

The DANG TRUTH

Volume 54, No. 12 — December 2014

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

Reaching out to families - page 5



UTA events

December 5, Friday:

- PT testing, 7:30 a.m., Base Fitness Area
- Immunizations, 1:30-2:30 p.m., Clinic

December 6, Saturday:

- PT testing, 7:30 a.m., Base Fitness Area
- Immunizations, 8 a.m.-3:30 p.m., Clinic
- Retreat, 3 p.m., Bldg. 2600, Flagpole
- Wing Christmas Party, Christiana Hilton (registration closed)

December 7, Sunday:

- PT testing, 7:30 a.m., Base Fitness Area
- Protestant Services, 7:45 a.m., Bldg 2815, SAT
- Catholic Mass, 8:30 a.m., Bldg. 2815, SAT
- Stocking Stuffer Giveaway, 11 a.m. to 2 p.m., Cooper Room, Bldg. 2600, hosted by Airman & Family Readiness Program
- Company Grade Officer Council meeting, 1130 a.m. - Noon, CES training room. POC 1st Lt. Valerie Harwood, 323-3408.
- Immunizations, 2-3 p.m., Clinic
- Retreat, 3 p.m., Bldg. 2600, Flagpole

Coming events

Dec. 13: DNG Children's Holiday party, Noon to 2 p.m., 198th Readiness Center, 1401 Newport Gap Pike, Wilmington, Del. Free lunch and gifts from Santa. Registration required: <http://www.operationhomefront.net/eventlist>. Must click Pennsylvania/Delaware region in top right corner - pick Wilmington, DE event. Set up a profile first, then add children's info and then click register. You will receive an email confirmation from Operation Homefront. Registration deadline 12/9/14. For information and registration assistance: Patricia Crilley, Child and Youth Coordinator, CTR, DNG. Phone: 302-326-7518. Email: patricia.a.crilley.ctr@mail.mil.

Jan. 10: DNG Senior Leaders Conference

Feb. 6: Pre-Deployment Yellow Ribbon. Location TBD.

Feb. 13-15, 2015: Strong Bonds Couples and Singles Training Event. Where: Poconos, Pa. (venue TBD). Couples seminar: Laugh Your Way to a Better Marriage. Singles seminar: How Not to Marry a Jerk(ette). Provided: meals, hotel and education. Who: Members of the Del., Pa., and N.J. ANG, Reserve your reservation for this FREE Valentine's weekend by calling 302-530-3596 or email kristi.walters.ctr@ang.af.mil

UTA schedule FY14-15

06-07 Dec 2014	02-03 May 2015
10-11 Jan 2015	06-07 Jun 2015
07-08 Feb 2015	11-12 Jul 2015
07-08 Mar 2015	01-02 Aug 2015
11-12 Apr 2015	12-13 Sep 2015

Career News Nov. 2014

(Unless otherwise noted, personnel actions are effective November 2014)

Appointed:

None this period.

Enlistments:

None this period

Promotions:

To Captain:

Olivares, Julian, 142 AES

To Technical Sergeant:

Grieten, John, 166 LRS

Husler, Scott, 166 CFT

To Staff Sergeant:

Wazlawik, Kristopher, 166 CES

To Senior Airman:

Mailley, Ashley, 166 LRS

Quinones, Maria, 166 CES

To Airman:

Zena, Helen, 142 AES

Retirements:

Overton, James, Senior Master Sgt., 166 AW

Pierson, Michael, Senior Master Sgt., 142 AS

On the cover:

Lt. Col. Jason Brugman, his wife Christine (both kneeling) and their son Jakob pose with Santa Claus and his helpers next to a C-130 on Nov. 1, 2014. (U.S. Air National Guard photo by Staff Sgt. John Michaels)

DE ANG Recruiting:

1-800-742-6713, 1-866-NOW-DANG,
or Local (302) 323-3444

DE ANG Retention:

(302) 323-3413

166AW Air Force Public Web site:

www.166aw.af.mil

166AW Facebook page:

www.facebook.com/166thAirliftWing

166AW YouTube page:

