



THE DANG TRUTH

Volume 5 | Issue 5

May 2024

The Official Newsletter of the 166th Airlift Wing | Delaware Air National Guard Public Affairs

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2024 UPCOMING EVENTS

11 May	All Ranks Military Ball
1-4 June	Super Drill
15-20 Aug	UEI Capstone Re-look

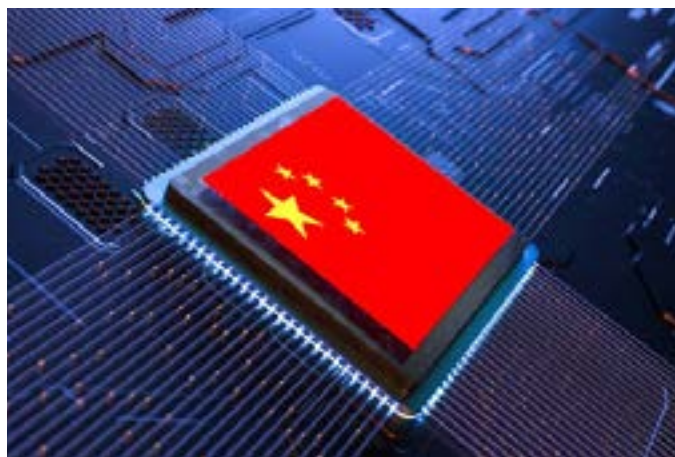
DEVELOPMENTAL EVENTS:

5 May	Leadership & Effective Communication
8 June	Manging Stress and Resiliency
17 August	Speed Mentoring

What's New in Cyber?

David H. Rice, Director of Operations, 166th Cyberspace Operations Squadron

Since initially becoming involved in the cyber community back in 2007, I have watched the community move forward at an increasingly fast pace. The amount of information publicly available has opened up dramatically as well. In 2007, you couldn't even say the word China. Now, AF Secretary Kendall's favorite quote is, "China, China, China."



(Getty Images)

The federal mission of the 166th Cyberspace Operations Squadron is to mobilize in support of the Cyber National Mission Force (CNMF) as part of a National Mission Team. The CNMF conducts cyberspace operations to defeat significant cyberspace threats to the military networks and, when ordered, to the nation.

The CNMF became a Subordinate Unified Command in December of 2022. Both CNMF and USCYBERCOM were granted enhanced budget authority, which provides direct control and management of planning, programming, budgeting and execution of the resources to maintain the cyber mission force.

As the CJCS, Gen CQ Brown used to say, "Accelerate, change, or lose." AF Secretary Kendall is certainly pushing for rapid changes. Among his many initiatives announced at the Air and Space Forces Association's Warfare

See "Cyber" continued on page 2

Social Media Links:

Facebook:166th Airlift Wing Instagram:@166thAirliftWing Flickr: delawareairnationalguard

...And that's the DANG Truth!

"Cyber" continued from page 1

Symposium on 12 Feb 24, changes impacting cyber include eliminating 16 AF and elevating Air Forces Cyber out of Air Combat Command. 16 AF and Air Forces Cyber is similar to 18 AF overseeing air mobility forces. It will give cyber a much bigger voice. Improvements to the acquisition process to enable procuring cyber tools will also be a huge help.

Within the ANG, we have had a lot of changes. In Mansfield, Ohio, the 179th Airlift traded in their C-130s and became a Cyberspace Wing in September 2023. On 7 Mar 24, it was announced that the 175th Wing would lose their A-10s and become a Cyberspace Wing and make Maryland the first state without a flying mission. It is anticipated there will be several new Cyberspace

Operations Squadrons being announced this year.

China has been busy making changes as well. In late 2023, they have replaced the Defense Minister, the Foreign Minister, the head of the Rocket Force (and two deputies). On 19 Apr 24, they announced the creation of a brand new strategic arm of the Peoples' Liberation Army—the Information Support Force. This splits space assets and cyber assets. It hugely raises the prominence of the cyber mission.

