



THE **DANG** TRUTH

Volume 3 | Issue 1

January, 2022

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

HOW MUCH DO YOU REALLY KNOW ABOUT THE LOCKHEED C-130 HERCULES?

CONTENTS

How much do you know about the C-130?	Page 1
HRA on Leadership	Page 5
Airman Spotlight - TSgt Erin Cramer	Page 6
Promotions and retirements	Page 7
166th COS Award	Page 8
Feathers of the Wing	Page 9
Stalking Awareness (SARC/DPH/AFR)	Page 10
Free tax serves for the military (MOS)	Page 11
January safety message	Page 12
MFLC Moments	Page 13
Chaplains page	Page 14
AF Connect ad	Page 15



Nineteen C-130J aircraft take part in an elephant walk before takeoff during an exercise Mar. 15, 2018, at Little Rock Air Force Base, Ark. Numerous C-130J units from around the Air Force participated in a training event to enhance operational effectiveness and joint interoperability. (U.S. Air Force photo by Airman 1st Class Rhett Isbell)

Sixty-seven years ago, on 23 August 1954, the C-130 Hercules took its initial test flight. Just over two years later, the United States Air Force took delivery of its first fleet of C-130A models, with 3-bladed propellers and Allison T56-A-9 turboprop power plants. Since then, the C-130 has been in continual service with the USAF as well as innumerable countries around the globe. The “Swiss army knife” of transport aircraft, the “Herk” has been used for a great number of missions – from equipment and troop transport to aeromedical evacuation, long range search and rescue, and even airborne assault. It has been in production longer than any other aircraft in the USAF’s arsenal, and only the B-52 Stratofortress eclipses its unbroken record of service. Not to mention that the last B-52 rolled off the assembly line in 1962.



The Delaware Air National Guard takes delivery of its first C-130H2.5 from the Kentucky National Guard's 123rd Airlift Wing in July, 2021. The newer models will be the beginning of the phase-out of the older H2 models, many date to the 1980's. The H2.5 has newer avionics, and an upgraded airframe. (U.S. Air National Guard photo by Mr. Mitch Topal)

The DANG took delivery of its first C-130A models in May, 1971 to replace its obsolete fleet of piston engine C-97 transports. The 166th Airlift Wing received its latest models – the C-130H2.5s – in July of 2021, marking more than 50 years of Herk operations. With such a long and gallant history, this intrepid aircraft will serve the USAF and the DANG for years to come.

To accompany the Delaware Air National Guard’s 75th anniversary, we decided to honor our Herks’

See “Herk” continued on page 2

Editor’s Note:

Due to staffing and technical challenges, the January, 2022 issue of The DANG Truth is running late. We hope to be back on schedule for the February, 2022 issue.

Thanks for your patience.

-166th Airlift Wing PA

Social Media Links:

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

...And *that's* the DANG Truth!



“Herk” continued from page 1



A C-130 Hercules from the 153d Airlift Wing, Wyoming Air National Guard, flies over the state of Wyoming in appreciation for essential personnel on the front lines of COVID-19 on May 15, 2020, Cheyenne, Wyo. The flight was comprised of two C-130 Hercules aircrafts and the route included 35 hospitals and clinics throughout the state with only two of those being diverted due to inclement weather. (U.S. Air National Guard photo by Staff Sgt. Jon Alderman)

“The aircraft is capable of operating from rough, dirt strips and is the prime transport for airdropping troops and equipment into hostile areas.”



A C-130 deployed from the 120th Airlift Wing, Montana Air National Guard, sits on the ramp as the sun sets at Ali Al Salem Air Base, Kuwait on July 29, 2019. C-130's carry cargo around the AFCENT area of responsibility to deliver combat power where needed. (U.S. Air Force Photo by Tech. Sgt. Michael Mason)

50 years of service with a detailed look at its numerous variations, roles and missions. What follows is provided to us by the United States Air Force.

Mission

The C-130 Hercules primarily performs the tactical portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for airdropping troops and equipment into hostile areas. The C-130 operates throughout the U.S. Air Force, serving with Air Mobility Command, Air Force Special Operations Command, Air Combat Command, U.S. Air Forces in Europe, Pacific Air Forces, Air National Guard and the Air Force Reserve Command, fulfilling a wide range of operational missions in both peace and war situations. Basic and specialized versions of the aircraft airframe perform a diverse number of roles, including airlift support, Antarctic ice resupply, aeromedical missions, weather reconnaissance, aerial spray missions, firefighting duties for the U.S. Forest Service and natural disaster relief missions.

