



The GUNFIGHTER

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Above: An explosive ordnance disposal specialist removes a practice bomb from the Saylor Creek Range as part of a monthlong effort to clear all dummy ordnance from Mountain Home Air Force Base's ranges. Bombs with expended smoke cartridges are gathered and sold for scrap. Duds and bombs with unexpended smoke cartridges are taken to a demolition site and detonated with TNT. Nearly 40 Airmen have been involved in removing over 100 tons of ordnance since June 17.

Left: A pile of 500-pound bombs, called BDU 50s, are lined up on the Saylor Creek Range. To date, roughly 3,500 BDU 33s, which are 25-pound bombs, and 350 BDU 50s have been cleared. The 120,000-acre range and more than one-third of the Juniper Butte Range's 26,000 acres should be cleared by July 16.

Sweep team removes hazards from ranges

Story and photos by 1st Lt. Mike Chillstrom
Gunfighter public affairs

Nearly 40 Airmen are currently participating in one of Mountain Home Air Force Base's largest annual operations – removing potentially hazardous ordnance from 130,000 acres of base training ranges.

The monthlong undertaking, which clears both the Saylor Creek and Juniper Butte Ranges, is a joint venture. Twenty personnel from the 366th Civil Engineer Squadron's Explosive Ordnance Disposal Flight, two from the 366th Civil Engineering Squadron, five from the 266th Range Squadron and 12 EOD specialists here on temporary duty specifically for this mission are working side-by-side.

A convoy of dump trucks, all-terrain vehicles and two-and-a-half ton trucks lines up every morning and thoroughly combs the ranges for 25-pound, 500-pound and other practice dummy bombs. Helicopters are also used to locate munitions that may have skidded outside the range boundaries.

The 366th CES operates dump trucks and front-end loaders to help transport the bulky quarter-ton dummy bombs.

Target areas are the most heavily littered areas, but all 120,000 acres of the Saylor Creek Range and more than one-third of Juniper Butte's 26,000 acres will be cleared by July 16.

"Clearing the ranges is such a big operation," said SSgt. Gregg Wozniak, NCO in charge of EOD mobility equipment. "People may hear Saylor Creek or Juniper Butte but not truly know or understand what goes on out there."

To date, roughly 3,500 of the 25-pound bombs and 350 of the 500-pound bombs have been cleared, or well over 100 tons.

The 25-pounders, called BDU 33s, emit a cloud of smoke upon impact, so pilots can visualize whether their payload hit its target.

Exploded ordnance are removed from the ranges and sold for scrap.

If EOD cannot tell if the smoke cartridge has been expended, they will place a small probe in a BDU 33 to determine its status. All unexploded ordnance and duds are then detonated with TNT at a demolition site.

Range clearing allows a window for range keepers to update and maintain the area while there is no ordnance on the targets.

"We're making the ranges better for the day-to-day operations and training," SSgt. Wozniak said. "In terms of the big picture, it allows the guys to train and do their job to put bombs on targets overseas. People see and hear the planes take off every day, but they may not realize how big of a part that plays in the overall Air Force mission."

The ranges are not only used by Gunfighter units, but also by other military units in the Northwest United States.

Newsline

Air Force award winner

Congratulations to Capt. **Jeannie Berry**, 366th Medical Operations Squadron clinical nurse, who was selected by the Air Force Association Awards Board June 23 to receive the Juanita Redmond Award. The Juanita Redmond Award is given to an Air Force nurse who provided significant contributions to the health care of an Air Force individual or family, demonstrated excellence in critical nursing or accomplished a special achievement resulting in the improvement of nursing care.

FTAC award winner

Congratulations to A1C **Christopher Schave** for being selected as the First Term Airmen Center's Sharp Troop and receiving the Razor Sharp award for excellence in dress and appearance for Class 04U.

366th OG going away dinner

Gunfighters are invited to join the 366th Operations Group in saying goodbye to Col. David Goldfein, 366th OG commander, today at the Gunfighters Club.

Social hour starts at 6 p.m. and dinner will be served at 7 p.m. The meal is German buffet, and cost is \$16.95 for nonmembers and \$13.95 for members.

Legal office closure

The Gunfighter legal office will be closed today for an official function. An on-call judge advocate can be reached at 599-3919 in case of emergency.

