

NORTHSTAR Guardian

Inside

- Just Asking • 3
- Commentary • 4-5
- Guardians of Freedom • 6-15
- Base News • 16-19
- People • 19-20

Minnesota Air National Guard

133rd Airlift Wing, St. Paul, Minn.

Vol. 47, No. 7/8/July/August 2002

774th EAS rolls up, out of SW Asia

2nd Lt. Ann Todd

Public Affairs

After six months of duty in Southwest Asia supporting Operation Enduring Freedom, the 774th Expeditionary Airlift Squadron rolled-up operations and headed home.

During the deployment, the 774th EAS flew nearly 6,500 hours and 3,000 sorties, and hauled over 7,600 tons of cargo and over 14,000 passengers. All this was accomplished while maintaining an 88 percent mission capable rate and a 90 percent departure reliability rate.

“These are unbelievable accom-

plishments that could not have been achieved without the hard work and commitment of every unit member,” said **Col. Patrick Meagher**, 774th EAS commander. “This track record has not and will not be matched in this theater.”

Members from the 133rd Airlift Wing and the 145th Airlift Wing, North Carolina Air National Guard, were combined to form the 774th EAS. One of the keys to the success of this deployment, said Meagher, was the ability of the two units to come together as a team.

“We built on each other’s strengths and accomplished some

truly amazing things,” added Meagher. “I believe many lasting friendships were forged during this deployment. Members of the Minnesota Air National Guard will carry away a great respect for their fellow Guard men and women from North Carolina.”

One challenge faced and overcome by the 774th EAS was the tasking to operate from multiple locations, while maintaining a continuous level of mission capability.

“Although we were manned to operate from one location, we operated

(Continued on Page 9)



2nd Lt. Ann Todd

Maj. Dan Gabrielli, pilot, 109th Airlift Squadron, completes preflight checklists prior to departure from Ali Al Salem Air Base, Kuwait, on a mission headed for a forward-deployed location in Pakistan.

Northstar Guardian

**133rd Airlift Wing
Minnesota Air National Guard**
"Projecting peace proudly since 1921"

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FUTURE DRILL DATES

Aug. 17-18

Sept. 21-22

Oct. 18-19

Nov. 16-17

\$ August drill pay date should be: August 28

Call the 24-hour finance hot line to confirm pay dates:
(612) 713-2559

Coming home!

A look into the future of the Wing

Col. Terry Heggemeier

Wing Commander

After more than six months in Southwest Asia supporting Operation Enduring Freedom, the 133rd Airlift Wing is coming home!

Virtually all deployed members will be home by the end of September. That is great news! In addition to our return, members from the other deployed Air National Guard C-130H units are also returning home and will be demobilized.

Since Sept. 11, the 133rd team has done a superb job of supporting the war on terrorism, and we continue to bring great credit to our country, Minnesota, and ourselves. Our superb performance and service to our nation, especially the past six months, will long be remembered as a high point in the distinguished and proud history of 133rd AW.

What's in the future? Even though we are coming home and much of the recent work we have been doing remains unfinished, the Air Force can now take over. The overall war effort in Afghanistan is moving into a "sustainment" phase, and there isn't an immediate need for our personnel or our C-130H aircraft.

However, many questions are starting to surface as our military proceeds with the next phase of the war on terrorism. What will be the impact of the Secretary of Defense's transformational changes? What will be the impact the of new, yet undefined, challenges of the Department of Homeland Defense and the Northern Command? With partial mobilization

ended, what steady state level of volunteerism will be required of each ANG C-130 unit?

The answers to these and many questions will take some months to sort out. And, the big question remains, what will be our President's next step in the war on terrorism?

For the 133rd AW, this is what the immediate future looks like. First, we will have a standardization and evaluation visit in April 2003 (this is a higher headquarters inspection for the operations group). Second, starting next spring, we will change from Air Expeditionary Force team 7/8 to AEF team 1/2 and be tasked to support the summer Joint Forge contingency in Europe. This means deploying aircraft and appropriate support from mid-June to mid-September. In July, we will finish our operational readiness inspection as a part of the Joint Forge deployment.

For now the news is "we are coming home!" We can relish having done our job well and having made a difference in the war on terrorism. Barring the unknown, we will gingerly enter a time of relative quiet with a "new normal," knowing our country still has a long way to go to defeat terrorism.

Thank you for all you've done and your continued service to both your state and your nation.



Heggemeier

Reflections from the desert

**Chaplain (Capt.) Bruce Krogstad
Protestant Chaplain**

For the ancient Jew, the desert, or wilderness, was a fearsome place. Physically one could die of thirst or by suddenly discovering one is not

at the top of the food chain. Spiritually the desert was a God-forsaken place, a place of alienation from the source of spiritual life.

(CHAPLAIN, continued on Page 4)

Just asking ... What is your fondest memory of your desert experience?

Tech. Sgt. Rick Crippen
774th EAS/133rd AW

"...seeing American, Kuwaiti, British and Australian soldiers standing by the American and Kuwaiti flags and realizing I am part of a global effort."



Crippen



Shetka

Lt. Col. Jake Shetka
774th EAS/109th AS

"I enjoyed meeting old and new friends from the North Carolina Air National Guard and leaving with 30 pounds less fat on me."

Senior Airman Kirsten Linden
774th EAS/133rd MDS

"Meeting people and developing new friendships. Also, experiencing the culture in Kuwait City."



Linden



Leyendecker

Staff Sgt. Siobhan Leyendecker
774th EAS/133rd AGS

"I would have to say that my fondest memories of the desert are of all the new friends that I have made from our unit and others."

Staff Sgt. Logan Strand
774th EAS/133rd MXS

"Getting the chance to work with and get to know new people from both my unit and North Carolina."



Strand



Krogstad

Chaplain (Capt.) Bruce Krogstad
774th EAS/133rd AW

"Returning back to familiar faces and ice cream after my trip to Pakistan."



2nd Lt. Ann Todd

Stopping sand

Ground crew members tow a Minnesota C-130 onto the taxiway just before takeoff. Aircraft are towed to avoid excessive sand and dirt being blown onto the flightline by the wind created by the engines.

Countering terrorism requires your help

□ □ **Eagle Eyes:** *You may make the difference.*

Only *you* know who or what belongs – or doesn't belong – in your building, neighborhood, or work center.

Recognition of this fact is behind one of the latest Air Force antiterrorism initiatives, a program known as "Eagle Eyes."

The program has the characteristics of a typical neighborhood-watch program, and Air Force officials consider it a key piece in the service's antiterrorism strategy.

According to **Special Agent Frank Malafarina**, resident agent, Minneapolis-St. Paul Air Reserve Station, MN, Air Force Office of Special Investigations, the program takes its cue from the experiences of British and Israeli authorities, who have significant experience dealing with urban terrorism.

"They make it their business to pay a lot of attention to small things that, in combination, can indicate they're being targeted," Malafarina said. "Eagle Eyes is our model for doing just that. The simple act of recognizing suspicious behavior and reporting it to base authorities could thwart terrorist acts and save lives."

At the 133rd Airlift Wing, anyone with something to report should immediately call central security control at (612) 713-2000. From there, security forces will respond as appropriate to the immediate situation and immediately pass the report to AFOSI at the Minneapolis-St. Paul Air Reserve Station. From there, OSI will begin appropriate follow-up action, which may include an agent responding to talk with the person who called in the report to gain additional information on what was seen or heard.