<http://www.youtube.com/channel/UCBthSguwq9CkPF-CbsXENAO>

DE Air Guard Recruiting Facebook page:

www.facebook.com/DEAirGuardRecruiting

Go ANG Delaware Recruiting page:

www.goang.com/de

DE National Guard web site:

www.DelawareNationalGuard.com

DE National Guard Facebook page:

www.facebook.com/DelawareNationalGuard

Medical openings

Hiring for officers in traditional positions; no closeout dates apply unless indicated:

www.delawarenationalguard.com/join/air/air_officer/

142nd Aeromedical Evacuation Squadron:

- Flight Nurse

142nd Airlift Squadron:

- GMO Flight Surgeon

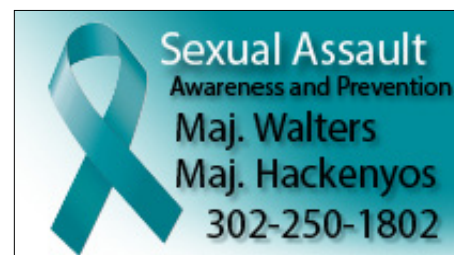
166th Medical Group:

- Aerospace Medical Specialist, Bioenvironmental Engineer, Family Physician, Flight Surgeon, Internist.

Enlisted jobs

www.delawarenationalguard.com/join/air/air_enlisted/

For career descriptions: www.goang.com.



Great food at Holiday Meal:

The 166th Force Support Squadron serves the annual holiday meal in the Aerospace Dining Facility Saturday of the December UTA, 11 a.m. to 1:00 p.m.

Commander's corner

Enhancing our organization

By Brig. Gen. Carol Timmons
Assistant adjutant general for air

As we begin a new fiscal year I want to talk about your Delaware Air National Guard and what your leadership is doing to enhance our organization.

I am staying very busy as the assistant adjutant general for air. I have a unique opportunity to work with the wing and our Army National Guard in Delaware. I also have a role as the dual-hatted assistant to the director of the ANG for A-7 (Installations and Mission Support) matters. This allows me to interact with National Guard Bureau and Air Force staff and many units (Guard, reserve and active duty) nationwide.

I also just began serving as the area II Air representative for the National Guard Association of America (NGAUS), a sister organization to the Enlisted National Guard Association of America (ENGAUS). These vital organizations give a voice to our National Guard with our elected officials.

In addition to all of that I am also a commercial airline pilot for United Airlines. I mention that because having worked for a large organization in the private sector I have learned



many leadership and organizational strategies that work (and some that do not). It also has given me to opportunity to understand the difficulties and demands that our traditional Airmen experience.

For a little background, I grew up in Delaware and am a proud graduate of William Penn H.S. (yes, the same school where many of you have taken your Physical Fitness test). I enlisted in the Delaware ANG and started my career as an E-1 in security forces. I later transferred to the Delaware Army National Guard to achieve my career

See Commander, pg. 4

The DANG Truth

166th Airlift Wing Leadership

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Commander

Col. Don Bevis

Vice Commander

Chief Master Sgt. Shaune Peters

Wing Command Chief

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Broadcast Journalist



166th Airlift Wing

Mission Statement:

The mission of the 166th Airlift Wing is to provide tactical airlift and airdrop of troops, cargo and passengers using C-130 aircraft, plus aeromedical evacuation, civil engineer and network warfare functions.

Vision Statement:

To be ready, relevant, and reliable Airmen who are highly trained and motivated to aid the state and nation.

The DANG Truth is an authorized Air Force publication for the members of the 166th Airlift Wing, Delaware Air National Guard. Contents of *The DANG Truth* are not necessarily the official views of, or endorsed by the U.S. Government, Department of Defense, or the Department of the Air Force. The editorial content is prepared, edited and provided by the Public Affairs Office, 166th AW, Delaware ANG, New Castle, DE 19720-1615.

Email comments to:

166AW.PA@ANG.AF.MIL

Commander, cont. from pg. 3

goal of becoming a military pilot flying the Vietnam era UH1-H “Huey” helicopters. I then transferred to the Air Force Reserve flying C-141s, and once the Air Force allowed women to fly combat aircraft I transferred back into the Delaware ANG. After many different positions in operations and the wing and several deployments I was selected as the ATAG for air in January 2012.