FSC relocation

Construction on the expansion of the family support center is scheduled to begin Monday. Because of safety issues, they will be relocating some programs to the family home daycare classroom in the consolidated services center. They will be checking phone messages and e-mail after 4:30 p.m.

Identity theft briefing

Gunfighters are invited to attend a briefing about consumer identity theft hosted by the Better Business Bureau of southwest Idaho Monday from 3:30 to 5 p.m. at the community center.

366th LRS services

For efficient funds management, source the base defense reutilization and marketing office first for all supply needs. For assistance, coordinate with the 366th Logistics Readiness Squadron customer service at 828-2978 or 828-6039.

Contact the TSgt. Abayoni Tobias or TSgt. Gene Prescott, 366th LRS customer service, at 828-2942 or 828-6168 to address supply concerns.

Chapel piano players needed

The Liberty Chapel is seeking piano players for their 8 a.m. liturgical, 11 a.m. traditional and 4:30 p.m. gospel/contemporary Protestant worship services. For more information, call Chaplain (Maj.) Kenneth Harp at 828-6417.

Child, infant CPR class

There is a four-hour child and infant CPR certification class Tuesday and Wednesday. Class size is limited to 12 people. To sign up or for more information, call Capt. Armando Cruz at 828-7242.

AWC enrollment

The Air War College nonresident program is enrolling eligible officers and federal employees for the 2004 through 2005 seminar. People who are interested should apply and indicate their preference for group learning no later than July 18 by logging on to www.au.af.mil/au/awc/awc-ns.htm. For more information, call Mr. Mike Jewell at 828-6363.

Commander's Hotline

This Hotline is your direct line to me.

It's your opportunity to make Mountain Home AFB a better place to live and work.

I review every response to Hotline questions, but functional experts prepare most responses.

If possible, you should first contact the organization responsible for the problem or function.

Your first sergeants, commanders and agency chiefs want to help, so please let them try.

If you do not know how to proceed or if you have already tried your chain of command, then do not hesitate to contact the Hotline at 828-6262 or CommandersHotline@mountainhome.af.mil.

Not all Hotlines are published, but if you leave your name and phone number or e-mail address, I will make sure you get a reply.



Col. Charles Shugg

Col. Charles Shugg
366th Fighter Wing commander

Last DUI:

(As of noon Thursday)

366th Aircraft Maintenance Squadron

Days without a DUI:

38

AADD made 37 saves in June, 173 in 2004

The keys to Gunfighter success

By Col. Dave Goldfein
366th Operations Group commander

Fellow Gunfighters – hard to believe it has been two years since our arrival at Mountain Home AFB as we prepare now to depart for Spangdahlem AB, Germany.

What an incredible ride it has been! From a major runway renovation, to total wing reorganization, to direct involvement in Operations Enduring Freedom, Noble Eagle and Iraqi Freedom, to operational readiness exercise's aplenty, to a world-class operational readiness inspection — the list of challenges and successes is endless.

The 366th Fighter Wing continues to take every curve ball thrown and knock it out of the park. So, what is it that makes this wing so special? What makes the Gunfighters the envy of other wings around the globe? I have come to believe the answer lies in two enduring qualities – teamwork and a winning spirit. Every Air Force member knows teamwork is an absolute necessity for success. However, Gunfighters take the concept to new heights. I have never seen a wing able to come together to accomplish a mission with more class and style.

From the front gate to the flightline, Col. Robert Lemmon's support group warriors are everywhere, working to make the mission happen. Need to move personnel or equipment tomorrow to support the war? "No problem," says the 366th Logistics Readiness Squadron. Need help with personnel records at the military personnel flight or support for a squadron self-help project? "You bet," says the 366th Mission Support and Civil Engineer Squadrons. It is a known fact that units take on the personality of their commander over time. That has never been more true than in the 366th Mission Support Group. Col. Lemmon's energy and enthusiasm are evident everywhere on this base and his support group is the best in the Air

Force bar none. Show me a base anywhere else in the world where the security forces commander is an active participant in an operations group roll call. Teamwork extraordinaire!

How about the medical group professionals? Col. Helen Horn-Kingery's troops are on the front lines of health care not only for our military members but also for our families. Their can-do attitude ensures we are truly "fit to fight" when we get the call.

