



Granite Wings, as published in 1998, was an astounding labor of love as delivered to commemorate the first fifty years of the New Hampshire Air National Guard as our state's militia and reserve of the Air Force, as conceived in September of 1947. That volume of the New Hampshire Air National Guard's story, our story, built a noble narrative that left the reader versed in our heritage as it grew from its 1623 beginnings, when citizens took guard of the fledgling colony, through its rise as a modern force, capable of meeting the nation's needs as well as those of the local community.



The innovation and progress over those fifty years was astonishing, but the next twenty-five would bring new challenges, with drastic shifts in perspective and missions.

As a starting point, the wing entered this chapter with 985 military members, 859 of them enlisted, 126 commissioned officers, 206 technicians, and 107 Active Guard/Reserve Airmen. The force was also supported by 65 civilians working on the base to support the fleet of ten Boeing KC-135R Stratotankers.

Welcome to

Granite Wings, Vol. II

A History of the New Hampshire Air National Guard



Top Left: Overwatching the main entrance to Pease Air National Guard Base on Newmarket Street, the prominent welcome sign displayed a sense of pride and esprit de corps to the Airmen



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The Calm Before the Storm: 1998 to 10 September 2001

Ice Storm '98...

As it turns out, the calm before the storm started out with a literal storm as 1998 began with one for the ages. The “North American Ice Storm of 1998”, as it became known, hit New Hampshire and the northeast the first week of January. A combination of five smaller successive ice storms formed the perfect conditions to create super cooled rain that froze on contact creating dangerous driving conditions on roads, destruction of power lines, and trees that fell statewide. It led to 35 fatalities and was the largest deployment of Canadian military personnel since the Korean War and our neighboring state of Maine even went so far as to create a State-level award ribbon solely recognizing those activated to aid storm recovery efforts. The New Hampshire Air Guard activated volunteers for state active duty to conduct recovery operations and assist local agencies in clearing the debris. Thirty members of the 157th Civil Engineering Squadron led efforts in Gilford and the surrounding area with heavy machinery and tree removal efforts. Efforts throughout the Army and Air Guard ranks were vital to restoring normalcy to the state.

The Internet Arrives

The late 1990's saw the phenomenon of the internet become mainstream in American life. It was no different in the services. The digital age was here, and computers started to become more and more a part of everyday life for Airmen in a growing number



Unidentified members of the Air National Guard assist with downed wires and poles during the 1998 Ice Storm that devastated much of Northern New England.

of specialties. At the beginning of 1998 the “peasenet.com” system is launched on base, a one stop local home page that would help members navigate the new digital Air Force. On base “intranet” email had been operating for a year now and would go to a full “internet” within a few years’ time. By November’s drill, Airmen saw the first implementation of “Wireless LAN” as the Traffic Management Office tested the new wireless technology during a cargo deployment function in Hangar 252. Maj. Scott Normandeau, Communications flight commander, says, “This is leading edge technology with great potential for the future.” Maj. Normandeau could not have been more right as wired and wireless networks would continue to be more and more common both at work and at home and the interconnectedness of these network would change the face of everything



from record keeping, force management, and even open new warfighting domains.

Pacer CRAG

In this year the KC-135 tanker fleet saw the start of a massive overhaul of its avionics on a nationwide scale. Facing flight restrictions in commercial airspace due to expanding technological mandates, the fleet needed to be upgraded with communication, navigation, and surveillance equipment to meet the new requirements. The Pacer CRAG program was the answer. "Pacer" was the name of an acquisition program and "CRAG" identified the Compass, Radar, and Global Positioning System updates that would be the hallmarks of the overhauls.



With the new restrictions, the fleet's outdated avionics equipment was not capable of meeting the new procedures and requirements dictated by the Federal Aviation Administration and International Civil Aviation Organization. Additionally, the aircraft's faced components affected the fleet's fully mission capable rate. This upgrade included the integration of a new flight management system, new inertial navigation units, military flight planning with tanker-unique patterns, and integration to the existing analog autopilot. The 157th oversight team consisted of Sr. Master Sgt. Thomas Moore the project officer, Master Sgt. John Jordan and Technical Sgt. David Thompson were Quality As-



urance representatives, and Capt. Laurie Farris was the Government Flight Representative.

In terms of execution, a Rockwell Collins supported Pacer CRAG Contract Field Team began its work on Pease to perform these upgrades to both New Hampshire's fleet as well as tankers from other units. Pease was one of only six Air Force and Air National Guard bases where work was being performed. Dick Maryland, the Raytheon Aerospace Site Supervisor, described the project by saying, "We are essentially removing the old cockpit and installing what is basically a Boeing 757 cockpit, which is all digital."

The first one to be completed was from the New York Air National Guard's 107th Air Refueling Wing on March 11, 1998. The actual work was done in Hangar 251 by a crew of 19 Raytheon Aerospace personnel on a five-year contract. The team, which included several drill status guardsmen in civilian status, worked two shift per day to knock

The 1998 World – Pop-culture:

1998 saw the rise of two brands that have become icons in modern culture. Google was launched September 4, 1998; an advent that would eventually change virtually every part of everyday life. From a novel search engine, Google would grow into a staple in the way we communicate to how we consume news, shop, navigate, and entertain ourselves. Also, the first book of the Harry Potter series, *Harry Potter and the Sorcerer's Stone*, was released in the U.S. in September of 1998. This book would launch a series that went on to sell more than 500 million copies worldwide, making them the best-selling book series in history. With the later film adaptations, the Harry Potter phenomenon would have truly global reach.



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out the work over the five-year contract. In September of the first year of the project, the first of the 157th's aircraft was accepted back from the overhaul for regular duty. That frame was used extensively to train members on the new and improved systems.

By the end of the project, the Pease Contract Field Team was recognized as the most effective Pacer CRAG site in the Air Force.

Supporting Peace and Freedom

Early in the year of 1998, Col. Tom Bunting began flying airlift missions in support of the newly established 16th Air Expeditionary Wing out of Aviano Air Base, Italy. These troop and equipment movements supported the set-up of Task Force Eagle, the ground component of the NATO Stabilization Force in Bosnia and Herzegovina. The overall mission was to empower Operation Joint Forge in the effort to maintain peace in the former Yugoslavian state. In March, two aircraft flew to Aviano Air Base, Italy, to support Operation Deliberate Guard in support of the SFOR. Carrier and shore-based squadrons continued flight operations in support of joint and combined enforcement of a United Nations-mandated no-fly zone over Bosnia

Master Sgt. Roger Brodeur

Master Sergeant Roger Brodeur was a long-time technician in the 157th Aircraft Maintenance Squadron. On the 11th of January, 1998, he lost his battle with cancer. He had spent four years as a crew chief on active duty before transitioning to the New Hampshire Air National Guard. Here, he would serve for twenty-three years as a crew chief until the time of his passing. In September of 1998, the KC-135 Stratotanker that he oversaw the upkeep of received new nose art inspired by Master Sgt. Brodeur's values. A small gathering was held with friends, family, and coworkers to dedicate the aircraft's new signage in his memory.

Operational Spotlight: Operation Phoenix Scorpion II-IV – A Team Effort

In February of 1998 Operation Phoenix Scorpion II kicked off during an already busy month for the Northeast Tanker Task Force. With tensions mounting with Saddam Hussein in the Middle East, KC-135Rs from bases around the country flew to Pease to augment our own tanker fleet. The mission was to give gas to a huge air convoy of cargo aircraft en route with U.S. personnel and equipment headed to the Middle East to support a buildup for stabilization efforts there. With the arrival of more aircraft Security Police's Master Sgt. Michael Sullivan stepped up ramp protection. Traditional guardsmen were called in and patrols doubled. Meanwhile, a steady air convoy originating in Georgia fueled the Task Force's ops tempo here in the Northeast. "It was quite an operation down there," said Maj. Bill Burns, chief of scheduling for the operation.

As events unfolded, tasking's came down on a 24-hour basis. "Bangor was the lead unit," Maj. Burns explained, "they had a 'rainbow effort' going up there too with eight aircraft. We started to get calls all the time and it never stopped – straight through weekends."

As Maj. Burns coordinated schedules between Bangor and Pease, Supervisor of Flying Maj. Robert Monahan worked from mid-day to midnight managing the crews' flying times. "there wasn't a lot of flexibility for the aircrews that had flown here," Maj. Monahan said, "they flew their missions and immediately went back into crew rest. We would give them three hours, sometimes just two hours' notice. Needless to say, they didn't get to see much of Portsmouth."

Services' Master Sgt. George Little was at home when the operation began but, anticipating the ramp-up of events, had one individual already on stand-by. "I called hotels to get availability of rooms," Sgt. Little remarked, "I also remained in touch with my commander, Maj. Karen Larson, who was on vacation in Florida."

At Vehicle Control, Master Sgt. Harry Skillin, scrambled to provide vehicles for the visitors. "It didn't really bother us too much," Sgt. Skillin recounted, "we had at least six vehicles at any given time and often Ops met aircraft themselves. But



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there were times we had so many out that things got a little tight.”

Some 750 room/nights were set aside for visiting crew in area hotels. Along with the \$33 per day per person authorized for meals the operation meant a potential of \$67,000 in revenue for Portsmouth’s hospitality industry, according to Sgt. Little.

Like services’ Larson, MSgt Paul Edgar, a traditional guardsman was also enjoying winter school vacation. Edgar, the principal at Tri City Christian Academy, Somersworth, shelved his week off and augmented two-person controller coverage in the command post. “We have one person, normally, available at night and we needed an extra body in here,” said Sr. Master Sgt. Lynn Fecteau. “We were on the hook any time in the day or night.”

No one felt this more than the maintainers of the 157th Maintenance Squadron. “We were on stand-by,” said Tech. Sgt. Harold McKenna, “We had beepers at home. I got called at 10pm one night because we had a 3am launch.”

As crew chiefs prepped one aircraft another tasking would come down, adding to the already grueling work schedule. “We had to be flexible. We had to go with the flow,” said Sgt. McKenna, “it’s like second nature to us.”

This idea of it being second nature was thanks to his 22 years of work on the flight line, coupled with experience like that of Tech. Sgt. Bill Stogryn, who had served 24 years as a crew chief. Carefully, they worked with other maintenance personnel checking flight control surfaces, inspecting engine intakes, tires, and other preflight tasks. While the visiting aircraft brought their own crew chiefs along, Pease personnel often assisted with the preflight work, saving flight crews’ valuable time.

Tech Sgt. Jason Griffith, Staff Sgts. Arthur Redon, Brian Perry, and Joseph Sabella were also out-straight as members of the Fuels Flight. Fuels personnel were responsible for receiving as much as 250,000 gallons of gas each week in bulk storage. As missions came down, fuels were pumped to the flight line through the base’s con-

stant pressure system, a process that could take as much as 45 minutes per aircraft. In the end 19 tankers were staged at Pease with 28 sorties being flown and close to two million pounds of fuel offloaded. Pease tankers were responsible for refueling three E-3s, three C-5s, two KC-10s, two C-141s, and one C-17 during this phase of Phoenix Scorpion.

Before the end of the year, phases III and IV would roll into support for Operation Desert Fox as diplomatic tensions between the United Nations and the Iraqi president over weapons inspections ebbed and flowed. Each iteration of the mission would bring similar challenges to the people of the base, but the New Hampshire guardsmen were always up to the challenge. “Everyone pulled together as a team,” said Col. Tom Bunting, the wing’s vice commander as he commented on the third phase, “those that didn’t have a lot to do dug in and helped those who did. It was a total force effort, active guard and reserve. There was a sense of excitement and confidence more than anything. We knew the job would get done well.”

Finally, during Operation Phoenix Scorpion IV at the end of the year, the base again moved into the 24-hour posture that had hallmarked other phases, but this time the mission was supporting active bombing strikes in the destination area of operations. Logistics and flight line recovered and launched transient aircraft, fuels went to work repairing three tankers that developed fuel leaks, and the rest of maintenance was on hand to troubleshoot write-ups. Motor pool spent long hours providing transportation for aircrews and support personnel. Supply workers tracked down needed parts that were on base to keep the mission moving and Defenders provided force protection for everyone involved. Leaders up and down the chain of command touted the standout efforts of traditional, drill status, guardsmen who were mobilized to support each phase of the Phoenix Scorpion operations. Perhaps Master Sgt. Jason Griffith, from Fuels, best summed up the collective efforts and the base’s readiness to support worldwide missions when called upon, “It’s part of our job to be flexible, but when you go to the prom you expect to dance. We’re keeping our tanks full, waiting for the next run.”



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and Herzegovina. Italy-based F/A-18 and F-16 fighters as well as EA-6B reconnaissance aircraft provided support to ground units and sent real-time imagery to those commanders. Pease tankers would remain a force multiplier for Deliberate Guard, as run out of Aviano Air Base through the end of August as aircraft and crews rotated on and off the mission.

Summer Air Shows - 1998

In Late July, members from the New Hampshire Air Guard proudly packed up and went to Hanscom Air Force Base, Massachusetts as the 66th Air Base Group hosted several other aircraft from around the Air Force to put on an open house for the greater Boston community. The wing opened one of its KC-135 Stratotankers for display and tours. Not done in the busy summer of '98, the 157th Air Refueling Wing sent another tanker to Royal Air Force Leuchars Air Base, Scotland for a September air show and a week later, another performed a flawless flyby at The Great New England Air Show at Westover Air Reserve Base, in Massachusetts.



Patrons enjoy a celebration of air power at Westover Air Reserve Base, Mass.

Milestone moment:

Over May's drill, Chief Master Sgt. James Hepburn becomes the first tradition guardsman in the unit to attain the rank of Chief.



Servicemembers, families, and civilian visitors alike came to pay homage to the traveling Vietnam Memorial Wall as it visited York, Maine in September, 1998.

The Wall That Heals

On September 5th, 1998, Maj. Jim Ramsey, Col. Bob Anderson, Lt. Col. Roger Clements, and Technical Sgt. John Lennon conducted a flyover of the traveling version of the Vietnam Memorial Wall as it visited York, Maine over Labor Day weekend. The half-sized replica of the mirror black granite "Wall that Heals" Vietnam Memorial in Washington, D.C., inscribed with every casualty of the Vietnam war, was guarded day and night by volunteers, many being from the New Hampshire Air National Guard. For the older generation of service members as well as former members of the services, the

viewing the wall was a powerfully moving experience. The opportunity to view this traveling monument would come again in June of 2001 when the wall would arrive at Pease Air National Guard Base.



Party like it's 1999

In the Air Force, 1999 was declared "The Year of the Enlisted". The end of the 1990's was marked by growth as the global population reached 6 billion in October, Bill Gates' wealth exceeded \$100 billion, and the Dow Jones industrial closed above 10,000 for the first time ever. The Euro also makes its debut as a currency on the 1st of January. For the people of the New Hampshire Air National Guard, the year started off with a brutal winter storm on the Sunday morning of drill that dumped an inch of snow per hour in the local area with a total of 18 inches around the seacoast.

Network Upgrades

Only about a year the Communications Flight stood up the PeaseNet and established an interconnected digital presence around the base, a new, modern, and efficient Windows NT network was to be installed, base wide. The bigger news about the project was that the flight decided to do it themselves! Communications Flight Commander Maj. Scott Normandeau noted, "We spent a year planning and training for this."

Maj. Normandeau added that the unit saved big bucks by utilizing highly skilled traditional guardsmen along with its full-time members. "We have the talent to do something like this."



Master Sgt. Jow Flockezi, of the 157th Communications Flight shows off the newest technologies and the innovative methods used to install them.

World Perspective: A Looming Threat

On August 7, 1998, U.S. Embassies in Dares Salaam, Tanzania and Nairobi, Kenya were attacked by terrorists. The attacks kill 224 people and injure over 4,500. These bombings are linked to terrorist leader Osama bin Laden, an exile of Saudi Arabia whose name would become infamous in the coming years.

We've got some guys who could easily charge \$200 bucks a day [for the work]. Other guard units pay about \$60,000 dollars to have a civilian contract come in and do all the work."

So, chalk one up for Yankee thrift and know how. The point-man for the project was Master Sgt. Joe Flockezi, who invested long hours to produce a quality product. The result was a Y2K compatible network that met new Air Force standards. Because it was locally built, the system was more supportable. There are immediately training technicians on staff. another hallmark of the new system was the "Public" and "User" drives for file storage, which streamlined digital filing. This set-up would stay in place for the next 20 years. "Training to do this was the biggest obstacle we had" said Sgt. Flockezi, "because the Air Force doesn't provide the courses, we went to civilian training Massachusetts."

By the end, the system was up, user friendly, and maintainable by the local flight. So impressive were their efforts that within a few months the Communications Flight would deploy eight members to Morón Air Base, Spain to use their new expertise to install cables, build a network there, and computerize Morón's air traffic control tower.



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Airman Hanna

Another first of 1999 included the addition of a canine airman to the Security Forces Squadron. Airman Hanna enlisted in the New Hampshire Air Guard as the unit's very first four-legged trainee. A German Sheppard Dog, she was assigned to Sr. Airman Craig Moody and although she did not get to go to Basic Training, she received civilian skills training that made her an asset to the wing. Trained to locate Heroin, Marijuana, and Cocaine, she was able to make 25 drug related seizures totaling over \$80,000 within the first year of her service, including a single \$40,000 bust while on duty at Manchester Airport. Hanna would stand alone as the only canine member of the New Hampshire Air National Guard until Pack, the wing's certified therapy dog, was introduced in 2021.



Defenders: Airman Hanna and her handler Sr. Airman Moody at the main gate.

on paper with Maj. Scott Gardner as the first commander and charged with building the unit.

The squadron would, initially, be comprised of equipment and a few personnel from the 265th Combat Communications Squadron based in South Portland, Maine. With stand-up of the full-fledged unit came the transition came the Ground Control Approach radar system, to which training and readiness was a primary driver of the ANG's push to realign the Air Traffic Control community with its ranks. "The new system gives us real world training experience year-round,"

Maj. Gardner said, "at one point all ATC units in the Guard were going to be cut because they had not a place to train and couldn't possibly maintain proficiency. As it turned out, over 50% of them actually were eliminated."

260th Arrives at Pease

On March 1st the 260th Air Traffic Control Squadron officially completed its transition to



The 260th ATCS stands up at Pease, adding a distinguishing presence to the base and airfield.

Pease Air National Guard Base that started almost two years ago. In 1997 the Air Force wanted to downsize Air Traffic Control Units from 19 to 10 which resulted in regional reshuffling of squadrons and the need for a squadron at Pease. In 1997, the squadron had been stood up

The realignment worked and the 260th began training and employing its systems with full-time members and drill status guardsmen. The unit functioned out of the primary tower and also maintained its expeditionary capabilities through full-time use of its Ground Control Approach radar site to service civilian and military aircraft arriving and departing Pease's local airspace.

In April the squadron got their final piece of equipment, an AN/MSN-7 Tower Restoral Vehicle, which is pretty much a HMMWV (Humvee) with a compact air traffic control tower mounted on the back of it for setting up controlled airspace. This proved fortuitous as the squadron was put to deployment in short order after its standup with parts of the unit being deployed as part of Operation Allied Force to support the humanitarian crisis in Kosovo. In all 30 members were deployed to various locations within the first year of the squadron's tenure.



Guard Lifts

Mission Ready Airlifts have become a staple of cooperation within the Air National Guard as units interact on a state-to-state basis and with our Army National Guard counterparts. Whether it's moving people to where they need to be for training or assisting with air refueling efforts, the flights have been a boon to building a better ready reserve for the United States. The state's first of such missions was on February 2, as Capt. Laurie Farris flew a local mission supporting a training flight of three F-16s from the New York Air Guard over western Massachusetts before landing in Bradley Air National Guard Base, Connecticut. The next morning, Capt. Farris ferried members from the Connecticut Air Guard's 103rd Fighter Wing to an exercise being conducted in New Orleans that evening. The following day, she carried passengers back to Connecticut while dragging two A-10s back to Bradley, refueling the pair all the way back to Connecticut.

In the coming weeks and months, New Hampshire would be a steadfast partner in the



Aircraft from numerous American services and partner nations park in Alaska for PACAF's Exercise Cope Thunder in May of 1999.

Guard Lift community, helping transport guardsmen from all over the country execute training, conferences, and evaluations. Extending beyond the Guard, Lt. Col. Leroy "Dutch" Dunkelberger conducted a refueling of a Navy E-6B Mercury reconnaissance plane while en route home to Pease after a multi-leg Guard lift. These efforts embodied the "Any Time, anywhere" mantra and proving good neighbors to partners throughout the Guard community.

AEF Concept Roll-out

To keep the Air National Guard in the fight by rotating in and out of deployment cycles, the Air Force generated the Air Expeditionary Forces concept. This new concept aimed to make the deployment cycling of Air Reserve Component units more predictable by having units be part of regularly cycling rotations which would be called Reserve Component Periods, or "buckets" as they came to be called, where a unit can expect to receive taskings to support global missions. The New Hampshire Air Guard was initially attached to buckets 6 and 9. Manning and planning efforts began immediately as RCP 6 involved a deployment to Iceland in 2000 and RCP 9 committed the unit to a deployment to France in 2000.

Exercise Cope Thunder

At the beginning of May, 1999, the wng sent two aircraft and 45 operations, maintenance, supply, and headquarters personnel to Alaska in support of Exercise Cope Thunder. The Pacific Air Forces-sponsored exercise was devised gave aircrews a taste of warfare and represented PACAF's premier simulated combat airpower employment exercise.

Mission's End – Where Everybody Knows Your Name

The unit's Social Center, that would eventually be called "Mission's End", began to take shape in the summer of 1999. The local Chiefs' Group had worked to get approval of a multi-use building that could house a unit social center, a mobility processing center, and an assembly area. After getting approval, the Chiefs had handed the project off to a committee of volunteers in 1997. A Board of Directors was named in 1998, a plan was developed, and their efforts came to fruition after the long buildup. The first official function to be held in Mission's End took place on September 10, 1999, when the "Club" hosted a Commander's Training Session. Cheers!



The New Hampshire team joined Maine and New Jersey Air Guard units to provide tanker support embedded with Eielson Air Force Base's 353d Combat Training Squadron. The Pease crews refueled both defensive and offensive forces daily throughout the exercise. 1998 was the largest exercise to date in terms of aircraft and nations participating with fixed-wing tankers, cargo aircraft, fighters, and a variety of from the Air Force, sister services and four multinational partners. Col. Gabe Tremblay, Maj. Glenn Wass, and Maj. Jim Ramsey were all key players during the high-profile exercise that prepared the state's Airmen to fly, fight, and win in future conflicts.

F-16XL Testing

Almost simultaneously with Exercise Cope Thunder, the airmen at Pease supported important research and development operations with General Dynamics, NASA, and the Ames-Dryden Flight Research Facility out of Edwards Air Force Base, California. The combined efforts helped hone the supersonic capabilities of the F-16XL aircraft by measuring performance with different wing gloves. The 157th's air refueling efforts allowed for more supersonic passes and accumulation of more data per flight than could have been achieved if forced to land after each pass.



An F-16XL is refueled by a tanker from the 157th Air Refueling Wing during test operations.