I believe that the Delaware ANG is the best organization in the Air Force. My goal as ATAG is to continue to develop the future leaders who will continue the legacy of the Delaware ANG. But, how do we get there? In the past I have held workshops for the wing and group commanders and just this past month we held our first senior

enlisted symposium. This symposium involved your enlisted leaders; chief master sergeants, senior master sergeants and first sergeants. They gathered to interact with leadership and other senior enlisted from across the wing as well as participate in classes and briefings to better support the women and men of the wing. Having all of your senior leaders on the same page and providing the vision and the information they need to support you will be invaluable in continuing to strengthen our unit. As Maya Angelou said, “When you know better, you do better.”

Additionally, I need help from you – the women and men of the Delaware ANG. You need to let your senior NCOs, leadership and even me (though no one seems to want to talk to the general) what you like about our

unit, and more importantly, what we need to improve. I need you to look out for one another and be a good wingman.

And I need you to spread the word about the Delaware ANG. There are many folks out in the “civilian sector” that don’t know who we are or what we do. Who we are is our people and what we do is fly, fight and win. The slogan is, “Mission First, Airmen Always,” but I like to turn it around and say, “Airmen First, Mission Always” because we are nothing without YOU, our Airmen.

Thanks for all that you and your family do for our community, state and country. Take time this holiday season and enjoy time with your family.

Introducing our wing director of psychological health

The mission statement for the National Guard Psychological Health Program is to advocate for and support National Guard members and families by promoting mental fitness and personal wellness for operational readiness.

The 166th Airlift Wing Director of Psychological Health serves as a behavioral health consultant, subject matter expert and advocate for psychological health. The DPH is coordinator of clinical and counseling services and resources and a resource to medical personnel and line leaders to support bio-psychosocial and family health and growth.

Contact information:
Linda Oster, MSW, LCSW
Wing Director Psychological Health
Office: (302) 323-3382
Cell: (302)299-9630



Linda Oster



(U.S. Army National Guard submitted photo)

Members of the Delaware Air and Army National Guard, to include Airmen of the 166th Civil Engineer Squadron, pose next to a UH-60 Black Hawk helicopter in Southwest Asia on August 16, 2014.

Reaching out to families

By 2nd Lt. Valerie Harwood
Wing Public Affairs

A Delaware Air National Guard member reached out to thank the 166th Airlift Wing for checking in on his family during his deployment overseas.

Master Sgt. Mike Caldwell, 166th Civil Engineer Squadron, sent an e-mail on October 9 to thank his squadron and the Airman and Family Readiness Center for calling his wife Tammy weekly to see if she needed any assistance.

"A weight has been taken off my shoulders," said Tammy. "I know I will hear from them every week. I am grateful knowing if the kids and I ever need help the Delaware Guard is always there for us."

The Delaware ANG currently has around 50 deployed members that will be gone during this holiday season.

See Family support, pg. 6

My name is MSgt Mike Caldwell and I am currently stationed in the AOR. I just wanted to Thank You and everyone there for reaching out to my family on a regular basis just to check up on them.

It makes doing our jobs over here easier knowing that the Delaware Air Guard truly cares about the entire Guard family, those in uniform and out.

We have personnel here from all over, and no one from their units have checked on their families yet. As you can imagine, those of us from Delaware are quite the envy of everyone.

Thank You again and though this message is short, it is heartfelt. I look forward to Thanking You in person next year!

Email sent to Delaware Air Guard on Oct. 9, 2014.

Families, cont. from pg. 5

The majority of the deployed are in the 166th CES and the 142nd Aero-medical Evacuation Squadron.

“Taking care of deployed Delaware ANG family members is a priority,” said 1st Lt. Timothy Stoeckle, 142nd AES, senior health technician. “Family members are the backbone of our military members, taking care of family members during deployments means we are taking care of our troops.”

The 142nd AES has assisted the family members of their deployed troops by inviting families to unit functions such as the wing Christmas and children’s holiday party, to directing them

to resources for available dental assistance for a child.

All squadrons have implemented calling family members bi-weekly to see how they are doing. The Airman and Family readiness office calls on the alternate weeks.

CES uses a tracking sheet to log and track phone calls to family members so no one is missed. CES recently coordinated the removal of a fallen tree from one deployed family members’ front yard after a storm.