If in doubt, report it.

Seven basic categories of activity that should be reported:

- Elicitation. People asking for information about military operations, capabilities or people.
- Tests of security.
- Acquiring supplies such as explosives or weapons.

• Suspicious persons who don't seem to belong.

• Dry run: acting out a plan without committing the act.

• Deploying assets: people and supplies getting into position to commit the act.

This program has the full support of **Col. Terry Heggemeier**, Wing commander.

Guardian Star:

Chief Master Sgt. Gary Even

Unit/position: 133rd Civil Engineering manager

Previous assignment: Superintendent heavy equipment/pavements

Years service: 21 Minnesota Air National Guard

Goals: "To be a better son, brother, father, husband, engineer and Guardsman."

Professional organizations: Local 49 Operating Engineers, New Market Sportsmens Club, Minnesota National Guard Enlisted Association

Civilian occupation: Operating engineer, Friedges Excavating, Lakeville, Minn.

Community activities: Scott County Soil & Water conservation Associate

Hobbies: Golfing, fishing, hunting, gardening

Family/home: wife, **Vicki**; stepson, **David**, 9; son, **Nick**, 3; they live in Lakeville, Minn.



Even

Chaplain...

(Continued from Page 2)

Perhaps some of you can look back in your lives to a time of wilderness wanderings when you felt utterly cut off from the sources of life. As I write this piece I am physically in a desert anticipating returning to the promised land of Minnesota. I look forward to seeing blue lakes, green grass and warmly shaking my wife's hand.

While these three months have cut me off from my family, I have been richly blessed by the many familiar faces from the 133rd Airlift Wing. No, there is no replacing those closest to me, I miss them and grow increasingly excited to see them again as the date for leaving approaches. However, I have come to an appreciation of how I have been blessed by the greetings, smiles and conversations with some tremendous folks from our unit.

Have there been times of dissent or conflict? Of

course. Have the ambiguities of the mission and our role



Krogstad

in it been challenging for some? Naturally. Through it all, however, there has been an underlying assumption, rarely spoken, perhaps seldom perceived, that we are in it together. If the worst were to have happened, where we came under attack, I have no doubt that all differences and divisions would vanish and we would experience firsthand the hidden reality of the bonds of community.

This under-girding confidence has pervaded the woof and warp of our time together. The fact that this barren wasteland is allegedly forsaken is mitigated by the fact that none of us is in it alone. Perhaps this is the best aspect of this deployment. Not even the desert can break the ties that bind us together.

Camel spider hunter speaks on desert life

Senior Airman Kristi Schon

Public Affairs

Despite the discomforts and extreme weather conditions of desert life, the diaries of **Chaplain (Capt.) John Echert**, deployed Catholic Chaplain with the 133rd Airlift Wing, prove it is possible to find times of peacefulness and education.

An assumption many Westerners have about cities in the Middle East is that they are without many of the modern conveniences we consider standard in the United States. To Echert's surprise, this idea could not be farther from the truth.

As Echert described a mall in the capital city of Qatar, "... it was the most opulent shopping complex I have ever seen, built mostly of marble and glass."

Traditions have also evolved in these countries within the last 20 years. At the mall, Echert witnessed women with covered faces playing a game of air hockey in an arcade, and a man in conventional white clothing talking on a cell phone with one hand on the wheel of a race car game. The magnitude of influence the Western

world has had on the Arab cultures could not be denied.

"... It sure seems anachronistic, seeing Arabs go from the second century before Christ to the third millennium in a matter of a decade or two," Echert commented. "Weirder still was that after a few hours mall walking, I was ready to come back to the desert camp."

It was then that it seemed he might have been in the desert too long.

He raised his spirits by finding meaning and purpose in his work.

When Echert celebrated Mass for the English-speaking Catholics of the Qatari region. Worshipers came in droves, some arriving an hour before Mass was to begin, and filled a full-size gymnasium with a congregation of nearly 2,000 people.

"Their participation and enthusiasm was quite strong, and I reflected that their minority status in an Islamic



Echert

dominated world, and perhaps some persecution, has only been an occasion to build a stronger faith life for these people," Echert observed.

It is common knowledge that heat is part of life in the desert. Echert likened the conditions to a turkey in an oven, switching from bake to broil.

"Last weekend the winds were so terrific they destroyed a couple larger tents and badly shredded several others," Echert reports. "You sort of have to lean forward into the wind to make headway as you walk ... I only hope we can walk upright again once we return to the States."

There's no disputing the fact. Desert conditions are tough and being away from home for several months at a time can wear on one's general mood. Living in this type of environment often pushes one to recognize the natural wonders of the Earth.

The milder temperatures of a desert night decorated by a full moon can bring moments of relaxation and peace.

On these nights, Echert found himself saying, "It was, in fact, a beautiful night."

Independence Day spent in tent city

Tech. Sgt. Rick Crippen

774th EAS/ 133rd AW

Since I left in early May, I have been marking the days with "notches" on the brim of my hat, marking the days I have been away from my friends and family. I have a story and a fond memory for each of them, even though each day seems to be the same with minor variations. In fact, we started calling this Ground Hog Day. But there is one that has not blended in, as I mark day 81.

Day 65

Still hot and windy, but the good news is the power has stayed on all day and night, so I actually got some good sleep. As I was walking to the shower, there was a sweet smell in the air. It didn't smell like the diesel exhaust from the generators, and it didn't smell like the usual desert air. It was a charcoal grill, warming up for the party by the pool. If I closed my eyes I could almost see the neighbors by the swing set, watching the kids, and talking about what they were doing tonight. That was not easy to imagine. I knew I would be in the command post tent, doing what I came here to do. Today is Independence



Crippen

Day, July 4, 2002. I started thinking about being at home, or up at the lake, fishing and watching the fireworks with my family. But, this is what Independence Day is all about: sacrifice for others so we can all, as a united nation, live free and have the rights unique to our great country. It's hard to be away on another holiday, but if it weren't for the courage of our forefathers 226 years ago, we wouldn't have the lives we enjoy today.

It all makes sense to me. Serve your country, defend what you believe in, and fight for the rights of others. The bummer of this is that there are some who think it's wrong for us to be here. To them I say, you're welcome. To those who support us and stand behind us, I say thank you. I am proud to be making a difference, following in the footsteps of Dad and Grandpa, and all of the other servicemen that made sacrifices for my family and me. I am also proud to be setting the footprint for future generations.

Today was a good day.



Staff Sgt. Heather Gillette

□ Senior Airman Andrew Casci spots a forklift loading a recently-dropped load onto a semi trailer located in a Camp Ripley drop zone.

APS rules drop zone

Staff Sgt. Heather Gillette
Public Affairs

Rain or shine, day or night, on the ground and in the field, the 133rd Aerial Port Squadron supports drop zone training for the 109th Airlift Squadron.

“We love doing this,” said Senior Master Sgt. Wayne “Buzz” Carroll, air transportation superintendent, 133rd APS. “It’s the fun part of our job.”

According to Carroll, 90 percent of the work done by aerial port members

(Continued on next page)

□ Three members of the 133rd APS field pack a parachute.



Staff Sgt. Heather Gillette

□ Senior Airman Rebecca McAbee fastens straps on a recently-dropped heavy equipment load.