When former President Trump announced in March 2018 he wanted to create a U.S. Space Force, I admit I was skeptical. However, in December 2019, it became a reality. In late March 2024, Congress received a study from a national

security think tank examining the potential creation of cyber as a seventh service. It is anticipated that Congress will request a deeper study on the subject as part of the FY2025 National Defense Authorization Act (it was cut from the FY24 NDAA). Similar to the way the Space Force falls under the Department of the Air Force, a potential Cyber Force would fall under the Department of the Army. The Space Force is approximately 9400 strong and it is speculated the Cyber Force would be a similar size.

Our squadron is on track to take advantage of all these changes and continue to push the mission forward.



Skyline Middle School Students Visit the 166th Airlift Wing



NEW CASTLE AIR NATIONAL GUARD BASE, Del. -- Students from Skyline Middle School in Wilmington, Del. visited the Delaware Air National guard base, 29 April 2024. As part of their science and math curriculum, their teachers requested a presentation on meals-ready-to-eat (MREs) and how we configure our C-130H3 aircraft for humanitarian airdrops. Section members from the 166th Maintenance Group, 142d Airlift Squadron, Ariel Port, and 166th Civil Engineer Squadron provided section briefings at the beginning of the tour. The students were given the opportunity to handle flight equipment, non-lethal practice weapons, sit in the cockpit of a static aircraft, and to see how Station 33 uses their firefighting and rescue equipment. Many expressed interest in joining the DANG once they are old enough. (U.S. Air National Guard photos by Mr. Mitch Topal)

C-130H3 ELEPHANT WALK



Teamwork in Action!

Citizen Airmen from the 166th Airlift Wing's 142d Airlift Squadron, 166th Aircraft Maintenance Squadron and the 142d Aeromedical Evacuation Squadron - 142 AES showed their incredible coordination and skills as they launched five C-130s simultaneously during a training sortie on April 14, 2024, at the Delaware Air National Guard Base, New Castle, Del.

This epic display, known as an "elephant walk," isn't just impressive to watch—it's vital training for wartime operations and ensures our crewmembers are ready for any mission, launching fully armed aircraft in one powerful event!

Hats off to our dedicated Air Guardsmen for their teamwork and readiness to defend our skies!



AIRMAN SPOTLIGHT

SENIOR AIRMAN ROBERT BAILOR 166TH CIVIL ENGINEER SQUADRON ENGINEER ASSISTANT

I am Senior Airman Robert Bailor, serving as an Engineer Assistant (EA) in the 166th Civil Engineering Squadron. My journey with the Air National Guard commenced in August 2021, when I enlisted in the Operations Management role (3E6X1) within the 166th Civil Engineering Squadron.

Initially tasked with managing work order communication, coordinating base contractor escorts, serving as a point of contact for the Air National Guard, and overseeing the Unit Control Center during training exercises, I found immense satisfaction in these responsibilities. After two years, I seized the opportunity to transition to the role of EA (3E5X1), a move I had aspired to since my enlistment. Despite medical challenges delaying this transition, I eventually assumed the position of squadron construction control inspector under dual status, aligning closely with the duties of an EA.

My progression continued as I attained Apprentice skill level in February 2023, honing my proficiency in software programs such as AutoCAD, ArcGIS, and Trimble Business Center. Additionally, I expanded my knowledge in land surveying techniques, soil testing methods, and various other duties. Over time, I completed several training programs, including Silverflag, Intro ArcGIS Pro, Survey Grade GPS, Real Property Course, Cost Estimating and Scoping Course, Builder System Courses, and a 2022 Deployment for Training.

In February 2024, I achieved the Journeymen skill level, marking a significant milestone in my career. Currently,

as a full-time dual-status state employee, I am committed to enhancing my expertise in construction project management and fulfilling the demands of my role.



My journey with the Delaware Air National Guard began in August 2020, amidst the challenges posed by the pandemic and a personal arm injury. Graduating with an associate degree in Architectural Engineering Technology from Delaware Technical Community College further motivated my military enlistment, driven by the pursuit of education and diverse experiences.

Despite facing obstacles such as physical injuries and high-pressure scenarios like Silverflag exercises, I have remained dedicated to contributing to my squadron's mission. My proficiency in tools like AutoCAD, ArcGIS, and Excel has streamlined workflow processes, enhancing productivity.

