



THE **DANG** TRUTH

Volume 3 | Issue 9

October, 2022

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

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MISSION SYNERGY

The dedicated crew chiefs of the 166th Aircraft Maintenance Squadron keep the 166th Operations Group on track to meet its flying goals.

Story by Mr. Mitch Topal, 166th AW/PA



NEW CASTLE AIR NATIONAL GUARD BASE, Del – Dedicated crew chiefs and assistant dedicated crew chiefs of the 166th Aircraft Maintenance Squadron (AMXS) gather for a group photo in the back of a DANG C-130H2.5 Hercules, 4-October-2022. These maintainers get to know every inch and idiosyncrasy of their assigned aircraft to keep them ready to fly at a moment's notice. (U.S. Air National Guard photo by Mr. Mitch Topal)

Keeping the DE ANG's C-130s in the air is a supreme effort accomplished by a wide array of Airmen and their units. The sections, groups, and squadrons all play differing roles but share this common mission. The 166th Mission Support Group is comprised of five squadrons including the 166th Civil Engineer Squadron, 166th Communications Flight, 166th Force Support Squadron, 166th Logistics Readiness Squadron and the 166th Security Forces Squadron which all play a key role. The wing staff sections include the DE ANG's Command Group, Chaplains, Command Post, Equal Opportunity, Inspector General, Plans and Programs, Public Affairs, Safety, and Staff Judge Advocate. But the two groups who have both a symbiosis and synergy are the dedicated crew chiefs (DCCs) of the 166th Aircraft Maintenance Squadron (AMXS) and the 166th Operations Group. The symbiosis occurs because of their interdependency, and the synergy is created because, when working together, they produce an effect greater

See "Mission Synergy" continued on page 2

UPCOMING EVENTS

- 17-Dec Military Ball NCCA
- 17-23 Aug 2023 UEI Capstone NCCA

Social Media Links:

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

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



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than the sum of their individual efforts.

The wing’s C-130H2.5 aircraft fly constantly, circling the globe in extreme conditions which take their toll on engines, hydraulic and electrical systems, and airframes. The DE ANG’s dedicated crew chiefs – nicknamed the “Herk Healers” – are the NCOs charged with making sure our aircraft are airworthy and ready to fly when called upon. These Airmen are responsible for managing and supervising all maintenance on their designated aircraft. They coordinate with other maintenance specialties such as propulsion, hydraulics and fuels to ensure the aircraft are ready to provide tactical airlift and airdrop of troops, cargo and passengers, aeromedical evacuation, and base setup and sustainment functions.



NEW CASTLE AIR NATIONAL GUARD BASE, Del. – Photo of the 166th Maintenance Group taken 15-October-2022 in front of the maintenance hangar on the Delaware Air National Guard flightline. (U.S. Air National Guard photo by SSgt. Paul Thorson)

With eight aircraft, the DE ANG employs eight dedicated crew chiefs (one per tail) and eight assistant dedicated crew chiefs (one per tail). For the October 2022 issue of *The DANG Truth*, we take a look at the relationship between our dedicated crew chiefs, their aircraft, and the inextricable connection they have with the 166th Operations Group. For this article, we interviewed Lt. Col. Jeffrey Cretz, the 142d Airlift Squadron Director of Operations, MSgt. Steven W. Lawrence, Dedicated Crew Chief for aircraft no. 1234, and SSgt. Kaitlyn R. Rodriguez, Assistant Dedicated Crew Chief for aircraft no. 1235.

What follows are the transcripts of these interviews.

Lt. Col. Jeffrey Cretz, 166th Operations Group

166AW/PA: Talk to me about your targeted flying hours

Lt. Col. Cretz: Before each fiscal years, the NGB flying hours folks start doing their forecasting. They ask us “How many hours do you plan to fly next [fiscal] year?” They look at how the fleet is doing, past years’ hours flown, they look at mission hours, and any other Higher Headquarters requirements for each unit’s C-130s. Different kinds of flying hours have different costs associated with each.

Our projected annual flying hours program, which has usually been in the 1,300 Operation and Maintenance (O&M) hours ballpark, are needed to train and keep our crews qualified, current, and proficient. Generally speaking, the hours logged by most missions tasked to us by Higher Headquarters agencies don’t count towards our 1,300 O&M hours.