Staff Sgt. Heather Gillette



Staff Sgt. Heather Gillette

□ Master Sgt. Tim Ista twists a recently-dropped parachute prior to field packing.

APS returns from Camp Justice

Staff Sgt. Heather Gillette

Public Affairs

After spending roughly three months forward deployed to Diego Garcia, an island located off the southern shore of India, five members of the 133rd Aerial Port Squadron arrived home safely.

Members supported Operation Enduring Freedom airlift missions from March 9 through June 1.

One of the missions they supported was Operation Anaconda, a 17-day assault on Al Qaeda and Taliban fighters in the eastern mountains of Afghanistan. During this operation, aerial port members helped to move Marines and cargo.

"It felt good to be over there doing something for the war effort and to be working on missions that were actually flying into Afghanistan," said **Senior Airman Pete Ament**, air transportation journeyman, 133rd APS.

Members also supported a range of aircraft on other missions including: C-17s, C-5s, C-130s, DC8s, planes from Australia, England, and even a few former Soviet block cargo aircraft.

"That was an experience in itself," said **Master Sgt.**

Tim Ista, senior air transportation craftsman and noncommissioned officer in charge of deployed operations, 133rd APS. "It was quite the multi-national force."

In addition to servicing planes from other countries, members worked along side personnel from NATO and non-NATO nations, such as the Philippines.

"It's nice to learn about different cultures and see how every place has a different twist on how to do the same job," said Ament.

Wing aerial port members preformed tasks such as weighing

wheeled cargo, insuring accurate weights on palletized cargo, and insuring hazardous material was properly packaged and had the proper paperwork.

Ament and Ista were accompanied by unit members: **Tech. Sgt. Scott Bill**, air transportation craftsman, **Staff Sgt. Dale Parker**, air transportation journeyman, and **Staff Sgt. Joe Swendsen**, air transportation craftsman.

Not only did aerial port members successfully compete their deployment, but also three members took home honors (see page 19).

"Not bad for a bunch of Guard guys from Minnesota," said Ista.

"It felt good to be over there doing something for the war effort..."

Senior Airman Pete Ament
Air transportation journeymen, 133rd Aerial Port Squadron

Drop zone...

(Continued from previous page)

involves airdrop training missions.

"We pack parachutes, rig loads with parachutes and load them into the aircraft," said **Senior Master Sgt. Robert Johnson**, air transportation superintendent, 133rd APS. "Then, when they are on the ground again, we field pack the load, put it on a truck, and bring it back."

In real-world operations Army personnel perform these functions. Therefore, aerial porters must attend Army Quartermaster Rigger School at Fort Lee, VA.

Rigging, or attaching the parachute to the load, involves properly engineering a series of straps, guillotine knives (similar to rock climbing clips, but with a sharp edge on the inside) and parachutes. All of these must be set up properly for the load to go off and reach the drop zone safely.

"Rigging is really important because there are a lot of things that can go wrong," said Carroll. "You really have to check, double check and triple check everything."

When the load leaves the plane there is a chain reaction.

First, the loadmaster releases an initial parachute that, with the help of the wind, pulls the load out of the plane.

Then, when the load is out, the initial chute cuts itself loose using air pressure on a guillotine knife and pulls a bag off of the main chute, which carries the load to the ground.

Finally, when the load reaches the ground, the main chute detaches itself by the use of a second guillotine knife.

In all, there are three pieces for aerial port members to look for and recover. This can be difficult, especially during a night drop.

As the load drifts to the ground, one person watches the load and

another watches for the parachutes. At night, aerial porters wear night vision goggles and attach small glow sticks to the parachutes to make them easier to spot.

"A pinhead of light in the grass picks up like a neon light with NVGs on," said Carroll.

Once the load has landed, aerial porters score the drop based on how close the load got to the drop zone.

After the scores are recorded, members field pack the load and parachutes and use forklifts to lift the loads, which weigh at least 1,000 pounds each, into trucks so they can be hauled back to base.

In addition to supporting drop zone training missions, aerial port members face the challenge of training a 115-member squadron on their real-world mission, which includes processing passengers and cargo, providing fleet service on aircraft, and overseeing ground operations.

Aircrews train for night vision missions

□ □ **Night Flights:** *Stepped up night vision goggle training flights are keeping crews busy.*

Staff Sgt. Heather Gillette
Public Affairs

In the darkness two green circles glow. Looking through them is like looking through a light snowstorm of fine flakes except everything is green. The small amount of light coming from a lighter in the dark room stings your eyes. Your depth perception decreases, you're thrown off balance by the extra weight on your head, and your eyesight dwindles to 20/35 at best. It's time to fly.

Aircrew members from the 109th Airlift Squadron have been conducting night vision goggle training missions two to three nights a week from about 9 p.m. to 2 a.m. for the past six months in preparation for future operations overseas.

During real-world operations, the goggles serve three critical functions.

First, they allow the plane to stay covert. The crew can turn off all overt (visible) lights on the plane and use instead external infrared lights, which are only visible to those wearing NVGs.

"It's really cool," said **Tech. Sgt. John Green**, loadmaster, 109th AS, describing a plane flying on night



Senior Airman John Wiggins

□ **A look through night vision goggles at a Wing C-130 preparing to off-load a pallet of cargo during NVG training in front of the hangars on base.**

vision. "I couldn't see the plane at all until it passed over a light source, and then all I saw was a dark shadow."

The second function of the NVGs is identification of landing and drop zones. The goggles are able to gather all of the available light and amplify it so that the user can see into the darkest areas by the use of minimal star or moonlight.

"They turn night into almost daylight, or a least dusk," said **Maj. Dana Wilson**, pilot, 109th AS.

Lastly, they aid in terrain clearance.

"If it's dark and there's no moon, you might not see a mountain even if it's right there," said Wilson.

Before going on actual training flights, aircrew members go through four hours of classroom training to learn how the goggles work and how to do their jobs while using them.

In addition, pilots, navigators and flight engineers have to spend one day in a simulator before their first NVG flight.

(Continued on page 12)

Move over guardian bears here comes Hercules

Staff Sgt. Heather Gillette
Public Affairs

There's a new reason to sign up for overseas deployments.

It's a scruffy little stuffed pup bearing the label "Hercules, 133rd Airlift Wing Guard Dog."

Unlike its counterpart, the guardian bear, the guard dog will be distributed to any Wing member deploying overseas who has someone they would like to give it to.

"There were lots of people deploying who weren't eligible for the bears," said **Jo Schuessler**, a seasoned GFN volunteer. "We wanted to open it up to them."

So far, GFN has distributed 72 of the 4,000 dogs donated by **Mary Ellen Reding's** charitable organization, which receives semi truckloads of small stuffed animals and then donates them to worthy causes.

"The guys who went through the line really appreciated

it," said **Mary Wright**, mother of **Senior Airman Patrick Wright**, loadmaster, 109th Airlift Squadron.

In order to prepare the donated dogs for their new homes, GFN volunteers need to iron a new label onto each dog. So far, they have completed about 2,000 of them. If you are interested in volunteering, please contact **Lt. Col. Ruth Anderson** at (612) 713-2435.

GFN plans to continue handing out bears and dogs as long as there is a supply.



Resident experts on terrorism face frequent deployments, returns

Master Sgt. Doug Oswald

Public Affairs

Ravens, birds known for their cleverness, inquisitive nature and intelligence, are the namesake for an elite security forces team deployed to protect mobility aircraft all over the world.