Beyond my military duties, I pursue various hobbies including weightlifting, video games, music, running, drawing, and storytelling. Looking ahead, I aspire to achieve educational milestones and ultimately pursue a career as a civil engineer officer or licensed civil engineer to provide for my future family and find fulfillment in my profession.

To fellow leaders and junior enlisted members, I offer the advice of self-confidence in overcoming adversity and seizing opportunities as they arise. With determination and resilience, one can navigate through challenges with minimal regrets.



Promotions & Retirements

May 2024

Promotions

Edwin Johnson to CMSgt
Jason Duricek to MSgt
Brandon Hines to MSgt
Jonathan Brown to TSgt
Andrew Duelfer to TSgt
Melissa Shelton to TSgt
Benjamin Adams to SSgt
Serebriyskya Svetlana to SSgt
Ryan Boone to SrA
Natalie Jameson to SrA
Olesia Pakseleva to SrA
Jennifer Saldivar-Rios to SrA

Retirements

None (?)

Importance of Emotional Intelligence

By Senior Master Sergeant Faith C. Fleischman
166 AW Human Resource Advisor

Your emotional intelligence is the foundation for a host of critical skills—it impacts most everything you say and do each day.

What is Emotional Intelligence?

“Emotional intelligence is your ability to recognize and understand emotions in yourself and others, and your ability to use this awareness to manage your behavior and relationships.” Emotional intelligence 2.0. What everyone needs to know. Emotional Intelligence is the “Other Kind of Smart.”

Why is Emotional Intelligence so important?

When emotional intelligence first appeared to the masses in 1995, it served as the missing link in a peculiar finding: people with average IQs outperform those with the highest IQs 70% of the time. This anomaly threw a massive wrench into what many people had always assumed was the sole source of success—IQ. Decades of research now point to emotional intelligence as the critical factor that sets star performers apart from the rest of the pack.

Emotional intelligence is the “something” in each of us that is a bit intangible. It affects how we manage behavior, navigate social complexities, and make personal decisions that achieve



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positive results. Emotional intelligence is made up of four core skills that pair up under two primary competencies: personal competence and social competence.

Emotional Intelligence, IQ, and personality are different. Emotional intelligence taps into a fundamental element of human behavior that is distinct from your intellect. There is no known connection between IQ and emotional intelligence (EQ); you simply can’t predict emotional intelligence based on how smart someone is. Intelligence is your ability to learn, and it’s the same at age 15 as it is at age 50. Emotional intelligence, on the other hand, is a flexible set of skills that can be acquired and improved with practice. Although some people are naturally more emotionally intelligent than others, you can develop high emotional intelligence even if you aren’t born with it.

Emotional Intelligence and Performance

Emotional Intelligence is linked to performance. How much of an impact does emotional intelligence have on your professional success? The short answer is: a lot! It’s a powerful way to focus your energy in one direction with a tremendous result. Talent Smart tested emotional intelligence alongside 33 other important workplace skills, and found that emotional intelligence is the strongest predictor of performance, explaining a full 58% of success in all types of jobs.

Human Resource Advisor: Diversity & Inclusion Wing-wide Courses

	Times TBD	Times TBD
FY24	Saturday	Sunday
May	Leadership & Effective Communication	
June	Managing Stress & Resiliency	
July	NO RSD	
August	MENTORSHIP PROGRAM - SPEED MENTORING EVENT	Coaching/Mentoring Methods
September	Unconscious Bias	Four Lenses - Understanding Others Personalities
POC:	Human Resource Advisor (HRA)	SMSgt Faith C. Fleischman
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Feathers of the Wing

A historical perspective by BG (Ret.) Kennard Wiggins, Curator of the Delaware Military Museum

FATAL FLYING ACCIDENTS IN THE DELAWARE AIR GUARD PART 2

Capt. Frank H. Stern, Jr. 35, of Chadds Ford PA was lost on August 21, 1954 flying an F-86A (Ser. No. 49-1285) over the Gunpowder River on the shores of the Chesapeake Bay. He was on his way from New Castle to deliver the jet to Maj. David McCallister, who was attending a conference in Omaha NE. His last radio report was while climbing over Delaware City about four minutes after takeoff. There was a low ceiling and overcast skies all the way up to 35,000 feet. Clarence Atkinson described conditions as "horrible - the rain was coming down in buckets. I told him, "Frank, it's too bad out there, you shouldn't go up in this kind of weather, its not worth it." He took off in a downpour, not a sprinkle, it was really coming down. The next thing we heard was an airplane had cracked up in the Chesapeake Bay. He hadn't been reporting, so we knew who it was."