The program was a resounding success resulting in improved super-cruise, reduction in sonic booms, increased fuel efficiency and reduced drag.

Civil Engineering & Fuels Upgrade Base Capabilities

The Fuels Squadron at Pease had suffered a serious lack of infrastructure since the 1991 departure of the 509th Bomb Wing – this spring brought a fix. With the time and funding available, the 157th Civil Engineering Squadron began work on upgrading the POL parking area. Once finished in the fall, the Fuels Squadron had a new concrete pad with proper drainage and water separation, a covered parking area and warming plugs for all vehicles to help maintain engines through the cold winters.

The Clinic's Big Shot Clinic

For the Medical Group, partying like it's 1999 meant finishing strong with a two-day shot clinic that provided flu shots and other immunizations to 670 airmen over the October drill! The efforts led to an astonishing 95% of the New Hampshire Air National Guard being up to date on immunizations. This clinic also put the clinic a full year ahead of expectations toward the Department of Defense's new DNA sampling requirements.

Guard Exercises '99

During October's drill, the unit conducted Exercise Global Guardian to test the Wing's preparedness for its nuclear deterrence and survivability missions. The base-wide effort, that tested every function of both operations and support,



MH-60 Pave Hawk from the N.Y. ANG's 106th Rescue Wing assists in training.

proved our ability to safely and effectively supporting the strategic plan through receipt of an alert, generation, and launching of five Strato-tankers. This was the first such exercise without the navigator position in the crew.



Pease Tanker Task Force Banner Year

With the crisis in Kosovo ongoing along with other peacekeeping and international partnership endeavors, the scale of moving people and equipment across the Atlantic was something the Air Force was not totally prepared for. The Northeast Tanker Task Force picked up the slack and began leading planning and coordination of the rotating assets. With a major push in early summer, the task force managed 183 tanker sorties to deliver force multiplying fuel to 330 receiving aircraft. By year's end, the unit would see over 400 tanker sorties that delivered nearly 24 million pounds of fuel!

Y2K Problems Averted

The year 2000 rolled in with fanfare across the world, but the scare of the Y2K -Bug fizzled as the computers of the world kept on working as they were supposed to. In the Granite State, training and operations continued.

Security Forces Goes to Exercise Silver Flag: Alpha

In January, twenty-four members of the 157th Security Forces Squadron traveled to Indian Springs Air Force Auxiliary Airfield in Nevada for Exercise Silver Flag Alpha training. Modeled after the Tactical Air Command's Red Flag flying exercise this training was two weeks of intense drills on the particularities air base defense in a desert environment. Courses like convoy combat training, military operations in urban terrain, and integrated airbase defense operations built skills to deploy and hit the ground running. After two weeks, Defenders returned, exhausted from the intensive training.

Operational Spotlight: Mission Highlight: Operation Allied Force/Noble Anvil/Phoenix Duke II

The 90's was an era of securing and keeping peace in the many new states that had made up Yugoslavia. In support of ground-based units, aircraft watched from the skies and as always tankers stretched the capabilities of those patrols. To prevent the forced eviction and genocide of ethnic Albanians living in Kosovo, NATO launched Operation Allied Force, called Operation Noble Anvil by the United States. It is an exclusively air campaign and NATO's first major combat operation. The 157th participated heavily in the operation as well as in Operation Phoenix Duke II, which was the mobility side of Allied Force. For Phoenix Duke II the unit was tasked to fly heavy offloads locally from Pease to fighters, bombers, and cargo aircraft transiting to and from Europe.

For our contribution, Maj. William Reddel kicked things off on March 2nd, 1999, with a 54,000-pound offload to the to a C-17 flying from Charleston Air Force Base. As the mission went on, New Hampshire crews took on some of the most critical taskings of the operation. Lt. Col. Ken Clark and Col. Gabe Trembly, performed a refueling that delivered 119,000 pounds to a formation of B-2 Bombers in the first combat sortie of the operation for the aircraft. Those two missions each lasted 29 hours and carried the state-of-the-art Joint Direct Attack Munitions whose precision satellite guidance enabled the bombers to hit various targets regardless of weather or time of day. This was an early employment of a weapon that would become standard over the next 20 years.

Speaking to Congress on the refueling efforts, General Barnidge from the 509th Bomb Wing, stated, "well, I suppose anybody who has refueled has had white knuckles at one time or another, but this airplane is a Cadillac to fly, and when you pull up, the jet does well; and the pilots, we talked about the refuelings, the third refueling, and I will give you more specifics about it in the closed session, but it was a very heavy offload after a number of hours in the airplane and the guys didn't have a problem".

In the next several months, our crews would deliver 426,800 pounds of fuel to various combat and mobility aircraft in support of the operation, distinguishing themselves and the aircraft as astounding force multipliers.



Coffee Talk

Col. Ken Clark, the 157th Air Refueling Wing's commander held the first Coffee with the Commander broadcast on closed circuit television throughout the unit on the Sunday of March's drill. More popularly known as "KCTV" around the unit, the show featured the wing commander talking about important issues facing the unit and taking call-ins to answer questions. Lots of, "first time caller, long time listener," greetings, even on the first broadcast.

KC-135 Fleet Grounded!

On the morning of February 25th, an urgent e-mail came down from Air Mobility Command that a remanufacturer had sent out aircraft parts with serious defects that could fail unexpectedly. After inspecting each of the ten aircraft on the ramp at Pease, six of the jets were found to have stab trim actuators with the faulty parts in question. The affected jets were



Members of the 157th Maintenance Group work to correct fleetwide deficiencies on a KC-135 Stratotanker.

immediately grounded, and the problem parts removed. New parts in the tails and actuators were procured to bring the aircraft back to safe-flying standards. Some aircraft had to wait months until the fleet wide problem could be corrected due to manufacturing lags and supply-chain issues. For months, the four unaffected aircraft supported all the requests that came down from AMC and TACC, as well as

manage AEF bucket commitments. Maintenance went above and beyond and was incredibly flexible to make the hardship as minimal as possible on the wing. Although some training missions were canceled over the stretch, daily operations returned to normal five months later.

AEF Bucket 6: Iceland

On March 17th one tanker and its crew deployed to Keflavik, Iceland for support of the Wing's first commitment to the American Expeditionary Forces bucket deployment concept. The jet would be paired with a group of F-15 Eagles from the 27th Fighter Squadron out of Langley Air Force Base, Virginia. The wing also sent six Aircrew Flight Equipment Airmen from Pease as part of the commitment. A second tanker and crew would relieve the first one a week later to continue the refueling mission for the fighters until redeploying on April 2nd.

Operational Spotlight: Operation Northern Watch

Continuing the trend of world-wide support for security and peacekeeping, the 157th provided personnel and resources for Operation Northern Watch, a mission that had been going since 1997. The mission was to enforce the United Nations Security Council Resolutions that created a No-Fly Zone above the 36th parallel in Iraq. Based out of Incirlik Air Base, United States and Turkish leaders oversaw the campaign using rotating resources through deployments of servicemembers and aircraft from Turkey, the United Kingdom, and the United States. The 157th began its rotation in April of 1999 with a group of 49 Airmen and three Tankers. The initial aircrews were led by Col. Ken Clark, and Maj. Rob Monahan with several maintenance members deploying in support; the month-long assignment was broken up at the half-way mark by a swap of all aircraft and equipment with the replacements coming from Pease. This style of swap outs during deployments was common for the time.

Within 24-hours of arriving on station all three Pease crews were fully integrated into the task force and flying over Iraq to enforce the no-fly zone as part of the 484th Expeditionary Wing. By the end of the 31-day rotation, New Hampshire's addition to the effort resulted in 54 missions flown with an amazing 2,891,300 pounds of fuel offloaded during 273 combat hours in the air above Iraq.



Milestone Moment: Two Stars

General Joseph K. Simeone was promoted at the Bapp Auditorium on Pease Air National Guard Base on April 9th and became the first Major General in the New Hampshire Air Guard's history. Surrounded by friends, family, and fellow guard members, Simeone received his second star, making his promotion to major general official. "This is probably the most humbling experience I've had," Simeone said, who thanked his fellow guardsmen. "Along the way, you don't do it by yourself." Simeone, who has been in the military since 1965 and served as commander of the 157th Air Refueling Wing at Pease from 1986 to 1996, is currently the Air National Guard assistant to the commander for the Air Mobility Command, which oversees the Pease base and is one of two major commands for the nation's guard units. In that role, Simeone divides his time between Scott Air Force Base in Illinois and the New Hampshire Adjutant General's Office in Concord. "This is a piece of history," Simeone said, explaining that the National Guard goes back in New Hampshire since before the Revolutionary War, but the Air National Guard wasn't started here until 1947 and has never had a two-star general before. "I am very proud to be the first." Brigadier Gen. John Blair, who as New Hampshire's adjutant general oversees all the state's National Guard units, agreed that Simeone's promotion was a history-making event. "New Hampshire's probably one-half of — percent of National Guards across the country, yet we have the highest assistant to Air Mobility Command." During the program, Blair remarked, "I like to say our footprint is bigger than our size," and officers like Simeone make that possible. "Joe gets up to the highest level, but he is still con-



cerned, and his leadership takes care of the enlisted soldiers," Blair said before the ceremony. Simeone himself took the unusual step of including an enlisted soldier in his promotion ceremony, asking Chief Master Sgt. Jacqueline Page to help pin on one of his new stars. "I'm breaking from tradition," Simeone said. "But there's a lady here that exemplifies what the National Guard is all about." In addition to her other duties, Page helped prepare the necessary paperwork that had to be submitted both times Simeone was seeking promotion to general, he said. "And she's two for two... she's made a lot of generals in this organization." Simeone said in his new role that he will "not lose my New Hampshire perspective," and pledged to use his skills to help air guardsmen meet the challenge of bridging their lives as civilians with their work as soldiers, and to use the power of the Internet to reach out to young Americans to convey the guard's values.



Our First Rodeo

In May of 2000, the 157th Air Refueling Wing competed in the Air Mobility Command Rodeo,

a biennial international airlift competition involving mobility aircraft from all over the world. This all-encompassing event challenged worldwide mobility to bring their best and brightest to compete to see

who would rise above the rest. The New Hampshire flew a KC-135 Stratotanker to Pope Air Force Base, North Carolina where they were the only Air National Guard unit to participate among over 20 American active-duty entries. The crew planned and briefed for a few days then flew two evaluated missions. By the close of the rodeo, the John C. Meyer Trophy was held high as the New Hampshire crew was named the best refueling team in the Air Mobility Command. Due to world events starting in 2001 this would be the last rodeo until 2006.



Members of the 157th Air Refueling Wing hold the John C. Meyer Trophy triumphantly after returning from the 2000 AMC Rodeo.

The Era of the CBT arrives...

Along with the use of CCTV, another technological leap in 2000 came in May with the Air Force's roll-out of the first Computer Based Training courses, or CBTs as they have come to be known. As launched by the communications flight, Computer Based Training is planned to save unit members time not having to do mass briefings. In theory, it will make drill weekends far more streamlined and cut down on annual training requirements on the individual members – *this editor will leave the success of CBTs regarding its initial goals in the*

hands of the reader to assess.

Pease Hosts an Airshow

On a warm first Saturday of August, Pease Air National Guard Base hosted the Wings of Hope Air Show, its largest air show since 1991. The show was sponsored by the New Hampshire Brain injury Association and the Air National Guard to raise awareness of the causes and prevention of childhood injuries and traumatic brain injury. Over 100,000 people from all over New England attended the one-day event and were treated to static displays from World War II, Korea, Vietnam, and modern aircraft. Additionally, the day was packed with airborne aircraft highlighting the states of air power across several decades. The propeller powered Fokker DR-1, B-25 Mitchell,

Milestone Moment: The Wing's First Senior Enlisted Leader Change of Authority

On the 21st of October in 2000, the 157th Air Refueling Wing unit conducted its first formal Change of Authority Ceremony. With a wing assembly on the quad, Chief Master Sgt. Steve Morgan was relieved by Chief Master Sgt. Ron Nadeau as the Wing's third Command Chief. Chief Master Sgts. Richardson and Morgan had not had a formal ceremony when Nadeau assumed the position in 1996.

Life Savers

In June, several officers from the 157th Medical Group were on their way to Travis Air Force Base, California for Sustainment Training. While commuting to the base in their rental car Col. Gene Bushey, Clinic Commander Maj. Gretchen Dunkleberger, Maj. Susan Marston-Burkley, and Capt. Paul Loiselle witnessed a head on car accident injuring seven people between two cars. The first official emergency responder did not arrive until 20 minutes after the accident, and by then the Pease medical team had stabilized each of the victims.



TBM-3 Avenger, Grumman Widgeon, and Fiesler Storch displayed vintage airpower. The F-4 Phantom showed off the Vietnam jet era, and the C-5 Galaxy, F-16 Fighting Falcon, F-14 Tomcat, F/A-18 Hornet, Coast Guard Falcon, C-141 Starlifter, CA-46 Commando, P-3 Orion, two B-1 Lancers, and a four A-10 Warthogs showcased the modern era to the delight of the crowd. Finally, the F-15 Eagle Demonstration Team from Eglin Air Force Base, Florida showed-off the aircraft's record setting acceleration and high maneuverability at all speeds. "The members of this demonstration team are a good example of the quality of people we have in the Air Force Today." Said Master Sgt. Titi George from the 33rd Fighter Wing. "By taking our jobs on the road like this, we're able to show the public what the Air Force is all about."

Additionally, a children's health and safety fair featured interactive displays sponsored by N.H. SafeKids, funded by a grant from the Greater Piscataqua Community Foundation. All in all, the beautiful weather and time since the last airshow made this event a massive success.

And Presented at a Show in Scotland:

Unlike Pease, The Royal Air Force Leuchars Air Show did not have as kind of weather conditions in September. Maj. Laurie Farris flew to Scotland for the annual airshow where the KC-135 Stratotanker was the star of the show, if solely because of its wingspan. A weekend full of wet weather caused the jet to be a fan favorite due to its ability to provide some reprieve from the rainstorms that are common across Great Britain.

AEF Bucket 9 and More Deployments

Throughout the Kosovo conflict and the stabilizing efforts in Bosnia and Herzegovina, NATO's peacekeeping forces required constant air presence to deter conflict, enforce various United Nations Security Council Resolutions, and enforce the no-fly zone over Bosnia. Each



A small sample of the 100,000 visitors to the 2000 Wings of Hope Air Show wait in line to tour A KC-135R Stratotanker.

Air National Guard tanker unit took rotations to provide strategic air refueling operations over the Balkan area and support fighter and attack units supporting Operation Joint Forge. The New Hampshire Air National Guard assumed its turn on August 31st. Throughout September, the unit provided three aircraft and 270 personnel to Le Tote Air Base in Istres, France to support these globally important refueling operations. While there the crews flew 55 missions, offloading 1.5 million pounds of fuel to a variety of U.S. and NATO partner aircraft as well as flying rotators back to continental United States.

The year also saw a slew of smaller deployments throughout the wing. In August, one such group of New Hampshire Air National Guard members to catch rotators to the Middle East. Here, 50 members from the civil engineering, communications, transportation, wing headquarters, and finance units deployed to Prince Sultan Air Base, Saudi Arabia and several bases in Kuwait to support the Air Expeditionary Force requirements. In all, the Wing deployed over 100 individual personnel for Expeditionary Combat Support to Operations Southern Watch and Northern Watch in the middle east.



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Harsh Winter and a Glycol Overload

The month of February 2001 was cold and wet – so much so that deicing operations reached 130% of the annual expectation with the high ops-tempo associated with global missions. By the end of the winter, the unit went through twice as much glycol deicing fluid as compared to a normal year.

Atlantic Express

On February 23rd, the unit flew its first Operation Atlantic Express mission under the Tanker Airlift Control Center which stood up an Aeromedical Evacuation cell in late 2000. Major benefits in scheduling, improved response time, and decreased cost were realized almost immediately as the cell implemented various strategies to increase overall efficiency. The cell began working mixed cargo and Aeromedical Evacuation missions on Atlantic Express' C-17 Globemasters and used air-refueling missions to extend flight capabilities. The unit simultaneously supported Operation Patriot Express passenger missions for movement of more stable patients. These mixed missions resulted in an overall increase in Aeromedical Evacuation reliability.

Civil Engineers to Ecuador

On a cold February morning, 46 members of the 157th Civil Engineer Squadron flew from Pease to meet with an Alaska Air National Guard C-130 and a contingent of Alaskan civil engineers in Texas. From there, the combined force flew to Ecuador for practical training with both the New Hampshire and Alaska Guardsmen. While in country, they built a

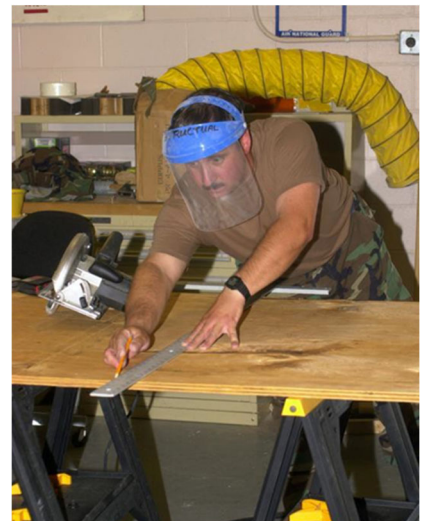


A Pease deicer does its job to free a N.H. KC-135 during a brutal cold streak at the start of 2001.

The Third Millennium Dawns

The years 2000 and 2001 changed over without the fanfare that 1999 ended with. The year 2001 started with President Bill Clinton leaving office and George W. Bush being sworn in as the 43th president of the United States. By way of major military operations, the missions in the Balkans felt the spotlight as the former Yugoslavian, President Slobodan Milosevic, had just surrendered himself to be tried on charges of war crimes. No one would have thought that it would be the last peacetime New Year's of the decade.

school for a local village. The engineers flew back to Pease at the end of their trip, narrowly avoiding a winter storm moving up the coast.



A member of the 157th Civil Engineer Squadron cuts plywood for a project during a deployment for training to Ecuador.

Savannah MobEx

On March 11th the wing participated in a major strategic mobility exercise. During the exercise, four aircraft were generated, alerted, launched, and flown to Savannah, Georgia. They were recovered at the Combat Readiness Training Center and simulated wartime bare-base standup operations at a forward operation location. The next day two of the four flew back to Pease to finish out drill, and the remaining two aircraft did local air refueling with the 509th Bomb Wing's B-2 Stealth bombers over the Atlantic Ocean before they returned to Pease on the following Tuesday to complete the exercise.



Wing Plans – September Drill’s Preparation for the Expected and a Day of Caring Turned Upside Down

On September 7th, the wing held a Commander’s Training Day as a part of the monthly drill period which rolled into the unit’s first New Hampshire Air Guard NCO and Senior NCO Calls in the main hangar on the 9th and 10th. Both meetings addressed the Wing’s preparations for the new 18-month inspection schedule that was to include an Expeditionary Operational Readiness Inspection, Inspector General exercises, and a Generation exercise with a mobility exercise all while accomplishing the unit’s real-world scheduled Air Expeditionary Force/Expeditionary Combat Support commitments. The Wing’s first try with the new Expeditionary Operational Readiness In-

Milestone Moment:

In January the Vice Wing Commander, Col. Tom Bunting, retired and was succeeded by Col. Carol Protzmann. She was the first non-rated Vice-Commander in the New Hampshire Air National Guard.

spection concept was scheduled for 2002. Throughout all the meetings everyone agrees there would be huge challenges presented by these new requirements and commitments but could not possibly touch on the all-encompassing shift the Air National Guard and nation would go through on Tuesday morning.

This chapter of our history ended at 0845 local time on September 11th, 2001. At 0846, the first hijacked aircraft hit the North Tower of the World Trade Center in New York City. By 0903, there would be no doubt – the peacetime Guard was gone, and a new era of conflict was upon us.



2

Post 9/11 and the War on Terrorism : 11 September 2001 to 2014

September 11th, 2001 began as a beautiful, crystal clear, autumn day in New England. For the New Hampshire Air National Guard it was planned as Day of Caring before it turned into a day of infamy. Hundreds of Combined Federal Campaign volunteers from all over southeastern New Hampshire gathered in the main hangar to have breakfast and listen to inspirational speakers talk about the joy of giving and the benefits of sharing. Most of the fulltime force on Pease ANGB was involved in traffic control, cooking and serving breakfast, and welcoming the distinguished visitors who were there to take part in the event. After breakfast, 40 Air Guard volunteers and hundreds of civilians prepared to drive out to their Day of Caring assignments all over the Seacoast. For one day they would help dozens of non-profit organizations by working as painters, plumbers, electricians, groundskeepers, movers and shakers. However, the horrific events in New York City, Pennsylvania, and Washington, D.C. changed those plans and would also change the world. Within 90 minutes of the attacks, Day of Caring volunteers began returning to the base without being recalled. Other unit members called in to offer help. Many just drove to the base knowing some kind of military response would be required. Col Martell called together the Crisis Action Team in the Wing Battlestaff room and began to prepare the unit for possible generation of aircraft.

That morning, the human side of the tragedy struck home when Maj. Jim Ogonowski of the 133rd Air Refueling Squadron was at the squadron mission planning when he was informed that his brother John, a pilot for American Airlines, was on the first plane. The Battlestaff fell silent as all present knew that this event would test the unit's courage and commitment.

Stringent security measures were ordered to protect the base and its assets. Before the day was over, the tankers of the 157th Air Refueling Wing were flying combat air patrols over New York City. This new operation would call upon the unit to fly in support of Air Guard, Active Duty, and Reserve fighter aircraft patrols over American cities and other sites, 24 hours a day, seven days a week for the next several years.

Capt. Shawn Burris flew the first such sortie at 1:07pm, with 177,000 pounds of fuel and headed south to refuel a pair of Massachusetts Air Guard fighters that were headed to New York City. It would be the first mission of what would be come to be known as Operation Noble Eagle. The remaining tankers on the ramp were prepared for flight and put on standby status – ready to launch on the call from a NORAD alert.



The next few days were a whirlwind. The skies were closed to all but military aircraft and the Pease tankers would be busy with as many as five sorties a day to support fighter patrols over the homeland. All unidentified radar contacts were investigated and intercepted by the patrolling fighters. Two jets were also kept on NORAD alert in case of an emergency.



A KC-135 Stratotanker from the N.H. Air Guard's 157th Air Refueling Wing prepares to deliver fuel to an F-16 Fighting Falcon from Vermont's 158th Fighter Wing. The ANG's commitment to maintain patrols over New York City on and after 9/11 was a group effort that showed the dedication and competence of the states' militias and the strategic reserves.

Within days of the 9/11 attacks, the 157th began to prepare its members for deployments around the world. The largest and earliest deployment was to Morón Air Base, Spain. Security forces were in great demand and many defenders deployed to Air Force bases around the country, leaving much of the Pease security to be accomplished by unit volunteers. In November, the unit organized a two-day training event designed to reinforce combat skills training for all unit members. The Christmas commander's call, normally a joyous celebration of the season, was a more serious affair in 2001. Addressing the entire wing in the phase hangar, Wing Command Chief Ron Nadeau talked about the difficulties everyone would face as this war would go on. He spoke of the need to be resolute in the accomplishment of the wing's mission and his pride in serving with so many Airmen who were willing to give their all in the service to the nation.