Features

Using its aft loading ramp and door, the C-130 can accommodate a wide variety of oversized cargo, including everything from utility helicopters and six-wheeled armored vehicles to standard palletized cargo and military



Members of the 375th Operations Support Squadron's Survival, Evasion, Resistance, and Escape unit performed a static line jump from a C-130 Hercules as part of an incentive flight on Nov. 16 for excelling members of Scott Air Force Base, Ill., Nov. 16, 2017. The first jump on Scott's new air drop occurred on March 1st, 2017. Since then, Scott has seen a significant increase in flight line drops, helping to further enable rapid global mobility. (U.S. Air Force photos by Airman 1st Class Chad Gorecki)

-personnel. In an aerial delivery role, it can airdrop loads up to 42,000 pounds or use its high-flotation landing gear to land and deliver cargo on rough, dirt strips.

The flexible design of the Hercules enables it to be configured for many different missions, allowing one aircraft to perform the role of many. Much of the special mission equipment added to the Hercules is removable, allowing the aircraft to return to its cargo delivery role if desired. Additionally, the C-130 can be rapidly reconfigured for the various types of cargo such as palletized equipment, floor-loaded material, airdrop platforms, container delivery system bundles, vehicles and personnel or aeromedical evacuation.

The C-130J is the latest addition to the C-130 fleet and has replaced aging C-130Es and some of the high time C-130Hs. The C-130J incorporates state-of-the-art technology, which reduces manpower requirements, lowers operating and support costs, and provides life-cycle cost savings over earlier C-130 models. Compared to older C-130s, the J model climbs faster and

See “Herk” continued on page 3



“Herk” continued from page 2



A U.S. Air Force C-130J Super Hercules Aircraft from Dyess Air Force Base, Texas, takes off during Exercise Swift Response 16 at Hohenfels Training Area, Germany, June 17, 2016. Exercise SR16 is one of the premier military crisis response training events for multinational airborne forces in the world, the exercise has more than 5,000 participants from 10 NATO nations. (U.S. Air Force photo by Master Sgt. Joseph Swafford/Released)



A C-130 Hercules from the 153d Airlift Wing, Wyoming Air National Guard, flies over the state of Wyoming in appreciation for essential personnel on the front lines of COVID-19 on May 15, 2020. Cheyenne, Wyo. The flight was comprised of 2 C-130 Hercules aircrafts and the route included 35 hospitals and clinics throughout the state with only two of those being diverted due to inclement weather. (U.S. Air National Guard photo by Staff Sgt. Jon Alderman)

higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. The C-130J-30 is a stretch version, adding 15 feet to the fuselage, increasing usable space in the cargo compartment.

C-130J/J-30 major system improvements include advanced two-pilot flight station with fully integrated digital avionics, color multifunctional liquid crystal and head-up displays and state-of-the-art navigation that includes a dual inertial navigation system and GPS. The aircraft also features fully integrated defensive systems, low-power color radar, digital moving map display, new turboprop engines with six-bladed all-composite propellers and a digital auto pilot. The C-130J/J-30 also includes improved fuel, environmental and ice-protection and an enhanced cargo-handling system.

Background

The Air Force issued its original design specification in 1951, yet the remarkable C-130 remains in production. The initial production model was the C-130A, with four Allison T56-A-11 or -9 turboprop engines. A total of 219 were ordered and deliveries began in December 1956. The C-130B introduced Allison T56-A-7 turboprop engines and the first of 134 entered Air Force service in May 1959.

Introduced in August of 1962, the 389 C-130Es that were ordered using the same Allison T56-A-7 engine, but added two 1,290 gallon external fuel tanks and an increased maximum takeoff weight capability. June 1974 introduced the first of 308 C-130Hs with the more powerful Allison T56-A-15 turboprop engine. Nearly identical to the C-130E externally, the new engine brought major performance improvements to the aircraft.

The latest C-130 to be produced, the C-130J, entered the inventory in February 1999. With the noticeable difference of a six-bladed composite propeller coupled to a Rolls-Royce AE2100D3 turboprop engine, the C-130J brings substantial performance improvements over all previous models. The C-130J-30, a stretch version with a 15-foot fuselage extension, increases the capabilities even more. To date, the Air Force has taken delivery of 121 C-130J aircraft from Lockheed-Martin Aeronautics Company.

Active-duty locations for the C-130 and its variations are Dyess Air Force Base, Texas; Little Rock AFB, Arkansas; Ramstein Air Base, Germany; and Yokota AB, Japan.

Air Force Reserve locations for assigned C-130 models are Dobbins Air Reserve Base, Georgia; Keesler AFB, Mississippi; Maxwell AFB, Alabama; Minnesota-St. Paul Joint Air Reserve Station, Minnesota; Peterson AFB, Colorado; and Youngstown ARS, Ohio.

