

ASEV is on!

Aircrew Standardization Evaluation Visit



Safety is Painless: Mission First, Safety Always — The Safe Way is the Delaware Way

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166th Airlift Wing Public Affairs

166th Airlift Wing, Delaware Air National Guard
New Castle ANG Base, New Castle, Delaware

Squadron aircrews looking sharp

All Q1 plus one EQ check ride - keep up the good work Ops Group!

By Tech. Sgt. Benjamin Matwey
Wing Public Affairs

Every five years over two hundred Airmen in our 166th Operations Group and the subordinate flying units are subjected to an Aircrew Standardization and Evaluation Visit from Headquarters Air Mobility Command.

An ASEV inspection evaluates how aircrew from the 166th Airlift Wing perform their duties and responsibilities on the ground, in-flight and administratively. Examiners check to ensure crews accomplish their jobs safely and according to regulatory and flight-manual guidance, and to measure the wing's capability of performing its assigned airlift mission.

The full-blown ASEV visit by the entire AMC team to the New Castle Air National Guard Base and the 166th AW begins April 11 when a Delaware ANG aircrew returns from Scott Air Force Base, Ill. with HQ AMC inspectors aboard a 166th AW C-130. The process is reversed on April 18 when the team is flown back to Scott AFB.

But for many weeks the 166th OG has been a buzz of activity both day and night since earlier this year when unit Airmen began ASEV preparation. That's because some important portions of the



U.S. Air Force photo/Tech. Sgt. Benjamin Matwey

Master Sgt. Andrew Klabunde, left, and the rest of the 142nd Airlift Squadron Aircrew Flight Equipment shop was busy on March 21, 2012 as aircrew obtain helmets, vests and night vision goggles for flying.

evaluations began within the 90-day window when evaluations are administered prior to the coming week-long visit.

Colonel Mike Feeley, 166th OG commander, said, "We have good, prepared aircrews, and they are executing well, with numerous excellent results so far. Our Airmen need to stay motivated, reach for that extra bit of pride, put in that extra effort as we head towards the pencil and paper test portion."

So far through the end of March, the preparation has paid off with all check rides getting a passing grade. One pilot was rated exceptionally qualified and his entire crew was complimented.

For several weeks there has been a sharpening of focus for all of the Airmen in the 166th OG as a whole, to include the 142nd Airlift Squadron, the 142nd

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Aeromedical Evacuation Squadron and the 166th Operations Support Flight.

“We’ve been rewriting wing supplements to the flying regulations, and re-writing and updating program guides,” said Maj. Jeremy Meartz of the Stan-Eval section of the 142nd AS. To prepare for the flying portion, Maj. Meartz said unit members have conducted numerous briefings and roundtable discussions on regulations and rules, and unit members prepared for the written tests by conducting practice testing sessions on unit training assembly weekends and on random weeknights for traditional, part-time members.

There are three phases to the ASEV; flying, testing, and program inspection. A shorthand way to describe the experience is that there is a lot of flying, and a lot of paperwork, and a significant portion of the visit is comparable to a unit compliance inspection.

In the flying portion, a percentage of every aircrew position receives a check ride. By the end of this week all pilots will have received a check ride. A couple



weeks ago flight engineers and navigators received a check ride, and loadmaster check rides will follow shortly. A C-130 qualified evaluator from AMC will fly aboard for each check ride of a 166 AW C-130 aircrew; the rest of the AMC team is a cross-section of people with experience on various AMC aircraft.

For the testing portion of the ASEV,

a closed-book written test is administered to every crew member, along with a bold face written test requiring each crew member to write out aircraft emergency procedures from memory.

Finally, all flying related regulations are examined in the program inspection

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166th Operations Group Airmen prepare for the ASEV on March 21, 2012. Bottom left: Staff Sgt. Nathalie Waller handles paperwork. Bottom right: Tech. Sgt. Nafis Beyah of the aircrew flight equipment shop checks equipment. Top right: Tech. Sergeants Michael Martin (L) and Jeremy Sweitzer, flight engineers, review data.



U.S. Air Force photos/Tech. Sgt. Benjamin Matwey (for all photos in this issue).

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Story idea? Contact Public Affairs: (302) 323-3369

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portion of the ASEV. AMC teams will visit four offices; the Stan-Eval section (aircrew standards and evaluations), the training section, the tactics section and the aviation resource management (ARM) section. "The AMC inspectors will look into our processes and programs to see if we are in compliance with all regulations, and this is the portion that is most like a UCI [Air Force Unit Compliance Inspection]," said Maj. Meertz.

Most check rides are conducted in the local area, to include proficiency check rides and airdrops, except for the 142nd AES aircrews flown aboard a unit C-130 to Scott AFB for check rides conducted March 16-18, with AMC evaluators also aboard the flight. Individual testing of 142nd AES members occurs in April along with all group members.

Every aircrew member is subject to an individual flight evaluation from an HQ IG inspector. Although the flight evals are individual evaluations, it takes the entire aircrew to complete one successfully. After completing his low-level, tactical airdrop flight evaluation, pilot Maj. Jason Strickland said, "I had an outstanding crew that went above and beyond to support me. I give them all my appreciation."



Above: 142nd Aeromedical Evacuation Squadron flight nurse Lt. Col. Kim Short and medical technician Tech. Sgt. Tonya Ingram preflight emergency medical equipment, as (below) aircrew walk to their aircraft March 30, 2012.

Captain Maureen Mulrooney, senior health technician in the 142nd AES, reports that all flight nurses and medical technicians were evaluated by AMC on Saturday and rated Q1 with no discrepancies. She passed on that special mention was made by the medical technician evaluator on how well our technicians did on the ERO (engine run-on), that it was one of the best he has seen, that there was great CRM (crew resource management), all the proper hand signals were used, rules followed, and that the unit was spot on using all proper lifting techniques getting weighted litters into the stanchions.

166th AW Commander Col. Jonathan Groff said, "So far, our indicators

are that all aircrews are doing well – with more opportunity to shine still to come."

The HQ team grades Directive/Program compliance, and aircrew performance through flight evaluations and written testing. Individual program grading is based on the five tier system, Outstanding, Excellent, Satisfactory, Marginal, and Unsatisfactory. The final overall wing grade is either Mission Ready or Unsatisfactory.

The unit has performed well on their last two ASEVs in June 2006 and June 2002. 166th OG units received ratings of excellent on their overall aircrew performance, one of the graded areas of the ASEV, and the wing as a whole was graded Mission Ready.