At ground-zero it was all-hands on deck as responders from far and wide congregated to aid in recovery efforts following the attack.

Both the medical clinic and commander's suite packed up their entire facilities from buildings number 15 and 16 and moved on base to a safe location following the attacks. Volunteers arrived and helped medical with the situation for a few days. Five days before October's drill the group finally moved back into their buildings off base. The command staff worked from the Independence Dining Hall for time and moved back off base to Building 16 in late October.

By Friday, the 14th, more regular commercial traffic returned with airports fully implementing tighter security checks and Army and Air Guard members patrolling the terminals. The past three days had seen operations that were fully dedicated to supporting domestic combat air patrols with no rest for crews and maintainers. A more regular schedule was beginning to coalesce and other air refueling units were able to pick up some of the patrols and operations tempo began to slow to a more sustainable rate. The remainder of the month saw aircraft on NORAD alert and Air Mobility Command's New England Duty Tanker schedule, daily patrol support missions for Operation Noble Eagle, and a few training missions mixed in.



Standing up Operation Enduring Freedom and Leading in Morón

On September 20th, the first off-station sortie in support of Operation Enduring Freedom began with Maj. James Castle and Lt. Col Rob Monahan each flying one tanker to Morón Air Base, Spain. The New Hampshire tankers carried members of the advanced operational team to build up the base to support major Air Mobility Command and Air Combat Command movements into the Afghan theater. The initial stand up would be a total force effort with every air refueling guard unit sending a few tankers, crews, and whatever command and support personnel they could muster. Between the start of the mission and the middle of December, New Hampshire tankers would continue to fly and lead. In that time 70 Airmen contributed to the effort.

The experience that the Airmen of the New Hampshire Air National Guard gained through running the Northeast Tanker Task Force, participating in large exercises, and deploying to contingencies such as Operation Phoenix led to the 157th being tasked as the first lead unit for the refueling force out of Morón Air Base in Spain, starting in December 2001. Unit members organized and commanded the first Air Expeditionary Force rotation of the 496th Air Base Squadron by combining Guard, Reserve, and Active-Duty tankers. The deployment included support functions as well, including 17 members of Pease's Services Flight. Overall, the tasking was led by the 157th's wing commander, Col. Richard Martell, the unit would set the tone for operations through the command and support teams' redeployment in March of 2002.

New Hampshire guardsmen and aircraft would continue to support the mission in Morón through rotating 30 to 90-day tours. All the while, other mobility necessities

continued to present themselves and the New Hampshire unit was geographically and motivationally poised to meet the needs of the constantly evolving slate. That said, Pease's proximity to the Noble Eagle refueling tracks as well as being just below the oceanic

crossing routes put an incredible workload on our members. Homeland patrols over New York City and the National Capitol Region needed attention as did the plethora of cargo and fighter aircraft crossing the Atlantic, many of which were handed off to teams out of Morón. The constant practice and flexibility of the state's mobility force would set the tone for years to come.



The Air Traffic Control Tower overwatches the airfield in Morón Air Base, Spain.

More than the GWOT — N.H. Airman Heads to Antarctica

In November of 2001, Sr. Airman Lucinda Erwin supported a four-week TDY to Antarctica as an Information Management Augmentee. She traveled by way of a ski-equipped New York Air National Guard LC-130 from the 109th Airlift Wing. Her tour included two weeks in New Zealand as she supported Operation Deep Freeze, an important environmental research expedition.





2002 began with over 250 of the unit's Airmen mobilized between home-station, homeland defense, and globe-spanning assignments. Pease Air National Guard Base was hopping with activity supporting combat air patrols, air bridge reinforcement, resupply missions to and from Afghanistan, deployments and redeployments of our own personnel, on top of normal unit training. With the wing commander deployed to lead the mission at Morón, Col. Carol Protzmann held the fort as the commander at Pease where a mixed force of military technicians, AGR's, mobilized and traditional guardsmen, state employees, and volunteers from other states kept the mission going despite all of the challenges.

Deployments at Home and Abroad, Security Forces Protects Vital Homeland Installations

While about 150 New Hampshire Airmen were deployed to Saudi Arabia, Turkey, Afghanistan, Bahrain, Pakistan, and several other locations outside of the continental United States, a squad of thirteen security forces defenders deployed to protect Andrews AFB, Maryland, home of the Air Force's headquarters and Air Force One. Four more defenders were mobilized to Scott AFB, Illinois to aid in the protection of the people and resources at Air Mobility Command's headquarters. At this

Morale and Recreation Wins

The Pease Wildcats basketball team are victorious as the 2002 Portsmouth Naval Shipyard League Champions!



SSgt Craig MedEvaced

In the spring of 2002, Staff Sgt. Tim Craig of the 157th Civil Engineering Squadron was severely injured while deployed to Saudi Arabia. He received second degree burns on a large part of his body while repairing an electrical transformer. He was evacuated to Walter Reed hospital and the quick actions to get him the care he needed resulted in a 100% recovery.

point, virtually all the Security Forces Squadron is mobilized in some capacity. The normal day for a mobilized defender included 12-hour shifts, guarding the flightline, perimeter, or other high valued assets.

Our First Telecommute

On April 15th, the New Hampshire Air Guard started testing of emerging telecommuting programs. Following the civilian sector's lead to be a more dynamic and family friendly force, the unit's first stay at home pay day was executed. Using a home internet connection as well as password protected sites and encrypted email access from Outlook Web Access, four members start to test the functionality of executing the administrative side of the mission from outside the office. This first attempt was not optimal as connectivity issues were abundant. Dial-up home internet and slow web-sites were made the roll-out problematic. Fully realizing the potential of telework would still be some years away.

ORI 2002

Despite the unit pushing itself to near exhaustion in the first four months of 2002, Col. Carol Protzmann and the rest of the wing's leadership team understood that for the unit to be ready for the Operational Readiness Inspection scheduled for October 2002, it must prepare. That meant base-wide Operational Readiness Exercises in May and again in August. Announcing, let alone executing, these exercises amid some of the most demanding



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An assortment of photos show Airmen on the 157th performing tasks over the course of the Operational Readiness Exercise in May 2002.

operations in the unit's history was not an enviable task. However, the unit took it in stride and prepared for the training challenge. In the end, it all paid off. The unit passed strategic readiness inspection with flying colors, proving capable of performing vital support for global-reach missions even while engaged in multiple contingency operations at home and overseas. The unit scored an overall rating of "Excellent", and the inspection team reported; "All elements of the 157 ARW superbly integrated to produce an impressive team. Motivated wing personnel displayed outstanding job knowledge and enthusiastic 'can-do' attitude. They consistently displayed unit pride and professionalism. Strong senior leadership and powerful teamwork ensure the 157 ARW is well prepared to support and execute its [strategic response] mission."

Lt. Col. Pete Sullivan and Technical Sgt. Bob Wheaton were coined as outstanding performers. The 157th Medical Squadron received the highest rating of any like unit in 32 years.

The Shows Must Go On

In spite of the dramatic rise of contingency operations across the world, the need to showcase air power to military and civilian audiences was still alive and well. Starting in May, one Stratotanker took the 15-minute flight south to Hanscom Air Force Base, Massachusetts. The Pease team opened the aircraft for tours and there was a line from open

to close while its wingspan provided some comfortable shade during the unusually warm spring show. A gathering of warbirds flew along with an A-10 Demo Team as the Thunderbirds performed over a packed show.

In September another jet flew to Leuchars, Scotland, for the Royal Air Force's annual show. Typical gray English skies kept the temperatures mild for a lovely end of summer gathering of the most historic aircraft still in working order. Additionally, the latest and greatest combat aircraft from all across Europe were on display.

Operational Spotlight: TTF Atlantic Drags and Weekly Tanker Assignments

In the fall of 2002, redeployments and swap-outs of fighter units in the European and Southwest Asia theaters was on an uptick and the Northeast Tanker Task Force was there for the occasion. Common stop off and rest points for such missions included Naval Air Station Rota, Spain and in Incirlik Air Base, Turkey. Along with the operational support for mobility in and out of the active theaters of the Global War on Terrorism, the increased tempo required more training for Air Force crews to be proficient at getting gas when they really needed it.

The 157th Air Refueling Wing was tasked with dedicated tanker missions to provide the means for refueling practice. To provide the needed tanker support for the training, a New Hampshire KC-135 Startotanker would be deployed to the home stations of units around the country for a week at a time. While collocated with the host unit, there would be scheduled and uninterrupted blocks of time to get as many air-refueling practice plugs as could be accomplished. The first of these unique missions was to Rickenbacker Air National Guard Base, Ohio in September to support the Ohio Air Guard's 180th Fighter Wing. Following the success of that assignment, crews were tasked to Eglin Air Force Base, Florida, Reno, Nevada, Charleston Air Force Base, South Carolina, and Westover Air Reserve Base, Massachusetts to help those units master the receiving end of aerial refueling. These taskings ended as year closed.



2002 closed with a Christmas-night flight supporting Operation Noble Eagle mission to Andrews AFB, Maryland. Landing there in the very early hours of the morning, jet and crew returned to Pease the next day. Meanwhile, many of the wing's members were deployed across the world supporting various operations. Members of the security forces squadron were still spread far and wide while the 260th Air Traffic Control Squadron had 23 Airmen in Afghanistan on a 90-day tour. In Morón, several New Hampshire Guardsmen vigilantly maintained the mission there over the winter holidays.

PHOTO OF CLINC HERE!

Med. Group's new home, Building 255

Med Group's Big Move

The Medical Group moved into its newly built facility in January with the building's formal dedication coming over February's drill. The move provided a larger footprint and more modern infrastructure for professional training and administration. The new facility also made better use of the space as the building was to be shared with a Veterans' Affairs treatment clinic during the week. The move also marked the penultimate step toward moving all base facilities to the inside of the gated perimeter.

Operational Spotlight: 24/7 Operations in 2003

Near the end of January, as 2003 began, the wing mobilized at home station to stand up 24-hour operations over 7 days per week. Hindsight would reveal that this was a precursor to the invasion of Iraq that would begin in March. At the time, the cause of the acceleration was unknown to the masses. As the wing supported air refueling through the Northeast Air Bridge and refueled high priority time sensitive assets, the support functions of the base welcomed organic and transient aircraft landing at Pease for fuel and crew rest.

While maintenance, security forces, operations, and a few other shops were accustomed to strange hours and long days, it would quickly become the norm base-wide. One highlight of this extraordinary call was embodied by the Services Flight. 13 services Airmen were mobilized to staff the Independence dining Hall for three meals a day plus a midnight meal. Over the course of the activation, the dining facility stayed open for 106 consecutive days, provided 26,285 meals, 1,760 gallons of milk, 4,800 pounds of beef, 2,250 potatoes, 2,450 cups of coffee, 2,100 apples, 810 gallons of Gatorade, and 23,744 eggs.

An unexpected controversy with the base populous on active orders and a dining facility was on base was that BAS would not be authorized. Many members were not happy about that but came to understand that the policy could not be waived. Another unexpected grievance came from the Services Flight's senior enlisted member. Master Sgt. George Little took issue with the area being called a "*Chow Hall*" and was steadfast about referring to it as an "*Aerospace Dining Facility*".

The wing's Command Chief Master Sergeant, CMSgt --Ron Nadeau, wrote a personal letter to Master Sgt. Little explaining how sterile and boring the official nomenclature sounded. He stressed that he wanted to go to a *chow hall*, a military location, where it was friendly and welcoming to see familiar people and to gather for midnight chow or dinner. His letter settled the debate without quelling Master Sgt. Little's disdain for the term.

By May, the Wing had flown 251 sorties totaling over 705 flight hours with 17.8 million pounds of fuel offloaded. New Hampshire tankers refueled 120 C-17, 76 C-5, 26 A-10, 26 F-16, 13 B-52, 11 B-2, 6 F-117, 2 F-15, 2 E-8, 2 KC-10, and one 1 EC-130. At the end of June, most shops and squadrons slowly started to decrease mobilized manning in preparation for a wing wide deployment to the U.S. Central Command's area of responsibility. Despite discontinuing 24-hour operations at the chow hall and across base, the wing would remain mobilized through September. Some squadrons like operations, maintenance, and security forces continued round-the-clock operations for 12 more years.



Joint State Headquarters and Exercise Granite Response

On February 9th, the newly formed New Hampshire Joint Task Force met to organize the State's Joint Headquarters. The organizational structure was designed to enable the New Hampshire National Guard to respond to state emergencies more efficiently. As 9/11 illustrated, the state was able to respond but inefficiencies were discovered. As an additional foreseeable benefit, if a coordinated terrorist attacked occurred on New Hampshire soil the Army and Air Guard could more effectively work together if there was a combined leadership structure. New positions and plans were developed and to test readiness and an exercise was planned for the end of the summer. That exercise, dubbed Exercise Granite Response was held in September and involved 500 New Hampshire Guardsmen and 200 civilians at Pease to train to contest security threats and implement the new joint concepts that had been developed. The joint team consisted of primarily security units, with the 157th Security Forces Squadron linking with the Army Guard's 237th Military Police Company.

"This is making sure we're ready at that moment's notice for our state mission," said, Technical Sgt. Craig Moody, the training manager for the air-side's squadron, "A lot of what you're seeing here is directed toward our state domestic training operations."

Bonnie Rice's First Day

In February Bonnie Rice was hired full-time as the wing's Family Readiness Program Coordinator, a new position that spawned from the impact that extended activations were having on members and their families. In her first month, she established a family assistance center to provide deployers' families with updates and assistance. She leveraged unit assets to provide opportunities to talk, face to face, with their deployed loved ones using the base's telecommunications technology. Bonnie's tenure would be both long and fruitful and



Bonnie Rice helps a deploying Airman in her role as the unit's Family Readiness Program Coordinator.

her first days certainly foreshadowed the impact she would have.

Tripler Heroes

While on a two-week annual training trip to Hawaii in August, members of the Medical Group jumped into work at Fort Shafter's Tripler Army Medical Center, a functional Army Hospital that serviced the many service members in what is now Joint Base Pearl Harbor-Hickam. During the rotation, medical technicians Staff Sgt. Scott Ellis and Sr. Airman Robin Partello found themselves the first responders for an elderly gentleman who collapsed with no pulse and was not breathing. Their quick and professional response as well as performance of CPR and other life saving measures effectively revived the man.

Bronze Stars Awarded

During the December commander's call, Chief Master Sgt. Bill Houghton and Chief Master Sgt. Matt Collier are awarded Bronze Star Medals for their extraordinary service in Southwest Asia during the early stages of the war in Iraq.

Photo of Ceremony



Operational Spotlight: Summer Camp 2003: "The Deid"



To support the two major combat and nation building campaigns in the Southwest Asia, support bases in neighboring, friendly, nations required manpower. In the summer of 2003, Al Udeid Air Base, Qatar, or "the Deid" as it would be colloquially known, would become a temporary home for over 100 Airmen and four aircraft from the New Hampshire Air National Guard. Members from across the base and all four Groups participated in this Air Expeditionary Force bucket deployment. This would be the first of many wing-wide deployments to support U.S. Central Command

over the next two decades.



In the heart of the summer, daytime temperatures would routinely reach 120 degrees.



Above: A group photo of N.H. ANG deployers at Al Udeid Air Base in 2003. **Top left:** A fighter prepares to receive fuel amidst the dust storms of the central theater. **Bottom left:** Members of the 157th Air Refueling Wing hoist the unit flag. **Bottom right:** Deployed members of the 157th Security Forces Squadron.

Though some spaces had air conditioning, most of the work and living spaces stayed well above comfortable ranges. Despite the yet to be familiar conditions, the New Hampshire guardsmen performed their duties with best-in-class fashion to enhance combat capabilities throughout the region.



Over September's drill, the New Hampshire Air National Guard watched as two of its general officers retired, celebrated their careers, and ruminated on the impacts that these officers had on shaping landscape and atmosphere in which the state had found unparalleled success over the trying era. On Saturday, **Maj. Gen. Joe Simeone**, commissioned in February of 1965, retired from the position of the Air National Guard assistant to the commander, Air Mobility Command, Scott Air Force Base, Illinois. As the Air National Guard assistant to the commander Air Mobility Command, he was responsible for advising him, and the staff, on all issues impacting the Air National Guard and provides administrative oversight of assigned Air National Guard personnel.

Photo of Ceremony or Gen. Smith

The next day, **Brigadier Gen. Benton "Chick" Smith** (pictured) retired as the commander of the New Hampshire Air National Guard and assistant adjutant general. Col. Mark Sears would replace Gen. Smith as the new commander in a change of command ceremony on Sunday of drill.



Brigadier General Cuddihee Passes

The year 2004 began on a somber note as on the 8th of January, retired Brigadier Gen. James Cuddihee passed away. A combat pilot and POW during WW II, Gen. Cuddihee joined the New Hampshire Air Guard at Grenier Field in Manchester summer of 1949. He was one of the early leaders of the unit and was the driving force behind the unit's growth and development into one of the finest Air Guard units in the country. Gen. Cuddihee was one of the few American pilots with over 25,000 flying hours in military aircraft. He was with the unit in each of its aircraft conversions from the F-51 Mustangs through the KC-135 Stratotankers and was the heart and soul of the wing's drive for excellence through much of its history.



The Year of the Ops Stop

An Ops Stop is a term used to describe when one of our tankers takes on passengers or equipment at Pease, takes off, then flies to another base to drop them off, and returns to Pease usually all in the same day. Most of the time it is for returning deployers back to the United States, time sensitive logistic moves, or members on base needing to go to training that are required to bring a large amount of specialized equipment. 2004 proved to be a banner year for this extension of the guard lift-style of mission. Throughout the year, Pease pilots supported members of the 157th and Airmen from across the country and across sister-services to get where they needed to be for either contingency deployments or for training.

Traditional Guardsman Sees Combat

In February, five transportation specialists from the 157th Logistics Readiness Squadron depart for convoy training and a subsequent deployment to Iraq that began in April. The team was assigned to the 2632nd Air Expeditionary Force Truck Company and worked with Army counterparts to operate supply con-

voys across Iraq. All five would experience "outside the wire" conditions through the course during their tour which ended in August. The deployers included Master Sgt. Phil Cote, Technical Sgt. Nancy Young, Technical Sgt. David Guindon, Staff Sgt. Michael Steer, and Staff Sgt. Christopher Moisan.

During the deployment Sgt. Young would eventually earn the New Hampshire Air National Guard's first Combat Action Medal for recognition for having actively participated in combat action under direct and hostile fire while operating in unsecured space and engaging hostile forces with direct fire. Specifically, while operating a vehicle in routine convoy operations, Sgt. Young was involved in a 35-

minute firefight. During the action, she used her vehicle position to gain advantage and returned fire with her personal M-16 from the driver's seat.

A Helping Hand

Since 2001, the operational tempo of the Air National Guard had shifted dramatically. What was once a strategic reserve was now a fully operational one and this point was now undeniable at any level of leadership. With this rapid uptick in demands on the individual Airmen and their families, there emerged need for enhanced commitment to physical and mental health support from the unit to keep up the pace of operations at home and abroad. In June, Col. Martell responded by signing a wing policy letter making a mandatory mental health screening by the New Hampshire Veterans Center part of redeployment in-processing for all New Hampshire Air Guardsmen return-

**Photo of Ceremony
or MSgt Young dur-
ing Deployment**



ing from duty in an expeditionary environment. The wing stepped up to take care of its people and maintain a healthy force. This policy was a precursor to “Yellow Ribbon” programs that would become fully codified in the coming years.

Global Support: Incirlik Deployment and the State Partnership

Throughout the month of April over 200 New Hampshire Airmen rotated through a deployment to Incirlik Air Base, Turkey as the 157th led the expeditionary mission there in support of Operation Enduring Freedom. Five of the wings KC-135 Stratotankers went along to power the flow of troops, equipment, and air combat patrols that were vital to success of the new and ongoing operations in Iraq and Afghanistan.

Concurrently, several members of the wing helped build our enduring relationship with El Salvador through the State Partnership Program. In this line of effort, Captain Bill Davis spent three months stationed at the U.S. Embassy in the Salvadoran capitol as the state’s acting military coordinator.

The National Guard’s Quick Response Force

The Wing establishes a quick reactionary force for state response to emergencies under a new framework designed specifically to integrate Guard forces into domestic responses. The Global War on Terrorism had transformed the way the U.S. Military plans and executes



Unit Training Spotlight: CE Repairs Fort Murray

In August, the 157th Civil Engineer Squadron embarked on a two-week, real-world, training trip to Fort Murray, Washington, a Washington Army National Guard facility. The unit was guard-lifted for the trip by one of the wing’s own aircraft to Boeing Field before meeting up with the lead unit, the 254th Red Horse Squadron from the Guam Air National Guard. Once on station the 50 members hit the ground running to help complete a multi-disciplinary construction project that provided many opportunities for cross-utilization training among the associated Civil Engineering AFSCs.

The primary structure on which the team was working required installation of 3,000 square feet of plywood decking framed over steel studs. Additionally, 3,000 feet of ceiling joists, and over 600 feet of track bracing to support the joists were constructed with 6,000 square feet of insulation and 7,500 square feet of sheet rock closed the walled spaces in the building.

The utilities section installed plumbing for two bathrooms and two utility closes. This required installation of a main water supply and back flow prevention system, installing piping to four toilets, three urinals, two double bowl vanities, two utility sinks, and a shower unit. The unit’s craftsman also installed the entire drain, waste, and ventilation system from the building to the waste manhole.

The electrical shop installed 2,500 feet of EMT conduit to over 100 electrical and communication boxes throughout the new facility while HVAC personnel installed 100,000 and 60,000 BTU high efficiency furnaces to provide heat and air condition to the new facility.

The “Dirt Boys” initially excavated the outside perimeter of the site and assisted the utilities section as they installed the wastewater system and manhole. They closed out the trip by jumping over to McCord Air Force Base where they repaired and upgraded the base perimeter road.

Left: A member of the 157th Civil Engineer Squadron renovates structures at Fort Murray, Wash.



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its missions around the world. As part of this shift, the Director of the National Guard established the National Guard Reaction Force as a critical response team that is readily available and trained to provide a governor or combatant commander assistance within the states or other regional locations when called upon by emergency management officials.

Citizen soldiers have often been called upon to assist state officials during periods of natural disaster, unrest, and homeland defense. The NGRF constituted the “first responders”; those first called upon when state and local officials need additional assistance in short time. The 157th was tasked to standup a 26-member team by 1 October 2004. The State’s Army National Guard was tasked to supply three such teams. Made up of a combination of statuses, the team was expected to be on station within four hours of call-up. Initial guidance allowed for any specialty to be a part of the team, but it was later settled that security forces Defenders would comprise all 26 positions. The team’s primary function will be to support civil authorities in times of overwhelming need.