“We’re antiterrorism experts,” said **Tech. Sgt. Derrick Schmitt**, one of two ravens assigned to the 133rd Security Forces Squadron.

The Phoenix Raven Program, also known as the PR Program or Ravens, is designed to provide security to transit mobility aircraft at airfields where there isn’t typical military security or security is not adequate.

Ravens train in antiterrorism tactics and deploy to provide security to their aircraft, said Schmitt.

Team integrity is important and Ravens always travel in pairs of at least two or four. **Staff Sgt. Rex Harkness**, 133rd SFS, completes the 133rd team and deploys with Schmitt.

“We provide security for aircraft when there isn’t security available,” said Schmitt.

Ravens are also trained in cultural awareness and to deal with diplomatic issues because foreign nationals will approach the aircraft asking questions or seeking political asylum, he added.

“If you ask any pilot they’ll tell you Ravens are like a security blanket for the aircrew because they know we’re there for them,” said Schmitt.

After the Sept. 11 terrorist attacks, Harkness and Schmitt were recalled from another deployment to be redeployed to Southwest Asia from October 3, 2001 to March 25, 2002.

“The reality of war slapped me in the face,” said

Schmitt. “One of our aircraft was sent in to recover American casualties in Afghanistan,” added Schmitt. “Sometimes I wish I would never have had to experience that, but it was the reality of war and we all knew our duty.”

Schmitt and Harkness have been literally everywhere since Sept. 11. Traveling to over 30 countries and every continent except Antarctica. Schmitt alone has logged over 2000 hours on C-17s and 870 hours on C-130s since Sept. 11.

One experience stands out for Schmitt while deployed last November. They recovered the remains of American Vietnam era MIAs and flew them to Hawaii.

“It was the proudest moment of my military career,” said Schmitt.

Another memorable experience for Schmitt was flying Jordanian nationals into Afghanistan to set up a Jordanian-run medical evacuation facility for civilian casualties of the war.

Schmitt was away from his family, home and friends for over five months and it’s been extremely difficult on his family. His wife, **Jessica**; children, **DJ**, 13, and **Brittani**, 12, tell him that all their friends say their dad and people in the military are heroes.

“The families of all the men and women deployed are my heroes,” said Schmitt. “We’re trained to do this but the families are not trained to deal with this. It’s been difficult on everyone, not just married people with families.”

Schmitt and Harkness knew their deployment would be an ongoing and possibly lengthy time away from home.

“Sometimes it felt like there would never be a light at the end of the tunnel,” said Schmitt. “Our people back at the unit provided us with that light and worked to return us home.”

2nd rotation...

(Continued from Page 1)

from as many as three simultaneously during our deployment,” said Meagher.

The three locations where the 774th EAS operated from were Kuwait, Uzbekistan and Pakistan.

“We set the standard for maximizing the number of planes and crews ready to fly,” said **Lt. Col. Jake Shetka**, assistant director of operations for the second rotation. “We showed the ability to pack up on short notice and deploy to forward areas, while continuing to provide contracted airlift through all swap-outs.”

“Seeing seven broken aircraft at the end of a flying period and coming to work the next day and all were ready to fly showed the determination and commitment of the group here,” said **Chief Master Sgt. Dave Speich**, maintenance superintendent for the second rotation. “The effort from the maintainers was unbelievable.”

Another challenge for members on this deployment was integrating personnel and operations of the 774th EAS into some of the existing operations at the deployed locations. Many individuals worked side-by-side with their active duty counterparts and made other

contributions of time and effort whenever possible, including helping to boost the morale.

“This deployment was a great personal challenge for many members of our unit,” concluded Meagher. “Every member of the 133rd AW had a part in its success. Whether they actually deployed or remained at home station, this could not have been done without a Wing effort. Feel proud about what you have done. Thank your family, employers, and friends for their support. For those returning, enjoy your time off. This fight is not over. We will be challenged again.”

Deployed Wing members continue success

□ Staff Sgt. Michael Kadow, crew chief, 133rd Aircraft Generation Squadron, marshals a C-130 while enduring soaring Kuwaiti temperatures. During July, temperatures above 130 degrees were not uncommon.



2nd Lt. Ann Todd



2nd Lt. Ann Todd

□ Chief Master Sgt. Dave Mach, loadmaster, 109th Airlift Squadron, boards a C-130 headed for the forward-deployed location in Pakistan.



2nd Lt. Ann Todd

□ Tech. Sgt. Michelle Rastall (right), 133rd Logistics Squadron, and Master Sgt. Peg Sharkey (left), 145th Airlift Wing, practice the buddy system during a bunker dive exercise.



□ Master Sgt. Peg Sharkey, 145th Airlift Wing, marshals a C-130 while enduring soaring Kuwaiti temperatures.



Guardians of Freedom



2nd Lt. Ann Todd

gt. Jeff Rosenthal a flight engineer with the 109th Airlift Squadron, completes a preflight inspection of the cargo door area of a C-130 headed from Ali Al Salem Air Base, Kuwait, to Afghanistan.



2nd Lt. Ann Todd



2nd Lt. Ann Todd

□ Tech. Sgt. Jeremy Maxey, loadmaster, 109th Airlift Squadron, serves amidst the dust during a July 4 volleyball tournament. Team Minnesota finished in the top four.

□ Staff Sgt. Darryl Stunek (left) and Tech. Sgt. Matt Hill, 133rd Maintenance Squadron, repair a cracked C-130 engine cover.

Flight engineer dedicated to duty

Senior Airman Kristi Schon

Public Affairs

During her six years of service, she has received two Air Medals, each of them recognizing her participation in 10 combat missions, and is working to earn more.

At 23 years of age, **Staff Sgt. Stacey Leen**, flight engineer, 109th Airlift Squadron, has already shown dedication to her military career.

One mission, part of Operation Anaconda, required Leen and her crew mates to pick up a military member who had been killed in action. When the crew arrived, they found the person had yet to be covered with the American flag.

“When we landed, one of the maintenance people brought a flag down from a building and I covered the deceased with the cloth,” said Leen. “It was such a sad and emotional moment for all of us.”

Leen’s interest in becoming a commercial airline pilot has lead to this and many other experiences with the Guard.

When Leen began pilot training as a civilian, she had no previous knowledge about the mechanics of the planes she was learning to fly. Leen felt that a background in aircraft mechanics was important to her career and desired a chance to develop her expertise in this field.

She soon found herself seeking opportunities with the Minnesota Air National Guard to train and work on large aircraft. When Leen enlisted in 1996 as a crew chief for the 133rd Aircraft Generation Squadron, she set her plan in motion to build her skills as an aircraft mechanic.

Through specific training and on-the-job experience, Leen gained a great deal of knowledge about the aircraft. She also found herself participating in unit deployments and enjoying her new craft. Three years later, Leen started looking to try something new and increase her travel time.

“I loved my work with the maintenance squadron, but I also wanted to progress in my career path and face more



Leen

challenges,” said Leen. “Becoming a flight engineer allowed me to do both, while continuing my education in aircraft mechanics.”

Her new job as a flight engineer required similar skills to her previous position and would increase her knowledge about planes and in-flight mechanical operations.

As a flight engineer, Leen takes on numerous responsibilities. She works with her team to figure speeds, weights, and performance of the aircraft while in flight. Also she and her team members diagnose problems that may occur with the aircraft during a flight and make repairs as necessary to keep the plane in top shape throughout the mission.

