Turnagain Pass about 40 miles southeast of JBER.

"We took off pretty quick, got to the site, and fortunately the good Samaritans on site and on snowmachines had already prepared a flat area on the side of the hill that PJs could hoist into and put their litter down, easing packaging the patient for hoist back into the helicopter," Seibold said.

The helicopter crew transported the hypothermic patient to Providence Alaska Medical Center helipad in Anchorage for transfer to medical officials.

"During the mission, we got reports of an aircraft sinking through the ice about 40 or 50 miles from where the HH-60 was at," Seibold said. "Once they were airborne with the patient from that first mission, we retasked them to investigate this aircraft mishap."

During the follow-on mission, the AKRCC periodically received updated information from tour helicopter pilots flying over the wreckage.

"The RCC did a lot of work to drill down into who's plane it was, how long has it been missing, and figuring out how many people were onboard," Seibold said.

Seibold said the rescue crew had to make a quick turn to rescue the plane crash survivors.

"After we dropped off the snowboarder at Providence hospital, our crews came back to JBER to refuel, and our PJ team refitted with dry suits and pack rafts in case they had to investigate in open water," he said. "Once they got to the area where the mishap was reported, they saw four people walking about four miles from the aircraft, so they hoisted a PJ down to ask them if they were on the plane sinking in the ice, and they said, 'Yes.'"

The PJs treated all four for different severities of hypothermia from mild to severe before hoisting them into the helicopter for transport to Providence.

Seibold stressed the importance of carrying communication devices into the Alaska wild that do not rely on cell tower coverage that is sparse in Alaska.

"It's critical to have some sort of self-contained reporting device, whether that be an InReach, an aircraft emergency locator transmitter, or any of the new smartphones offering over-the-horizon SOS that you can actually engage without cell service," Seibold said.

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, 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.

Feb: 28

March: 14, 28

April: 18, 25

RSD SCHEDULE

MARK YOUR CALENDAR FOR REGULARLY SCHEDULED DRILL WEEKENDS

March: 22, 23

April: 8-13 (Super Drill)

May: 17, 18

WEEKEND DINING FACILITY HOURS

Normal Hours:

BREAKFAST: 0630-0830L

GRAB-N-GO: 0900-1030L

LUNCH: 1030-1330L

GRAB-N-GO: 1330-1630L

DINNER: 1630-1830L

MIDNIGHT: 2300-0100L

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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