Volk Field 2004

On October 30th, nearly 500 members of the 157th Air Refueling Wing set out for the Com-



bat Readiness Training Center in Volk Field, Wisconsin for an Ability to Survive and Operate exercise. While there the members of the wing generated local training flights and participated in the gambit of non-flying exercise activities that



encompassed nearly all of the wing’s specialties and mission essential tasks. After six days,

Operational Spotlight: Aeromedical Evacuation Flights

The Wing begins flying a new mission: transporting patients injured in combat. “What brought this on was the retirement of the C-9 aircraft from the inventory,” said Master Sergeant John Craig. The Air Force’s McDonald Douglas C-9A Nightingale was used primarily as specialized injured troop to get more advanced treatment due to injuries sustained in combat closer to their home of records or duty stations. “The pending retirement of the C- 141 aircraft, coupled with the high operations tempo for the C-5 and C-17 aircraft Air Mobility Command is utilizing every available airframe in the Mobility Air Force for the Aeromedical Evacuation mission,” said Lt. Col. James Ramsey, chief of standardization and evaluations at Pease Air National Guard Base.

The 157th’s first mission transporting wounded patients was on the morning of September 27th when Pease’s tail-3515 flew to Andrews Air Force Base, Maryland to be outfitted with an aeromedical kit. The next day it took passengers to Scott Air Force Base, Illinois in the morning and then to Travis Air Force Base, California that afternoon.

Later, on November 29th another aircraft was outfitted for the same mission, transporting patients to Scott Air Force Base, Illinois, Colorado Springs, Colorado, and finally to Travis Air Force Base, California.

“I can’t think of a more personally satisfying mission that I’ve ever participated in during my 21 years of military aviation service,” said Lt. Col. Ramsey about the trips,” It’s an honor to help in some small way to get these injured soldiers back home.”



the End-Ex call was made and everyone relaxed for the final night in Wisconsin before flying back to Pease.

2004 Wraps Up

While the wing gathered on December 4th and 5th for the annual awards ceremony, members of the 260th Air Traffic Control squadron were in Iraq, Airmen from the medical group were in Qatar, more from the logistics readiness squadron were in Germany, and countless one-off deployers were filling individual lines across the globe – deployed away from home and from loved ones. A list of those who were away from home was presented at drill to remember their sacrifices and to thank all the families who were unable to be with their loved ones over the holidays.

N.H. Takes Wisconsin's Guam Assignment, 2005

What would become an annual event started as helping the 128th Air Refueling Wing with the first U.S. Pacific Command Tanker Theater Support Package. Beginning in 2005, an Air National Guard unit would be tasked for two months at a time to support air refueling in the Pacific.

As it was a new tasking, the Wisconsin Air National Guard had a hard time filling its first bucket. Fortunately, our wing was able to send two aircraft, six crews, and a handful of maintainers and support members to Anderson Air Base, Guam, and fill lines for them. On January 4th, the two Stratotankers flew to Milwaukee, Wisconsin and then on to Hawaii before reaching their final station in Guam. After flying locally and to Kadena and Yakota Air Bases in Japan to support regional refueling and logistic needs, the unit's first Guam deployment wrapped up after a month of service.

The Last Iceland Trip, 2005

For the final time, the 157th Air Refueling Wing was tasked with supporting the Iceland Defense Force mission based in Naval Air Station Keflavik, Iceland. A rotation of fighters

Previous Page: Bottom Left: Lt. Col. Paul Hutchinson relays orders over a handheld radio during an exercise at Volk Field, Wisc. Top right: A member of the 157th Air Refueling Wing guards equipment during an ATSO exercise at Volk Field, Wisc.

from various guard units used to be tasked on a 90-day basis to send personnel, support equipment, and aircraft to the island and in support of the North Atlantic deterrence mission and local 85th Group under Air Combat Command. On March 13th, the final New Hampshire jet and crew left Pease and landed at Keflavik Air Base, Iceland for two weeks of alert stand-by and flying local training missions with the assigned F-15s for intercept practice. They would fly ten local missions before returning to Pease on March 27th to close out our unit's history supporting the 85th Group in Iceland.

Milestone Moment: The First "Blue" Adjutant General

March 30th – The state's Adjutant General, Kenneth R. Clark, was promoted to the rank of Major General by Governor John Lynch. As the New Hampshire National Guard's 24th Adjutant General since its establishment in 1777, he had the distinction of being the first Air Force General to ever lead the state. Since the Air National Guard was introduced in 1947, all of the previous Adjutants General had come from the Army side of the enterprise.





Rising Through the Ranks

On April 10th, Lt. Col. Robert Monahan was promoted to Colonel and assigned as the 157th Operations Group's Commander. This achievement was made monumental by the fact that Col. Monahan had initially enlisted in the New Hampshire Air Guard as a crew chief from 1981-1985 before commissioning as a pilot. His Airman to Colonel rise was an unprecedented feat within the state's modern militia.

**Picture of
Col Monahan at
Ceremony or
Official Pic**

The Changing Look of Fitness

Many may not remember the days before fitness apparel was made mainstream with the introduction of moisture wicking synthetic fabrics and water or wind resistant outer shells. In the months leading up to the spring of 2005, the Air Force made the jump to improve its physical fitness gear and formalize it into a true uniform. Previously, gray sweatpants and a similar sweatshirt was issued to be worn over like-colored gray shirts and shorts; the tops simply had the words "U.S. Air Force" arced across the chest in blue letters. The new look was a drastic change with all items but the T-shirt moving to a darker blue color. The T-shirt remained gray but would feature the Air force logo in a reflectorized print on both the front and back. The shorts surprised many as the had adopted the snug-fitting inner mesh lining that the Army had been using for some time. The lining caused many to adjust their sizing or cut it out for comfort. The new jacket and pants were made of a windbreaker-style material coated with a water-resistant finish that initially felt heavier than many were used to. The only other wide-reaching complaint was that the pants tended to make a loud *swooshing* sound when walking or running. The biggest upside, beyond the modern look, was that the overgarments did work as advertised to keep the wearer warm and dry in a surprising range of conditions. Future tweaks would provide more options and fix

some of the problems, but the style would be here to stay.

State Activation

In October, NH Airmen are deployed to western New Hampshire in response to flooding in that part of the state. The remnants of Tropical Storm Tammy and Subtropical Depression Twenty-Two merged for a perfect storm of heavy concentrated rainfall from New Jersey to Maine with the hardest hit place being southwestern New Hampshire; all seven of the deaths from the storm occurred in our state. The cold fall temperatures forced the precipitation from the storm, dumping 14 inches of rain on city of Keene. Alstead's Cold River overflowed washing multiple houses that were not normally in a flood zone off their foundations. Cheshire County was the hardest hit. The state suffered \$15.8 million dollars in total damages. Although caught off guard, the immediate response from both the Army and Air going door to door to drive dangerous evacuation notifications as well as responding to emergency requests prevented the death toll from being higher. Many earthen dams that were built a century ago were also not ready for this super storm, and the sandbags filled and placed by guardsmen prevented any more property damage than could have otherwise occurred. This activation was a prime example of the Guard rendering aid in the local

Operational Spotlight: Hurricane Katrina

On August 29th Hurricane Katrina made land-fall as a Category 5 storm in Louisiana. Although the predictions of damage and flooding were not positive, the actual results were far beyond anything imagined. Starting on September 2nd the unit began planning for heavy cargo movements with 5,000 pounds of water strapped onto six pallets on each aircraft. The Governor of New Hampshire pledged New Hampshire's support for the governors of the states affected by the hurricane. In the aftermath, New Hampshire Army and Air National Guardsmen deployed to Louisiana to provide security and disburse emergency aid to storm victims. The Operations Group flew resupply missions into NAS New Orleans and into Mississippi in support of the largest humanitarian airlift in American history.



communities to mitigate damage and loss while inspiring swift recovery.

Holiday Deployments and a Holiday Drill Promotion

On December 4th, Col Marc Sears, the commander of the NH Air National Guard, was promoted to Brigadier General. He is the 9th General in the New Hampshire Air National Guard.

Through the heart of this holiday season the 157th Air Refueling Wing had members deployed to Guam, Iraq, Germany, Afghanistan, and Qatar. A few members of the wing were lucky enough to have their ride back from the Middle East land at McGuire Air Force Base, New Jersey, on Christmas Eve. The wing went out of its way to send one of our own jets to McGuire so those members could get off the C-5 Galaxy and hop on a New Hampshire Air Guard KC-135 for a ride back to Portsmouth in time for Christmas.



Technical Sgt. Jeremy Kendall greets his daughter after returning from deployment on Christmas Eve.



Katrina and Flood Pictures





SFS Gets a New BDOC

Starting in January 2006, the Security Forces dispatch center, or Base Defense Operations Center, was temporarily collocated with the Maintenance Operations Control Center while the former facility underwent an upgrade. Although crowded, the maintenance and security personnel managed their full range of functions over the two months that it took to complete the project. The security center's upgrades were the culmination of a year of planning and coordination with contracting, civil engineering, and communications. The end-result of the project was the creation of an ergonomic set of stations for controllers to monitor the new, base-wide, closed-circuit security cameras positioned to direct the flow of security operations across the base.

New Fire Station

On June 1st the new Pease Fire Station was opened for business by Senator John Sununu and Congressman Jeb Bradley during a ribbon cutting ceremony. Funded by a fiscal year 2004 Military Construction Appropriations bill passed by the US Congress, it is a 25,000 square foot facility with 12 bays and full living facilities in a central location on base costing only 5 million dollars. It is not only new, but modern and green, featuring state of the art electronics as well as energy conservation heating systems using geothermal radiant floor heat. It contains enough room to house four crash response trucks, with three containing 3,300 gallons of water and one carrying 1,000 gallons of foam, a water tanker that can carry 2,000 gallons, a special operations trailer, mass casualty incident response trailers, two foam resupply trailers with 600 gallons each, and incident command vehicle, structural engine, and rescue vehicle. Pease fire chief Bill Hardekopf said, "The 35 full time firefighters at the Pease Air National Guard Base are ready to utilize the fire station that has been 30 years in the waiting." He went on to say, "this new station will go a long way towards increased safety and morale." Pease fire and rescue not only supports on airport operations but is in-

Operational Spotlight: 2006 AEF Bucket Deployments

2006 was a big year for the 157th's Air Expeditionary Force bucket assignments. Many units drew lines to support the nation building mission in Iraq. The Civil Engineers were deployed to Kirkuk Air Base, Iraq, with the 506th Expeditionary Civil Engineer Squadron, in the north of Iraq near the Iranian border. Other units were spread across the country and region. Some of the deployed units submitted highlights of their experiences. These are thit stories:

Medical Group tends to wounded in Iraq

Medical deployed four members with the 332nd Expeditionary Medical Group, at Balad Airfield, Iraq, from July to September. Captain Alyn Theriault, nurse; Master Sgt. Jason Messenger, medical technician; Master Sgt. James Leavitt, medical administration; and Technical Sgt. Scott Ellis, medical technicians are assigned to three wards with a total of 30 personnel assigned to cover day and night shifts. While there the team hits a 97.7% survival rate for injured individuals arriving to their ward. "Very rarely are patients here long, even when they require multiple surgeries. American troops are stabilized and whisked off to Germany for additional medical treatment as needed," said Theriault. Leavitt said, "My first day on the job we received 22 casualties from 17 medical helicopters. We had two deaths on my first night, and it was my job to "process" the death packages. Nothing I had ever learned or trained for as a medial administrator was like this." When asked what stuck out in his mind the most Leavitt said it was hard to just pick one. "We received notification that a chopper was inbound with three 'angels; on board. I had never heard that term before. Usually, we want to know how many patients are coming in. As the back ramp (on the CH-47 Chinook) opened up the green interior lights allowed me to see three metal American flag draped boxes. They were unloaded the same way as wounded patients, but not put onto the wheeled gurneys; they were carried by my team all the way to the ER, and then morgue. As we passed by all military members silently and somberly came to attention. Nobody speaks. Everyone is Silent." Messenger said, "As I sit here and think of all the things I have seen... I say to myself, 'Wow, is anyone going to believe me?'" Ellis said, "The



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people I work with I can only describe as top notch. Some of the techs here are new to the medical field unlike myself and others who are old hands. Everyone has something different to bring to the table and I have learned a lot in the short time I have been here." Theriault agreed, saying, "It is an honor to say that I have been a part of an incredible team of medical personnel and a never tiring administrative and support staff. There is no training that can fully prepare you for the experience you face and the destruction of humanity that war creates. I have come here and given my best with a team that is proven by not only numbers, but by reputation. I will come home a better mother, friend, airman, and a better teacher to those who follow."

Security Forces Sends 25 to Iraq in Two Sets

The Security Forces deployed for six months, from January to July, to Ali Air Base, Camp Adder, and Camp Mittica, Iraq, in the south near Kuwait. While attached to the 407th Expeditionary Security Forces Squadron they would be in control of Echo Sector which included three entry control points open 24 hours a day. A high priority area, the Pease team's provided security for the Vice-President of Iraq many times, local sheiks attending the Eid Al Fitr meetings, manning mobile fire teams, and providing secure entry to the Iraqi National Referendum ballots in October and Iraqi National Election ballots in December. The high observed was 121 in the afternoon heat, and low was 33 degrees in the dead of night. Early in the deployment a vehicle ran the gate and base defensive measures were implemented to stop it, and towards the end of the deployment a concerned local villager returned a live mortar round in a rice sack to the main gate.

In July another phone call came to Security Forces they needed a 12-man team to volunteer to fill a shortfall in the next 30 days. In the first 20 minutes the NHANG had 15 volunteers. It was only 15 because the dispatcher stopped calling people after getting all 12 and three backups. On August 6th a second group of 25 Security Forces airmen left Pease for two weeks of theatre-specific training prior to deploying. 12 would deploy to Iraq for 180 days, and 13 will deploy for 90 days to Kuwait. Col. Richard Martell, the 157th Air Refueling Wing Com-

involved with 32 local communities as well as the Portsmouth Naval Shipyard's emergency response plans.



Fire Chief Bill Hardekopf, Col. Richard Martell, CIV, Brigadier Gen. Mark Sears, CIV, and Maj. Gen. Ken Clark cut the ribbon on Pease's new fire station.

Gulfport ATSO Exercise

On May 5th, A C-5 Galaxy from Westover Air Reserve Base, Massachusetts arrived at Pease to load the ADVON team and equipment needed to practice out Ability to Survive and Operate mission. Similar to the Volk Field exercise in the fall of 2004, the wing conducted a two-shift exercise over 8 days, training and implementing the skills needed to carry out its mission at any airport in the world. Over the next two days, four more aircraft would ferry over 480 Airmen to the exercise. Achieving its goals, the exercise players stood up the base, launched and recovered 6 local flights, conducted mass training exercises, then broke down the base, packed up, and were back before Mother's Day on the 14th.



Master Sgts. Chuck Law and Peter Vatisas greet each other as their separate taskings in Iraq and Kuwait brought them together during a logistics stopover in Kuwait.



Operational Spotlight, Cont...

mander, faced the soldiers. "I am humbled to stand in front of you," he said. Martell then faced the families and said "I thank you. I know that's not sufficient, but I want to let you know that this base will support you in any way it can."

Maj. Richard Hamilton, commander of the 157th Security Forces Squadron, asked the airmen to kneel in a half circle. "I can't emphasize enough how proud I am of you, and how confident I am you will complete the mission," he said.

The six-month team of Master Sgt. Peter Vatistas, Technical Sgts. Jeffrey Cote, Donald Mullikin, and Matthew Schoff, Staff Sgts. Steven Hurst, Brian Drake, and Sr. Airmen Daniel Ramos, Jared Booth, Robert Gibson, Andrew Freisinger, Mathew Steer, and Peter Allen were deployed with the 506th Expeditionary Security Forces Squadron. Kirkuk Air Base was a joint force, coalition base - Army, Air Force, and Iraqi Air Force all peacefully coexisted there. Vatistas said, "Security is divided into three sectors: Alpha, Bravo and Gator. The dodgiest place to be is the Gator sector. This is where the base meets the hazards of Iraq. The main gate and the contractor gate both belong in the Gator Sector. Guess where the 157th is! Since being here, we have endured one mortar attack, one rocket attack, and one Vehicle Borne Improvised Explosive Device attack. The VBIED attack was at the contractor gate. Four of the 157th members were directly involved with security actions at when the attack occurred. Security was re-established within twenty minutes of the explosion, and normal operations were resumed within two hours. This was, by the way, the first time a VBIED had ever been detonated at the gate of an Air Force installation. Nobody was killed (except the driver, understandably), and due to the fast response and triage operations of the 157th Security Force members present, the wounded personnel present have fully recovered with no permanent injuries."

The 12-person team was split up into three groups. Master Sgt. Charles Law, Technical Sgts. David and Erik White, and Sr. Airmen Nathaniel Sharman, Christopher Rodd Alexander Smith were assigned to the dayshift called Raptor. Technical Sgt. Michael Mickelonis, Staff Sgts. Benjamin Bart-

Mother's Day Floods

The New England Flood of May 2006, often locally referred to as the Mother's Day Flood, started on May 11, 2006, because of an unusually strong low-pressure system that stalled over the central United States, drawing copious amounts of moisture from the Atlantic Ocean. Most of this moisture was drawn directly over New England, producing continuous heavy rain that led to record flooding near several rivers. It was described as the worst flooding since the New England Hurricane of 1938. The governor of New Hampshire declared a state of emergency as the local rivers approached their 100-year flood mark and surpassed them. 550 members of the National Guard were activated, 350 from the 157 Air Refueling Wing were activated on short notice to bring their rain gear and be assigned to Rochester, Concord, Merrimack, Hooksett, Fremont, Newmarket, and Raymond. The largest flooding was concentrated around the Merrimack and Salmon Falls Rivers pushing dams to the breaking point. At Newmarket's Macallen Dam, over 7,000 sandbags were used to protect surrounding property and prevent downstream damage if it collapsed. Milton Three Ponds Dam and Spaulding Dam in Lebanon were at water levels where it was expected to collapse, so the Guard was tasked with evacuating low-lying areas downstream in Rochester preemptively as there would be no time if the dam let go. Portsmouth had major sections of Ocean Boulevard on Route 1A totally under water. Members of the guard supplemented local and state police department to enforce the over 600 road closures. After three days the 157 Air Refueling Wing





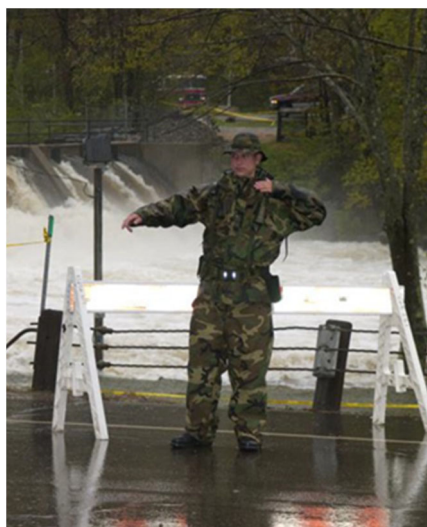
returned to normal operations and deactivated leaving the Army to continue relief efforts.



top: Members of N.H.'s Air Guard help place sandbags to waylay rising waters in flood-stricken areas.

center: The Mother's Day Floods of 2006 left N.H. communities under water and in need of assistance.

bottom: A member of the 157th Security Forces Squadron directs traffic. **opposite page:** All hands were on deck to fill sandbags and other tasks needed to support relief efforts.



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lett and Bernard Reed, and Sr. Airmen Camden Elliott, Emilio Garcia and Randy Gagnon are assigned to the nightshift named Phoenix. Staff Sgt. Thomas Michaud is assigned to a special group who patrol the outer perimeter; they are known as Viper.

Pridham said, "We belong to the 386th Expeditionary Security Forces Squadron consisting of 476 Security Forces and Force Protection personnel. Some of our guys were chosen to take part in missions called Security Escort Teams and Flyaway Security Team. SET missions are ground escort missions that bring personnel or mission essential supplies in and out of Ali Al Salem Air Base. FAST missions are flying missions that move troops, distinguished visitors, detainees and war fighting materials into and out of the area of responsibility. Law and White were chosen for a FAST mission that led them into Kirkuk, Iraq where they met up with Master Sgt. Peter Vatisas, who is currently attached with the 506th ESFS along with 11 other 157th Security Forces Squadron members. Reed had the experience of spending the night in Iraq after the C-130 he was aboard broke down.

Airman Sharman was chosen for a human remains detail honoring two British contractors killed in Iraq. Mickelonis, Bartlett, Rodd and Gagnon have great stories to share about their experiences during the FAST missions, from combat landings to the interesting people they met while logging over 50 combat sorties. Each member who assigned to SET missions gained so much experience pertaining to escorts and convoys. The SET supervisor received the base team award for excellence. These missions were conducted without the use of armored vehicles or heavy weapons support, only security forces troops carrying M4's and driving a normal Chevy Suburban. Michaud was the only member from this group selected for Viper. Viper is the shift that kept us all safe by patrolling outside the wire up to 5 kilometers. Michaud learned Arabic to help him in his daily encounters with the locals. Michaud and his crew located numerous unexploded ordinances, intrusions into the restricted 2K zone, conducted enemy surveillance exercises, conducted random anti-terrorism measures, and assisted K-9 dogs while investigating the report of gunfire."



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Operational Spotlight, conclusion...

USACE Special "One-sie" Tour

Master Sgt. Gregory Carr volunteered with the U.S. Army Corps of Engineers and spent a year in Camp Khowst, Afghanistan. The USACE places reservists on active duty based on their civilian and military skills. Carr, a mechanical engineer in his civilian job and an Intrusion Detection Systems Specialists here at the 157th Air Refueling Wing, is worked as a project engineer with the USACE. Camp Khowst was a 4,000 soldier Afghan National Army Post being built. "It's a pretty steep learning curve, but my guys are motivated!" said Carr. "As we try to trouble shoot some of the technical and operational issues, I have been getting a serious crash course in power plants and water treatment systems" The new base is slightly larger than Pease Air National Guard Base, and Carr has overseen a 5-megawatt diesel power plant install, building of a wastewater treatment facility, and a 164,000-gallon water system with newly drilled supporting wells. When he arrived, it was all supervising construction, but towards the end of his tour as the ANA has moved in, he has transitioned to inspecting the work the Afghan Army members have been accomplishing in maintaining and repairing their infrastructure. "It's incredible to think of the responsibility I've been given," said Carr, "but, I have a lot of help from my 'Corps of Engineers' team who have set me up for success!"



Master Sgt. Carr looks on as an Afghan construction supervisor speaks with a security partner during a construction project.

Pease gets LOUD

When the arresting cable at Burlington Airport, home of the Vermont Air Guard, needed maintenance, Pease played the welcoming host



for our neighbors in need. From the beginning of September until mid-October 12 F-16 Fighting Falcons from the 158th Fighter Wing shared the ramp with the 157th's Stratotankers. 85 maintenance personnel operated out of Hangar 251 during the week with 120 total members on base with the remainder being made up of pilots, administrative staff, security, and other necessary personnel. The members of the 158th would typically arrive on Mondays and depart on Fridays each week and the aircraft to maintain and operate the aircraft. Flying as little as 8 to as many as 24 sorties per day, the noise-level around Portsmouth rose dramatically with area civilians split between being positively impressed with the fighters' arial agility and those who were bothered by the noise.