So, it helps that the planes are flying really great. Our maintenance folks have been doing really good work.

166AW/PA: How do they make the determination of how many hours to fly?

Lt. Col. Cretz: It’s a combination of what the unit requests, what the Congress authorizes/appropriates, and how the decisions filter down from the Congress, big Air Force, and the Air National Guard. Our Current Ops and Maintenance personnel have to manage a lot of spreadsheets.

We flew close to 3,600 deployment hours [in fiscal years 2021/2022] in four months not including our [training] hours. In FY 22, we flew nearly 1,300 O&M hours. While deployed, we had 24-hour maintenance support and eight airplanes (four from the DE ANG and four from the Maxwell AFB Reserve unit).

We weren’t flying as many O&M hours once we returned from deployment. In addition to learning the intricacies that come with a fleet of newer airplanes (C-130H2 to C-130H2.5), people who were deployed needed time to step away and reset the other parts of their lives: spending time with family, getting up to speed at their civilian jobs, tending to their personal health, going on vacations, etc. So, this is a big win for the entire wing. I know Col. Robinson and the rest of the team were very excited about reaching our O&M target. The entire team made that happen!

“We also have to give credit to our Medical Group because they keep our physicals flowing every month. They are integral to ensuring our flyers remain medically ready to

See “Mission Synergy” continued on page 3



“Mission Synergy” continued from page 2



NEW CASTLE AIR NATIONAL GUARD BASE, Del. – A C-97 Stratofreighter receives maintenance in the DANG’s old nose dock, circa early 1960’s. The C-97 was the aircraft that changed the DANG from a fighter wing to the airlift mission. (Courtesy photo)

fly. They are also so helpful when working with our flyers to regain flight status after injuries and illnesses. The Mission Support Group is so important because they keep the planes fueled and work numerous supply chain issues for parts. And, of course, ops and maintenance are the backbone,” said Lt. Col. Cretz.

166AW/PA: So, tell me about how you work with the maintenance group.

Lt. Col. Cretz: During the last few years, we’ve spent a lot of time building up that relationship. For a wing to accomplish its flying mission, it’s an entire wing effort, but specifically it’s the operations group and maintenance group. There has to be a lot of coordination. Sometimes they’ll find an issue with an aircraft that is in the flying rotation, so we need to work together to adjust the flying schedule in order to accomplish our mission. Usually, those flying the missions interact most with the crew chiefs. That’s who we see every day we go out and fly. They attend all of our pre-mission briefs on the aircraft. They need to know what time we’re taking off, what time we’re landing, the sequence of the departing aircraft, and our taxi route. And if there happens to be an issue with the aircraft, they’ll call out the experts from the back shops – engines, hydraulics, electrical – whatever it is.

And a lot of us have been working together for 10, 15 and even 20+ years. There is a lot of deep respect between the two groups. When we deploy together, we’re on 24-hour shifts and so are they.

MSgt. Steven W. Lawrence, Dedicated Crew Chief aircraft no. 1234 and SSgt. Kaitlyn R. Rodriguez, Assistant Dedicated Crew Chief aircraft no. 1235

166AW/PA: Talk to me about working with the Operations Group and your role in being a dedicated

crew chief.

MSgt. Lawrence: So, as dedicated crew chiefs and assistant dedicated crew chiefs we stay married up to the aircraft we’re assigned to. That way we get a really good working knowledge of our specific airframe. This ties in really well with OPS, especially the flight engineers and the aircraft commanders. When they come out we can explain to them any quirks or weird things about our own individual aircraft. We also develop a long history of the things that have happened on the aircraft in the past. It alleviates their minds to know that we know the aircraft as well as we do.

166AW/PA: How often do you fly?

SSgt. Rodriguez: When a schedule comes out there are specific missions when OPS wants to include a crew chief to go out on. Usually it’s overnights, but sometimes it’ll be an out and back. They’ll do a mission like parachute drops then they’ll turn back to base. On the overnights we’ll refuel, do the inspections.

166AW/PA: What are the expectations you have of the OPS people and what do they expect of you?

MSgt. Lawrence: My personal expectation of OPS is to maintain as much of an open communication as we can. If they stay transparent with us, it lets us know what we need to work on and what’s going on. I try to give the same to OPS as much as possible.