Air National Guard locations for the C-130 and its variations are Bradley Air National Guard Base, Connecticut; Joint Reserve Base Carswell, Texas; Channel Island ANG Station, California; Cheyenne Municipal Airport, Wyoming; Great Falls ANGB, Montana; Little Rock AFB, Arkansas; Louisville IAP, Kentucky; Mansfield Lahm ANG Base, Ohio; Minnesota-St. Paul ARS, Minnesota; Muñiz ANGB, Puerto Rico; New Castle County ANGB, Delaware; Greater Peoria Regional Airport, Illinois; Quonset State Airport, Rhode Island; Reno-Tahoe IAP, Nevada; Savannah IAP, Georgia; Schenectady MAP, New York; Rosecrans Memorial Airport, Missouri; and Yeager Airport, West Virginia.

General Characteristics

Primary Function:

- Global airlift

Contractor:

- Lockheed-Martin Aeronautics Company

Power Plant:

- C-130E: Four Allison T56-A-7 turboprops; 4,200 prop shaft horsepower
- C-130H: Four Allison T56-A-15 turboprops; 4,591 prop shaft horsepower
- C-130J: Four Rolls-Royce AE 2100D3 turboprops; 4,700 horsepower

Length:

- C-130E/H/J: 97 feet, 9 inches (29.3 meters)
- C-130J-30: 112 feet, 9 inches (34.69 meters)
- Height: 38 feet, 10 inches (11.9 meters)
- Wingspan: 132 feet, 7 inches (39.7 meters)

Cargo Compartment:

- C-130E/H/J: length, 41 feet (12.5 meters); width, 123 inches (3.12 meters); height, 9 feet (2.74 meters). Rear ramp: length, 119 inches (3.02 meters); width, 118.9 inches (3.02 meters)
- C-130E/H/J-30: length, 56 feet (16.9 meters); width, 123 inches (3.12 meters); height, 9 feet (2.74 meters). Rear ramp: length, 119.9 inches (3.12 meters); width, 118.9 inches (3.02 meters)

Speed:

- C-130E: 345 mph/300 kts (Mach 0.49) at 20,000 feet (6,060 meters)



“Herk” continued from page 3

- C-130H: 366 mph/318 ktas (Mach 0.52) at 20,000 feet (6,060 meters)
- C-130J: 417 mph/362 ktas (Mach 0.59) at 22,000 feet (6,706 meters)
- C-130J-30: 410 mph/356 ktas (Mach 0.58) at 22,000 feet (6,706 meters)

Ceiling:

- C-130J: 28,000 feet (8,615 meters) with 42,000 pounds (19,090 kilograms) payload
- C-130J-30: 26,000 feet (8,000 meters) with 44,500 pounds (20,227 kilograms) payload.
- C-130H: 23,000 feet (7,077 meters) with 42,000 pounds (19,090 kilograms) payload.
- C-130E: 19,000 feet (5,846 meters) with 42,000 pounds (19,090 kilograms) payload

Maximum Takeoff Weight:

- C-130E/H: 155,000 pounds (69,750 kilograms)
- C-130J: 164,000 pounds (74,393 kilograms)

Maximum Allowable Payload:

- C-130E, 42,000 pounds (19,090 kilograms)
- C-130H, 42,000 pounds (19,090 kilograms)
- C-130J, 42,000 pounds (19,090 kilograms)
- C-130J-30, 44,000 (19,958 kilograms)

Maximum Normal Payload:

- C-130E, 36,500 pounds (16,590 kilograms)
- C-130H, 36,500 pounds (16,590 kilograms)
- C-130J, 34,000 pounds (15,422 kilograms)
- C-130J-30, 36,000 pounds (16,329 kilograms)

Range at Maximum Normal Payload:

- C-130E, 1,150 miles (1,000 nautical miles)
- C-130H, 1,208 miles (1,050 nautical miles)
- C-130J, 2,071 miles (1,800 nautical miles)
- C-130J-30, 1,956 miles (1,700 nautical miles)

Range with 35,000 pounds of Payload:

- C-130E, 1,438 miles (1,250 nautical miles)
- C-130H, 1,496 miles (1,300 nautical miles)
- C-130J, 1,841 miles (1,600 nautical miles)
- C-130J-30, 2,417 miles (2,100 nautical miles)

Maximum Load:

- C-130E/H/J: 6 pallets or 72 litters or 16 CDS bundles or 90 combat troops or 64 paratroopers, or a combination of any of these up to the cargo compartment capacity or maximum allowable weight.
- C-130J-30: 8 pallets or 97 litters or 24 CDS bundles or 128 combat troops or 92 paratroopers, or a combination of any of these

up to the cargo compartment capacity or maximum allowable weight.