Operation Jump Start

Starting in November, several Airmen deployed to the southwestern U.S. as a part of Operation Jumpstart. In an all-call to guard units Arizona, New Mexico, California, and Texas requested volunteers to back-fill their commitments at the southern United States border. Sr. Airman Darcy Cote, the first member from Pease to deploy said "This was a wonderful opportunity for to support my country and my state."

Her tour included observation shifts of 24 hours in the Arizona desert, driving three hours to her post, each way. Her position in the Tucson Sector was responsible for 280



miles of borderland with all but eight miles of it being through uninhabitable desert. “We sort of act like a funnel. We have changed their traffic flow of the unidentified aliens and have given the Border Patrol a more focused area of concentration,” said Cote.

Operation Jumpstart itself was designed as a short-term national security effort designed to strengthen border security and deter the flow of illegal immigration. The National Guard, while not directly involved in law enforcement activity, acted as “eyes and ears” for the Border Patrol agents. Additionally, the guard performed administrative, logistical, communication, and intrusion detection missions. According to Chief Master Sgt. William Houghton, NH State Coordinator for Operation Jumpstart, 12 New Hampshire Airmen had volunteered and deployed for the mission through the end of 2006. The concept of operations employed for Operation Jump Start would become a template for numerous border support missions that would follow.

An \$81,729.38 Big IDEA

2007 began with a success story for a program designed to broadcast good ideas from the force across the Air Force. This success story starts when Technical Sgt. Frank Stevens filled out the paperwork and forwarded up an Innovative Development through Employee Awareness suggestion to propose the Air Force open the F-108 cowling support rod and replace a 26-cent washer instead of throwing the part out and ordering a new one. “After seeing several cowling support rods being tossed in the metal scrap bin and knowing what the cost of a new one was, I thought it was such a waste,” Stephens said, “so, I took one apart and found out a spring retaining washer corroded away keeping the rod from fully retracting.”

Instead of ordering a new cowling rod which costs hundreds of dollars, Stephens suggested installing a 26-cent stainless steel retaining washer to replace the corroded one. The estimated first year saving is \$81,729.38. “I was

very surprised a simple suggestion could amount in such a savings to the Air Force,” Stephens added.

2007 Coronets to the West and to the East

The first fighter moves of the year came during a bitter cold morning on January 9th when a formation of KC-135 Stratotankers departed Pease. The first Aircraft flew 11 hours to Hickam Air Force Base, Hawaii for its staging leg. Later in the afternoon, a second aircraft flew to Travis Air Force Base, California, with fighters in tow across the entire country. The next day, another drag brought fighters from Hawaii to Anderson Air Force Base on Guam. On the 11th, our second jet dragged fighters from California to a quick stop in Hawaii before moving on to Guam.

Other western reaching coronets were common throughout the year, moving resources to and from Guam, Japan, California, Hawaii, Nevada, and Arizona to meet operational and training needs across the U.S. Northern and Pacific theaters.

To the east, the year’s coronets started in March with hops to Morón Air Base, Spain and on to Al Udeid Air Base in Qatar. Other fighter coronets took New Hampshire Stratotankers to Italy, Greece, the Azores, and Turkey throughout the year. One extended trip in September included legs both east and west as the aircraft ferried volleys of fighters across the Atlantic, starting on the 9th, from Pease to the Azores, to Greece then others back to Spain. From there they took a long jump to Travis Air Force Base in California and on to Hawaii. Its return trip was solo with a stop at Travis before returning home on the 27th.

Goodbye ’98

On March 28th, New Hampshire’s KC-135 bearing tail number 58-0098, a tanker flown at Pease Air National Guard Base since 1993, was transferred to the 101st Air Refueling Wing at Bangor Air National Guard Base, Maine. Following a decision from the Base



1 Granite Wings II: A History of the N.H. Air National Guard

Realignment and Closure Commission in 2005, Pease Air National Guard Base went from nine assigned tankers to eight. Originally transferred from Castle Air Force Base, California, in 1993 upon their BRAC, the jet would be Bangor's first R-Model Stratotanker. In an act of being a good neighbor the New Hampshire Air Guard gave the Maine Air National Guard 0098 early so they could get a jump on their training as the transitioned from the KC-135E model to the updated KC-135R.

State Responds: More Floods

During a Nor'easter in April, the New Hampshire National Guard was called upon to assist first responders. From placing sandbags to providing traffic control, more than 200 N.H. citizen soldiers and airmen deployed to more than 16 communities. On the ground, they assisted local police and fire departments to bring reassurance to residents. Gov. John Lynch activated 200 Guardsmen on April 16 and later authorized the call-up of an additional 200. The Air side was tasked with bringing two five-ton military cargo trucks to the flooded Nottingham elementary school where 18 students and faculty members were trapped inside. Michelle Carvalhlo, the school's principal, said they hadn't evacuated because there was power, heat, and shelter at the school and they weren't sure if that was the case in other parts of Nottingham. At 5 p.m. the Guard entered the school's cafeteria to find the children eating chicken patties and watching television. Parents coordinated with school administration to meet their children for pick up. Groups of students were then loaded on to the trucks and brought safely to waiting parents.

"I was very confident that there weren't going to be any problems because the National Guard was bringing the children out," said Noreen Duffy-Granbery, whose son, Evan, was one of the students evacuated, "it was a great thing for the kids to see that the people helping them were somebody's mom and



Members of the Maintenance Group prepare Tail Number 0098 for its final flight from Pease ANGB.

somebody's dad and they just happen to have a uniform on."

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The spring of 2007 brings a sense of déjà vu as floods strike New Hampshire and require Guard assistance in the response and recovery.



students and faculty members were trapped inside. Michelle Carvalhlo, the school's principal, said they hadn't evacuated because there was power, heat, and shelter at the school and they weren't sure if that was the case in other parts of Nottingham. At 5 p.m. the Guard entered the school's cafeteria to find the children eating chicken patties and watching television. Parents coordinated with school administration to meet their children for pick up. Groups of students were then loaded on to the trucks and brought safely to waiting parents.

Top left: Leaders from the N.H. Air Guard work with civil leaders in the community to identify open and flooded routes. **above:** Airmen assist in the evacuation of Nottingham Elementary.

Pease Air National Guard Base was honored to welcome the two Heads of State as well as host numerous support aircraft, personnel, and equipment from both countries participating in the bilateral summit.

Bush and Putin Meet at the Kennebunkport Summit



Brigadier Gen. Mark Sears and a family member greet president George W. Bush as he arrives at Pease ANGB.

In late June of 2007, President George W. Bush hosted Russian President Vladimir Putin to an historic summit at his family's estate on Walker's Point in Kennebunkport, Maine. As the closest Air Force installation,

"It is a once in a lifetime chance to have both our president and Russia's president at Pease Air National Guard Base," said Master Sgt. Michael Ploof, 157th Logistics Readiness Squadron First Sergeant. President Bush landed at Pease on Air Force One in the afternoon of June 28th. He was greeted by Brig. Gen. Mark Sears, the Commander of the NH Air National Guard, Donna Sears, his wife, Sean Mahoney, Business New Hampshire magazine publisher, Mike Whalley, N.H. House Republican Representative, and Ruth Griffin, former Republican Executive Councilor. President Bush only spent a few minutes on the ground before he boarded a Marine helicopter and traveled to Walker's Point. Putin arrived at Pease July 1 and was greeted by former President George H. W. Bush. Prior to welcoming Putin, the elder Bush spent time with members of the 157th Air Refueling Wing, Secret Service, local law enforcement, and many other groups working



Sal Zona: A Cut Above the Rest – Barber Shop Closes On-Base Services

"It was Jan. 7, 1956. That is the day I came here to Pease," recalled Sal Zona, from what would be one of his last days at the Base Exchange barber shop. "I remember that day like yesterday, it was snowing like hell, and I had just come here from Fort Devens where I had been running the only bowling alley on the base and also had worked for my father running his barber concessionaire along with my brother. "The Air Force had an opening for a barber concessionaire here at Pease and I figured it was time to start out on my own, so I left my dad's concessionaire to my brother, and I came here." On that day, 51 years ago, Pease gained not just a barber, but a valued part of the Air Force community at Pease.

"He remains one of the sharpest minds about the history of Pease and the folks who have worked here," said Col. Richard Martell, commander of the 157th Refueling Wing and a regular customer. For the last four years, Sal has also run a second barber shop, minutes away on the Tradeport. He's closing the base shop to devote more time to the new location.

"I have such mixed emotions about leaving the actual base, but it was something I had to do at this point in my life," Sal said. "I so loved the comradeship and the association with the military, growing older with everybody, going to the prayer breakfasts. Heck, I was here when General Cuddihee was here as the first Brigadier General of the 157th and when General Simeone was just a young kid from Connecticut."

If you were a regular customer of Sal's, you'll recall the many photos, tributes and tokens of appreciation that hung from his shop walls.

Combined, they told the story of Pease and the many service members who called it home. He has donated most of them to Pease. "I just felt like they belonged here," he said. "They should stay with the base." He pointed to one that was a signed picture from the early 1980s of John Philip Sousa III when he performed at Prescott Park in Portsmouth with the Air Force Band of New England. Another is of him and his wife, Marjorie, exiting a VC-25, Air Force One, when it was parked at Pease.

"It has been a beautiful ride," he said. "I am very fortunate to have so many friends from what I do. I still have a fellow that comes here who I started cutting his hair in 1939 at Fort Devens and he is currently 93 years old." Sal recalled cutting the hair of former President George H.W. Bush and Eddie Fisher in 1952. "He asked me if I would leave his hair a little bit longer than normal as he was a popular singer in the day, now drafted into the Army, so I made a deal with him and agreed I would leave his hair a quarter inch longer if he would sing his number one hit song "Oh, My Pa-Pa" for me and the 150 patrons in my shop."





to give the presidents a warm welcome.

"It was a pleasure serving you and it is a pleasure serving your son," said Maj. Richard Hamilton, 157th Security Forces Squadron Commander as he shook hands with the elder Bush. Both presidents traveled back to Pease in separate helicopters July 2nd. Putin arrived around 2 p.m., boarded his aircraft, and departed the United States. Bush and the first lady arrived about an hour later in Marine One and boarded Air Force One for the trip back to Washington, D.C. In total the Pease ramp hosted a total of 10 Russian aircraft with 6 on the ramp at one time, eight Marine helicopters as well as Air Force One, several C-17's rotating in and out, along with the massive security package all with the 16 tankers currently on the ramp. Members of the Presidential Support Team, HMX-1, and the Russian contingent were elated with the support they received.

Hosting the 2007 Wings of Hope Airshow

August 18th and 19th – Over 100,000 people from across New England came to enjoy the Wings of Hope Air Show at Pease Air National Guard Base. The air show was part of Air Force Week New England which celebrated the Air Force's 60th Anniversary. Over the two-day event, Pease opened its gates for families, veterans, and the public to enjoy a bit of Air Force and Air National Guard heritage as well as to show-off some of the N.H. Army National Guard's capabilities.

Families were able to explore the static displays of jet engines, aircraft, and Humvees then look to the skies for events like a B-2 Spirit flyover and an old-fashioned wing-walker. Parents and children alike stared in amazement at the aircraft demonstrations.

Susan Clark from Berwick, Maine, who has a daughter in the military, brought her grandchildren to their first air show. "The kids really enjoy this,

and it is an event that they will never forget," said Clark. Kathleen Burns from Worcester, Mass. brought her two children to witness their first air show, as well. "I love airplanes and I love air shows just as much as the kids do," said Burns.

"This is an exciting event, and it's good for the children to see the military in this lighting," said Becky Larson from Epsom, who brought her two children. It was their second air show. "The kids are overjoyed to be surrounded by the men and women in uniform. This air show shows the softer side of the military, and this will leave an imprint on their lives," said Larson.

The Wings of Hope Airshow, as sponsored by the Brain Injury Foundation, was the first to be hosted at Pease in seven years. As part of the 60th anniversary of the Air Force and held during Air Force Week, it was two days of a ramp full of aircraft and flying demonstrations featuring an F-15 Eagle, P-40 Warhawk, L-39 Albatros, Rob Holland's aerial acrobatics, a B-2 Spirit stealth bomber, F-86 Sabre, the F-16 Fighting Falcons of the Viper East Demo Team, an F/A-18C Hornet demo flight, as well as a flyover of one of our own KC-135R Stratotankers!



Some of the 100,000 patrons enjoy the Wings of Hope Airshow at Pease ANGB.



Medical Group Wins Marrs Award and more...

In August, the Medical Group received the Theodore C. Marrs Award at the Annual Air National Guard/Surgeon General Conference in Phoenix, Arizona as the top like-categorized medical group in the country, beating out 89 other units – the unit last received this award in 1989.

“I couldn’t think of a unit more deserving of this award,” said Col. William Riggins, Air National Guard Surgeon General.

Wing Commander, Col. Richard Martell and Medical Group Commander, Col. Gretchen Dunkelberger received the award on the unit’s behalf. In addition to the unit winning the award, Capt. Kerry Clark was named Medical Readiness Officer of the Year, Master Sgt. Vicki Deering was named Outstanding Laboratory Medicine Airman of the Year, Capt. Philip Plourde was named Young Health Care Administrator of the Year, and Technical Sgt. Christina Ryan-Miller was named Bio-Environmental Engineering Technician of the Year in their individual award categories!

New Alert Mission Stands Up

In a major shift toward normalcy, the Aircraft Maintenance Squadron stopped manning a 24/7 third shift for overnight maintenance and instead transitioned to a more sustainable schedule with long shifts allowing for both full-day coverage and rest when not needed. What was once a 4-on/2-off, 3-shift schedule transitioned to 5-day work week with Saturday and Sundays off for first and second shift technicians. A 15-member team remained on MPA tours to man the over-night schedule and billeted on-base every other weekend. It was originally planned to only support taskings and alert stand ups, but over the years the crew would be put to task with everything from washing jets to chasing down a loose cow that broke onto the base over a quiet weekend.



The 157th Medical Group stands proudly after winning the Theodore C. Marrs Award.

The ABU

In December, the Supply section began issuing the first sets of the new Airman Battle Uniform. Replacing the Battle Dress Uniform, which had been the standard since the early 1980’s, as the Air Force’s modern, all-purpose camouflage uniform. The phase-in began with deployers, who would receive the ABU instead of the also phased out, Desert Camouflage Uniform. The full transition would take three years to implement, and the pattern would be maligned by complaints regarding everything from fabric choice to camouflage effectiveness, to the lack of heritage acknowledgement as it was devoid of any unit insignia.

Some tweaks would fix the comfort and seasonality problems, and it would settle in as the uniform of the day for the next decade.

A member of the 157th Aircraft Maintenance Squadron guides a returning tanker to its parking spot.





Operation Santa Claus

To close out 2007, while Santa's sleigh and elves were nowhere in sight, over 50 members of the NH Air and Army National Guard and several 5-ton trucks helped transport approximately 3,500 presents to needy children all over the state. The event, dubbed "Operation Santa Claus" or OSC, has helped make the holidays special for N.H. children for almost 50 years. OSC started in 1960 when the State Employee's Association of N.H. partnered with the Department of Health and Human Services to bring 13 lucky children presents during the holidays. This year, over 3,000 children will receive presents thanks to years of experience and many generous sponsors. The gifts ranged from small packages to bicycles and were loaded on to 5-ton trucks at a distribution point in Concord and delivered to towns all over N.H. Experiences like this are "very rewarding," said Master Sgt. Tom Eldridge from the 157th Maintenance Group.

"Very gratifying," added Chief Master Sgt. David Eaton, the 157th Air Refueling Wing's Command Chief. Over the years, the state's civil service union, the Service Employees International Union, and DHHS have perfected the OSC system. While the Army Guard had been participating in this event since 1967, this was the first year the NH Air National Guard participated.

"We are glad to see the Air Guard here this year," said Chief Warrant Officer Gill Colon, the military liaison for OSC.

Operational Spotlight: Maintenance Fills In

Normally, maintainers deploy to maintain the KC-135s of Air Mobility Command in U.S. Central Command. However, over the winter and into summer of 2008 the Air Force asked the Air National Guard to backfill many positions as the Regular Air Force was stretched far too thin to adequately man. To meet the need, members of the 157th Maintenance Group stepped up, sending Master Sgt. Dave Bartlett to Sather Air Base, in Baghdad, Iraq, with the 447th Expeditionary Operations Support Squadron working on the transient aircraft ramp and Staff Sgt. John Radcliffe from Ali Al Salem Air Base, Kuwait with the 386th Expeditionary Security Forces as a Security Forces Augmentee providing off base security for gravel convoys. Both spent 120 days in the Middle East escaping the raw winter weather but missing Christmas and many family life events. Although Staff Sgt. Clint Mead was a jet engine mechanic, he selflessly volunteered escort local nationals working on-base at Al Udeid Air Base, Qatar. Staff Sgt. Michael Gretz and Staff Sgt. Paul Burke returned from a 120-day deployment to Ali Air Base Iraq working on the transient aircraft in June. Chief Master Sgt. Kevin Carter, Master Sgt. Perry Briggs, deployed to Balad Air Base, Iraq, for a 60-day chief of Quality Assurance tour on the C-26 Program and Lt. Col. Adam Shattuck deployed to Al Udeid Air Base, Qatar as Deputy Maintenance Group Commander for 100 days. Finally, the Maintenance Group Commander himself, Col. William Burns, deployed to Balad Air Base, Iraq, from November to February at the end of 2008 as his final TDY with the unit before retiring.



Members of the New Hampshire Air National Guard move gifts during the annual Operation Santa Claus.

"Thank you. This was fantastic," said Charlene Clark, chairperson for SEIC and otherwise known as "Chief Elf", "We hope to see you all next year!"



Preparation rolls into the 2008 ORI

On April 22nd a crew flew to Volk Field, Wisconsin, with members from all of the groups to prepare for the upcoming Operational Readiness Inspection. They would meet with teams from Stewart and Milwaukee Air Guard units to plan the details of merging the three wings at one location for an inspection later in the year. During the two-day confab, the leaders took stock of the situation and laid groundwork for the cooperative relationships that would be essential to functioning in the joint inspection endeavor.

Later, in May another set of planners flew to Milwaukee, Wisconsin to further hash-out plans for the cooperative Operational Readiness Inspection with the 128th Air Refueling Wing and 105th Airlift Wing that would be coming in just under a month.

This Inspection was something of a return to readiness-normalcy that had been brewing for several years. Originally announced in 2000 for execution in the 2003-2004 timeframe, the events of September 11th, 2001 and the heightened operational tempo that followed, had forced changes in priorities when it came to the inspection schedule. Now, the Air Force was getting back on track in terms of preparing for future missions through readiness while tackling the needs of the times.

This iteration of readiness confirmation had been in the works for a while with build-up events spanning an Operational Readiness Exercise with a Nuclear components in 2002 at Pease, trips to Volk Field in 2004 and 2007, and Gulfport in 2006.

The long-awaited inspection finally came over the June drill. On Saturday, wheels went up to start the inspection. The first of our aircraft landed in Volk Field, Wisconsin and linked with the 128th Air Refueling Wing's KC-135 and 105th Airlift Wing's C-5 to deliver each unit's advanced teams for the ORI. The next day, three more

of the 157th's Stratotankers arrived at Volk Field to bring the bulk of participants into the play area. Over the next week, Air National Guard teams would generate sorties and conduct in ground training across the full range of services and functions. After the completion of the exercise all four jets returned to Pease on June 20th. The results came in and the 157th Air Refueling Wing earned an "Outstanding" rating from the inspection team.

KC-135E Final Flights

Prior to 2008, the plan for the eight KC-135E's parked on the ramp in 2006 was to store them for up to one year, with the hope that the aircraft would be transferred to Davis-Monthan Air Force Base, Arizona, sometime in that year. The original plan was to wait for either Congress to find the funding to convert the E-Models into R-Models or allow the Air Force's total tanker strength to dip below 500 and retire the aircraft. A third, unforeseen ending, occurred in summer of 2008, when the realization that mothballing all the KC-135E's caused no Air Force pilots to be qualified to fly them, and in six months there would be aircraft on the ramp with no pilot in the force to move them. To avoid that logistical nightmare, the Air Force approved the E-Models to move from Pease to the storage area at Davis-Monthan, aka the boneyard. The eight temporary technicians hired for the purpose of keeping them maintained to a no-fly status would



The last of the KC-135E-model aircraft is towed to its place of honor to serve as Pease's static display.



be tested on their work when seven of the eight were given full phase dock inspections, tested, and flown from Pease to Arizona as planned.

The eighth E-Model, bearing tail number 57-1455, unknowingly had its final flight when it arrived at Pease last year, and it would be towed across base to become the static display inside the front gate.

Building 100's Conception and Ground-breaking

On October 17th a groundbreaking ceremony was held for the new 157th Air Refueling Wing's new headquarters building. This would be the last piece of a puzzle that has been planned since 1988 when the BRAC was announced for Pease Air Force Base. While at lunch at the 509th Bomb Wing's officers club with some of the Pentagon's BRAC staff the New Hampshire Air Guard leadership was asked, "What footprint would the Wing need to operate?"

A pen was pulled out of a uniform pocket, napkin doodled on, and then passed to the civilian in charge of property transitions. Without much fanfare the napkin was tucked into a breast pocket of a suit and seemingly forgotten about. Two years later the official plans were delivered, and the base boarders represented the exact sketch that was on the napkin. On the doodle was Building 15 and 16, then home to the guard's medical clinic and our wing headquarters outside the main base property. At the time, the 157th needed to "maintain visibility as part of the community" which is why the headquarters building and the medical facility which had since been relocated were left outside the fenced in area of Pease Air National Guard Base, said Clark.

"In the post 9/11 environment, Building 100



Leadership and engineers break ground at the site of Building 100.

will bring us inside the fence line and provide additional protection for our folks," said Col. Richard Martell, 157 ARW Wing Commander. The new 24,287 square foot Operational Training Facility would house all the functions currently held in the current headquarters building including

command and administrative functions of the Mission Support Group, Personnel Flight, Judge Advocate Generals, chaplains, and the fitness center. The facility will also be the first at Pease to target a Leadership in Energy and Environmental Design certification. The site work is designed to reduce surface water runoff and the building itself is designed to consume a minimum amount of energy throughout the year by utilizing occupancy controlled light switches, water conserving toilet fixtures, and high efficiency heating, ventilation, and air conditioning equipment. In addition, recycled material will be incorporated in the building construction. The original headquarters building was constructed in 1955 and cost approximately \$139,000. Building 16 was built as the Headquarters Building for the 100th Bombardment Wing when Pease Air National Guard Base was an active Air Force Base. In the 1960's, the building served as the headquarters for the 509th Bomb Wing. From the early 1970's to June 1989, the 45th Air Division Headquarters was located there. At this time, Pease Air Force Base was in the process of closing and Building 16 became the headquarters for the 157th Air Refueling Wing and the New Hampshire Air National Guard. Over the years, the interior of the building has been renovated and modernized. In 1971, the main entrance was enlarged and in 1986 the exterior doors and windows were replaced. Even with these changes, the building retains its original form and character as an early Air Force Administration Building.