“The best gift we can give our deployed Delaware ANG members is ensuring their family is taken care of, looking out for their spouse and children and

to see if there is a need we can assist them with,” said Col. Don Bevis, wing vice commander. “Our squadron and wing leaders have formed a connection with family members which bolsters bonds between families and our organization.”

Squadron commanders take it a step further by ensuring care packages are sent out monthly to their deployed troops filled with requested items by the unit deployment manager, supervisor or family members.

“I appreciate the efforts our squadrons have taken to reduce the stressors on our deployed troops and on their families during deployments,” said Col. Mike Feeley, wing commander.



(U.S. Air National Guard photo by Senior Master Sgt. Paul Duca)

Sign of movement

166th Civil Engineer Squadron Airmen coordinate their work with civilian contractors to mount the recruiting sign at a new location next to Basin Road on Sept. 22, 2014. The placement gives the sign greater visibility to passing motorists. The Airmen on the ground using ropes to guide the sign into place are Senior Airman Durrelle Petty (far right) and Staff Sgt. Tom Hewes, both from the 166th CES.

Multi-ship maintenance



(U.S. Air National Guard photo by Staff Sgt. Nathan Bright)

View from the flight deck of a C-130 during the Nov. 2, 2014 mission.

By Staff Sgt. Nathan Bright
Wing Public Affairs

On Sunday, November 2, five C-130H aircraft started up. At noon, four taxied to the runway and took off headed to New Jersey to perform airdrop training. One held back as ground crew scrambled. Within an hour, a fifth C-130 went wheels up. A few hours later, all aircraft touched back down at the New Castle Air National Guard Base.

Mission accomplished.

Multi-ship formations, as these missions are called, test every section of the 166th Airlift Wing. The operations group has to assemble enough aircrew to fly each plane, the mission support group has to ensure everyone is on orders and getting paid, logistics has to ensure all the parts and equipment are available, the medical group has to make sure each aircrew member is cleared to fly.

And the entire maintenance group works to have the required aircraft

take off. For November's mission that meant over 200 maintainers had a part to play.

"A week out we build a schedule to get the aircraft sequenced [keep in mind aircraft are still flying during the week leading up to the mission]. This is the 'how to provide' the required aircraft," said Col. Michael Castaldi, 166th maintenance group commander.

The 166th Maintenance Squadron has 170 Airmen. Their job is to "generate" aircraft, which means to have the plane ready to fly and hand it over to the crew chiefs in the 166th Aircraft Maintenance Squadron.

Multi-ship missions "give us the opportunity to demonstrate a maximum ability to generate aircraft," said Castaldi.

166th MXS specialists work in two flights. The 166th Component Maintenance Flight includes the avionics, hydraulics, electro-environmental, guidance and control, fuels, and propulsion shops. The 166th Equipment

Maintenance Flight shops are isochronal (ISO), sheet metal, munitions, non-destructive inspection, repair and reclamation, and aerospace ground equipment.

The 50 crew chiefs in the 166th AMXS are assigned to specific aircraft and conduct pre-flight, during flight, and post flight inspections, fixing what they can as they catch it. It takes a minimum of six hours of inspections to get an aircraft ready between flights. This does not include any repairs that the inspection catches.

For both squadrons, pride is a big part. "These guys are mechanics. They are committed and they love these airplanes. They have leaders and supervisors who filter out the unimportant and keep the focus on what has to get done. The amount of stuff they have to do to get an aircraft ready is dizzying," said Castaldi.

When on the ground, a problem that the crew chief can't fix is called a "red ball." That's when a specialist from the MXS is called to diagnose and correct it.

So getting five planes inspected and repaired simultaneously takes teamwork and reaction, according to Chief Master Sgt. Kevin Gordon, the component maintenance flight superintendent, and Chief Master Sgt. Hank Rome, the superintendent of flight line for the 166th AMXS. "The faster we react to red balls, the faster the repair," Gordon explained.

"Demonstrating we can do it locally shows our currency and our competence. We are getting up-grade training and refining ability so we can

See Multi-ship, pg. 8

Download Delaware Air National Guard phone apps for Droid and iPhone users

To download the Delaware Air National Guard phone application available on your Droid phone go to your play store and search for Delaware Air National Guard. Next you will see an icon for DANG; download this free application.