166AW/PA: Two things I was thinking about while

I was driving over here were depot maintenance and isochronal inspections. Since you’re married to a specific tail how much are you involved in both those activities?

SSgt. Rodriguez: For the isochronal inspection, we do stay married to our tail throughout the inspection. It usually takes a couple of weeks. If we find any big issues it may take longer. As for depot maintenance we just fly the plane down and drop it off.

MSgt. Lawrence: When we go down to pick it up, we just do a general inspection and SCF flight then do an acceptance inspection here when we get back.

For the ISO’s it’s a great opportunity for us once we’ve finished our inspection, to show a little pride in the airframe itself. It gives us a chance to work the smaller write ups which are usually just cosmetic.

166AW/PA: Could each of you just give me some comments about how you like your jobs and how you work with the aircraft; any general comments?

SSgt. Rodriguez: It’s definitely a very interesting job. Working not only as a female in maintenance but as a





“Mission Synergy” continued from page 3

female crew chief – I’m the only one in our shop. It’s definitely been busy. It’s a different pace than, say, an office job. I’m outside, constantly moving. It’s a great learning experience. I actually enrolled as a different AFSC. When I was in the student flight program I saw the planes on the base I thought, wow that’s awesome. I wanted to transfer into maintenance, and I fell in love with it. I learned to grow within the squadron.

MSgt. Lawrence: I’ve been a crew chief for a long time – since 2003. The camaraderie we have in our shop is the tightest among any of the maintenance shops and maybe even in the entire base. I like to see an operation from start to finish – from a broken airplane to one that’s taking on a mission operation.

166AW/PA: Talk to me about some of the bigger maintenance challenges with the C-130s.

SSgt. Rodriguez: Sometimes we’ll deal with something called a “red ball.” We’ll be working on the aircraft all day, you know, doing our inspection, fueling, LOXing and getting the plane ready for turnover. Sometimes when an OPS flight engineer does his inspection he’ll come out and find something that isn’t on our inspection cards. We call it a red ball because it happens after the plane is turned over to OPS. Then we’ll get a specialist out real quick to solve the problem and get the plane back in the air.

MSgt. Lawrence: Another thing we find are gear rubs – because of the way the landing gear are designed, sometimes they rub into the side of the aircraft. By the time we catch it, it’s a minimal thing and we address it



NEW CASTLE AIR NATIONAL GUARD BASE, Del. – The 166th Maintenance Group hosts a BBQ cook-off at Piggy Park, 20-October-2022. The event was both a morale booster and team building opportunity. (U.S. Air National Guard photo by Mr. Mitch Topal)

immediately. Other than that, avionics are typically our biggest issue. Overall, since we’ve had a chance to go through the ’91 models pretty thoroughly, we’re starting to get a really good feel for them. I think they’re flying really well.

166AW/PA: Lt. Col. Cretz in OPS said pretty much the same thing. He said the planes are flying great and they’ve been able to get their hours in.

SSgt. Rodriguez: That’s because we’ve been able to get our time in doing the inspections. We’ve had them long enough to really be able to look at them.

As the foundation of the flightline, dedicated crew chiefs are the critical link in the chain of responsibilities that keep the DANG’s Herks in the air whenever they’re called upon. They’re often seen on the flightline scrambling over their aircraft like worker bees tending to their queen.

Every day, our DCCs clean, inspect, service, and perform scheduled maintenance on their assigned aircraft while mentoring and training new crew chiefs. Since the beginning of World War II, from the U.S. Air Army Corps to the U.S. Air Force, these crew chiefs have endured innumerable hours in all types of weather to ensure the DE ANG’s Herks are mission-ready and pilots can deliver swift, agile air support downrange.





AIRMAN SPOTLIGHT

Staff Sergeant Kaitlin "K-Rod" Rodriguez 166th Aircraft Maintenance Squadron Assistant Dedicated Crew Chief

166AW/PA: Talk to me about your career and its progression.

SSgt. Rodriguez: When I enlisted, I actually joined the guard instead of active duty because I wanted to stay close to home to be near my mom who lives just across the street. I was planning to go into medical as an optometry technician. When I was still in the student flight program, we did a tour of the [C-130]. I thought that airplanes were cool. I wanted to do something with that, so I talked to my recruiter, and we discussed different options. I decided I wanted to be a crew chief because I didn't want to specialize in just one section of maintenance – like avionics or fuels or sheet metal. I wanted a generalized job that dealt with everything on the plane, so I went for crew chief.