Deployed Defenders: A Combat Re-enlistment and a Digital Birth

Every day, service members across Afghanistan and other locations are making the decision to continue serving in the Armed Forces. While most re-enlistment ceremonies are fairly common, one that happened at Bagram Airfield on Sept. 30th had an unusual twist. Army Capt. Bryan Woody, assistant operations officer with the 101st Combat Aviation Brigade, had the opportunity to re-enlist four Air Force non-commissioned officers on the east helicopter flight ramp. One of the NCOs re-enlisting in the ceremony was Woody's brother Justin, a staff sergeant, serving with the 157th Security Forces Squadron, 455th Expeditionary Security Forces.

"It was an honor," Capt. Woody, a native of Blue Anchor, N.J. said of being able to conduct the ceremony. "I have never re-enlisted anyone outside of the Army, so being able to re-enlist not only my brother, but other members of a sister service was pretty cool. I enjoyed it." The two brothers were informed by their grandmother that they would both be serving in Afghanistan at the same time. Capt. Woody had already been in country for several months before Staff Sgt. Woody arrived with his unit in early September. "He's been deployed to a foreign location three times, I thought it would be a great honor to have him come out and re-enlist us since we are both deployed here together," said Staff Sgt. Woody, of Pembroke, New Hampshire. While their jobs manage to keep them busy, the brothers still manage to find time to spend together when they can. "We're busy," said Maj. Woody, "but we definitely get together and have lunch on the weekends and go to the gym together."

A few days later, when Ryan Thomas Charland was born on Friday, Oct. 3rd, at 8:05 a.m., the staff of Portsmouth Regional Hospital went above and beyond the call of duty. Ryan's father, Master Sgt. Bill Charland was on the Afghan deployment and the hospital staff arranged for him to be at the birth through a video conference. Charland, who had been in the Air National Guard for 18 years, had deployed to Afghanistan in Aug. 9th as part of a security forces squad on a tour that would last until mid-February of the next year.

"He heard them say it's a boy and heard his first cry at the same time I did," said Judy Pinkham, Ryan's mom and Charland's wife, "we were sort of overwhelmed at how helpful every-



The 157th Security Forces Squadron's Staff Sgt. Justin Woody meets up with his brother, Army Capt. Bryan Woody during a deployment to Afghanistan.

one here wanted to be. There were definitely a lot of tears when he saw the baby."

Ryan, who weighed in at 7 pounds, 13 ounces, was delivered by Cesarean section, so Pinkham knew her due date and a room was selected for her ahead of time. They had a "dress rehearsal" a few weeks earlier.

"We had a phone connection in the delivery room," Pinkham said, "then we had Bill on my laptop back in the room. Within 29 minutes of Ryan's birth, he and his daddy met. We talked. I showed off Ryan's hands and feet. One and a half hours later my other son Daniel came, and we did it again. Everything went like clockwork."

Scott Young, manager of the hospital's IT department, said they ran lines to the room Pinkham would be in and to one birthing room in case the wireless didn't work for any reason. "That way we could use it as a backup," Young said, "the timing was perfect because we went wireless on Aug. 1st. It worked out really well. She said she actually had a better connection than she usually has at home."

Pinkham said the entire staff knew about what was going on and were incredibly supportive and helpful. "There aren't enough words to say what this meant to me," she said, "when we found out we were going to have a baby while he was gone, we had to get him here as best as we could. When Daniel was born, Bill was my rock. I couldn't have done it without him. I needed him to be here."



Thanksgiving Tradition

Another Thanksgiving came around, and one constant on base since 1991 had been Sue Williams' support, every single year. Like clockwork in the early afternoon, she arrived at the front gate with a van full of three turkeys, mashed potatoes, squash, green bean casserole, traditional bread stuffing, pork stuffing, and cranberry sauce. All purchased by her or with donations she received, she had been delivering Thanksgiving and Christmas meals to 157th Air Refueling Wing members who work on the holiday and don't have a chance to leave their posts to be with family. "They need to know they aren't forgotten," Williams said. Initially, Williams fed a group of 18 and now she feeds groups up to 65 to include members of security forces, the command post, flight line maintenance, the control tower, and POL refueling technicians.

Monday Blues

"Blues Mondays" started in the fall of 2008 for Airmen whose duties were in non-industrial work environments. The short-lived policy was born after a confab where Air Force Chief of Staff, Gen. Norton Schwartz discussed the issue with other senior leaders. "We all agreed that part of our image, culture and professionalism is instilled in our blues," General Schwartz said.

The "Blues Mondays" in practice went off with mixed reviews from the force at large with some enjoying the practice and drawing ire from others.

Ice Storm 2008

On a Wednesday night, the forecast was for some rain, changing to freezing rain, and spots of patchy snow. As New Hampshire residents woke up Thursday morning, the picture was entirely different. 440,000 homes were without power, making it the largest power outage in



A New Hampshire Air Guardsman helps to evacuate an elderly citizen while responding to a the ice storm.

the history of New Hampshire. Not only was it the largest, but also ended up being the longest with damage so severe that electrical utilities agencies had to restring 55 miles of wires in only the first six days, and many were without power for over two weeks. Pease opened up the Installation Control Center for 24-hour operations, the State Homeland Security Emergency Management Operations Center did the same; and the NHNG Joint Operations Center did as well. At HSEM, they had a National Guard representative who would relay "missions" to the JOC, which in turn would task National Guard units throughout the State. One of the first challenges the wing faced was contacting unit members to respond as the Governor called out the Guard. On the Air side we were authorized 150 members per day on State Active Duty and it was a challenge reaching members in a power out situation. Slowly we built capability as members responded to be tasked out on missions. Next, the wing wanted to build additional capability to serve as a shelter location – and eventually we were tasked with being capable of supporting a 1,000-person shelter. Members cleared Hanger 254 and our Civil Engineering folks quickly connected an emergency generator and wiring to get the heat functional in that facility. The unit remained in contact with the Red

Cross and monitored the emergency shelter operations in the surrounding communities. At about this time we first learned that the Federal Emergency Management Agency would be assisting, and that Pease would be the focal point for its operations. Soon FEMA arrived with many tractor trailer trucks, containing essential supplies such as water, generators, cots, blankets, and food. We provided security and storage of many of these items at the Wing as well as providing a liaison to work with FEMA to streamline the delivery of items requested by the State to the communities. Over the next 10 days the New Hampshire National Guard conducted hundreds of missions providing food, water, shelter, traffic control, and delivery of emergency generators, door-to-door "wellness" checks and debris removal.



Enter the 64th ARS

On December 10th, 2008, the Air Force announced that the 117th Air Refueling Wing, 126th Air Refueling Wing and 157th Air Refueling Wing will be assigned active-duty airmen starting in July 2009 as part of the stand-up of 'Active Associate' wings for a fully operational date of September 2011.

"Partnering with regular Air Force counterparts is a win-win for the Air Force," said Maj. Gen. Emmett Titshaw, acting director of the Air National Guard. "It allows our highly experienced Citizen-Airmen to share their knowledge and experience with their active-duty teammates, and it provides the active-duty KC-135 force with additional opportunities for training and deployments."

[Retired] Brig. Gen. Joseph Simeone, former 157th Wing Commander said, "In 1975 when we got the tanker, we were the second unit to be in the Strategic Air Command because the SAC never had a reserve component – only active – then think about what is about to happen to you."

"You are going to be an active associate unit which is a very historic event. So, this unit has been on the leading edge of change throughout its history," said Simeone. He continued, "There are more tankers in the guard than in the active force and what this means is having an active component on a guard base with the great maintenance and the great mission support you all get... the Air Force can handle a greater ops tempo."

But not all were thrilled, "I don't think it is all a positive," said [Retired] Col. Robert Lilljedahl, former Wing Commander. "I know from a dollars and cents perspective that's probably the way to go but I am a firm believer that there is something special about a guard unit being a little concise unit where everybody knows everybody else and now suddenly bringing people in from all over will affect the spirit of the unit. It is going to happen, there's no doubt about it but there is something unique about the Guard."

On May 15th, 2009 when Technical Sgt. Lisa Williams drove into the front gate at Pease and

reported for work, she became the first active-duty air force member to be stationed at Pease in 18 years. She was part of the ADVON in the Commander's Support Staff, a vital part of the In-Processing procedures for future members. Next to arrive was on Lt. Col. Christopher D. Leist on July 23rd to serve as Commander, Detachment 2, 22nd Operations Group (which would later be designated as the more familiar sounding 64th Air Refueling Squadron). Master Sgt. John Andrews arrived two days later becoming the first active-duty maintainer to arrive at Pease.

An Activation and Assumption of Command Ceremony would take place on October 2d. This ceremony officially recognized the 64th Air Refueling Squadron as a part of the base community. This is a "very momentous day for the Air National Guard and the Air Force," said 157th Air Refueling Wing Commander Col. Richard Martell. The 64th ARS is a part of the 22nd Operations Group of McConnell Air Force Base but is operationally assigned to the 157th Air Refueling Wing. After the activation order was read, the 64th ARS guidon was unfurled and raised.

"This is a win-win for all involved," said Col. Paul "Hutch" Hutchinson, Commander 157th Operations Group, 157th Air Refueling Wing, "The New Hampshire Air National Guard already flies more hours than any other like size unit in the country. We execute at a very high rate, but I believe the active-duty being here will allow us to do more than we are already doing and bring more efficiency to the system because we gain the active-duty knowledge, experience, and manpower."

PICTURE OF THE 64th's ASSUMPTION OF COMMAND



SOUTHCOM deployment

On January 1st, one jet left freezing cold Pease and landed in beautiful Curaçao for the units SOUTHCOM commitment attached to the 429th Expeditionary Operations Squadron at Forward Operating Location Curaçao, an island nation just north of Venezuela, to search for airborne drug smugglers. For more than a decade, the U.S. Air Force has deployed RC-135 *Rivet Joints*, E-3 *Sentry* AWACS, E-8C *Joint Stars*, and supporting KC-135 *Stratotankers* in support of counterdrug efforts in the Caribbean. Our tanker flew 20 flights before returning to Pease on February 1st. Although a winter vacation seems like a perfect deployment, the risks taken by our members are not always so out in the open. One member of the Operations Group returned home with a slight cold that escalated quickly into a high fever, headache, vomiting, muscle and joint pains, and a skin rash. After going to the Emergency room test came back positive for dengue fever from a mosquito bite while deployed. They would make a full recovery after weeks of medication.

Tanker Gas Saves the Day

In late April a Pease crew departed Al Udeid Air Base, Qatar, on a combat mission and flew to meet up with their prescheduled receivers. Before entering Afghanistan, they were advised that their receiver had canceled and they were cleared to dump fuel and head back to Qatar. Being so close to the border, the crew consisting of Lt. Col. Michael Blair and Technical Sgt. James Marier figured it would not be too much work to enter their working airspace and check in with the local command and control agency to see if there was anyone in the area who needed any extra gas before turning around and heading back to base. Upon getting into radio range and letting the controller know they were an untasked tanker with extra fuel they were given emergency clearance to a specific coordinate, told to fly direct as fast as possible, and change to a different frequency immediately. Once overhead a pair of A-10 *Thunderbolts* that were directly supporting British Special Forces troops requested as much gas as the tanker could support as quickly as possible. An ambush had occurred and the A-10s were re-tasked from another part of the country to provide top cover. As it



An A-10 Thunderbolt flies over Afghanistan, ready to support combat operations on the ground.

was no notice, there was no planned air refueling support, and they only had enough gas to stay overhead for an hour before leaving the troops stranded and surrounded on the ground. The enemy knew that waiting for air cover to run out of fuel and then attacking an undefended group was far more successful, and without tanker cover that would have been the case. Instead of one hour, the A-10s were able to stay on station for six hours with the KC-135 orbiting above. In that time not only were the pinned down British forces able to extract themselves to a more defensive position; but they were able to take advantage of the covered movement to mount a successful counterattack with the coordination of the A-10s and some AH-64 *Apache* attack helicopters who joined the fight. Ultimately, they were able to turn what would have been a massacre into a successful counterattack.

CE DFT to Badin

Early on a cold February morning a pair of C-130 *Hercules* from the 107th Airlift Wing from Niagara, New York, landed at Pease to pick up 53 Civil Engineers and their equipment and bring them to a far warmer and sunnier Badin Regional Training Site in North Carolina. While there, they re-hashed their CBRNE Survival Skills, completed tent city erection training, shower/shave unit building, Humvee driver training, reviewed comprehensive safety training curriculum, land nav and map reading, operating in joint environments, live fire burn, heavy equipment operations, bare base operations, and Alaska shelter build up and take down training.



Pais Wins

Sr. Master Sgt. David Pais is presented with the Combined Air Space Operations Center Senior Noncommissioned Officer Performer of the Month, for the month of April, by Lt. Col. Charles Nesemeier, Deputy Director of Air Force Central Air Forces' forward logistics directorate. The operations center was the "nerve center" for aerial missions for Operation Iraqi Freedom, Operation Enduring Freedom, and Combined Joint Task Force-Horn of Africa. It provided real-time air command and control over Iraq and Afghanistan out Al Udeid Air Base, Qatar. Pais worked in the Air Transportation Function, interpreting policy for all aerial ports and other service component air terminals throughout nine countries in the theater.



A 133rd ARS First

Saturday of the March drill marked a historic achievement for the New Hampshire Air National Guard. With standing room only in the Bapp Auditorium, Lt. Col. Laurie Farris became the first female pilot to assume command of the 133rd Air Refueling Squadron. Farris was a graduate of the U.S. Air Force Academy and a pilot with 20 years' experience. She came to the Wing in 1995 after serving on active duty at Robins Air Force Base, Georgia, Loring Air Force Base, Maine and overseas flying missions during Desert Storm and Desert Shield. Departing Squadron Commander, Lt. Col. Peter Sullivan gave the following advice to Farris, "assemble the best, become a team, they will go forward and won't let you down."

Lt. Col Laurie Farris receives the 133d's guidon from Col. Paul Hutchinson as she takes command of her Squadron.



Major General Clark Retires

The New Hampshire National Guard Adjutant General of the past four years, Major General Kenneth Clark, was honored at a retirement ceremony held Saturday, April 4th at Concord State Headquarters. Clark retired after culminating more than 40 years of honorable service in the New Hampshire Air National Guard and received the Distinguished Service Medal presented by Governor John Lynch representative of his time while serving as Adjutant General. Gathered to honor Clark were many distinguished visitors, family members, and many of the guardsmen and women who have proudly served under his direction. Governor Lynch stated, "I am truly sorry to see General Clark retire, not only because he has had such a distinguished record of service to our state and our nation, but also because he is a wonderful individual. Our National Guard in N.H. has been a national leader in developing comprehensive programs to support families and to help service members when they return back here to N.H."

"Ken Clark is one of those guys who steps up to a leadership role respectfully, not just for New Hampshire, but nationally and, he is looked upon as one of the wise," said Lt. Gen. Harry Wyatt III, Director, Air National Guard. "He has left his mark on the Adjutant General Association of the United States. His service to the Air National Guard force structure committee changed the present way we do things and will eventually the future. It has been a privilege and an honor for me to serve alongside him," he added.

Back to the 'Deid

With the refueling demands on Air Bridge over the North Atlantic slowing down, both Pease and Bangor were tasked to start filling AEF buckets for Central Command. For the first time in five years, men and women from the New Hampshire Air Guard would deploy to Al Udeid Air Base, Qatar for longer duration rotations of 30-, 60-, 90-, and 120-days. Along with the members, two Stratotankers first to deploy on February 23rd. Tail #3515 would fly 55 combat sorties totaling over 400 hours. New Hampshire tail #0008 would fly 69 combat sorties totally 473.5 hours. Other jets and crews would serve in this bucket iteration with Pease tankers and crews totaling over 1,300 hours and nearly 200 sorties through May before redeploying home.



right: FD to Iraq

Sr. Airman Matthew Slattery and Technical Sgt. Peter Mickiewicz, take Technical Sgt. Steve Gaunt's (447th Expeditionary Civil Engineer Squadron, Emergency Management Flight) blood pressure and vitals making sure he is healthy enough to perform the duties involved in his chemical gear, Camp Stryker, Iraq April 24, 2009. All mail that comes into Baghdad that is improperly labeled, doesn't have a return address, or gets lost in the system has to be inspected before they can be processed and get it to the intended destination. The Iraqi government returns the mail to the Joint Military Mail Terminal on good faith, but the military here must take necessary precautions because the mail left the military postal system. When the JMMT gets the mail back from the Iraqi government it is ran through x-ray, inspected by military working dogs and then inspected by the 447th ECES emergency management flight for suspicious and/or hazardous materials which might have inadvertently or intentionally been added to the mail. The Airmen, armed with chemical suits and hazardous material sensors make their way downrange in teams of three, where the mail is stored and run test on the packages for radiological, chemical, and biological material. The inspection process is a joint effort between emergency management team, readiness, the fire department, and biological engineers. Airman Slattery and Sergeant Mickiewicz are deployed from the 157th Air Refueling Wing, New Hampshire.



checked off. The orthopedic clinic allowed medics to apply casts on each other and practice removing them with the circulating saw. When not able to demonstrate proficiency of tasks on real patients, members created impromptu in-services using equipment provided by the hospital. The physicians put their civilian specialty training and skills to work by performing patient care in the different hospital sections. The flight surgeons were able to take advantage of going on aerovac missions in which real patients were transported to other facilities. The aerovac missions also afforded our administrative staff the opportunity to work with the aerovac unit responsible for all the coordination that goes along with the mission. The exposure to the aerovac system was an invaluable training opportunity since it is rare that our folks get to experience that outside of going on a deployment. The nurses and

Med Group AT to Hawaii

In January 2009, the 157th Medical Group completed a two-week annual training at Schofield Barracks, Hawaii's Tripler Army Medical Center and at Hickham Air Force Base. The different sections of the Medical Group took advantage of a variety of training opportunities made available by the different locations. The doctors, nurses, and medics were able to get hands-on training in inpatient units, the operating room, the emergency department, and a labor and delivery unit. The hospital clinics also went out of their way to provide great ways to get Readiness Skills Verifications



Airmen from the 157th Medical Group take part in a casualty response exercise while on a training mission to Hawaii.



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medics connected with the training group responsible for running the Army Combat Life-saver course and offered an abbreviated version of that class. After classroom instruction, we were put to the test in a simulated war time scenario in which we had to use all our knowledge and skills to try and save soldiers wounded in IED attacks. The dental section put member's right to work caring for soldiers. The Laboratory, Medical Logistics, Supply, Respiratory and Optometry staff were all able to work in their various departments to get exposure to the tasks required of them. Hawaii also afforded the New Hampshire guardsmen great experiences during off duty hours such as touring the Arizona Memorial, a humbling experience for all. The beaches, restaurants, hiking trails, helicopter rides, skydiving excursions, scuba diving, snorkeling, and shopping trips were all phenomenal. Participating in the different excursions was also a great bonding experience for clinic members.

Bottom left and right : CE Makes a Difference

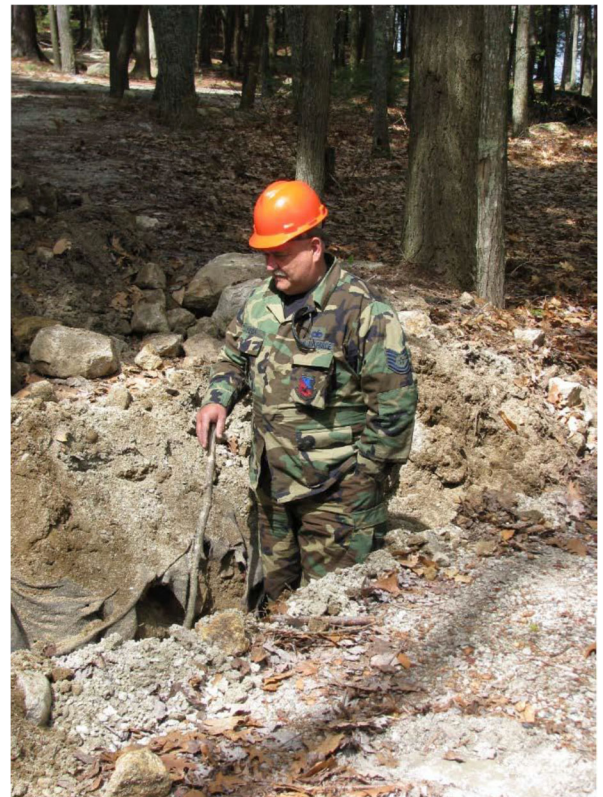
Staff Sgt. Steve Chasse digs a drainage trench while Technical Sgt. Andy Petrin measures its depth. This work was done during the 157th Civil Engineering Squadron's deployment to Camp Pride in New Durham from April 30th to May 5th. Camp Pride is a camp for people with special needs, sponsored by the Lions Club, where about 40 Civil Engineer Airmen and 10 civilians spent time "sprucing up" the camp. Some of the work accomplished was grading the main road and lake access road, cutting and clearing a tent platform site, cutting and clearing the archery range site, checking electri-



Chief Eaton Retires

Chief Master Sgt. David Eaton retired during the June Unit Training Assembly after almost 41 years of service in the New Hampshire Air National Guard. After passing the torch as the Wing Command Chief Master Sergeant for the 157th Air Refueling Wing to Chief Master Sgt. Brenda Blonigen, a retirement ceremony was held for Eaton honoring his long service to State and Country. After the formal presentations, Eaton spoke briefly and closed by saying, "I was blessed to have found the Wing and the people in it." When asked what he plans to do after retirement Eaton said, "I might spend more time fishing, or I might build a garage, but, I am really looking forward to spending more time with my family." "Chief Eaton was a great mentor, listener, and he will be sorely missed. I can only hope that I can fill the shoes he left," Blonigen said. When asked about this

cal and water systems, installing a sump pump and repair leaking fixtures in the arts and crafts building, and fixing front road and trim trees just to name a few. While at Camp Pride, the squadron also held a promotion ceremony for Autumn Ricker who was promoted to Captain and Carrie Smith who was promoted to First Lieutenant.





new position and what she looks forward to in her new role Blonigen replied, "I am going to focus on helping to develop and mentor the top three senior enlisted folks, Master Sgt. and above, so that they, in-turn, can apply this knowledge to their NCO's, trickling down training to all enlisted to better prepare the next generation to take over."



Chief Master Sgt. David Eaton accepts a flag at the ceremony commemorating his retirement and his handoff of authority as the 157th Air Refueling Wing's Command Chief.

CE to Canada

The 157th Civil Engineer Squadron conducted an overseas deployment for training to 3rd Wing, Canadian Forces Base Bagotville, Canada. 28 members got aboard a KC-135 at Pease and landed on June 4th bringing an engineering officer, two electrical, one engineering, six fire fighters, two operations, two power production, three readiness, one services, one structural, and eight utilities members to Canada. All materials were supplied and ready to go by the Canadian military and the list of projects were long! A Hanger got a renovated bathroom from a new cement floor to new drop ceiling and everything in between. Building 123 got all new electrical conduit and wiring with a structural restoration to bring it up to code of a modern facility. Buildings 259 and 263 both needed new sheetrock, new windows, and flooring throughout. Building 85, the fire department, needed unfinished sheet rock sanded and painted, so that wasn't too bad. All in all, the squadron did 1,104 hours of work while on base. It was noted the team enjoyed working with and learning about the Canadian Army and Air Force personnel customs, courtesies, way of life, and local culture.