For iPhone users go to your app store and search for Delaware National Guard. Next you will see an icon for DANG; download this free application.

This free Delaware ANG application will give you direct access to content such as Google maps, UTA weekend dates, The DANG Truth base newspaper, and the unit YouTube channel.



Above is the Delaware Air National application as shown on the Apple iTunes store. The wing emblem is the icon you will see when you download your DANG phone app.

Multi-ship, cont. from pg. 7

do this when asked to at war,” said Gordon. “Missions like this provide training which is a more realistic version of what Airmen will face when deployed. It involves every aspect of maintenance,” from red ball to aircraft generation.

For the 166th MXG, success is “whether we can generate all aircraft we were tasked to generate. If a last minute

problem arises, getting a specialist to fix it by take-off time or shortly thereafter—without getting anyone hurt—that is success,” said Castaldi.

“If a five-ship was planned, four took off on time and one takes off an hour later, we are still successful because the spare worked,” said Rome. Last minute mechanical issues arise on aircraft, but it is a test of planning and reaction to get it or another C-130 off the ground in a reasonable window.

Castaldi said that for maintainers, “There is a real sense of satisfaction of seeing aircraft take off. It’s like watching your kid graduate high school. The sense of pride in getting aircraft airborne is huge.”

A mission like Saturday’s meant nearly every single Airman in the 166th MXG got to feel that pride.

“It is a concrete example of mission accomplishment,” said Castaldi.

Electronic health records on our wing's horizon

By Tech. Sgt. Benjamin Matwey
Wing Public Affairs

Next month the 166th Medical Group will begin to change the way medical paperwork is stored and accessed.

In January Airmen start training on the scanning systems that will convert hard-copy health records into electronic format.

"The goal is to have all health records electronic by Sept. 30, 2015," said Lt. Col. Robin Pollock, medical administrative officer, 166th MDG, with protocols instituted to protect the confidential medical data.

This change will impact record keeping from the inception of an Airman's career through their retirement, eventually including the transfer of their records to the Dept. of Veterans Affairs.

Airmen and medical units will see the results of this transformation in tangible ways. One key benefit is that records will be available globally.

"For example, if they [Airmen] have to go to Dover Air Force Base for medical treatment, they will not have to hand-carry their health records," said Pollock. "And when Airmen come back from Basic Training they will have a controlled [electronic] medical record available," which the wing's medical group can review at any time.

In addition, Pollock said that while Airmen are TDY for training or oper-

ating at deployed locations, the distant medical units will be able to enter new medical information into the electronic record and the updates become almost instantly available to the home medical unit.

A change base medical personnel will see as Airmen visit a military medical professional in the base clinic. Rather than hand-carrying their records from one medical care provider to another during a clinic visit during a unit training assembly, each medical expert will be able to pull up the patient's records at their office computer.

Plenty of benefits will result from the change to electronic records for the 166th MDS and for unit Airmen, said 1st Lt. Mark Rutt, health services administrator.

First, electronic records will reduce the need for storage space.

Second, it will help eliminate the use of paper, toner, energy to run copier equipment, and time for staff to copy records.

Third, it will bring speed and ready access of records to all Air Force medical units, and eventually will improve the process to obtain disability benefits upon retirement.

Fourth, the integrity of the records are maintained, with complete records available to medical professionals.

"This electronic format brings integrity to the records, minimizing the

chances of a misplaced or lost document," said Rutt.

To facilitate the scanning process, the National Guard Bureau has provided two temporary technicians to the base. The process will occur without any action required by the wing's more than 1,000 Airmen.

The transition to electronic health records is occurring across the U.S. military.

In 2013 the Army National Guard began streamlining the transfer of information in a Soldier's medical file between the individual, the National Guard, Department of Defense and Department of Veterans Affairs.

Active duty troops have already experienced the results of using electronic health records.

According to Health.mil, the official website of the Military Health System and the Defense Health Agency, the DoD's Electronic Health Record is an enterprise-wide clinical information management system that provides secure online access to active duty Service members, retirees and their beneficiaries' health care records.