A new National Guard Armory on Newport Gap Pike was named in honor of Captain Stern in December 1954. Stern had originally served with the 198th Coast Artillery before joining the Air Force in 1944. He had flown P-47s in World War II, and was a veteran of 41 combat missions in Korea.

According to General Spruance, "Frank was a good friend of McCallister's and mine. In fact, of all the fighter pilots he was just a fabulous guy. His father ran Stern's Auto Top Company downtown, so he'd give us discounts on re-topping our convertibles and all that kind of stuff. Frank was kind of a rotund guy. We decided we'd put a turban on him at one point and put him up on the mantelpiece because he looked kinda like Buddha. I've got a picture of him in that outfit."

Capt. James R. Shotwell Jr. 33, went down near Delaware City on March 19, 1955 flying an F-86A "Fyne Type" (Ser. No. 49-1169). His craft suffered a flame-out



Captain Frank Stern (Photo courtesy of BG [retired] Kennard Wiggins, Delaware Military Museum).

knocking out his power. It is believed he attempted an "air start", but in so doing he lost too much altitude to safely bail out. He was likely concerned about his jet hitting a populated area around Delaware City. His wingman saw the plane burning. He was able to eject from his burning F-86 jet, but his parachute failed to open in time. The mission was a routine gunnery training flight. Walt Hannum was towing targets in a T-33 at the time of the incident.

Clarence "Ed" Atkinson recalled: "I was flying at the time and had just pulled up on the ramp when I heard the shouting on the radio. Walt Hannum was with him. Walt ust kept shouting, "Eject Jimmy, eject Jimmy!" And Hannum came in and pulled alongside of me. He couldn't get out of the airplane. He was just sitting there crying like mad because he and Jimmy were good friends. They were both from around Broomall Pennsylvania. That shook up Walt Hannum. Jimmy was a very likable guy. He took an interest in everybody. He was always smiling and very personable, really one of the nicest guys. He wasn't married so he

spent a lot of time out here and did a lot of flying. He took a alot of pictures: most of those 35mm slides we have around were taken by Jimmy."

Shotwell was unmarried, a combat veteran of World War II in the South Pacific. He was employed by All-American Engineering Co. as an instrument engineer. He joined the Delaware Air Guard in 1948. He had been good friends with Frank Stern who was lost only eight months earlier.

Second Lt Richard Byrne, Delaware Air Guard pilot, was killed on July 6 1955, flying F-86E, (Serial No. 51-13043) while assigned with the 3595th Training Wing at Nellis AFB Nevada, during advanced gunnery training at the fighter weapons course. He perished in a landing pattern accident.

Second Lt Linford Robbins, 23, perished on May 23, 1957 in a crash of his F-86E Sabrejet (Serial No. 51-12979) near Middletown Delaware. He had been flying in a two-ship formation with Jack Taylor on a night proficiency flight at about 3200 feet in overcast skies when his craft simply nosed down and exploded on impact. He had not radioed any indication of trouble. Robbins had only just returned from flight school about six months before the incident. His wingman was 1st Lt Johnson M. Taylor. Robbins was the father of a two year old boy.

On June 4, 1961, **Lieutenant Colonel David F. McCallister Jr.** (Commander, 142nd Tactical Fighter Squadron) and **Brigadier General William W. Spruance** (Assistant Adjutant General for Air) were flying a T-33A jet trainer (53-5955) out of Scott AFB, when the aircraft lost power, and crashed. Colonel McCallister died and General Spruance received serious injuries. A total of eight airmen were lost in aircraft accidents during the unit's first fifteen years of operation.



MEET YOUR RECRUITING TEAM



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TSgt Michael Segars



TSgt Jovon
Farrell-Newman



TSgt Joseph Brown



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