Leen has worked as a flight engineer for two years and says her favorite part of the job is the travel.

“We get to see some really great places,” she said. “Our job is never the same because you’re always some place different and the mission has changed.”

Leen also appreciates the challenges of her job.

She explained, “We really have to stay current in our field because there are always new regulations and procedures you need to follow. Some things you forget over time so you have to constantly study the aircraft.”

According to Leen, one of the most important skills a flight engineer should have is the ability to stay sharp and alert.

“You’ve got to be able to think on your feet in this job, and that can be a good skill to have in your civilian life as well,” She said.

Leen’s dedication to her goals carries over to activities in her civilian life as well. In the fall of 2001, she graduated from

(Continued on page 14)

NVG...

(Continued from Page 8)

After this initial training, pilots, navigators, flight engineers and loadmasters are ready to begin training missions. These missions are conducted in three phases. All aircrew must complete one mission in each phase to qualify.

The first phase is airdrop. During this phase, aircrew members use NVGs, along with external infrared lighting, to locate drop zones.

Second, during the ground

operations phase, they practice taxiing, reverse taxiing and combat off-loads (pallet off-loads performed without the assistance of material handling equipment).

The last phase is called airland. During this phase, crews practice takeoffs and landings using the goggles and the plane’s infrared lights.

Because much of this training is taking place during the late hours of the night and wee hours of the morning, crew members battle the effects of disrupted circadian rhythms.

The profound physical effects and novelty of this type of training make it

especially challenging.

“For the most part, the general populist here doesn’t quite understand the physiological effects when your going from day to night, trying to work on the back side of the clock,” said **Senior Master Sgt. Jim Ricci**, standards and evaluations loadmaster, 133rd Operations Group. “There is a lot of room for error, especially in the beginning,” said Ricci.

Fortunately, after months of flying these missions there have been no major accidents or injuries.

Wing signs nationally ranked athlete

Staff Sgt. Heather Gillette
Public Affairs

Stay loose. Lean back. Hang on.
Let the boat do the work.

Many who have learned to ski
heard these commands. Not many



Courtesy photo

□ **Airman 1st Class Amy Lindquist, 109th AES, skids up to the dock in the arms of her fellow Mississippi River Rat and doubles partner.**

have taken the skill they learned from them to national-level competition.

Airman 1st Class Amy Lindquist, who will be joining the 109th Aeromedical Evacuation Squadron after completing basic military training and technical school, placed fourth for her class of slalom water skiing at the 2001 national competition held on Terramare Lake, located near Houston.

Lindquist, who has been skiing since she was five years old, still remembers her first attempt at the sport.

“I started on two skis in front of my dad,” said Lindquist. “I ended up losing both of my skis and sitting on his lap.”

That was on Lake Alexander, near Camp Ripley, behind a 1970s model boat owned by her grandparents. Lindquist still practices behind that boat today.

Lindquist began skiing in competitions with a first place win, after showing up at the last minute for the last state-level competition of the

season. That was four years ago.

The following two years I missed competitions because I’m also a show skier with the Mississippi River Rats, said Lindquist. “I came in second for nationals each of those years.”

Slalom water skiers accumulate points based on the number of buoys they clear throughout the season. At the end of the season, the skier with the most points in their class goes on to national competition.

The five class levels go from novice to fourth class and continue up to first class, which is the highest level. Lindquist started out as a novice. Last year she competed in fourth class at nationals.

“It was a dream come true once I got to go to nationals,” said Lindquist. “It’s what you’re pushing for.”

Since the season runs from June to Mid-August, Lindquist will have to miss the national competition this year.

“I cried for two days when I found out I couldn’t go to nationals this year because of basic,” said Lindquist. I know the Guard means a lot to me because I never give up water skiing for anything.

210th deployed to Qatar aces sport challenge

□ □ **Summer fun:** Deployed members find a way to beat the stress and heat of desert life.

Master Sgt. Richard Dumire
210th Engineering Installation Squadron

Camaraderie — Esprit de Corps — Relationships. Key elements in the military for building a team that can function as one unit.

In the harsh reality of the Qatari Desert, where tempers can rise as fast as the temperature, it is important to be able to release pent up stress, frustrations and anger in a positive fashion. What better way than to participate in the 379th Expeditionary Communications Squadron Sports Challenge?

As a part of the 379th ECS, members of the 210th and 217th Engineering and Installation Squadrons figured prominently in several of the weekend events. Placing first or second in nine of the 14 events, with the help of EIS, the communications squadron won the race for the prestigious Commanders Cup with a total of 281 points.



Master Sgt. Richard Dumire

□ **At the back left in the rolled up boonie hat, Master Sgt. Jerrell Stanley helps to anchor the rope while across from him and down the right side Master Sgt. Jeff Knutson, Senior Airman Chuck Stricklin, and Tech. Sgt. Gavin Ahlbrecht, along with Senior Master Sgt. Kris Lewis at the front left, strain their muscles against the challenge.**

Supply meets, beats mobility challenge

Staff Sgt. Heather Gillette

Public Affairs

From booking flights across the world for aircraft parts to stocking desert clothing for over 100 people in a matter of a couple weeks, the supply section of the 133rd Logistics Squadron has faced its share of challenges since Sept. 11.

"We did whatever had to be done," said **Master Sgt. Mark Matczynski**, logistics squadron training manager, 133rd LS. "The biggest mission is to keep those planes in the air."

Supply orders, stocks and issues almost everything the 133rd Airlift Wing needs to complete its mission. In addition, during deployments, supply processes cargo.

Unit members' skills in these areas became even more vital when preparing the first and second rotations to deploy in support Operation Enduring Freedom.

One of the biggest challenges they faced involved locating, ordering and funding desert gear under the time constraints for first rotation.

"We had to go through government-authorized supply depots," said Matczynski. "They weren't just getting things for us. Everyone else in the nation needed the stuff too. They were pretty busy."

Obtaining uniforms alone, to include boots, patches and name tapes, presented a daunting task.

"We were never really authorized to stock desert uniforms," said

Matczynski. "We went from stocking nothing to having to fit over 100 people in a week or two."

In addition to uniforms, supply members issued mobility bags for each deploying member including: a C bag, which contains chemical gear, an E bag, which contains desert web gear, and a B bag, which contains cold weather gear.

"The tempo on mobility bags has increased tremendously," said **Tech. Sgt. Chad Larsen**, bag team manager, 133rd LS, "We handed out 200 C bags in six months, before we would only do about 100 a year."

In the end, not only did supply manage to get the gear they needed, they sent Wing members out better prepared than many of the other units in the field.

"We were basically one of the best-outfitted units there," said Matczynski.

In addition to ordering, stocking and issuing desert equipment, supply processed the cargo for the deployments. This involved building, inspecting and loading pallets.

On the day of a deployment, supply members stack and net personal bags on a pallet, then they weigh it to ensure that it won't frustrate the load plan.

Individual units palletize their equipment. Once unit pallets reach the in-check area, supply members go through a checklist to ensure that any hazardous cargo is properly marked, the pallet is

packed correctly, and netting and straps are properly fastened.

Finally, as part of a load team, supply members load the pallets on the aircraft according to the load plan. The load team can load two to three aircraft at one time. When the first rotation left, they loaded four planes in about a half hour with two to three pallets per plane.