The development of the military's EHR is directly related to a presidential directive issued in 1997 that focused on and reinforced the need for a centralized, longitudinal patient record.

Becoming a C-130H flight engineer or loadmaster in the Delaware Air Guard

By **Tech. Sgt. Benjamin Matwey**
Wing Public Affairs

This article explores the qualifications, selection process and training for the flight engineer and loadmaster, two of the four air crew positions of the C-130 Hercules aircraft flown by the Delaware Air National Guard's 166th Airlift Wing at the New Castle ANG Base, Del.

Flight engineers and loadmasters are both enlisted positions and require completion of a high school diploma or the equivalent. People without prior military service must be younger than 40 years old when they enlist. There are slightly different requirements for people with prior military service and these are addressed on an individual basis by the base recruiting office.

A minimum score of 57 on the Airman Qualifying Examination, the general portion of the Armed Services Vocational Aptitude Battery, is required to become a FE or a loadmaster. The AS-VAB is administered to all prior and non-prior service applicants for enlistment into the U.S. military using four composite scores that are predictive of training success in military occupations.

Potential new hires are requested to meet with FE or loadmaster section personnel to discuss the crew role and to understand the level of commitment necessary for regular flying to maintain proficiency and balance the workload.

Physical requirements for FEs and loadmasters require passing a Class 3 flight

physical for aircrew duty, with normal color vision and depth perception.

The standard training path of either a FE or a loadmaster requires the one-and-a-half week Aircrew Fundamentals Course at Lackland AFB.

Both positions require completing three survival training courses (emergency parachute, water and combat survival) at Pensacola, Fl., and Fairchild AFB, Wash., which last about a month total.

Each path then branches off into a specific FE or loadmaster basic course at Lackland AFB, Texas, then about five-months for initial/mission qualification training (IQT/MQT) for each position

See FE or loadmaster, pg. 11

***Editor's note:** This is the third article in the series, "How to become an aviator in the Delaware National Guard." The first article, "Fly with the Delaware National Guard," covered the units, aircraft and air crew positions available in the Delaware Air and Army National Guard. The second article, "Becoming a pilot or combat systems officer in the Delaware Air National Guard," explored the qualifications, selection process and training for the pilot and CSO (formerly called a navigator), two of the four air crew positions of the C-130H model transport aircraft flown by the Delaware ANG's 166th Airlift Wing. The series is posted on the 166th Airlift Wing Air Force Public Web site, www.166aw.ang.af.mil.*



(U.S. Air National Guard photo by Tech. Sgt. Robin Meredith)

A C-130 loadmaster from the 166th Airlift Wing calls to find out where his cargo is during an Operational Readiness Exercise at the New Castle Air National Guard Base, Del. on August 4, 2012.

FE or loadmaster, cont. from pg. 10

at the 189th AW, Arkansas ANG, located at Little Rock AFB, Ark., which includes learning on C-130 simulators and flying tactical missions.

Specific flight engineer requirements

“A flight engineer is the link between the aircraft and the pilot,” said Senior Master Sgt. Mike Murphy, who shares the chief flight engineer role and is a former active duty crew chief from maintenance units at Charleston AFB, S.C., and Pope AFB, N.C.

Each aircraft has its own unique and often complicated aircraft system that must be operated, monitored and maintained before, after and during completion of a mission. The FE ensures a smooth takeoff and landing with a safe flight in between. The ANG career page states that a FE will know these systems “like the back of your hand,” assisting pilots as necessary during flight.

The Air Force Career Field Education and Training Plan requires an FE to have either a 5- or 7-level in their Air Force Specialty Code in one of eight maintenance career field ladders, or have a civilian aviation background and possess a FAA FE certificate with a jet or turboprop rating or other valid FAA license or technician certification.

Murphy estimates that around 95 percent of Delaware ANG FEs started in the maintenance field, with about a third coming from the 166th Maintenance Group or 166th Maintenance Squadron. One current unit FE is a former active duty Air Force C-5 FE, and a few are former Navy P-3 Orion FEs.