The school itself is four months total. Three months in Texas at Sheppard Air Force Base and one month hands-on training in Arkansas at Little Rock.

When I got back, I ended up doing some AT days with the flight line over the summer and I got "snagged" over there. I loved it so much better on the flight line than being in ISO. I like the fast pace of getting the airplane up in the air and constantly moving.

Once I got my foot in the door, I put in for a full-time technician job and started in Fall, 2022. I ended up getting my five-level, then started on my seven-level. Then I took the train the trainer course and became the teacher, not the learner. I wanted to get more into a leadership position because I love to help others. I love teaching and training the new guys so they can become the best that they can be. It's also helpful to me because I can go back to basics and get to refresh myself.

166AW/PA: So, when and why did you decide to join?

SSgt. Rodriguez: I joined in 2017. I wanted to make this my career, so when I was in high school I joined the Junior ROTC program. I really liked the structure and the camaraderie of it, so it made me want to go Air Force. I went to basic training in 2018 and went to tech school in the summer of 2019.



I'm starting college [DelTech] which is 100% paid for. I didn't want any student debt. One thing my mother always taught me was don't ever get a loan for anything.

166AW/PA: Where do you see your career progressing from here?

SSgt. Rodriguez: So I'm a staff sergeant now and have a couple of years before I can promote to tech. In the meantime, I'm planning to keep working on my college. If I decide to move up, senior master sergeants require at least your CCAF. In the next couple of years after I promote to tech, I have to do my NCOA. Working here, there's constant progression.

I already have my seven-level so I'm signed off on all my supervisory tasks. Getting more trainees assigned to me would help me stay focused on the basics.

166AW/PA: Tell me about what you do outside of work – any hobbies, interests and the like?

SSgt. Rodriguez: I'm fairly involved in my church and like to participate in the various community outreach programs because it gives back to the local community, and it really opens your eyes about how fortunate we really are compared to a lot of people. I recently went on a trip to Puerto Rico and we got to do food distribution after hurricane Fiona. It was really eye-opening to see the less fortunate. I really enjoyed that, getting to know the culture and even sightsee a little bit.

166AW/PA: I know that being a female in the military presents its own set of challenges. And you are the only female Airman in the 166th AMXS. What were some of the unique challenges you had to overcome?

SSgt. Rodriguez: For me, I haven't had any problems working with these guys. I've been able to build relationships with everyone, both personally and professionally. For the most part I'm able to keep up with the guys. I have to say that I do feel that most of them look after me like a sister. I feel like I'm part of the AMXS family.



Diversity and Inclusion

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



SMSgt Faith C. Fleischman
Human Resource Advisor
Phone: (254) 702-7260
Email: faith.fleischman@us.af.mil
Office – Located in 2600, upstairs between Legal and the Chaplain offices

Human Resource Advisor’s are dedicated, trained and equipped Diversity and Inclusion practitioners assigned to each Wing across the Air National Guard. Our primary mission is to create a more diverse and inclusive culture throughout the Air National Guard to enhance our organizational effectiveness. HRA’s administer D&I content to help create greater awareness and understanding of behaviors that effect the engagement level of all Airmen. HRA’s also offer professional development opportunities, training, and courses to enhance Airmen’s leadership abilities and strengths towards the mission effectiveness of the ANG.

The HRA program has several new course offerings for FY23. See the chart below for details.

If you’d like to learn more about how the HRA can assist you or would like to schedule training for your Section, Squadron, or Group please swing by my office or send me an email. Also, don’t forget the HRA Diversity & Inclusion series courses are offered to the Wing every Saturday and Sunday of RSD. Check the RSD Plan and monthly email for locations. See you there!