The warrior bond between operators and maintainers in this wing has become legendary across the Air Force. Col. Ted Eaton's fire breathing dragons overcome incredible obstacles every day to produce the best maintained aircraft in the Air Force despite three different weapons systems on the ramp. Whether at home or deployed, Gunfighter fixers and flyers team together to get the job done with full mission capability and mission success rates that are unparalleled. Show me another base anywhere in the world that sends operators and maintainers on the road together in order to foster camaraderie and team spirit.

Gunfighters working together to make it happen – it is what sets this wing apart. How did we get here? I believe one key ingredient is an unmatched squadron commander corps. In the end, it is squadrons that make the mission happen.

As group commanders, our charge is to provide vision and create the environment necessary for squadrons to succeed. Our squadron commanders have done an excellent job of networking to ensure that not only their piece of the mission is covered, but also their peers as well.

However, we can never allow ourselves to become complacent. With a new crop of squadron commanders joining the team this summer, it is worth reiterating the importance of peer networking to continue Gunfighter success.

If you are a new commander and you haven't visited each of your fellow commanders in their office, you are

behind. Getting to know your peers before you have to call for their help is critical to your success as a leader in this wing. Don't have the time? Make it.

Once we emerge from change-of-command season, it will be time for the new class of squadron CC's to get together for a social event or meeting to chart the course for the next year. We group commanders are eager to see who will rise to the top as the lead squadron commander in the 366th FW!

Finally, Gunfighters exude a confident winning spirit. This is not a "beat on your chest to proclaim we are the greatest" spirit. Rather, it is a far more subtle, quiet and enduring spirit that comes from knowing one is part of a winning team. It is a quiet confidence that comes from knowing, before starting a task, that success is inevitable and failure is unthinkable.

When the 366th FW was called upon to lead the development of tactics to integrate special operations and airpower, Gunfighters designed the tactics, tested them on our ranges, taught others the lessons and then deployed in-theater to lead a significant portion of OIF. Several Gunfighters traveled non-stop for over 40 hours into country, got off the airplane and went straight to work for 14 hours in order to ensure that procedures developed in Idaho were ready for Iraq. No blustering, no bravado. Just hard work to make the mission happen – Gunfighter standard!

Col. Bill Schaal and his family arrive this weekend to take command of the operations group Tuesday morning. This wing could not be better served; they are the perfect choice to lead this group to new and greater heights.

As we depart our Mountain Home for the Eiffel, know that it has been an honor and a privilege to serve with each of you. Your teamwork and winning spirit have set the Gunfighters apart as the finest combat fighting organization in our Air Force. Best wishes to each of you for continued success!



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Coverage: Coverage of upcoming events should be arranged in advance by calling the public affairs office at 828-6800 or by sending an electronic message to pa.news@mountainhome.af.mil.

Classified Ads: Free classified advertisements of a non-commercial nature are published in *The Gunfighter* on a space-available basis. Free advertising is limited to Air Force people (active and retired), Department of Defense civilian employees and their family members. Ad forms are available in Bldg. 512. Deadline for free classified advertisements is 5 p.m. Monday.

Rack 'em up – Annual Gunfighter winners

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Air Force Awards 4



Air Combat Command Awards 21



12th Air Force 3

AEF Battlelab tests universal aircraft jacks

By 2nd Lt. Anthony Vincelli
124th Wing Public Affairs

BOISE, Idaho — Any Airman who has ever worked on the flightline during a rotation in the desert knows that the aerospace ground equipment he or she uses is often specific to a particular airframe.

Heavy aircraft jacks, in particular, are not one-size-fits-all equipment. After all, people cannot use the same set of jacks to lift a C-17 Globemaster III in the air that they would a C-5 Galaxy.

Enter the Air Expeditionary Force Battlelab at Mountain Home AFB, and its latest development — the mobile aircraft jacks equipment kit. The jacks are designed to replace many of the airframe-specific jacks currently used by Air Force aircraft maintainers, said project officer TSgt. Ronald Newpher.

“These jacks can be used on many of our heavy aircraft, including the C-5, C-17, B-1 Lancer, C-130 Hercules, KC-135 Stratotanker and even the B-52 Stratofortress,” TSgt. Newpher said. “By using one type of jack for several different airframes, we can dramatically reduce the deployment time and amount of cargo we deploy with.”