After a FE candidate completes the Aircrew Fundamentals Course, next



(U.S. Air Force photo by Senior Airman Susan Tracy)

A loadmaster on a Delaware Air National Guard C-130 gives a hand to an Airman leaving Bagram Airfield, Afghanistan, Oct. 18, 2009.

comes about six weeks at the Basic Flight Engineer Course, the three survival training courses, and finally about five months at C130H Flight Engineer IQT/MQT at the 189th AW, Arkansas ANG, Little Rock AFB.

When formal training ends, 90 days of “seasoning training” at home station in New Castle begins to gain local flying experience.

“For FEs we want a certain level of maturity, people who make the right decisions on- and off-duty,” said Murphy, underscoring their role ensuring the safety of the aircrew and passengers aboard an expensive aircraft and missions out of the country where they interact with many nationalities.

“I think being a FE is one of the best positions in the ANG,” said Murphy. “It is very rewarding. You can go with your crew anywhere in the world, have an impact on current events, and see your impact on those events. It is one of the few positions we have that requires someone to be prepared to pack their suitcase and be gone tomorrow. So, it is not a regular ‘8-to-5’ job.”

Specific loadmaster requirements

The loadmaster role requires logistics expertise to fulfill the mission and ensure the safety of the people, cargo and aircraft. Duties include pre-flight and post-flight of aircraft and aircraft systems, cargo/passenger load placements and documentation, creating load plans, supervising loading and offloading activities, computing aircraft weight and balance, and other mission-specific qualification duties to include the air-drop of personnel and equipment/cargo.

Loadmasters can come from any career field, making more Airmen eligible for the position. The training path is about a year long.

After a loadmaster candidate completes the Aircrew Fundamentals Course, next comes about six weeks at the Basic Loadmaster Course at Lackland AFB, Texas, the three survival training schools, and then about four-and-a-half months at the C-130H Loadmaster IQT/MQT course at the 189th AW, Arkansas ANG, at Little Rock AFB.

See FE or loadmaster, pg. 12

FE or loadmaster, cont. from pg. 11

When formal training ends, 90 days of “seasoning training” at home station in New Castle begins to gain local flying experience, the same regimen followed by all aircrew.

“Just like the other air crew positions, the loadmaster position requires significant dedication and commitment to maintain one’s air crew qualification, currency and proficiency,” said Chief

Master Sgt. Jeffrey Springsteen, the chief loadmaster in the 142nd Airlift Squadron.

For example, he said loadmasters must complete multiple airdrop events on a recurring basis.

“We have traditional members who come out two, three or even four times a month” in-between regular weekend drills, said Springsteen. “There is a lot more training required monthly and quarterly for aviation positions,” he

said, citing 30-some CBTs and 50 currency requirements such as intelligence, tactics and NVG refresher training. “So it takes a little more effort when your office is in the air.

“When we talk with new potential recruits, we have them talk with both our experienced crew members along with some of our newest members to give them the freshest perspective.”

Springsteen said many people become loadmasters because they are motivated by having opportunities to fly and travel as air crew, and because there is an attraction to the college money available. He also said that people want to learn a job and find good employment, mentioning the pay and benefits available to traditional members.

“We instill in everyone, from the new recruit forward, that we are looking for continuous process improvement in the section,” said Springsteen, advising how younger and experienced crews work together to learn, analyze their performance and devise better ways of doing the mission.

“I always tell our people that we are three things: a Guardsman, an Airman in the Air Force, and a loadmaster,” he said, mentioning their community ties, their state and federal missions, and their specific loadmaster duties.

He also emphasized that their approach to section members is close and supportive. “The Air Force calls it ‘Wingman,’ and here we call it ‘family,’ and we are very proud of that,” said Springsteen.

To start your Air Guard aviation journey, call the Delaware ANG Recruiters at (302) 323-3444, visit the Air National Guard Recruiting web site, www.goang.com/Careers/Explore/DE, or visit the 166th Airlift Wing web site, www.166aw.ang.af.mil.



(U.S. Air Force photo by Master Sgt. Terry L. Blevins)

Master Sgts. Tom Rutt (foreground) and Scott Nybakken work in unison at a forward-deployed location in Southwest Asia ensuring a C-130 Hercules is ready for an airlift mission to Iraq on July 8, 2003. Rutt, a flight engineer, and Nybakken, a crew chief, are both assigned to the Delaware Air National Guard’s 166th Airlift Wing.