When the planes, equipment and troops reach the theater, supply is there to insure mission success by continuing to order, stock an distribute needed equipment.

Along with other stock, supply members deploy with an aircraft part kit called a reserve spares package. When an aircraft needs a part that isn't in their kit, supply members have to research all over the world to get it and then arrange transportation for it across the theater.

"There was a lot of work to be done," said **Master Sgt. Kevin Higgin**, RSP manager, 133rd LS, who deployed on the first rotation. "It kept me busy 12 hours a day. I didn't have a lot of time to dwell on the fact that I was there."

Higgin's hard work paid off with a successful ending to the first rotation.

"I got a great feeling of accomplishment when we flew 98 percent of our missions," said Higgin. "Supply had a part in that because we were able to get the parts when they needed them."

Overall, supply members agree that all of their hard work has been worth it.

(Continued on next page)

Flight Engineer...

(Continued from Page 12)

Saint Cloud State University with a bachelor's degree in professional aviation.

Despite her hectic schedule, Leen has found time to meet and become engaged to **Staff Sgt. Chris Meiser**, a crew chief with the 133rd Aircraft Generation Squadron. The couple met while on a deployment to

Antarctica and eight months later Meiser made the move from Schenectady, N.Y., to Minnesota.

This well-traveled duo seems to do everything while on deployment. Not only were they engaged during a deployment to Kuwait, but they also purchased a home while completing a deployment in Uzbekistan, through a power of attorney and many phone calls and emails with Leen's mother.

"My mom sent us a bunch of

information on the house and we thought it sounded good so we just told her to go ahead and buy it!" said Leen. "Needless to say, that was a pretty busy deployment for the both of us."

Through all of her experiences and travels that have taken her far from her hometown of Waconia, Minn., Leen said she is most thankful for the training she has received while in the Guard.

Guardians of Freedom

Supply...

(Continued from previous page)

“My favorite part was being over at the alert hangers on that Saturday seeing that plane come back from the war and to be part of the reception with all of the families and friends,” said **Tech. Sgt. Kurt Goossen**, load team noncommissioned officer in charge, 133rd LS.

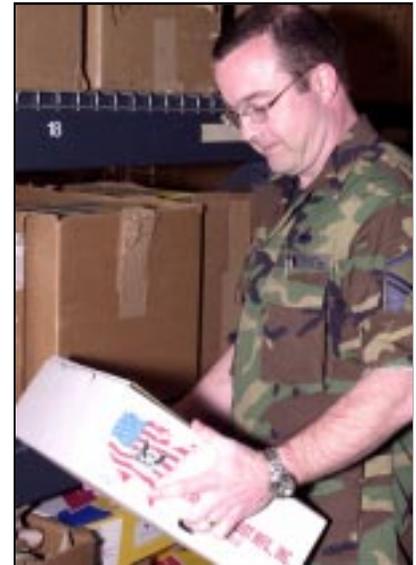
Staff Sgt. Isidore Tessier, storage and issue/ pick up and delivery material handler of team supply, 133rd LS, agreed.

“A lot of times you don’t see the end product when putting in all the extra hours,” said Tessier. “When you see your friends and fellow Guard members come home, it makes every part of what you do out here a bit more gratifying, knowing you were a part of it all.”



Staff Sgt. Erik Gudmundson

□ *Members of the 133rd Logistics Squadron load team unpack a pallet of personal bags after weighing it and finding that it would frustrate the load plan at its current weight.*



Staff Sgt. Jamie Severt

□ *Master Sgt. Mark Matczynski checks the size on a box of desert boots.*



Staff Sgt. Jamie Severt

□ *Staff Sgt. Isidore Tessier maneuvers a forklift carrying a pallet through the supply warehouse.*

Unit roundup

• **133rd Aerial Port Squadron**

Airman 1st Class Diane Meyer

The squadron continued computer-based training, vehicle training and training on air transportation standardization and evaluation requirements. We also assisted in the night vision goggle training for the aircrews by covering late night airdrops at Camp Ripley and combat off-loads on base. Members of our unit participated in the softball tournament last drill. Also during the June drill, we had our annual fitness walk and cleaned weapons.

• **109th Aeromedical Evacuation Squadron**

Staff Sgt. Patrick Clark
No report.

• **133rd Airlift Control Flight**

Staff Sgt. Christina Moe
Five members of the flight deployed to Central Asia have returned since the last drill.

• **109th Airlift Squadron**

Master Sgt. Dale Hauschildt
We flew night vision goggle training on Thursday, Friday and Saturday evenings during the last drill in order to continue getting our aircrews qualified for future deployments.

• **133rd Airlift Wing Headquarters**

Staff Sgt. Heather Gillette
The unit welcomed 11 deployed members home from the second rotation

and is adjusting to upcoming duty status changes.

• **133rd Civil Engineer Squadron**

Tech. Sgt. Betsy Brummer
No report.

• **133rd Communications Flight**

Senior Airman Tony T'Kach
The unit has been actively preparing for the upcoming inspector general inspection this month.

• **133rd Logistics Squadron**

Staff Sgt. Loney Gronskei
Contracting has begun training the IMPAC card holders and billing officials on the internet-based reconciliation program. Vehicle maintenance completed the reacceptance of the 25,000 pound aircraft loader from depot maintenance. Vehicle maintenance also completed a onetime safety inspection of the power take off system on three dump trucks assigned to the 133rd Airlift Wing.

• **133rd Logistics Support Flight/133rd Logistics Group**

Senior Master Sgt. Georg Fischer Jr.
We will have several unit members attending training courses. Also we will have a number of individuals returning and processing in from the second rotation.

• **133rd Maintenance Squadron/133rd Aircraft Generation Squadron**

1st Lt. Kenneth Heutmaker
This month we welcome home our members return-

ing from the second rotation. AGS has moved into its remodeled facility in the South Hangar. We continue to support local flying, to include night vision training. Finally, we continue to prepare for our upcoming unit compliance inspection and the initial response exercise scheduled for next July.

• **133rd Medical Squadron**

Tech. Sgt. Jim Luke
We have continued to support Operation Enduring Freedom both on the home front and in the theater.

• **133rd Mission Support Flight**

Master Sgt. Eric Kerber
The unit has recently received a new military identification card issuing system. The new cards, known as common access cards, will be issued on a need-only basis.

• **133rd Operations Support Flight**

Staff Sgt. Jeunai Bents
Deployed.

• **133rd Security Forces Squadron**

Tech. Sgt. Yvonne Piontek
The squadron continues to maintain base security levels. Members deployed to Kuwait have returned home. We completed two inspector general inspections and are preparing for a unit compliance inspection and four upcoming deployments.

• **133rd Services Flight**

Staff Sgt. Zach Brewer
Services will be having an inspector general inspection this month in Savannah, Ga. We will also be deploying in support of the

Minnesota National Guard Youth Camp at Camp Ripley this month. Some members will also be attending school.

• **208th Weather Flight**

Tech. Sgt. David Christensen
No report.

• **210th Engineering Installation Squadron**

Senior Airman Lucas Schaan
During the June drill, our unit welcomed back five members that had been deployed for the last nine months in support of Operation Enduring Freedom. Welcome home **Lt. Col. Mark Mayer, Senior Master Sgt. Ron Brown, Senior Master Sgt. Kris Lewis, Tech. Sgt. Jerry Dehaven, Staff Sgt. Jeff Engebretson.** Our unit is proud of your accomplishments and glad to have you back. We will continue our support of Operation Enduring Freedom, with unit members deployed to Qatar and Shaw Air Force Base, S.C. We will also be sending teams to Minot AFB, N.D. and Ramstein Air Base, Germany, to complete installation projects.