Human Resource Advisor: Diversity & Inclusion Wing-wide Courses		
1300 - 1400		1300 - 1400
FY23	Saturday	Sunday
October	Micro Aggressions	ENLISTED DEVELOPMENT LEADERSHIP FORUM
November	Unconscious Bias	Micro Aggressions
December	Unconscious Bias	HOLIDAY PARTIES
January	SENIOR LEADERS CONFERENCE	
February	Managing Leadership Challenges & Navigating Difficult Conversations (NEW)	Effective Communications: Non-Verbal Communication (NEW)
March		
April	Managing Leadership Challenges & Navigating Difficult Conversations (NEW)	Effective Communications: Non-Verbal Communication (NEW)
May	Emotional Intelligence	Managing Stress in the Workplace & Resiliency (NEW)
June	Emotional Intelligence	Managing Stress in the Workplace & Resiliency (NEW)
July	NO RSD	
August	Motivational Strategies for Leading Airmen (NEW)	Coaching/Mentoring Methods 101 (NEW)
September	Motivational Strategies for Leading Airmen (NEW)	Coaching/Mentoring Methods 101 (NEW)
POC:	Human Resource Advisor (HRA)	Faith C. Fleischman
Email/Phone	faith.fleischman@us.af.mil	254-702-7260



Promotions & Retirements

October 2022

Promotions

Nicholas M. Hynson to TSgt
John K. Mason to TSgt
Brett M. Nott to TSgt
Zoria B. Byers to SSgt
David J. Falasca to SSgt
Tyler M. Hastings to SSgt
Santiago Ospina Diaz to SSgt
James H. Wright to SSgt
Ariana Bernal Cruz to SrA
Thai Thi Kim to SrA
Leah M. Meckley to SrA
Michael T. Ricci Jr. to SrA
Tommy Zheng to SrA

Retirements

Maj. Frederic Abel 166 COS
MSgt Christian Essick 142d AS



Feathers of the Wing

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

Overwater Emergency

Hot engine and broken cowl flap relay forced an emergency landing.



C-97G 20832 Photograph at St. Johns Newfoundland 1970 courtesy of Don Driscoll



This photo shows the wide-open cowl flaps and the feathered propeller of the no. one engine.

Lt Col John Marder and the crew of a December 1970 flight to Lajes AFB can thank a faulty relay switch for crippling their C-97. About halfway through a flight from Dover, Flight Engineer Alfred DiSabatino found the engines were running too hot. He threw the switches to open the cowl flaps. When they had opened enough he disengaged the switches, but the flaps on engine number four continued to open. DiSabatino tried everything, but the cowl flaps were stuck past the full open stop.

The turbulent air created by the open cowl flaps hit the horizontal stabilizer on the tail and the airplane began to pitch up and down. The controls at the hands of aircraft commander Lt Col John Marder started to vibrate violently and the airplane was growing uncontrollable.

The crew thought they were going into the drink. TSgt James Boyce ran for survival suits but the crew knew

survival in the frigid North Atlantic would be measured in minutes.

The plane was losing altitude as Marder and co-pilot Tenney Wheatley fought vainly to regain altitude. They tried lowering the flaps, and varying the power. The biggest help, however, was feathering the propeller on engine number four. The airplane leveled out at 5000 feet (after losing 13,000 in altitude). They turned north towards St. Johns, Newfoundland and descended towards the runway two-and-a-half harrowing hours later. As they flared for landing the stabilizer once again encountered turbulent air as the nose rose. Marder had to hold the tail up and land with only the nosewheel touching. Both pilots had to stand on the rudder pedals to control the airplane. Marder cut the power and plane settled onto its main gear. The crippled C-97 stopped and the emergency was over.



Airman & Family Readiness plus Junior Enlisted Council host Trunk or Treat during October RSD

Airman & Family Readiness Program
302-323-3327



(U.S. Air National Guard photos by SrA Brandan Hollis)

2022 Unit Photos



166th Force Support Squadron



166th Aircraft Maintenance Squadron



166th Civil Engineer Squadron



166th Communication Flight



166th Logistics Readiness Squadron



166th Mission Support Group



 **DoDTAP**
Transition Assistance Program

Coming Off T-10 orders for 189 days or more?

Separating?

Begin process 1 year from DOS

Retiring?

Begin process 2 years from DOR

MEB or Involuntary Separation?

Begin process immediately

2022 DE ANG Counseling and Retirement Sessions:

- > **05 Feb 22**
- > **06 Aug 22**
- > **14 May 22**
- > **05 Nov 22**

0800-1400 @ JFHQ - DLC- please email to register:
AIRMAN & FAMILY READINESS - rebecca.price.6@us.af.mil

Your email should include:

- Name
- Rank
- Separation Date
- Email (please use a personal email if not here full-time)
- Phone number (please use a personal email if not here full-time)

Initial and Pre-Separation Counseling is mandatory for all Title 10, 180 days or more members who are Deploying, Separating or Retiring from Service, MEBs and Involuntary Separates.