Carter to Afghanistan

On August 14th, Col. Deborah Carter departed for training to Fort Dix to prepare for a six-month deployment to the U.S. Embassy in Kabul, Afghanistan, to be the advisor to the First Deputy Minister of the Afghan Ministry of Defense. Her assignment was as advisor to the First Deputy Minister of the Afghan Ministry of Defense, traveling extensively throughout Afghanistan and occasionally outside of Afghanistan to assist in day-to-day management and coordination issues. She was also used her considerable training and coaching skills to assist in developing the relationships and effectiveness of the Minister's staff and command group.

GATM Block 40

On October 7th, Aircraft #64-14836 flew to Kelly Field, Texas, for upgrade to the new Global Air Traffic Management modification, or more commonly called Block 40 upgrades. With over 400 KC-135s in the Air Force inventory, this upgrade allowed the military to have unrestricted access to all domestic and international commercial airspace worldwide. New civilian requirements in Communication, Navigation, Surveillance and Air Traffic Management would have limited the tanker with its incompatible older avionics. The KC-135 GATM program took an aging aircraft, with an abundance of legacy equipment, and incorporated the latest CNS/ATM technology. While allowing it to catch up with new airspace requirements it also brought new capability to the Flight Management Systems ability to display much more accurate timing, airspace boundaries, air refueling tracks and other situational awareness boosting information to the crew. The first jet to head down would also be the first to return to Pease, four months later, with the upgrade complete. The rest of New Hampshire's aircraft would be completed by the end of 2010.



A KC-135 Stratotanker departs from Pease for Kelly Field for its turn to receive fleet-wide upgrades.



Airman Spotlight: Sr. Airman Stops a Jewelry Heist



Twenty-four-year-old Vehicle Operations Apprentice from the 157th Logistics Readiness Squadron, Sr. Airman John R. Stevens, from Dover was on his lunch break while serving a day of duty at Pease Air National Guard Base on July 27 when he helped capture a jewelry thief. Stevens had decided to take his lunch break at the Fox Run Mall, when he heard somebody yelling “STOP” as he saw one man chasing another out of the mall.

“We ran outside to see what was going on and the manager from Zales who had been chasing the suspect asked someone to call the police,” Stevens said. “Then, there was a girl that said, ‘He just did this in a store in Mass.’ and it was at this point that it all hit me and I couldn’t let him get away.” Stevens proceeded to jump in his car and chase the suspect up the road when he saw an officer heading towards the mall. He flagged the officer down and informed him of the man’s fleeing location and identified what he was wearing. Stevens did not stop there. When he noticed the police officer had lost the thief, he continued to chase him through deep grass and bushes as the suspect proceeded to disrobe from what must have been his ‘cover’ which intended to falsely

identify or to alter his true identity. He had left a trail of clothing to include a shirt and a hat with a wig sewn in it in his path. “I was yelling into the woods, telling him I would catch him. I had a hunch that he would be heading toward the highway, so I got back in my car and headed in that direction and saw him again,” Stevens said.

“I caught up to him and stopped my car at a three-foot fence he jumped over. I got out and jumped over the fence to follow.” As Stevens had suspected, the thief then ran down Route 16, a major turnpike, and even crossed the highway, nearly getting struck by two automobiles in the process. Stevens remained close behind until the thief came across a tall chain link fence and could not evade escape further. Stevens recalled the scene, “He stopped in the grass and turned around and looked at me with a tired distraught look on his face. It was then that he put his hands on his head and I told him to get on the ground! He got on his knees, and it was at this point the officer arrived with his gun drawn and the suspect was put under arrest. Then I looked at the guy and said, I told you I would catch you.” It was then Stevens learned the suspect, a 45-year-old male, had stolen a 1 karat, 14kt white gold, diamond engagement ring valued at \$7,100 from Zales jewelry store in the Fox Run Mall. Considering the thief had seemed to plan this out in such a manner, and apparently had done this same thing elsewhere, he would have most likely very well have gotten away with this act, had it have not been for Stevens.

Technical Sgt. Christopher Moisan said, “In 10 years of service, I have never encountered an airman as willing to learn and as motivated to accomplish the mission of the New Hampshire Air National Guard.

Master Sgt. Phillip Cote, Vehicle Operations Craftsman and co-worker, recalled, “I was on leave at the time of the incident. I was talking with Moisan when he informed me about what Stevens had done. I was not surprised that he would do something like that. That is the kind of person that he is, he goes 125 percent all the time. We are Citizen Airmen and what he did was show the community he is also a concerned citizen that is not afraid to act when something needs to be done. I think that the 157 ARW is very fortunate to have someone of Steven’s quality in its ranks. I know that the Distribution Flight takes a lot of pride in having a person of his caliber to work with.”



Airman Spotlight: Brazilian Born, American Heart

Patricia Covolo knew she wanted to be a U.S. Citizen from the moment she moved to the United States. Covolo, her husband, and her daughter moved from Sao Paulo, Brazil, to New England. Living in New England was a drastic change from the lifestyle they were all used to. Still, Covolo had no doubt she had used her Brazilian passport for the last time. Covolo was determined the next time she would travel she would do so as an American. Achieving citizenship is a lengthy process, anyone wishing to become a U.S. Citizen must live in the United States for five years prior to applying to become a citizen. Any trips Covolo and her family would take to Brazil would have to be limited. The Immigration Department keeps track of how many times immigrants leave the country and the amount of time they are abroad. INS could re-start the five-year clock on an immigrant if they feel that person is spending too much time out of the country. An immigrant seeking citizenship must prove they are a person of good moral character and, according to the US Citizenship and Immigration Services website, an immigrant must articulate how they would benefit society. There was never any question how New Hampshire benefited from Covolo becoming an American. Shortly after she moved from Brazil, Covolo enlisted in the NH Air National Guard. Covolo swore to defend the Constitution of New Hampshire and to defend its citizens, even though they were

not her countrymen. Covolo vowed to obey the orders of George W. Bush, a man who was not her President. After Sept. 11th, Covolo stood up to answer the call... even though technically,

it was not her country that had been attacked. Covolo could not call herself a US Citizen on paper, but there was no doubt in her heart she was an American. Her quest for citizenship was long and very difficult. There were many obstacles Covolo had to overcome. Despite the hardships she faced, Covolo's American spirit only grew stronger. She never tired, she never faltered, and she did not fail. On August 21st, 2009, Covolo officially became a United States Citizen. Accompanied by members of the Logistics Readiness Squadron of the 157th Air Refueling Wing, she swore allegiance to the flag at the Immigration Department in Manchester. Her dream had finally come true.

COVOLO

General Sears inducted to the UNH ROTC Hall of Fame

"Wow, how did I get here?" Were the words spoken by Brig. Gen. Mark F. Sears, Commander of the New Hampshire, Air National Guard Friday November 6, as he described his initial thoughts and discussions with his wife Donna about being selected into the University of New Hampshire's Reserve Officer Training Corps Hall of Fame. The UNH ROTC Alumni established the Hall of Fame in 1996 to be able to recognize those former graduates who have provided outstanding service to the country, the State of New Hampshire, and/or the University of New Hampshire. Sears obtained his commission in the U.S. Air Force through the ROTC program at UNH in 1976 along with a Bachelor of Science degree in Business Administration. "I am very humbled to have been considered and selected for induction into the UNH ROTC Hall of Fame. It is truly an honor for me especially when I review the achievements and unique stories of the other Hall of Fame members." He spent twelve years on active duty before becoming a Traditional Guardsman with the New Hampshire Air National Guard in 1988 as well as a full-time airline pilot with Delta Air Lines, but not before completing his



Masters Degree in Business Management from Central Michigan University in 1980. Sears explained, "I accredit much of my success in the military to the three years I attended UNH in the ROTC program. I entered the program after a year and a half of enlisted time in the Air Force which provided very valuable foundation. The time spent at UNH provided numerous opportunities for developing leadership, management and interpersonal skills as well as public speaking and writing."



2010: New Year; New Bosses

Starting off the new year with change was the theme of 2010's January Drill. Lt. Col. Shawn Burrus took over the Operations Group Command from Col. Paul Hutchinson, who took over the 157th Wing Commander position from Col. Richard Martell, who took over the JFHQ-NH Chief of Staff from Col. Carol Protzmann. Additionally, Brig Gen Mark Sears was selected to Deputy Commander for Mobilization and Reserve Affairs, United States Southern Command located in Florida, and would be promoted to Major General later in the spring. Also, in May, upon returning from Afghanistan Col. Deborah Carter became the New Hampshire Air Guard Chief of Staff.

Operation Unified Response

On the evening of January 12th an earthquake struck Haiti. As part of the response, the 260th Air Traffic Control Squadron deployed 12 members to Haiti. In less-than-ideal living conditions, the unit supported Operation Unified Response by assuming military air traffic control at Port-au-Prince International Airport. Members served there for up to 180 days and were joined by air traffic control specialists from other units from around the Air National Guard.

Hometown Heroes

The 157th Air Refueling Wing held their first New Hampshire National Guard Hometown Heroes Salute ceremony Aug. 27 at Pease Air National Guard Base. The ceremony recognized Airmen who have deployed since Sep. 11, 2001, and acknowledged those family and community members who have supported the Airmen during deployments. "A guardsman and wingman sit on a four-legged stool of support; the legs are the family, the community, the employer, and the Guard," said Maj. Gen. William Reddel III, the Adjutant General of the N.H. National Guard. "While the member is sitting on that stool, they are balancing three balls: their family, their job, and the Guard. It is kind of tricky...sometimes you have to juggle some really close and sometimes you have to throw a ball way up in the sky and the hope is you are going to catch that ball before it gets down to the ground," he said. During the ceremony, the Airmen received a rosewood engraved, framed, personalized letter of apprecia-



Members of the 157th Security Forces Squadron show off the guns alongside senior leaders while deployed to Eskan Village in Saudi Arabia.

tion from General McKinley, Chief of the National Guard Bureau, and Chief Master Sgt. Christopher Muncy, Command Chief Master Sgt. of the Air National Guard. The commemorative Hometown Heroes Salute coin was also enclosed in the frame. "It is good to recognize everybody that has gone overseas and served," said award recipient Master Sgt. James O'Brien. In addition, those Airmen with a spouse, significant other and/or with children also received recognition awards to present to them. A spouse received a Hometown Heroes Salute-engraved rosewood pen and pencil set, and the children received unique set of personalized Hometown Heroes Salute dog tags. "Never did we who served ever forget the reason we could go and do our job with a total focus on the mission. We were always able to do what we did in large part because of those who kept the home fires burning," said William Cray, a representative for the Somersworth N.H. Employment Security Office and disabled Vietnam veteran. "To celebrate the sacrifices that every person who supports or serves our nation is an incredible idea long overdue and to recognize the whole support system...is to be applauded." "I applaud the extra effort to openly recognize the spouses and children for their extensive family separations," said retired Master Sgt. Charles "Chuck" Handren. "I definitely felt the need to respond and acknowledge this very positive program."

CE to El Salvador

On Saturday May 15th 23 soldiers from the New Hampshire Army National Guard 160th Engineer Company and 7 airmen from the 157th Civil Engineer Squadron reported to the Concord Armory at 0330 local. Roll call was taken, bags loaded onto the bus, and the 30 members left for Manchester Airport to catch a



catch a flight south. Later, the team arrived in El Salvador where they promptly received a force protection brief, then were introduced to their Salvadoran aids in the form of two, armed, Salvadoran Policia Militar and two Salvadoran military interpreters that would be always with the team during the trip. After a two-hour ride to the San Vincent Hotel each member moved into a room with 4-8 other members, picked up a weeks' worth of MREs, and got a local threat brief before bed.

The next day the team got to work removing 60 feet of old water damaged wood walls, which they reframed with steel studs and plywood.



Two members of the 157th Civil Engineer Squadron make repairs to an austere facility in El Salvador.

All openings were trimmed out with doors and windows, the doors were just wood slabs that had to each be custom fit to each door-frame. Additionally, 15,000 square feet of walls were cleaned,

primed, sealed, and painted. Upon arrival the main electrical distribution system in the building was at best dangerous. Two plastic milk bottles held the main power connections and were tied by string to the wall. The utilities members installed a main power panel and over 3,000 feet of conduit for new circuits and devices making it infinitely safer. The members returned to New Hampshire on June 4th after 21 days of working with not just the Army but also international military forces.

SF to Saudi Arabia

Build up for a six-month deployment to CENTCOM for the 157th Security Forces Squadron began on April 8th when 29 defenders arrived at Briggs Army Airfield, Texas. They

started training the very next day under the guidance of the 204th Combat Readiness Training team and throughout 17 straight days of training they brushed up on a myriad of topics and ended the training evolution with a two-day Field Training Exercise. From there, the team got final preparations in order to be ready for arrival in the mid summer's heat to Eskan Village, Saudi Arabia. The Eskan. While assigned to the 64th, New Hampshire Air Guard members were repeatedly recognized for excellence, with members receiving Warrior of the Week, Airmen of the Month, and NCO of the Month awards as well as many members being coined by numerous generals and colonels. Additionally, for only the third time in Saudi military history, a group of female American military members were invited to train female Saudi military members. The group of female security guards was stationed at a hospital outside of Riyadh, and due to cultural laws, co-ed training was off limits. What was planned as a two-day best-practices brief turned into an extensive session of training and exercises. Ultimately, the Saudi General in charge of security requested the same team return for more training.

Guam 2010; Valiant Shield

Although all the guard units rotate their PACAF commitment to Anderson Air Base, Guam, they are not all equal rotations. Once a year a unit gets the month when Exercise Valiant Shield is hosted in Guam, and the normal operations are anything but normal, and it was New Hampshire's turn this year. At the end of August, three KC-135 departed Pease then arrived at Anderson to take over control of the 506th Expeditionary Air Refueling Squadron. The exercise tasked the 506 Expeditionary Air Refueling Squadron with 85 sorties, flew 82 sorties with only 3 canceling due to receiver requirements, experienced no maintenance/Ops cancels, flew for 428.7 hours, and offloaded 6,505,000 pounds of fuel in support of the exercise obtaining a 100% mission success rating. The exercise finished with no safety incidents and one highlight of the exercise was the sinking of a boat. The USS Acadia (AD-42) was a Yellowstone Class Destroyer Tender that was towed to a safe area outside of Saipan and used as a live fire for Air Force, Navy, and Marine aircraft to attack.

After that climatic ending, the ops-tempo was comparatively quiet, and the New Hampshire Air Guard was able to volunteer in the



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community. One group went to the Machananoa elementary school, donating school supplies and books to their library. There, members volunteered in the classroom reading books and teaching math. Overall, it was reported as an amazing iteration of the annual Guam trip.

Pease Air Show 2010

On August 28th and 29th the Boston-New England Air Show at the Pease International Trade-port hosted more than 120,000 spectators at a spectacular show featuring the U.S. Navy's Blue Angels (*pictured right*). The guard's own Maj. Jeff Cole volunteered to plan this event as the Military Liaison Officer, but this air show was on the civilian side of the Portsmouth International Airport. Three days before the show a KC-135 picked up five of the seven Blue Angels and brought them into Pease Air National Guard Base. Onboard to see the refueling were members of a Boy Scouts of America Troop and civilian leaders from the local area who worked to bring the air show to Pease. "This flight gives you an appreciation for what the Guard does," said Greg Osborn, the Boy Scouts of America Public Relations Executive. "Thank you for giving us a once in a lifetime opportunity," said Mike Kaufman, Scout Executive and CEO of the Daniel Webster Council of the Boy Scouts of America. The official show started on August 28th with civilian aerial acts. The military demo teams consisted of the West Coast F/A-18 Super Hornet Demo from NAS Lemoore, the East Coast F-16 Viper Team from Shaw Air Force Base, and they had the F-15 Strike Eagle from Seymour-



The best seats in the house, atop the wing of a KC-135 Strato-tanker, at the 2010 Boston-New England Air Show.



Members of the 157th Air Refueling Wing, including Sr. Master Sgt. June Fontaine, smile for a photo while in Guam in 2010.

Johnson Air Force Base. An international treat was the Brazilian Air Force Esquadrilha da Fumaça, the "Smoke Squadron". This is a 7-



ship team flying the Embraer T-27 Tucano turboprop training aircraft. Although their formation flying was great, it's tough to be the opening act for the Blue Angels who put on flawless shows on both days of the event.

Bane and Blair Win Big

September 12th – Some of New Hampshire's most accomplished shooters squared-off during the New Hampshire National Guard Combat Marksmanship Competition at Fort Devens, Massachusetts. Competing against one another, N.H. soldiers and Airmen vied for coveted slots on the N.H. Combat Squad, which will compete at the New England Warrior Challenge/The National Guard Marksmanship Advisory Council Re-



Regional Competition in September. Although the participants were competitive, the real goal of the shootout was to provide valuable training that could mean the difference between life and death while deployed. "This training could ultimately save some soldier's life," said Iraqi war veteran retired Sgt. 1st Class Jon Worrall, who was medically retired from the NH National Guard after being struck by an individual explosive device in 2004 and now volunteers to help train Guard members.

"Marksmanship skills are vital to survival on the battlefield. Even though marksmanship is a basic soldiering skill, it's one of the most perishable soldier skills we train," said Maj. Roy Hunter, chief of the Sustainment Training Branch. "We specialize in developing, mastering and maintaining these skills in Soldiers and Airmen in the National Guard." "The year-long training involved with this program is the culmination of hard work and dedication amongst the competitors," said Hunter. "We ask that each individual attend most if not all training events. To really become distinguished, it takes much more practice -- all the 'good' shooters practice on their own." said Maj. Hunter. The weekend's top performers for combat rifle, combat pistol, and overall top gun scores are as follows: High scores for Top Combat Rifle, with a possible score of 430: Lt. Col. Michael Blair, NHANG, with a score of 290, Staff Sgt. Robert Pinard, NHARNG, 269 and Technical Sgt. Michael Bane, NHANG, 262. High Scores for Top Combat Pistol with a total possible score of 500: Technical Sgt. Bane, NHANG with a score of 451 and Lt. Col. Michael Blair, NHANG.

Operation New Dawn

On September 1st, Operation Iraqi Freedom concluded, and the mission rolled into what would now be called Operation New Dawn.

Milestone Moment: NH's First Female General

On September 12th Col. Deborah Carter became the New Hampshire National Guard's first female general officer. Twenty-four years ago, as a second lieutenant, Deborah Carter recalls thinking she could make major before retiring. "It is very humbling," Carter said. "It has clearly exceeded my dreams." Carter joined the military in 1979 for the educational benefits and never expected to make it a career. After four years of active-duty service and prior to joining the NHANG, Carter had an eight-month break in service which made her rethink the idea. She missed the camaraderie. "The military felt like home to me," she said. As the first female general officer in the NHANG, Carter has certainly inspired other female officers. "I had two junior officers in separate conversations tell me they want to be a general someday and now they know it is possible," she said. "I am glad to see junior officers, male or female, have big dreams for their future." During her 31 years of service, Carter has had a lot of opportunities to serve in many different capacities. A big part of her career has been working on reunion and reentry. One of her favorite trips was a deployment to Panama in the early 1990's as part of Joint Task Force Rushmore where she was the Services Commander. Her first experience in the joint environment, Carter said, "We did a lot of great humanitarian efforts with local villages and built some well needed roads...It was a great deployment."

BG CARTER GETS PROMOTED

With that change in name came new tasking's for the 157th Air Refueling Wing and a shift from Atlantic Air Bridge moves to a deployed force. During this major deployment cycle for the Operations and Maintenance Groups, six KC-135 Stratotankers and their crews would be employed at Al Udeid Air Base, Qatar for various durations between August and March of the next year. During the trip, some of the jets and crews would forward deploy to Ayn al-Asad Air Base, Iraq and other bases in Afghanistan. The high-impact deployment tallied 2,660 flying hours over 352 combat missions.

This tasking in support of Operation New Dawn as well as a higher task load from the Pacific would start more of a rainbow style deployment for the New Hampshire Air Guard. Moving forward, rather than going as a large



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wing the 157th Air Refueling Wing would start deploying individual jets and members to and from CENTCOM to backfill and support the mission.

Awards All Around

The 157th Air Refueling Wing received the Curtis N. "Rusty" Metcalf Trophy for 2010. This prestigious national award is given to the air-lift or Air Refueling unit that demonstrates the highest standards of mission accomplishment in the Air National Guard. The highly coveted award, named for a former deputy chief for plans and operations at the National Guard Bureau in Washington, D.C., is given annually and was presented to the wing at the annual NAGUS convention in Austin Texas. The criteria the judges used in their selection are in the areas of exercises and deployments, human resources, accident rate history, accident prevention and significant accomplishments during the award period. In addition to the Metcalf Trophy the 157th won another Air Force Outstanding Unit Award for 2010. Finally, the 157th, led by Bonnie Rice, won the Department of Defense Reserve Family Readiness Award.

Paperless Maintenance

2011 started off as the Maintenance Group went fully digital with its Technical Orders. No longer was there a room full of technical orders or crew chiefs checking each page of each T.O. on the jet. The new, digital, *TC Max* system allowed maintainers to check out a tablet or laptop with the complete library of applicable KC-135 manuals and books required to maintain a fleet of tankers. At first there was understandable reluctance to bringing a laptop out to the flightline in the rain to do a tire change, and there was a costly learning curve on how much less punishment a laptop could take compared to a book, but in the end the search function alone made up for all the shortcomings!

Out of Cycle Deployments

Technical Sgt. Nicole Costigan from the medical clinic deployed to Kandahar, Afghanistan for 6 months. While there she was attached to the CCATs [Critical Care Air Transportable Teams] receiving critically wounded airlifted troops and stabilizing them for transport. During her time there she was recognized as Non-Commissioned Officer of the quarter for all of Kandahar Air Base, the first time a Guard

member had earned this award. From around the wing other deployers were Staff Sgt. Sam Seng, Staff Sgt. Amanda Mason, and Staff Sgt. Jessica Stoddard to the 376th Expeditionary Force Support Squadron, Transit Center at Manas, Kyrgyz Republic as well as Master Sgt. Fran Simone and Master Sgt. Sandra Gaillard to the 455th Expeditionary Force Support Squadron, Bagram Airfield, Afghanistan.

Airman Spotlight: One Man; Four Lives

On May 24th, four individuals from across the country woke up from surgery with new lots on life – all thanks to Master Sgt. Marc Gagnon. Gagnon, an Air National Guard Joint Force Headquarters knowledge operations specialist, donated his kidney to an anonymous receiver which sparked three other kidney donations in a process called a kidney chain transplant. In October 2010, Gagnon read that 19 people a day die waiting for organ transplants and that got him thinking, "If I was going to donate back then, why not do it now?" Gagnon did some research and got in touch with Dartmouth-Hitchcock Medical Center who does living organ donations. Over several months, Gagnon met with surgical teams and social workers and underwent a series of test to ensure he was healthy enough to withstand surgery and live life with one kidney. "I discovered I am a very healthy 52-year-old male," he reported. "I'm humbled by the reaction," said Gagnon.



