

The Phoenix Guardian



FALL 2016

Our Best Recruiter

Commander's Corner

By Col. Jeremy Horn

We have an incredible team of Phoenix Airmen—smart, innovative, and dedicated to accomplishing our diverse missions. Our Airmen are our most valuable resource, and our ability to thrive depends on getting each unit the right people. Quite frankly, we're struggling. For the past few years, our manning has hovered around the 90% mark. In our wing of 950 Airmen, that's nearly a hundred places where you need help but we don't have that highly-trained and motivated Airman next

to you to share the task.

We have an amazing recruiting team, but their best value is in helping potential Airmen navigate the complex process to get to BMT. There's only so much they can do to reach people in our community who have a heart for serving their country and the talent to add to our team. That's where our best recruiter comes in—you!

We're woven into the very fabric of communities throughout this state and beyond. In many of your communities, you're probably one of only a handful of people who understand the pride of putting on your

Nation's uniform and the unmatched opportunities your service provides. You have a unique opportunity to influence those around you who love their state and country, have a desire and aptitude to serve, but may not know anything about the Air National Guard.

I'm not asking you to go door-to-door proselytizing. What I'm asking is simple—tell your story. Share your service with your neighbors and colleagues. Look for opportunities to share your personal Guard story with community and youth organizations. Wear

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143rd IOS Ribbon Cutting



Brig. Gen. John Tuohy, assistant adjutant general for Air of the Washington National Guard, is assisted by contractor Todd MacKersie in cutting the ribbon for the opening of the remodeled 143rd Information Operations Squadron building at Camp Murray on August 14, 2016. Col. Kelly Hughes, chief of the Air National Guard Space and Cyberwarfare Operations Division; contractor Dave McQueen; and 143rd Commander Lt. Col. Mark Aown look on as Airman John Stogiera and Master Sgt. Michael Readnour hold the ribbon. (Washington Air National Guard photo/Tech. Sgt. Paul Rider/Released)

Engineer squadron plans for airport improvements in Chad

By Airman 1st Class Timothy Tweet

N'DJAMENA, CHAD—The Washington Air National Guard's 248th Civil Engineering Squadron's collaborated with the Ohio Air National Guard's 200th Red Horse Squadron in the spring to design and build a taxiway and loading area here at N'Djamena International Airport, the only airport in the country of Chad.

Senior Master Sgt. Daniel Garvida surveyed the land to create a topographical map. The topographical map gives a solid understanding of the elevation changes of the land, said Garvida. Back at Camp Murray, Captain Melvin Carden and his team in the 248th Civil Engineering Squadron used the map to piece together a design plan of the taxiway, apron and various buildings including warehouses and housing, said Carden.

These buildings and living quarters also require certain utilities such as sewer, water and electricity. Putting all of these assets in one area on a budget can sometimes be challenging, especially when working with unfamiliar terrain in a foreign country. Abiding and adhering to multiple government codes and regulations can be a time consuming activity, said Carden.

Proper permits are required both by the city and federal government in Chad to begin construction on a runway in their airport, said Garvida. Building to the code from local government in Chad as well as the U.S. Air Force's own regulations requires no small amount of planning.

They also had to do all of their work within 200 meters of the runway in spurts. The air traffic controllers at N'Djamena had to radio down to tell Garvida when there were 5-10 minute openings to avoid heavy aircraft landing and takeoff, which may have been a lot easier had the air traffic controllers spoken English, but with the official languages of Chad being Chadian Arabic and French the translators and engineers on the ground clearly had their work cut out for them, said Garvida,

The engineers of the 248th are not only in charge of planning and design but also play a role in deciding what materials must be used. Materials that are cheap in the United States can sometimes be much more expensive in Chad. Cross-checking the materials to be used with the material costs in Chad can be a difficult task on its own, said Carden.

The 248th made contact with suppliers in the area near the airport to get estimates for building materials they plan on using on the project. The 248th then located the materials in the U.S. to see if it would be cost effective to ship them to Chad for use on the project, said Carden.

Procuring various kinds of raw materials from multiple sources can cause confusion at the job site on what is to be used where and when it will be there, said Carden. Materials shipped from the U.S. often take weeks to arrive in Chad, so sometimes even if it isn't cheaper to buy from locals in Chad, if the materials are required in a more timely manner to adhere to a timeline, they must buy from where they can. There can be other issues with shipping such as an entire shipment being lost or delayed. The 248th Civil Engineering Squadron took all things into consideration and still managed to deliver their piece of the project on time, said Carden.

The 248th comes highly recommended by the 200th from Ohio. The 200th RHS puts the 248th at the top of their list when looking for civil engineering work due to the successful missions they have had in the past. Described as reliable and experienced, their expertise from military training and their civilian jobs in similar fields have helped them exceed expectations, said Carden.

The two squadrons worked together on two projects prior to the Chad project. They built a large static structure for an advanced radio system in Australia in 2012 and worked together in 2014 in Israel.

Current plans designate breaking ground on the Chad project in November, said Garvida.