Briefs are offered quarterly. Contact the A&FR Office @ rebecca.price.6@us.af.mil for more info. Space is limited to 20 seats per session, so please register early! Upon completion of Initial and Pre-Separation Counseling, members can be registered to attend additional TAP services and workshops. TAP is now ONE and DONE! Those outside of the 180 day mandate are encouraged to participate.

Transition Assistance Program Services:

- *Initial and Pr-separation Counseling
- *TAP Workshop
- *2-day Additional Tracks
- *VA Benefits and Financial Transition Briefings
- *Capstone Appointment





UPDATE



D.E.E.P.

-- Joint Enlistment Enhancement Program --

HELP US FIND THE NEXT DNG SOLDIER OR AIRMAN!

EARN CASH INCENTIVES FOR EACH REFERRAL THAT JOINS THE DELAWARE NATIONAL GUARD:

NOW \$1,000!

**\$500 @ ENLISTMENT PLUS
\$500 @ DEPARTURE FOR TRAINING
OR \$1,000 @ ENLISTMENT IF FULLY QUALIFIED**



Air National Guard



5 EASY STEPS!

- 1. FIND AN APPLICANT & SCAN THE QR CODE**
- 2. THEY ENTER THEIR CONTACT INFORMATION**
- 3. YOU ENTER YOUR UNIQUE ID CODE**
- 4. RECRUITERS CONTACT AND PROCESS THE LEAD**
- 5. YOU EARN IF THEY JOIN!**

CONTACT A RECRUITER FOR MORE INFORMATION



Army National Guard





THE DANG NEEDS YOUR HELP!

We need volunteers to become first sergeants...



CONTACT: CMSgt Michael Murphy
michael.murphy.28@us.af.mil
DSN: 445-7549
Com: 302-323-3370

First sergeants are a dedicated focal points for all readiness, health, morale, welfare and quality of life issues within their organizations. These are key members to the commander and are a critical link for Airmen. The first sergeant position gives highly motivated SNCO's an opportunity to grow leadership skills to prepare them for future leadership roles within an organization.

...and honor guard members



CONTACT: CMSgt Karen King MSgt Jacquelyn Croy
DSN: 445-7424 DSN: 445-7424
Com: 302-323-3424 Com: 302-323-3424

The Air Force Honor Guard Program is the final demonstration of respect, honor and gratitude for those who have faithfully defended our nation. If you desire a chance to excel above and beyond your regular duty, join the base honor guard today.



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Office: (302) 326-7455
Visit www.militaryonesource.mil or call: 800-342-9647

MILITARY ONESOURCE

UNITED AGAINST DOMESTIC ABUSE

Know the Signs, Know Your Option

October is Domestic Violence Awareness Month, and the Defense Department is committed to supporting victims, service members, partners, and families impacted by domestic abuse.

Be an Upstander, Not a Bystander. Everyone deserves a safe, happy, and healthy relationship free from abuse. Become familiar with the signs of abuse and how to be there for a friend or loved one. Please visit the Military OneSource blog-brigade link below for additional information on this topic.

https://blog-brigade.militaryonesource.mil/2021/09/27/when-it-comes-to-domestic-abuse-be-an-upstander-not-a-bystander-2/?utm_campaign=dvam-email-2022&utm_content=html&utm_medium=email&utm_source=govdelivery





EM NEWSLETTER

OCTOBER 2022

EMERGENCY MANAGEMENT FLIGHT

PHONE: 323-3425

BUILDING: 2803

SMSgt Anthony Zeno
MSgt John Mayhoff
TSgt Josh Rowand
SSgt Brittney Hughes
SSgt Josette Santana
SrA Francis Hamer
SrA Bernal-Cruz
AIC Jessica Boardley
Ann Avery Webster