- Crew: C-130E/H: Five (two pilots, navigator, flight engineer and loadmaster)
- C-130J/J-30: Three (two pilots and loadmaster)

Aeromedical Evacuation Role:

- A basic crew of five (two flight nurses and three medical technicians) is added for aeromedical evacuation missions. Medical crew may be decreased or increased as required by the needs of patients.

Unit Cost:

- C-130E, \$11.9, C-130H, \$30.1, C-130J, \$75.5 (FY 2017 Then dollars in millions)

Date Deployed:

- C-130A, Dec 1956; C-130B, May 1959; C-130E, Aug 1962; C-130H, Jun 1974; C-130J, Feb 1999

Inventory:

- Active force, 145; Air National Guard, 181; Air Force Reserve, 102

(Current as of June 2018)



The Lockheed Martin Super C-130 assembly line in Marietta, Georgia in 2020. (Courtesy photo from Lockheed Martin Corporation).



Leadership & effective communications

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



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This month we are continuing our Diversity & Inclusion series courses with Leadership & Effective Communication along with Communications Through the Generations.

Why does leadership matter? Being a leader means you have the opportunity to truly engage our Airmen, help move them from just doing their job to being passionate about their work and help develop a winning team. But it is also about how we get our Airmen more engaged and more than simply showing up to work for a paycheck.

Think of the great leaders you have worked for over the years. What traits did this leader possess? Maybe they were compassionate or empathetic and cared about others and their well-being. Maybe they were accountable, competent and fair. Or perhaps they were humble, worked hard and listened to others.

Listening and communicating well are such important skills when it comes to leadership. Effective communication seems simple, but it comes up as one of the lowest scored items for organizational engagement surveys again and again. Communication is more than just public speaking or conveying your ideas to others. Leadership is about influence, and you can't influence others without building solid relationships through good communication.

If you'd like to learn more about effective communication and leadership or other topics in our Diversity & Inclusion series, Human Resource Advisor courses are offered to the Wing every Saturday and Sunday of RSD at 1300. See you there!

Each RSD – SAT & SUN 1300-1400

D&I Course offerings this FY:

- Emotional Intelligence
- Leadership & Effective Communication
- Unconscious Bias/Blind Spots
- Micro Aggressions
- 4 Temperaments - Understanding Your Colors
- 4 Temperaments - Understanding Others Colors
- Communications Through Generations
- Conflict Management





AIRMAN SPOTLIGHT

TECH SERGEANT ERIN CRAMER

166TH COMPTROLLER FLIGHT FINANCIAL MANAGEMENT TECHNICIAN

When Tech Sergeant Erin Cramer decided to change majors from nursing to movement science while attending Delaware State University in 2015, she was faced with the challenge of paying for an additional year of college. She didn't want to incur additional student loan debt so her mother suggested that she join the military full-time. After all, everyone in her grandparent's generation had served—some during WWII, others during Korea, Vietnam and the Gulf Wars.

“What? Full time? I don't want to deploy, I don't want to do any of those things!” was her initial reaction. It was typical of the many who don't quite understand what the military is all about.

“So, I spoke to my great uncles on both sides of my family who all served. They were very supportive,” said Cramer.

On July 23, 2015, she signed up with the DANG.

“I am the first and only in my generation to serve,” she proudly explained.

Her first deployment was to Qatar for eight months in 2020, right before the COVID pandemic.

“I met a lot of people, some of them I am good friends with to this day,” said Cramer.

While deployed, she served as a budget analyst, a research adviser, GPC cardholder and Wing Inspection Team (WIT) member.



“I would love to deploy again, not just for the money but because it's an opportunity for personal growth,” she asserted.

During her deployment, TSgt. Cramer volunteered with the Grand Slam Five Six, the equivalent of the Junior Enlisted Council. She also helped run the Airman's Attic, collecting donated clothing and household items from military members who had completed their tour, were returning home, or just didn't need them. The items were made available at no cost for members who were newly deployed.

The 166th Comptroller Flight team is what keeps TSgt. Cramer motivated.

“They've been super supportive. Even from the time I was in Student Flight they kept me engaged; kept me involved. I also like the Airmen at the 166th who didn't have the same opportunities that I had growing up. Everyone joins for a different reason, but everyone is looking to better themselves.”

Cramer feels fortunate to have parents that encouraged her and wants to mentor younger Airmen who may not have been so lucky.

“I'm not a big fan of progressing through life and not giving back,” says Cramer.

What makes TSgt. stand out is her willingness and enthusiasm to jump in, get involved and make a difference.

Outside of the Guard, TSgt. Cramer is working toward her personal training certificate (she loves to work out) and building a fledgling photography business.