• **State Headquarters**

Tech. Sgt. Doreen Johnson
We wish **Col. Terry Tripp** the best as he recovers from his surgery and returns to the 133rd Airlift Wing. **Maj. Loren Hubert** has taken his place as state headquarters interim chief of staff until further notice. Also, congratulations to **Chief Master Sgt. Joseph Shafer** on his promotion.



Official travel: **July/August**

133rd APS: Texas
109th AES: No report.
133rd ALCF: Central Asia
109th AS: Germany, Kuwait, Qatar, Maryland, Wisconsin
133rd AW HQ: Kuwait, Central Asia, Mississippi
133rd CES: No report.
133rd CF: Mississippi, Texas
133rd LS: Germany, Kuwait, Southwest Asia, Alabama, Ohio
133rd LSF: Southwest Asia, Florida, Nevada, Texas
133rd MXS/AGS: No report.
133rd MDS: Belize, Southwest Asia, Mississippi, Texas
133rd MSF: No travel.
133rd OSF: No report.
133rd SFS: Florida, Illinois, Georgia, Texas
133rd SVF: Colorado, Georgia
208th WF: No report.
210th EIS: Germany, Qatar, North Dakota, Pennsylvania, South Carolina
State HQ: Germany, North Dakota, Ohio, South Dakota, Tennessee, Texas, Washington D.C., West Virginia, Wisconsin

Above are official travel destinations. For space-available travel information, call the 109th Airlift Squadron, Ext. 2450, or the Reserve wing, Ext. 1741.

GFN activities scheduled

- The monthly Guard Family Network meeting will be held **Saturday, Aug. 17**, at 3 p.m., in the Wing conference room, Bldg. 631.

All base personnel, retirees and family members are cordially invited to attend.

Worship services set

- **Sunday, Aug. 18**, worship services at the base chapel will be as follows: Catholic Holy Communion service, 8 a.m., Protestant worship, 9 a.m., both followed by fellowship in the chapel annex.

- **Saturday, Aug. 17**, there will be no Catholic Mass due to **Father (Capt.) John Echert's** deployment.

- There will be an **Ecumenical** parables and prayers gathering every Thursday at 10:30 a.m.

Positions announced

- Applications are being accepted for a **flight nurse officer position**, 046F1, within the 109th Aeromedical Evacuation Squadron until filled.

Applicants must be eligible to be commissioned by age 47 or already commissioned as a nurse, possess a four-year registered nursing degree from an accredited school, be currently licensed and practicing as a nurse and be able to meet all commissioning and flying class III physical standards.

- Applications are being accepted for a **communication and information officer position** within the 210th Engineering Installation Squadron until filled.

Applicants must be eligible to be commissioned by age 35, possess qualifying AFOQT scores and have a four-year college degree.

Undergraduate academic specialization in electrical engineering is required.

- Applications are being accepted for a **first sergeant position** within the support group, which includes the communications flight, mission support flight and Wing headquarters. Current first sergeants are encouraged to apply. Application deadline is Sept. 22.

- Applications are being accepted for a **first sergeant position** within the 133rd Security Forces Squadron until Sept. 22.

□ For an application or further details on officer positions, call **Master Sgt. David Paynter**, Ext. 2032.

The following positions are available for Wing members interested in cross-training:

- **Information Manager**, 3A071, within the 133rd Support Group. Applicants must be able to type 25 words per minute and have administrative, communications and general office management experience. A five-level in information management is preferred, but individuals with a five-level in a previous Air Force specialty code will be considered. Application deadline is August 17.

□ For further details or to apply, call **Master Sgt. Shannon Purvis**, Ext. 2548 or (651) 282-4145.

- **Loadmaster**, 1A2X1, within the 109th Airlift Squadron. Applications will be taken until the position is filled.

□ For further details or to apply, call **Chief Master Sgt. Jim Riecken**, Ext. 2469.

- **Paralegal**, 5J0X1, within the 133rd Airlift Wing judge advocate office. Applicants must possess a five-level in any Air Force specialty code, have a clean background history and be able to type a minimum of 25 words per minute.

□ For further details or to apply, call **Tech. Sgt. Jodi Rogness**, Ext. 2509.

Legal hrs. increased

The base **legal office**, located in Bldg. 631, now has staff available for legal assistance on a full-time basis. The office will also be open Thursdays from 7:30 a.m.- 7 p.m. The expanded office hours are in response to the growing demand for legal services.

□ For further details or to make an appointment, call **Tech. Sgt. Jodi Rogness**, Ext. 2509.

(Continued on next page)

Pay data available online

Military payroll information is available online. The Employee/Member Self-Service online system allows members to view and change some payroll information, leave and earnings statements, change addresses, view and change federal withholdings and much more.

□ <http://www.dfas.mil/emss/>

□ For questions contact the military pay office, Ext. 2568.

Email accessible

Wing network users are now able to access their on-base email from any computer with internet access from the following Web site:

□ <https://mail.mnstpa.ang.af.mil/exchange>

□ For questions or help, contact **Master Sgt. Rick Voeller**, Ext. 2013.

SFS info. request

Just a reminder, please let 133rd Security Forces Pass and Registration section, located in Bldg. 631, know when your license plate or vehicle color changes.

MNANG jobs accessible

Information on full-time employment opportunities open within the Minnesota Air National Guard and other military agencies is available at the following web site:

□ <http://www.dma.state.mn.us/employ.htm>

Fun Run rescheduled

The sixth annual Fun Run/Walk has been rescheduled for September 22 at 2:30 p.m. There will be a registration fee of \$12. Additional information and registration forms will be made available in the dining facility during the August drill.

□ Please contact **Senior Airman Dan Colon**, Ext. 2433, with questions.

College tuition reduced

Cardinal Stritch University is offering a 25 percent tuition discount to all service men, women, veterans and their spouses.

□ For more information contact



Tech. Sgt. Devona Maher

Home at last!

Senior Airman Michael Skoog, Senior Airman James Olafson, Senior Airman Travis Wold, and Senior Airman Brian Paulus, all of 133rd Security Forces Squadron, lead SFS members deplaning after a 100-day deployment to Southwest Asia June 14. Also, five members of the 133rd Airlift Control Flight returned June 26, and nine members of the 210th Engineering and Installation Squadron returned June 27.

Jody Wentz, 952-835-6418 or email jody.wentz@apollogrp.edu.

Retirees changing address

A reminder to all retirees: if your address changes you must report the change directly to public affairs in order to continue receiving the Northstar Guardian.

□ For more information contact

the base public affairs office, **Staff Sgt. Heather Gillette**, Ext. 2516.

LTC insurance offered

Open season to enroll in the Federal Long Term Care Program will be held July 1 — December 31, 2002. Members of the uniformed services,

(Continued on next page)

Northstar Guardian

military retirees and their families can enroll directly with Long Term Care Partner, comprised of a partnership between Metropolitan Life and John Hancock.