Aerospace ground equipment, like air-

craft jacks, makes up 40 percent of a standard cargo deployment package, battlelab officials said. Much of it is bulky and airframe or mission specific.

This jacking system, however, is much smaller because instead of needing the typical diesel-engine-driven hydraulic pump, it is driven by air pressure. Four jacks and all the associated equipment can fit on two standard cargo pallets. This space savings translates to cost savings for the Air Force, TSgt. Newpher said.

“We have estimated that by repositioning the new jacks in the (area of responsibility), the Air Force could save \$2.5 million during every (air and space expeditionary force) rotation,” TSgt. Newpher said.

Battlelab officials and representatives from the jacking system’s manufacturer were at Gowen Field recently to test the system for the first time on a C-130 aircraft. The test was also an opportunity for the customers — Air Force maintenance specialists — to try the system out.

“We are familiar with the standard B-4 jacks, so it was a little difficult at first to get used to this new system,” said SMSgt. Al Goodman, a C-130 flight chief for the Idaho Air National Guard’s 124th Aircraft Maintenance Squadron at Gowen Field. “But I

can definitely see the benefit of having a nearly universal system like this when you are dealing with different types of aircraft in a deployed environment.”

TSgt. Newpher said the learning curve is low with the new system and that any extra time spent on getting the jacks into position will be made up when the aircraft is raised off the ground.

“It takes less than 10 minutes to get the aircraft in the air once the jacks are set,” he said.

In addition, the system also supplies a deployable load tester, which is not currently available. The battlelab staff is in the final phase of this initiative.

They have completed tests on several aircraft and are still collecting user inputs to make necessary modifications.

Officials have not determined if or when these will be used in a real-world scenario, but for now, the testing is going well, TSgt. Newpher said.



Photo by 2nd Lt. Anthony Vincelli

Air Expeditionary Force Battlelab officials from Mountain Home AFB and maintainers from the 124th Aircraft Maintenance Squadron perform a concept demonstration on an Idaho Air National Guard C-130 Hercules aircraft at Gowen Field June 23. The aircraft was successfully hoisted into the air using the new universal jacking system developed by battlelab staff.

The next steps in the process of eventually introducing this product to the Air Force will be completed with the help of officials at Warner Robins Air Logistics Center at Robins AFB, Ga. They will help find a manufacturer and assist in the approval process necessary to turn this idea into a working product that Air Force people can use.

“I hope to one day return to working on the flightline and turn a wrench on one of these jacks,” TSgt. Newpher said.

101 Critical Days: Kayaking, canoeing safety tips

(Editor’s Note: This article is the part of a series of articles compiled by the Gunfighter safety office in support of the 101 Critical Days of Summer campaign. Some information in this article came from paddling.about.com/library/weekly/aa082803a.htm.)

Kayaking

Kayaking can be enjoyed on leisurely meandering flat water, out in the open sea or on powerful white-water rapids. But, kayaking involves some risk. To participate safely, people should be good swimmers. Also, know the safety rules and how to perform self-rescue techniques before going on any trip.

Before taking on a kayaking adventure, it is wise to learn some kayaking skills and techniques from a professional instructor. Doing so could prevent a needless mishap.

The outdoor adventure program offers kayaking lessons Mondays at the pool at 4 p.m. for \$3 per person. They also offer comprehensive lessons Monday through Saturday that go from the pool to class III water for \$80 per person. The comprehensive lessons include transportation to all sites, literature and instruction. Interested parties should call OAP at 828-6333 for details.

The following are some basic guidelines to follow:

- Always wear a personal flotation device.
- Wear a helmet on white-water.
- Dress for the water. Wear wool, synthetics, neoprene, nylon or gortex shells and a dry suit.
- Wear sturdy footwear, and carry spare clothes in a waterproof bag.
- Know how to recover if the kayak capsizes.
- Fill all spare room in the kayak with buoyancy bags.
- Learn to use and have handy a “paddle float self-rescue device,” bilge pump and sponge.
- Never paddle alone.
- Check out the river in advance.

■ Pay attention to local conditions. Think of the what-ifs.

■ File a float plan. Tell someone about the trip or leave a note on the car.

■ Learn first-aid and resuscitation techniques.

Canoeing

The canoeing experience can provide unlimited satisfaction, paddling along peaceful waterways and viewing spectacular scenery. Whether canoeing solo or tandem, learning basic principles, strokes and maneuvers instills confidence and aids in the exploration of other types of paddle sports.