Tech Sergeant Erin Cramer pours over a budget spreadsheet on 27-December-2022. Cramer works as a Financial Management Technician with the 166th Comptroller Flight. (U.S. Air National Guard photo by Mr. Mitch Topal)



Promotions & Retirements

January 2022

Promotions

Alonzo L. Chapman to TSgt
Samantha Cubillantorres to TSgt
William Dejesus, Jr. to TSgt
Mathew P. Hartge to TSgt
Katesha T. Tolson to TSgt
Ameen J. Walston to TSgt
Sara Aguilar to SSgt
Robert S. Alscher to SSgt
Amanda K. Bodony to SSgt
Alicia J. Calderon to SSgt
Gage C. Seidle to SSgt
Jacques H. Jules to SrA
Curtis G. Marsh to SrA
Alexis J. Juarez Davila to A1C
Joseph C. Toloso to A1C

Retirements

- Maj Silas Simone 142 AS
- CMSgt Kevin Gordon 166 MXS
- CMSgt Saul Ramos 142 AES
- SMSgt Jeffrey Longfellow 166 MXS
- SMSgt Abel Salinas 166 LRS
- MSgt Mike Caldwell 166 CES
- MSgt Robert Sweeney JFHQ
- TSgt Andrew Attig 166 MXS
- SSgt Dwight Archer 166 SFS





Congratulations to the 166th Cyber Operations Squadron!

ALCON,

On behalf of Brigadier General Ken Haltom, Assistant Adjutant General for Air, it is his distinct pleasure to announce the 166th Cyber Operations Squadron as the recipient of the FY21 Lt Gen Clarence E. Atkinson, Jr Award for Unit Excellence. The 166 COS was selected based on accomplishments throughout FY21 that clearly reflect the organization as outstanding and deserving of this recommendation. These accomplishments include: Operations Tempo, Authorized/Assigned Strength, Re-Enlistment Statistics for First-Term Airmen, Recruiting Efforts, Participation in Community Events, Number of Enlisted Personnel Enrolled in OJT, Number of Officer/Enlisted Personnel Eligible for Enrollment in PME - Number of Personnel Enrolled, and Ancillary Training Statistics.

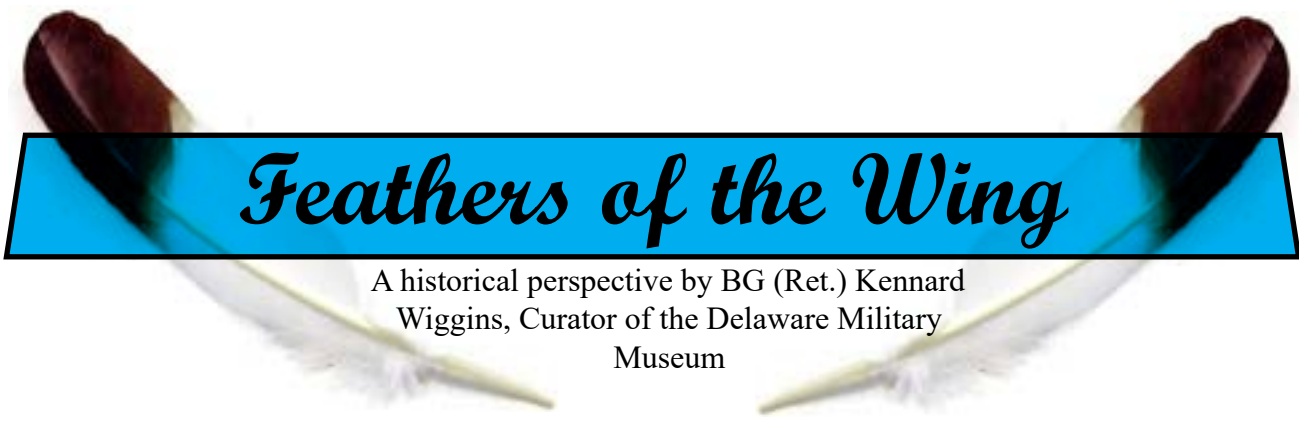
The 166 COS will be recognized at a ceremony in the near future.

Congratulations, 166 COS!