Airman Profile: Master Sgt. Russell Bardwell

By Master Sgt. Bettina Knaack

CAMP MURRAY, Wash. - Master Sgt. Russell Bardwell brings with him a wealth of knowledge and experience from his civilian job at Boeing. For the past two years the first sergeant for the 194th Intelligence Squadron has been a valuable asset for Headquarters Air National Guard Logistics. Bardwell has been supporting the Joint Operations Center as the liaison between the 194th and the 141st Air Refueling Wing and the Washington Army National Guard.

"I love to sink my teeth into a project," he states, adding that he recently completed the process of setting up a new mission charter for the Air staff. And if that wasn't a daunting enough task, as an additional duty he streamlined the Reports of Survey procedure using the LEAN process.

Bardwell credits his years working at Boeing with his ease of using value stream mapping for process improvement. Starting out as a 747 change incorporation aircraft electrician, he moved on to the 747 Preflight & Delivery section as the aircraft systems electrician and was then promoted to crew manager for Preflight & Delivery. Continuing his climb up the corporate ladder, Bardwell moved up to first line crew manager, then senior manager and finally to his current position, superintendent of operations for the 787 aircraft flight line.

However, Bardwell's enlistment in the Marine Corps in 1983 was the catalyst to his civilian career path. During his time of active duty he worked on advanced avionics and electrical systems of Sikorsky helicopters onboard the USS Belleau Wood, a light aircraft carrier, and also the USS Tarawa, a United States Navy amphibious assault ship.

"It was perfect for me when I was young and full of energy," Bardwell recalls with a smile. After an almost 20-year break in service and his kids grown, he decided to return to the military. "I like the structure and the camaraderie," he says. Bardwell credits his neighbor Jill Elton, a former member of the 215th Engineering Installations Squadron at Paine Field in Everett, Wash., as his inspiration to join the Air National Guard. "She kept going on about how great it would be for me, and finally convinced me."

The decision and timing was right according to Bardwell. He enjoyed his duties working alongside the Headquarters staff, but puts more value on the opportunity to serve his fellow Washingtonians. "To me it's more important to help my state and neighbors, than what rank I am," Bardwell states humbly.

Bardwell is looking forward to the fresh challenge the selection as first sergeant affords him. His civilian job supervising around 360 employees in addition to his time in the Marine Corps leads him to believe that he is well prepared for the road ahead.



Then-Tech. Sgt. Russell Bardwell works on a new mission charter for the Headquarters Air Staff (Washington Air National Guard photo/Master Sgt. Bettina Knaack/Released)

Close Air Support Detachment operated at McChord for 25 years

By 1st Lt. Hans Zeiger

JOINT BASE LEWIS-MCCHORD—For a quarter century, the Close Air Support Detachment at McChord Field hosted aircrews and maintained visiting aircraft from near and far. Its small team welcomed military personnel from the U.S. and abroad to the Pacific Northwest, aided with homeland security and counterdrug operations, and facilitated training for thousands of service men and women. Before the unit was deactivated late in 2015, the detachment consisted of a long-serving trio of Air Guardsmen: flight chief Master Sgt. Dave Knesek, aircraft supervisor Senior Master Sgt. John Kennedy, and ground support equipment supervisor Tech. Sgt. Stephen Werner.

On January 8, 1990, the Air Force approved a Tactical Air Command proposal for a Close Air Support detachment to host Air Force fighter units and Army ground maneuver units. The detachment was to serve the northwestern U.S. “year-round, handling deployments up to three weeks in duration, and providing opportunities for realistic training exercises for the Army,” TAC Commander Gen. Robert Russ wrote to Air Force Chief of Staff Gen. Larry D. Welch. “Aircraft, aircrews, support personnel, and spares would be provided by the deploying unit and Active/ARC units from all services would be encouraged to participate.”

CAS Detachment 1 was activated on July 1, 1990, followed by the formation of the DET 1 Aircraft Generation Flight in February 1991 to provide maintenance services. “We owned every building you see north to south,” Knesek said from the former CAS DET facility on the edge of McChord Field. “We were the lead group to get it going.” BB Bredeson was the first DET superintendent, followed by Jim Phillips and John Kennedy, according to retired Lt. Col. Henry Bomhoff, who oversaw the CAS team from the Air Guard’s Mission Support Group for several years.

DET 1 was responsible over the years for thousands of sorties. For its first five years, it averaged 1,250 sorties per year, according to a 1996 fact sheet.

There were repeated attempts through the early to mid-1990s to establish an A/OA-10 unit at McChord to support training needs for the Army and Army Guard, according to records provided by Knesek. Before that, in the late 1980s, the Washington Air National Guard had expanded its air support capabilities to include the 111th Air Support Operations Center, raising hopes among Guard leaders for a full A-10 unit, wrote Dan Voelpel in a 1988 article in the *Taco-*

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In this 2015 file photo, Close Air Support Detachment flight chief Master Sgt. Dave Knesek looks over an empty hangar at McChord Field. (Washington Air National Guard photo/Tech. Sgt. Paul Rider/Released)

Close Air Support (cont. from page 4)

ma News Tribune. The A-10 plans fell through, but the 111th continues to this day, and the CAS DET lasted until 2015.