When beginning canoeing, it is wise to learn with the support of a group. Do not paddle alone. Responsible instruction builds safety and rescue skills as well as good canoeing technique. Canoeing accidents have resulted from not wearing a personal flotation device, alcohol consumption, cold water and inexperience. Before any canoeing trip, follow these safety tips:

- Don’t choose rivers beyond ability.
- Choose route wisely; try shorter distances first.
- Be respectful of private property.
- Dress properly for the activity and the weather.
- Wear a properly fitted personal flotation device.
- Be properly outfitted with equipment in good repair.
- Do not consume alcohol or drugs.
- Establish organizational guidelines for the tour.
- Establish a reasonable schedule and stick to it.
- Dress for the water temperature, not the air temperature.
- Anticipate the impact of other boats and canoeists, changing weather conditions and motorized boats.

Coast Guard regulations

The Coast Guard requires every watercraft has the following:

- A light

■ Three pyrotechnic devices such as flares

■ A compass

■ A signaling device such as a mirror

■ A VHF/weather radio

■ A cell phone

■ A global positioning system

■ A noise making device such as a whistle

Serious paddlers take even more items like Energy bars, sunscreen, a knife, water, extra clothing and warm hats for a short stint on the water.

River survival tips

■ Secure all gear so there is no danger of becoming entangled should the watercraft capsize.

■ Pull ashore and then walk ahead to examine all rapids and danger spots. If in doubt, carry the craft around the trouble spot.

■ Steer clear of overhanging trees, logjams, brush piles and other obstacles that water flows through rather than around. The force of the current could pin a person against them, possibly under water.

■ Avoid dams, as they generate recirculating currents that could trap a person under water.

■ If overturned, stay upstream, and go feet first to fend off rocks and protect the head from injury. Go with the flow, and do not fight the current. This will only cause fatigue.

■ Remember the current is faster on the outside of a river bend.

■ A “V” in the water pointing upstream indicates a rock, while downstream “V” shows a gap between rocks.

■ Always wear an approved flotation device while on the water. Protective headgear should also be worn.

■ There is safety in numbers — always travel in groups of two or more watercraft.

■ Currents are deceptively strong, so be wary of walking or swimming across a river.

Fit to fly

NDI cracks the case

By SSgt. Erien Chassé
Gunfighter public affairs

(Editors note: The Gunfighter public affairs office presents the second story in the fit to fly series which will celebrate maintainers and how they get aircraft in the air.)

In the simplest terms, according to them, they might be called “airplane doctors” or maybe “airplane X-ray technicians,” but to the Air Force, they are non-destructive inspection team members.

NDI is a diverse grouping of seven inspection techniques used to help keep Gunfighters flying safely and with minimum disruption.

These many inspection techniques range from an oil analysis to magnetic black light inspections to x-raying an airplane in its entirety. Some inspections are done in their building and some are done at the aircraft.

“The most common inspections we do are on-scene,” said SSgt. Mike McGowan, 366th Equipment Maintenance Squadron NDI team member with eight years experience. “We will get a call from crew chiefs or from people working in phase (major system maintenance overhaul done about every 200 hours) asking us to come out and check for cracks in parts on the aircraft.”

When calls come in, NDI technicians grab a backpack-sized shoulder bag and are underway in a few moments. The equipment in this bag uses “L” shaped probes that when run along a crack registers on the monitor, which can tell technicians how wide or deep a surface crack is.

This on-scene knowledge helps technicians decide if a part should be mended, replaced or brought back to the shop for another type of inspection.

“We don’t fix things; we tell them if something is cracked or not cracked,” said SSgt. McGowan.

One inspection done every day is the



Photos by SSgt. Chris Campbell

A1C Chris Bevel, 366th Equipment Maintenance Squadron, uses a Nortec 2000 Eddy Current machine to check for cracks in aluminum steel. A1C Bevel and others from the non-destructive inspection team uses a diverse grouping of inspection techniques to help keep Gunfighters flying safely and with minimum disruption.

Spectroil Joap analysis, a preventive oil inspection.

“Crew chiefs will bring in an oil sample from each aircraft before it flies. We take that sample and run it through our machine. The machine gives us a 17-element breakdown that we can use to help pin-point wear on parts,” said SSgt. McGowan. “The 17 elements tell us what the plane might be burning that it shouldn’t.”