Respectfully,

DAVID H. RICE, Colonel, DE ANG
Director of Staff





Feathers of the Wing

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

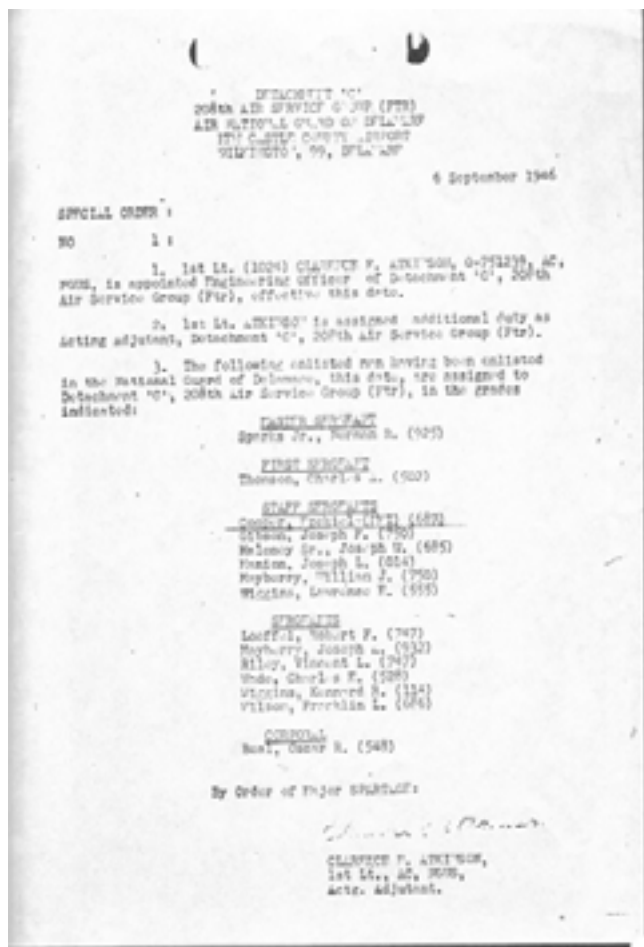
Federal Recognition and First Aircraft

Brig Gen Kennard R. Wiggins Jr. (DE ANG Ret.)

On September 6, 1946, the formal federal recognition and activation of Delaware's first Air National Guard Unit (142nd Fighter Squadron) took place at a ceremony in the Wilmington Armory. The ceremony was conducted by Brigadier General Paul R. Rinard, the Adjutant General and Colonel John B. Grier, U.S. Property and Disbursing Officer for Delaware. The unit would begin with 49 officers and 263 enlisted men authorized. Actual strength on our founding day was 14 officers, One warrant officer, and 36 enlisted men. These original 51 "plank-owners" were commanded by Lt. Col. Wallace A. Cameron.

Shortly afterward, the squadron received its first of 25 fighter planes, F-47N "Thunderbolts." In late 1946, two L-5s and two AT-6 aircraft were received to assist in the training of new pilots. 1947 brought the addition of several more airplanes including C-47s and four B-26 target towing bombers.

The Medical Group has been a part of the Delaware Air National Guard's history since its origin in 1946. The Medical Section in those days was an Army unit, comprised of one doctor and three enlisted personnel.



Douglas C-47 Skytrain transport and B-26 Marauder target tow for the DANG in 1946.



Over 80% of the time, female victims report that their stalker is male. In over 50% of cases, male victims say the same. Men stalk other men in a wide variety of contexts. Sometimes, men are primarily stalking a previous female partner and begin stalking their ex-partners' new romantic interests.

Different people respond to trauma differently, and many people are not comfortable saying "I am feeling fear/afraid." Victims may present as frustrated, angry, confused, sad, or show no affect at all – but fear is likely behind these responses. Teaching others to understand this helps to support victims reporting and improve response services.

January is Stalking Awareness Month

For more information or support resources contact the 166AW CARE Team:

Mrs. Steph. Davis—SARC (302) 250-1802

Mrs. Lakenya Baker—DPH (302) 323-3382

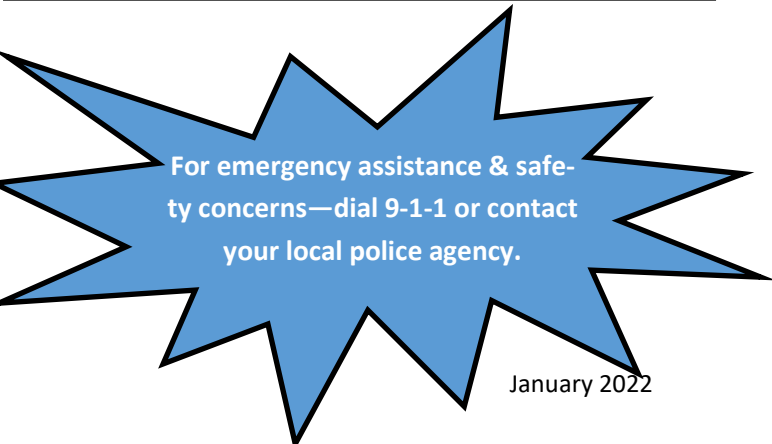
Mrs. Rebecca Price—A&FP (302) 547-3519



Most victims of stalking share their concerns with a friend, family member, or someone else they trust before pursuing any sort of professional or legal help. If a stalking victim talks to you, your response makes a huge difference in if they feel validated and/or continue to seek help! Learn how to support a loved on experiencing stalking at <https://www.stalkingawareness.org/for-friends-loved-ones/>



Stalking is prevalent! Yet, stalking often goes unrecognized by the general public as well as within our criminal justice, civil justice, and victim services systems.