ADDITIONAL INFORMATION CAN BE PROVIDED THROUGH THE LINKS LISTED



<https://www.beready.af.mil/>



<https://www.preparede.org>



<https://www.ready.gov/>

FAMILY READINESS

How well you and your family prepare for a disaster before it strikes impacts how quickly you recover. Be sure to sit down with your family and create an Emergency Communication Plan (ECP) outlining how you will get in contact with each other, where you will go, and what you will do in an emergency. Write down where your family spends the most time, such as work, school, and other places you frequent. It is also important to identify someone outside of your community or State who can act as a center point of contact to help your household reconnect. Additionally, your family plan should address the following:

- Escape Routes
- Utility Shut-off and Safety
- Insurance and Vital Records
- The Elderly and People with Special Needs
- Safety Skills
- First Aid
- Caring for Animals
- Assemble an Emergency Supply Kit

CREATING AN ECP:

1. COLLECT.

Create a paper copy of the contact information for your family and other important people/offices such as medical facilities doctors schools or service providers.

2. SHARE.

Make sure everyone carries a copy in his or her backpack, purse, or wallet. If you complete your Family Emergency Communication Plan online at ready.gov/make-a-plan you can print it onto a wallet-sized card. You should also post a copy in a central location in your home, such as your refrigerator or family bulletin board.

3. PRACTICE.

Have regular household meetings to review and practice your plan.

Please go to the links to the left of this article for additional information.

BUILDING AN EMERGENCY SUPPLY KIT

Get emergency supplies together before a disaster happens. Your emergency kit will be unique to you and your family. Pack enough to last several days. Consider items you may need such as medications and infant supplies, and remember to pack for your pet!

→ Basic Kit:

- Water and Non-perishable Food
- Local Maps
- Cash
- Battery Powered/Hand Crank Radio
- Flashlight and Extra Batteries
- Non-Electric Can Opener
- First Aid Kit
- Whistle
- Prescription Medications
- Personal Hygiene Items
- Dust Mask to Filter Contaminated Air
- Wipes, Garbage Bags, and Plastic Ties
- Wrench or Pliers to Turn Off Utilities

→ Additional Items to Consider:

- Sleeping Bag/Blankets
- Cleaning Supplies
- Fire Extinguisher
- Paper and Pencil
- Water Purification System





STAY CONNECTED WITH THE AF 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):

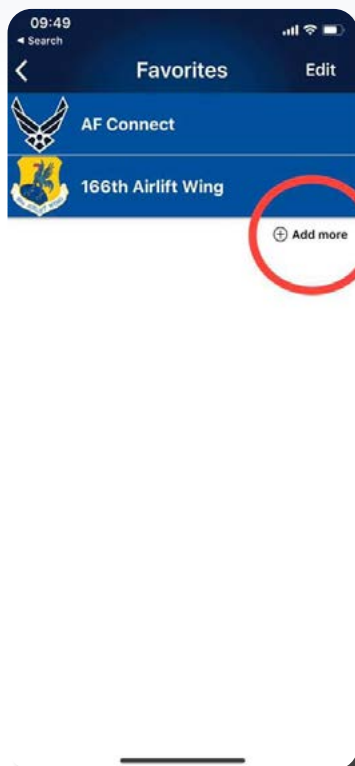
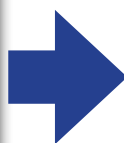
<https://apps.apple.com/us/app/usaf-connect/id1403806821>

Google Play (Android Devices):

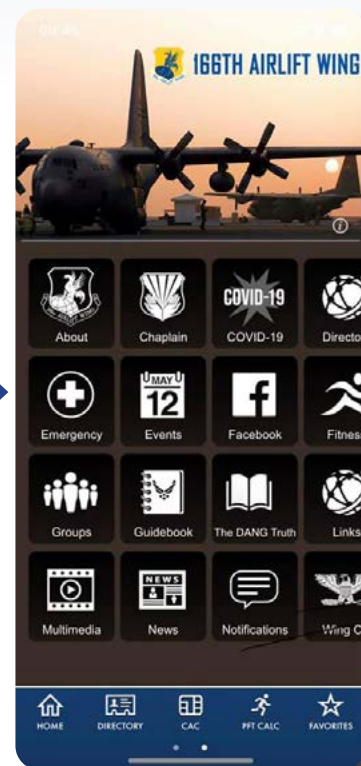
<https://play.google.com/store/apps/details?id=com.m360connect.usaf>



1. Tap on "FAVORITES"



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



3. See these tiles appear that point to important links