□ For more information call toll-free 1-800-582-3337 or visit the LTC web site:

□ <http://www.LTCFEDS.com>

Scholarship offered

The Chapter One Minnesota National Guard Enlisted Association is offering two yearly \$250 scholarships, one for a Guardsman who is a full-time student and one for a dependant of a Guardsman who is a full-time student. Applications must be returned to the Association by Sept. 21.

□ For more information and to get an application contact either your unit first sergeant, **Master Sgt. John Daum (ret.)**, (952) 432-7437 or **Tech. Sgt. Ann Feist**, Ext. 2613.

Fair deal offered

Valleyfair tickets are available to Guard members at \$20 for regular admission and \$10 for children.

□ To purchase tickets stop by Building 610, Rm. 125 or contact, **Chief Master Sgt. Austin Felix**, Ext. 2618, or **Master Sgt. Mark Matczynski**, Ext. 2632.

For complete names of units, see Page 12.

Medals

Meritorious Service Medal

Lt. Col. Richard Moen, AW, third oak leaf cluster

Promotions

Airman 1st Class Pam Berry, SVF
Senior Airman Casey Brown, WF
Senior Airman Andrew Casci, APS
Tech. Sgt. Wesley Chase, Jr., MXS
Tech. Sgt. Kevin Campbell, APS
Tech. Sgt. Leann Dyer, AW
Staff Sgt. Karl Hagglund, AGS
Tech. Sgt. David Jansen, MXS
Chief Master Sgt. David Mach, AS
Staff Sgt. Kevin Madden, CE
Staff Sgt. Jacob Majerus, APS
Master Sgt. Kenneth Mazac, MXS

Airman 1st Class Zechariah McConnell, EIS
Staff Sgt. Eric Moan, AGS
Master Sgt. Wanda Ortiz-Maysonet, CF
Master Sgt. Daniel Patten, AGS
Staff Sgt. Nicholas Schorr, CF
Tech. Sgt. Todd Siedschlag, AGS
Staff Sgt. Josh Walker, CF
Master Sgt. Robin Way, APS
Staff Sgt. Brian Welter, AGS
Staff Sgt. Andrew Zirbel, LG

Enlistments

Staff Sgt. Jason Barron, MXS, *prior service Air Force*
Airman 1st Class James Carpenter, AGS, *non-prior service*
Airman Basic Anne Ketz, MXS, *non-prior service*
Airman 1st Class Brian Lind, MXS, *non-prior service*
Senior Airman John Juepke, MXS, *prior service Air Force*
Airman 1st Class Desiree Sehr, MXS, *non-prior service*

New positions

The following selections have been made for full-time positions:

• **Tech. Sgt. Aric Elsner**, MXS, hydraulic mechanic

Achievements

• **Senior Airman Pete Ament**, APS, was selected as Airman of the Month for the 730th EAMS while deployed to Diego Garcia in support of Operation Enduring Freedom.

• **Staff Sgt. Chad Bode**, SFS, was selected as the 2002 Air National Guard Outstanding Security Forces Noncommissioned Officer of the Year.

• **Tech. Sgt. Kevin Campbell**, APS, was selected as the 2002 Air National Guard and Air Force Outstanding Transportation Noncommissioned Officer of the Year.



Campbell

• **1st Lt. Michael Donat**, APS, was selected as the 2002 Air National

Guard Outstanding Transportation Company Grade Officer of the Year.

• **Master Sgt. Tim Ista**, APS, was selected as Senior Noncommissioned Officer of the Month for the 730th EAMS and 60th AEG while deployed to Diego Garcia in support of Operation Enduring Freedom.

• **Tech. Sgt. Todd Jespersen**, LS, earned a master's degree in educational administration from St. Mary's University

• **Master Sgt. Eric Kerber**, MSF, completed the Senior NCO Academy correspondence course.

• **Master Sgt. Al Leija**, MSF, completed the Senior NCO Academy correspondence course.

• **Maj. Kerry Lovely**, LS, was accepted for in-residence Air Command and Staff College at Maxwell Air Force Base, Ala.

• **Chaplain (Lt. Col.) Robert Lubben**, AW, received the Virginia Bronze Star Medal for his meritorious service in response to the crash of an Army C-23 aircraft resulting in the loss of 18 members of the 203rd Red Horse Flight, Virginia Air National Guard.

• **Senior Airman Rebecca McAbee**, APS, was selected as the 2002 Air National Guard and Air Force Outstanding Transportation Airman of the Year.



McAbee

• **Capt. Lyle Rock**, 148th Fighter Wing, is temporarily assigned as full-time chief of Supply while several logistics squadron officers support the war effort.

• **Staff Sgt. Joe Swendsen**, APS, was selected as NCO of the month for the 730th EAMS while deployed to Diego Garcia in support of Operation

(Continued on next page)

People

Enduring Freedom.

- The semiannual Wing “Core Values” honors were announced at the awards ceremony in June.

The “**integrity first**” award was presented to the following C-130 Aircrew members: **Master Sgt. Nicole Fagula, Staff Sgt. Stacey Leen, Maj. Matthew McCann, Master Sgt. Stephen Nelson, Maj. Dwayne Stich, Maj. John Strike** and **Master Sgt. Daniel Tracy**. While deployed in support of Operation Enduring Freedom, this aircrew demonstrated true professionalism during the transport of a Green Beret soldier who was killed during Operation Anaconda. Upon arrival at flight operations, the crew requested a United States flag be draped over the soldier’s casket. None was available. Feeling strongly that the deceased needed to be properly honored, the C-130 crew made a decision to use the flag that flew above the K2 maintenance facility.

Master Sgt. Gregory Anderson, 133rd Logistics Squadron, was commended for placing “**Service Before Self**” in demonstrating unending commitment to the 133rd Airlift Wing by taking photos and creating buttons of deploying Guard members for their dependents. Anderson worked late into the night to print, frame and mail the buttons to family members. He also located and brought to the base over 4,000 stuffed Guard dogs for the Guard Family Network to give to families of deploying members (see story Page 8).

“**Excellence in All We Do**” honors were earned by **Master Sgt. Mark Matczynski**, 133rd Logistics Squadron for going to extraordinary



Tech. Sgt. Mike Buytas

Careful checks

Master Sgt. Jason Connolly, loadmaster, 109th Expeditionary Airlift Squadron/109th Airlift Squadron, checks the load list on the rear ramp of a Wing C-130 while on a mission in support of Operation Enduring Freedom.

measures to ensure all personnel were fitted and equipped with desert uniforms prior to leaving home station in support of Operations Enduring Freedom and Noble Eagle. He worked closely with functional areas and vendors to requisition literally hundreds of desert uniforms and accessories. Because of the short lead times before the deployment, Matczynski worked evenings and weekends to ensure each member was outfitted and ready to deploy (see story Page 14).

Family matters

- **Michael Leen**, SVF, and his wife, **Erika**, have a new son, **Braxtyn Paul**, born June 3, weighing 9

pounds, 6 ounces.

- **Janet Mastel**, LS, married, **Darwin Geigle**, July 20.
- **Norman Mineau**, AS, and his wife, **Susan**, have a new daughter, **Alexandra Mildred**, born May 28, weighing 6 pounds, 12 ounces.
- **Mark Matczynski**, LS, and his wife, **Shelly**, have a new daughter, **Madelynn**, born July 27, weighing 6 pounds, 9 ounces.

Retirements

Lt. Col. Richard Moen, AW, 30 years
Lt. Col. Paul Rogers, ALCF, 28 years



Moen

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