January 2022



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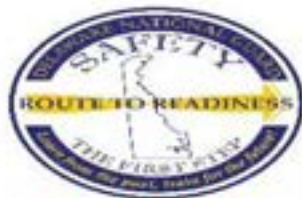
MILITARY ONESOURCE

MILITAX: FREE TAX SERVICES FOR THE MILITARY

This tax season, start with MilTax from Military OneSource. Powered by an industry-leading tax service provider, MILTax addresses situations specific to the military. MilTax’s free tax services include tax prep and e-filing software and personalized support that address the realities of military life – deployments, combat and training pay, housing and rentals, multistate filings, living OCONUS, and more. Service and family members can also connect with MILTax consultants specially trained to help with unique tax situations specific to service members and their families. Reach out 24/7 to schedule a consultation.

MilTax will be available beginning 24 Jan 2022. For more information, please visit <https://www.militaryonesource.mil/financial-legal/tax-resource-center/miltax-military-tax-services/>.





Health and Safety Reminders
To the Brave Men and Women of
the Delaware National Guard



January 2022 Safety Newsletter

Keep a Safety Eye on your
Teammates!

Job Safety & You

'Tis the Season

This winter, take the weather into consideration in making your daily safety decisions. Be aware and be prepared!

- ✓ Ask yourself: "With the type of work I am doing, how can I be injured, and what do I have to do to prevent that from happening?" Listen to your answers!
- ✓ Check your equipment for safety defects before operating.
- ✓ Check your windshield wipers and defrosters.
- ✓ Know your limitations! Get help when you need it!
- ✓ Check your clothing, gloves, and boots for proper serviceability.
- ✓ Be sure your boots have good tread and non-slip soles
- ✓ Dress warmly, in layers. If you are cold, take a break to warm up. You can always take it off if you have it on, but you can't put it on if you don't have it.
- ✓ Stay in communication with other workers. Let them know where and what you're doing!
- ✓ Know the signs of and first aid care for frostbite and hypothermia
- ✓ Don't climb ladders or onto machinery with materials in your hands
- ✓ Check equipment and vehicles for icy surfaces before mounting and dismounting equipment
- ✓ Always wear seatbelts in mobile equipment
- ✓ Keep roads and walkways as clear as possible of mud and ice
- ✓ Keep walkways clear and sanded with non-slip material
- ✓ If you have a safety question or concern, get it addressed before continuing.
- ✓ Report any safety conditions to your supervisor. By doing so, you might be preventing an MSHA/OSHA violation, or even an accident!

Keep Your Eyes Open! Deal with ~~small~~ things before they become **BIG** things! Weather can affect your safety in any season!

PRACTICE SAFETY
IN ALL YOU DO

- your family
- your friends
- your company



DEPEND ON YOU!

Winter Driving Safety Tips

Happy New Year! This means a couple of months of cold weather ahead. The chances are pretty high that you will encounter some wintery roads. Take it easy, pay attention, slow down and recognize the hazards of winter driving. The Delaware DOT offers us a couple winter driving safety tips.

- Carry a winter emergency travel kit.
- Listen to weather and travel advisories, if you don't have to travel in bad weather, don't!
- Keep your gas tank at least half full.
- Slow down and increase following distance.
- Avoid sudden stops and starts.
- Beware of roads that may look wet, but are actually frozen, often referred to as "black ice."
- Use extra caution on bridges and ramps where ice can often form without warning.
- Carry a cellphone.
- Don't use cruise control while on snow-covered roads.
- Use your low beams in particularly bad weather, especially in cases of heavy or blowing snow.
- Remove ice and snow from windows, mirrors, and all vehicle lights before you drive and as often as needed.
- Remove snow and ice from the hood and roof of your vehicle.
- Do not park or abandon your vehicle on snow emergency routes.
- If you do become stranded, it's better to stay with your vehicle until help arrives. Run the engine every hour or so, but make sure the tailpipe is clear and keep the downwind window cracked open.
- Do not drink and drive, and always wear your seat belt.
- Do not pass or get between trucks plowing in a plow line (several trucks plowing side by side).
- Give Plow Trucks a Break! Remain 3-4 vehicle lengths behind plow trucks! They're working for you to make the roads passable!

Stop by the Safety Office for a free Ice Scraper, so you can see! Articles references available upon request.