“For example, let’s say we have a spike in one of the elements, can pull out a chart and help identify a possible reason for the spike, which can save parts from getting into dangerous condition,” said SSgt. McGowan.

To keep the readings accurate, the temperature in the building can not change more than three degrees, and if readings show problems, NDI will run a second sample prior to oil diagnosis.

To inspect magnetic parts, technicians use a Magne-Tech unit. They magnetize parts before coating them with a liquid, which, thanks to magnetism, settles into cracks and shows the cracks in neon under a black light.

“Using this system we will inspect about five hundred to one thousand tire bolts every month, and each bolt can

take up to seven minutes to inspect,” said SSgt. McGowan.

For those parts and pieces on an aircraft that cannot be magnetized, NDI uses a Magna Flux Line, which resembles an industrial dish washing line like those found in restaurants. It is a multi-step process whose goal, like the Magne-Tech, is to get liquid to settle into any cracks so they can be seen under a black light.

Step one in the line is to paint on a green liquid which sits for 30 minutes before about 80 percent is rinsed off. Then, parts are dipped into an orange colored liquid and rinsed again before they are put in developer and set to dry for an hour. After drying the parts are black-light inspected.

“We foster teamwork because what we do is often taken for granted, but without us the wing’s job (flying planes) could not get done,” said A1C Brandyn Alston, a 5-level NDI team member.

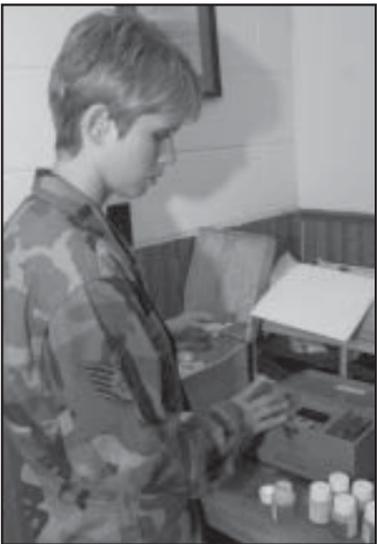
To inspect the parts on an airplane that will not fit in the 8 feet by 4 feet Magne-Tech inspection unit or are too cumbersome to use the many step Magna Flux Line, NDI technicians will use X-ray negatives to check for problems.

“Our X-ray system is just like the system used at a hospital, except we X-ray the airplanes,” SSgt. McGowan.

To prevent over exposure to harmful rays, NDI technicians have three immediate safety devices: a survey meter, which measures radiation in an area; digital dosimeter, which counts the accumulated amount of each X-ray session, and a Thermal Lucid Designator, which stores the quarterly amount each person is exposed to. Without these safety devices NDI would be unable to maintain a complete set of X-rays on each aircraft, which have to be updated at least every 200 flying hours for each plane.

“I love what I do and think of us as the scientists of maintenance. I especially love it when I can relate the science of war to the science of crime solving. We find answers to mysteries,” said A1C Stan Mays, 366th EMS NDI team member from Chicago.

So, whether this 19-person shop of medical maintainers is doing an oil analysis or checking bolts for cracks, they are keeping Gunfighter aircraft fit to fly.



SSgt. Shanna Kuss, 366th Equipment Maintenance Squadron, examines oil samples from aircraft with a Spectroil Joap machine.



SSgt. Aron Garrard (left) and SrA. Seth Ward, 366th Equipment Maintenance Squadron, inspect an X-ray of foreign objects found on an F-16 Variable ramp here.

Gunfighters celebrate Independence Day



Photos by SSgt. Christopher Gish

MSgt. Miguel Montanez and SrA. Joseph Kerr were the grillmasters during the Independence Day celebration hosted by the chapel young adult group. The celebration included live entertainment, a three-on-three basketball tournament, volleyball, music, fellowship and more.



Ms. Jennifer Kerr plays assist to Namia Tyus during a three-on-three basketball game.



Above: Abby Baker, daughter of Chaplain (Capt.) Scott Baker, enjoys a cold piece of watermelon.

Right: SrA. Ricardo Taleno aims to score during a game of volleyball.



Chaplain (Maj.) Kenneth Harp tries his hand at a game of horseshoes.