Shortly after the launch of the CAS DET in 1991, Mount Pinotubo in the Philippines erupted, shutting down Clark Air Force Base on Luzon Island. Some military personnel and retirees who had been living or stationed in the Philippines made their way back to the U.S. via McChord, along with their pets. "Planes would land with crates of animals. Retirees signed in at the tower. For a few days we worked C-130s out of here with animals on board," said Knesek.

The CAS DET served A/OA-10 crews, as well as F-15 crews from the 142nd Fighter Wing in Portland and F-16 crews from the 162nd Fighter Wing in Tucson. "We had to stay current on all the airplanes," said Knesek. At Knesek's retirement on January 10, Lt. Col. Johan Deutscher, commander of the 194th Mission Support Group, described Knesek's "huge, huge passion for aviation."

Civilian agencies such as the FBI, Washington State Patrol, and counterdrug agencies also made use of the DET. "We did an amazing amount of counterdrug work," said Knesek.

Politicians and foreign militaries used the DET. "We had Al Gore recover on echo ramp. We had the

Filipino Air Force train with us. We had German F4s come out to train," said Knesek.

Following the terrorist attacks on September 11, 2001, the CAS DET stood up an alert facility. F-15s from the 142nd Fighter Wing in Portland were stationed at McChord for nine months, said Knesek. Without the CAS DET, "we wouldn't have been able to protect the homeland the way we did after 9/11," said Deutscher.

Around 2009, the DET started working with special operations units, hosting the Marine Corps' MV-22 Osprey and the Army's OH-58 Kiowa, said Knesek.

Knesek, Kennedy, and Werner took pride in serving whoever showed up at McChord, said Knesek. "Our motto since day one was whether you were a one-striper or a four-star, you'll be treated the same way," said Knesek. "I even bought lunch for a kid just out of basic training who was coming through."

"What really made Dave stand out was his care for the many troops who came into McChord," said Brig. Gen. John Tuohy, assistant adjutant general for air of the Washington National Guard, at Knesek's retirement on January 10.

Operating on a small budget, the CAS DET found ways to save money and maximize hospitality. "We saved the government millions of dollars," said Knesek. "Everything we had we found. We asked the Marines coming in for toilet paper and they asked for printer toner," said Knesek. "We used to charge optional 'landing fees' for end of deployment functions, like food. The F-16 guys from Texas made awesome tacos. We held barbeques in the alert bays."

The CAS DET team was flexible and took on unusual tasks. They turned a bread truck and trailer into a communications vehicle equipped with ultra-high frequency and very high frequency radios to communicate with fighter planes during the 1999 World Trade Organization riots in Seattle. When an F-16 blew a tire at Naval Air Station Whidbey, they went to make the repair.

"We had our one job with 15-20 additional duties on top of it," said Knesek. "We did it with three people."



In this 2015 file photo, CAS DET flight chief Master Sgt. Dave Knesek describes the operations of the Close Air Support Detachment that operated at McChord Field from 1990 until 2015 (Washington Air National Guard photo/Tech. Sgt. Paul Rider/Released)

Comprehensive Airman Fitness: Peer- to-Peer Support



Peer-to-Peer (Photo courtesy of Lynn MacKinnon/released)

By Lynn MacKinnon, DPH

The purpose of the Peer-to-Peer program is to provide military and civilians with a colleague who is trained in basic “Active Listening” and Peer Support skills. It is our belief that many of our personnel have problems related to the stress of their jobs and relationships that can be dealt with through the use of these trained co-workers. Many times military personnel are reluctant to seek help from professionals either from a fear of stigma or lack of recognition that their

problems need help. Their coworkers however can both identify problems in their early stages and provide help and support. This can often result in diminishing the problem before it becomes serious or a crisis.

Peer Support members are committed and dedicated to upholding confidentiality and anonymity of anyone who uses the program. Confidentiality is an essential element because it allows the individual to overcome apprehensions about seeking out peer support, and to freely discuss their concerns. However, there are situations when information must be shared with the appropriate authorities such as when an individual poses a threat to themselves or others; there is suspected child abuse or neglect; there is evidence of domestic violence or a major crime has been committed.

The military culture encourages service members to take care of each other. There is a strong connection with peers because of shared experiences and the ability to relate. This creates an environment where service members rely on the natural support of their colleagues to cope with stress and other problems that may be interfering with work performance or their personal lives. Trained Peer Support members help ensure that our military members receive the help they deserve.

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your uniform to your kid's soccer game. Talk about the skills you've learned, the relationships you've built, the world you've seen, and the communities you've touched through your Guard service. At the unit level, look for venues to share the unique skills, opportunities, and culture your unit offers.

I firmly believe we have 100 neighbors who would love to have stories like yours but just don't understand that it's possible to be an Airman without disrupting their families, careers, or education. You are our best recruiter; please tell them your stories.

The *Phoenix Guardian* is a publication of:

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