MILITARY & FAMILY
LIFE COUNSELING

2022

Presents:

MFLC Moments



24 January 2022

@ 0900 & 1300

Effective Communication Skills for Couples

0900

Meeting ID : 977 0183 5909
Passcode : 989341

1300

Meeting ID : 956 3182 3021
Passcode : 946218

Parent Child Communication

0900

Meeting ID : 984 0511 1887
Passcode : 013121

1300

Meeting ID : 916 9410 1628
Passcode : 013121

31 January 2022

@ 0900 & 1300

07 February 2022

@ 0900 & 1300

Challenges Faced by Dual Military Couples

0900

Meeting ID : 993 9752 1417
Passcode : 074147

1300

Meeting ID : 993 9752 1417
Passcode : 074147

Operation Relationships for Couples

0900

Meeting ID : 927 7943 7515
Passcode : 866451

1300

Meeting ID : 952 8295 0178
Passcode : 865231

14 February 2022

@ 0900 & 1300



Get to know the 166th AW Chaplain Corps



Chaplain, Lt Col Giamello



Chaplain, Capt Gary



MSgt Jason Mell



SSgt Justin Kallner



SrA Joseph Scholz

Contact the Chaplain Corps
166.AW.166.DANG.Chaplain.Corps.Org@us.af.mil
 Chaplain Office: 302-323-3367 (leave a general voicemail)



How Can We Serve You?



- **Worship** (Bldg 2821, Meditation Room)
 - ❖ Catholic Mass – Sunday of RSD at 0830
 - ❖ Protestant Service – Sunday of RSD at 1000
- **Meditation Room** (Bldg 2821)
 - ❖ Available for reflection with books and resource materials
- **Counseling**
 - ❖ Spiritual Counseling (with Chaplains)
 - ❖ Crisis/Personal Counseling (with Chaplain or Staff)
- **Unit Engagement** (can be requested if desired)
- **Ceremony Invocations – Promotion, Retirement, etc.**
 - ❖ Request Form on the Wing Sharepoint Chaplain Section
- **Religious Accommodations**
- **Strong Bonds**

Communication with ALL Chaplains and Staff is privileged communication
Protected and 100% confidential



Stay connected
WITH THE AIR FORCE CONNECT APP

Team DANG,

Have you downloaded the AF Connect app from the App Store or Google Play yet?

The need for up-to-date information in an instant is imperative during this time of constant change and frequent updates.

This app will keep you up-to-date with push notifications as well as accurate and timely information at the touch of a button.

Click the following links to download on your respective device and see the following screenshots on how to add the 166th Airlift Wing's tab as a favorite.

App Store (Apple Devices):

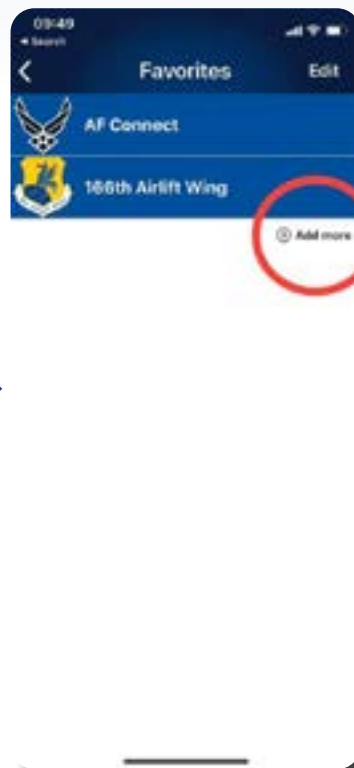
<https://apps.apple.com/us/app/usaf-connect/id1403806821>

Google Play (Android Devices):

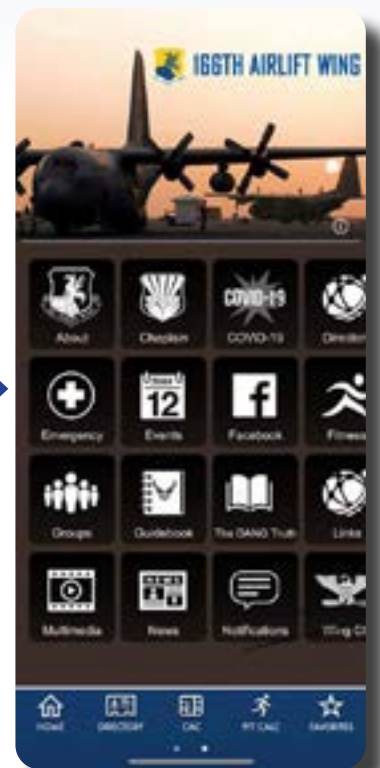
<https://play.google.com/store/apps/details?id=com.m360connect.usaf>



1. Tap on "FAVORITES"



2. Tap on "Add more"
then select "166th
Airlift Wing"



3. See these tiles
appear that point to
important links