64th's First Change of Command

The first Change of Command at Pease for the 64th Air Refueling Squadron occurred on June 2nd, when Lt. Col. Chris Leist who stood up the 64th ARS was reassigned to the Special Operations Command in Fort Bragg,



North Carolina. Lt. Col. Ryan Samuelson assumed command of the squadron here at Pease. "Lt. Col. Ryan Samuelson is the right person to step into the 64th leadership role," said Col. Thomas Riney, 22nd Operations Group commander. "The 64th is in good hands with you at the helm."

"For me this is a dream come true," Samuelson said. "I am deeply honored and completely humbled to command this phenomenal squadron. I proudly accept responsibility for it and look forward to continuing to be a part of its history of outstanding performance and true dedication to the security of this great nation." Before relinquishing command, Leist was presented with the Meritorious Service Medal and the New Hampshire National Guard Distinguished Service Medal.



Lt. Col. Samuelson receives guidon of the 64th ARS from Col. Riney during the unit's change of command ceremony.



Technical Sgt. Costigan helps a patient as part of the deployed CCATT while assigned to Kandahar, Afghanistan.

New England Air Show

A On the weekend of August 13th-14th, the 2011 Boston-New England Air Show at the Pease International Tradeport featured the U.S. Air Force Thunderbirds! The Black Diamond Heavy Metal Jet Team, a civilian aerobatic display team flying seven jet aircraft, five L-39 Albatros and two MiG-17 Frescos, all painted in arctic camouflage, arrived for the first time in New Hampshire this year. A long-time airshow favorite was the Aeroshell Aerobatic Team flying 1940's T-6 Texan warbirds doing formation aerobatics. New England native Mike Goulian's Whelen Motorsports Extra 300 also wowed the nearly 100,000 people who visited the airfield over the weekend. For military flying acts, the Northeast Raiders flew their Yak-52 and Nanchang CJ-6's from Russia and Chi-

Airman Spotlight: SABC for the Win

Technical Sgt. David Adrien, a quality assurance inspector with the 157 Air Refueling Wing's (ARW) Maintenance Group, will likely never forget a dinner with his wife on August 15th. Soon after placing their drink orders they heard a man yelling to call 911. Adrien looked up and saw a man holding another man who was slumped over in his chair. He was shaking him frantically trying to get a response. The chaos was immense; the man's wife was screaming, the son was yelling his father was dead, and the daughter-in-law seemed to be in shock, but Adrien immediately jumped into action. "I had the son help me lay his father on the floor," said Adrien. "Then I proceeded to slap the man in the face to see if he had just fainted or passed out but there was no response." While Adrien had the daughter-in-law check for a pulse, he put his head onto the man's chest to listen for a heartbeat and then for breathing. "There was no pulse, no breathing and no sounds of a heartbeat," said Adrien. "I then performed mouth to mouth resuscitation, checked his pulse again...still nothing. I opened his eyelids and saw his eyes were rolled back, so I gave him a longer breath of air this time...then the man turned his head and gasped for breath." After stabilizing the man, the emergency crew arrived stating Adrien's efforts likely saved this man's life. Adrien credits the military training he receives at the Air National Guard base for his ability to react quickly and effectively. "The self-aid and buddy care training received (at Pease) was how I knew what to do in this situation," said Adrien. "Everybody else around was panicking but there was no hesitation on my part. I felt prepared and ready to do what was needed," he said. "This is why we teach self-aid and buddy care," said Col. John Mirabello, Chief of Aerospace Medicine of the 157th Medical Group. "It is to allow the Airman to remain calm, assess the scene, and understand the basics of patient assessment. With this training, they can not only help their wingman but also citizens out in the community." The family sent a thank you letter to Adrien stating how very grateful they are for his efforts.



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na. Scott Yoak's P-51 Mustang well as Dan McCue in his F4U Corsair did demonstrations of the World War II fighters. Other military demonstration teams included the U.S. Army Golden Knights who dropped-in via flawless parachute routine as well as the U.S. Navy, flying an F/A-18 Super Hornet single-ship demonstration that was incredibly loud.

Finally, the Thunderbirds performed after a nearly 20-year absence from Pease, the last time they were on base it was a Strategic Air Command owned property. Weather was very warm and very bright with predominately blue skies all weekend.

A Long Overdue End to DADT

September 20th, 2011 – "Don't Ask, Don't Tell" was the Defense Department's official policy on allowing the service of members who identified as gay, bisexual, and lesbian that had been in effect since 1993. The policy, which was seen as a progressive step when implemented, barred leaders and peers from actively investigating or inquiring as to another member's sexual and romantic identity while still allowing for discharge of personnel who were "outed".

The repeal of this dated policy allowed, for the first time in U.S. history, military members who identified as anything other than heterosexual to serve openly with both pride and honesty. Another up-side to DADT's ouster was to open a more inclusive and diverse era of family support that had been denied for far too long.

Building 264's Ground-breaking

On October 24th at 10:00 AM the new Operations building has a ground-breaking ceremony. Construction would go on to demolish the old Alert Facility, then rebuild a new, larger, and green-certified building with a redesigned parking area for the 133rd Air Refueling Squadron, 64th Air Refueling Squadron, 157th Operational Support Squadron's new home.



Milestone Moment: The NHANG's First Female Commander

After serving as the first non-rated Vice Commander for the Wing, on June 4th, Col. Carolyn Protzmann was promoted to the rank of brigadier general and made the first female commander of the New Hampshire Air National Guard in front of over 1,000 distinguished visitors, friends, family, and National Guard members. Gen. Protzmann was the former Vice Wing Commander of the 157th Air Refueling Wing, a position she had held since 2001.

"She has earned the admiration and respect of not only the wing, but also of the Joint Force Headquarters," said Maj. Gen. William N. Reddel III, the Adjutant General of the State of New Hampshire.

"Today you have entrusted me with command, and I proudly wear the rank of brigadier general, and know in my heart, just as proudly, I cherish the stripes of each and every one of our enlisted men and women of the New Hampshire Air National Guard," said Protzmann. She added, "Force development is caring for one another. We are each other's wingmen. That person to the left of you and that person to the right of you is your wingman. And, just as importantly, you are theirs."



Wardrobe Change

On Halloween, the Battle Dress Uniform had its last day before the mandatory wear of the Airman Battle Uniform went into effect – replacing both the BDU, which was introduced in 1981, and the Desert Camouflage Uniform with the single pattern for both in garrison and deployed use. Similar in color to the Army's universal camouflage pattern the uniform's wash-and-wear instructions were among the few



parts of it that were well accepted by the force at large. The mandatory wear marked the end of the four-year transition that had begun in 2007. The much-maligned color scheme would serve as the Air Force's utility uniform for the next few years until the Operational Camouflage Pattern came onto the scene. On its last day of authorized wear, the BDU got a cordial send-off at Pease with almost everyone who still had serviceable sets opting to wear them for the occasion. *(pictured: the 157th Security Forces Squadron is shown at the summit of Mount Chocoma in one of the last photos of a unit in mixed BDU and ABU uniforms.)*

N.H.'s "Star" Nurse

On November 7th, Col. Gretchen Dunkelberger was selected to serve as the Air National Guard's assistant to the U.S. Air Force chief nurse and for promotion to the rank of Brigadier General. The former commander of the 157th Medical Group was responsible for advising the chief nurse on all programs and policies related to recruitment, training, utilization, deployment, and retention of the nearly 3,000 commissioned and enlisted nursing personnel in the Air National Guard.

157th Medical Wins Again

To wrap up 2011, the 157th Medical Group won the Theodore Marrs Award and Lt. Gen. George Schaeffer Trophy in recognition of outstanding medical readiness. Schaeffer was formerly the surgeon general of the Air Force retiring in 1978. Marrs served in the Air Force Reserve as a medical officer and also served as a special assistant to the surgeon general. The medical group was recognized for being at the cutting edge of medical units in the Air National Guard. As a whole, the medical group placed consistently in the top ten percent medically and dentally throughout the Air National Guard, with high ratings of 97% or higher in immunizations, flu, dental, and laboratory.



AB to Col: Greenwood Retires

With the Vietnam draft lottery denying student deferments, a young Rick Greenwood studying at the University of New Hampshire decided during the summer of 1972 to enlist in the Air Force. He was unaware it was the beginning of a career of service that would take him from an airman basic on active duty, to a colonel in the New Hampshire Air National Guard. Nearly 40-years later, recently retired Greenwood *(pictured: bottom left)* remembers well the first time he ever flew on an airplane when he went to basic training at Lackland Air Force Base in Texas. "I'd never even seen a jet before taking my first airplane ride to San Antonio, Texas for basic training," said Greenwood. It was soon after being assigned to Pease Air Force Base in January 1973 as a crew chief on the FB-111A aircraft with the 509th Bomb Wing, that he was selected for the Airmen's Education and Commissioning Program. "I was able to complete my degree from UNH after being selected for AECP," continued Greenwood. "However, as the Vietnam War was winding down, the need for active-duty officers wound down, as well." As a result, Greenwood was released from active and was assigned to the Air Force Reserves at Westover Air Force Base, Mass. to fulfill his remaining commitment. "It was during this timeframe that I discovered a well-kept secret - the New Hampshire Air National Guard," Greenwood said. "I applied and was accepted for a position in January 1976 to the flight line as an assistant crew chief on the newly assigned KC-135A aircraft." Since then, the Air National Guard has been home to Greenwood. "It's where I grew up; where I've met most of my closest friends; where I've learned the meaning of selfless service; where opportunities were provided to travel and experience people and cultures that most can only imagine," he said. "I've been tested under the most stressful of conditions." Having served in several positions over his career, it's difficult to choose just one that stands out above all, the colonel admits. "As a crew chief I loved the excitement and the camaraderie," Greenwood said. "As an intelligence officer, I learned more about the mission of the New Hampshire Air National Guard than I ever thought possible." Now as Greenwood looks back on a successful career, he leaves this advice for Airmen serving today. "Challenge yourself always. If you become complacent, make a change, even if it's uncomfortable," he said. "Seek mentors from all levels and places and listen to them. Position yourself for success."



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Sr. Airman Amanda Nicholson was awarded the Outstanding Base Bioenvironmental Engineering Airman of the Year award. This award nationally recognizes outstanding achievement and significant contributions in the bioenvironmental career field.

Maj. Philip Plourde was awarded the prestigious Brig. Gen. Donald B. Wagner Administrative Excellence Award. This award was established in honor of the former chief of the medical service corps to nationally recognize officers from either the Air Force Reserve Command or the Air National Guard who make outstanding administrative contributions to the medical service corps.

Lt. Col. Patrick Racz won the Air National Guard Outstanding Dental Officer of the Year award. This award nationally recognizes and rewards outstanding individual performance of duty and achievement of Air Force Dental Service members.

CENTCOM Support

Throughout the year in 2012, the New Hampshire Air Guard offered nearly continuous organic air refueling support for ongoing operations in the U.S. Central Command's theater of operations. In all, 12 separate deployments of aircraft and crew impacted the skies in the middle east to support the many combat and support missions. While most of the deployments went to Al Udeid Air Base in Qatar there were three that had a primary assignment at Manas Air Base, Kyrgyzstan. Forward deployments saw the jets and crews spend time at Mazar-i-Sharif and Bagram Air Bases in Afghanistan. The 12 deployments ranged from 32 to 74 days each with a total of 652 deployed days in theater where they flew 555 mission and spent nearly 3,500 hours in the air over Afghanistan and Iraq.

Give 'er the Gun

Eight members of the 157th Security Forces Squadron, along with three Combat Arms Training and Marksmanship instructors, traveled from Pease Air National Guard Base to the range at Ford Devens to qualify on the M240B machine gun and M249 squad automatic weapon systems on March 5th. Each 13-Defender squad is assigned person-

nel that carry an M240B and an M249 as part of a unit tasking requirement. These individuals are required to qualify by a live fire on their respective weapon once a year. "It's critical to the quality of training that personnel are able to utilize this live-fire training range here with pop-up targets," said Staff Sgt. Brett Peterson, 157th Security Forces Squadron CATM instructor. "Each airman qualifying on the weapon is able to get a much better understanding of the full range of capabilities each weapon system has." In addition to the hands-on use of the weapon, the range at Fort Devens provides opportunities that are not otherwise afforded at home station. "The pop-up targets at Fort Devens are a great way to provide immediate feedback to personnel," continued Peterson. "The range also allows airman an opportunity to utilize their sights and engage targets at varying distances."

Patriot Award

The N.H. Air National Guard Recruiting and Retention Team was recognized at its annual conference in New Orleans on March 20th for being the top recruiting Wing in the country. They won the Patriot Award for recruiting 131 personnel over the 2011 fiscal year, including 47 to fill the new CERF-P mission for the 157th Medical Group. The team included Sr. Master Sgt. Norma Long, Master Sgts. Daniel Pollard and Ron Connary, Technical Sgts. Jessica Davidson, Mark Bohac, Chris Moisan and Brad LePelley and Airman 1st Class Rachel Marsan.



A gunner from the 157th Security Forces Squadron qualifies on the M-240B machine gun over a snowy March drill.



Securitas – Changing the Faces at the Gate

After years of being augmented by a state-run program, base security made a major change to contracted guards to help the Security Forces' active guard reserve staff meet modern requirements. While the move was made as a cost-saving measure, it marks the end of an era of having New Hampshire state employees guarding the base alongside Guard Defenders. The arrival of the contracted guards from Securitas Security Services nearly doubled the number of civilian guards available to help protect the base, its people, and the mission.

EITHER SECURITAS OR STATE OFFICERS AT THE GATE (OR ONE OF EACH?)

Civilian guards augment the full-time Security Forces staff to help secure Pease ANGB. The changing of the guard to a private security company was a major shift in policy.

A Busy 2012 Air Show Season as Pease Hosts the Boston-Portsmouth Air Show

From June 30th-July 1st, approximately 65,000 people filled the tarmac at Pease for the two-day event featuring the U.S. Navy Blue Angels. The air show earned \$140,292 for both the Daniel Webster Council and the Brain Injury Foundation. It also generated \$14,000 for Portsmouth High School and raised money for several other Seacoast charities. Saturday and Sunday of the show had incredibly high temperatures, with highs in the upper 90s and the mid-day sun beating down on the spectators. The Black Diamond Jet Team brought two L-39s and a MIG-17. Michael Goulian flew his Extra 330SC and Dan Marcotte his Pitts. Sean D. Tucker was also here and did his ribbon cutting display much to the chagrin of his fans. Dan McCue in the F4U Corsair flew with Scott Yoak's P-51 known as "Quick Silver". Jane Wicker Wing Walker who flew with the 450 Stearman was very impressive. She flew sitting on the wing as the plane was inverted! This would be one of her last few shows as her and pilot Charlie Schwenker passed away in an airshow doing this act the following year.

Operational Spotlight: ATC and MDG to El Salvador

Three members from the 260th Air Traffic Control Squadron from the New Hampshire Air National Guard traveled here recently to participate in a weeklong subject matter expert exchange with the El Salvador Air Force May 7th-11th. The focus of the exchange was on sharing air traffic control experiences, and Air Force Chief Master Sgt. Alfred Orsini, Master Sgt. Richard Reed and Master Sgt. Pranav Zaveri shared theirs with members of the Salvadoran ATC community. The El Salvador Air Force, scheduled to stand up their own air traffic control squadron soon, looked to members of the New Hampshire Air Guard for experiences and lessons learned during their processes. "The 260th squadron is a relatively new squadron, having stood up in 1997," said Air Force Master Sgt. Pranav Zaveri, a New Hampshire Air Guard air traffic controller. "We're here to share our experiences with them as they begin that same process." Although to be effective, Zaveri said he needs to know the needs of the Salvadorans and how the New Hampshire Air National Guard can provide them with the tools to be successful moving forward. "What we've learned here is the resiliency of the El Salvador Air Force for having such a small budget and what they have done with it, which is remarkable," Zaveri said. "Lack of funds, lack of equipment and lack of a training plan, the politics that prevents them from having a full training squadron. But they still make do and have a smile on their face every time we see them, which is great." Through briefings and open discussions, the training is providing the Salvadoran air traffic controllers an opportunity to pave the way for managing its future. "We're training controllers on how we can be world-wide deployable and be able to control traffic anywhere in the world," he said. "It's very exciting to know you are going to a hostile area helping aircraft from your own country get down to the ground safe," said Salvadoran 1st Lt. Nathan Ortiz, El Salvador air force. The group from New Hampshire also had the chance to tour air traffic control towers at two local airports. The collaborative exchange is a continuation of the ongoing partnership between New Hampshire and El Salvador.

Medical personnel from the New Hampshire Air National Guard traveled to El Salvador to participate in an emergency search and extraction subject matter expert exchange between the New Hampshire National Guard and Salvadoran search and rescue personnel as part of the State Partnership Program. More than 20 members of the Center of Training Peace Operations, a Salvadoran army unit responsible for search and rescue operations, Green Cross, an all-volunteer



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Operational Spotlight: cont...

local firefighters and Salvadoran army commandos exchanged best practices with the medics from the New Hampshire Air Guard's 157th Medical Group's CERF-P team. "While working in El Salvador, it was equally challenging to teach a multi-cultural audience the concepts of the New England CERF-P model," said Air Force Capt. Rex Rubin, a search and extraction operations manager for the CERF-P. "I can see these soldiers processing the information we've shared with them and implementing it into their own dynamic environments. It really was a cooperative collaboration of ideas." The opportunity to take part in the exchange was also something that doesn't present itself often. "It was a dynamic exchange of experiences between how we treat patients in the United States upon reaching incident scene and how emergency personnel here approach patients in El Salvador," said Tech Sgt. Shawn Theberge, of the New Hampshire team. "Many of the more experienced first responders here asked several questions based on their experiences that were outstanding."



The golden knights jumped from an Fokker F-27 Friendship cargo plane for the opening act and did a mass jump in the afternoon.

The Blue Angels put on a great show; their famous four aircraft diamond formation was incredible to watch all day long, and they finished the shows both days. This would be the final show at Pease until 2021.

Across the Pond...

Over July 4th-9th one of Pease's KC-135 Stratotankers flew to RAF Fairford in Gloucestershire, England, for the annual Battle of Britain Memorial Airshow to sit as a static display. The jet was a big hit in the blaring afternoon sun. Master Sgt. Dave Porier even managed to trade his flight suit for a Royal Air Force Red Arrow member's flight suit and proudly wore it back to Pease.

As if Fairford wasn't enough fun in July, the wing sent another jet to RAF Leuchars, Scotland in August for their perennial airshow to sit as a static display. Also a big hit, the jet was opened for tours with one stair truck at the front and another out the rear door and people were walking through the jet all day long.



...and Back Again

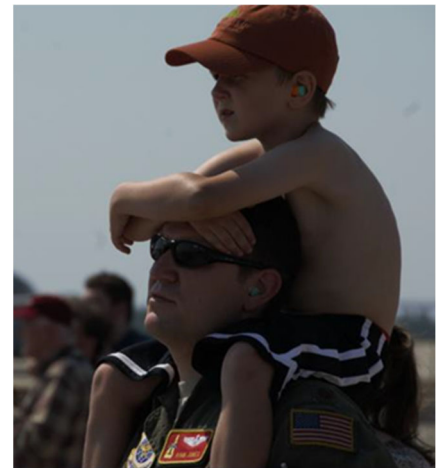
It's hard to compete with Fairford and Leuchars, but on August 3rd thru the 6th a New Hampshire *Stratotanker* flew to Westover Air Reserve Base, Massachusetts, for an airshow there. As is often the case, the KC-135's wingspan brought relief from the blaring New England summer sun and many granite starters made the trip down to see the New Hampshire Air Guard static display.

Geilenkirchen 2012

Over two beautiful weeks in November the New Hampshire Air Guard sent three of its Stratotankers to NATO Air Base Geilenkirchen, Germany, for the unit's annual NATO E-3 Sentry support commitment. All three aircraft flew refueling missions with the E-3s stationed at Geilenkirchen during the weekdays and remained on standby all weekend.

Outstanding Unit

At the end of the year word came down from on high that the 157th Air Refueling Wing





Photos from the Boston-Portsmouth Air Show. **above:** The Navy's Blue Angels fly past the tower at Pease ANGB in a diamond formation. **opposite left:** A KC-135 Stratotanker open for tours. **opposite top right:** A large crowd enjoys the show. **opposite bottom right:** A young show-goer sits on his father's shoulders to see over the crowds.

Wing won an 11th Air Force Outstanding Unit Award and another Organizational Excellence Award for the Headquarters, New Hampshire Air National Guard.

KC-46 Site Survey Team and Selection

On February 11th, 2013, an Air Force site survey team arrived at Pease to tour the 157th Air Refueling Wing, got a few briefings on facilities, as well as saw the local area outside of the base in preparation for choosing the first Air Guard Base for the KC-46A. The Air Force released last month its basing criteria that will be used to select candidate bases. The formal training unit and first main operating base would be led by active-duty units. The second main operating base was to be led by an Air National Guard unit. "Based on the metrics the Air Force has selected, we believe Pease Air National Guard Base is the optimal location and the 157th Air Refueling Wing is the ideal unit for the KC-46A tankers that will be assigned to the Air National Guard in 2017," said Senators Kelly Ayotte and Jeanne Shaheen in a letter sent to the Air Force. "The candidate bases will be selected as soon as this summer," said Col. Laurie Farris, Joint Force Headquarters state director of operations. "Site surveys will then be conducted to determine preferred and reasonable alternatives and begin the environmental impact analysis process. When you evaluate the KC-135, which right now is 50 years old, then you fast forward 20 to 30 years, how do we keep Pease relevant in the future," said Farris. "As part of

Airman Spotlight: Airman Alvarez Saves Lives

When Sr. Airman Angel Alvarez ran a ten-mile *Tough Mudder* race July 14 in Stowe, Vermont, it was a chance to demonstrate his physical skills. Three miles into his race when Alvarez, a 157th Civil Engineering Squadron firefighter who also is an emergency medical technician and firefighter in his civilian job, had an opportunity to use other skills that reunited a father and daughter. After stopping for a water break, Alvarez began hearing friends yelling his name. What happened next, Alvarez attributes to training he received as a member of the New Hampshire Air National Guard. "My teammates were yelling my name because they knew I was a paramedic and trained in these high-stress situations," said Alvarez. "I sprinted towards a man who was down and unconscious and, soon discovered, had no pulse." The man had collapsed to heat stroke. "I performed CPR on the gentlemen while an off-duty EMT who had reached him seconds before I performed mouth-to-mouth," Alvarez said. "We continued CPR for about six minutes before a tournament EMT arrived on scene. They didn't have an Automated External Defibrillator or oxygen with them, so I told them we needed one right away."

After eight-minutes, a tiring Alvarez finally got the AED and oxygen from an arriving EMT. "When a tournament paramedic arrived on scene with the AED, we were able to revive him and bring him back. His eyes opened, and he was moaning. My training with the Air National Guard helped me stay calm and really take control of the situation and exercise leadership," said Alvarez. "As a new firefighter and EMT in Nashua, I'm not put in many opportunities to lead. However, in the guard and as a senior airman, I have an opportunity to lead junior members. I believe that experience contributed largely to my reaction."

our Global Reach strategic intent, we want to be on the leading edge with the KC-46A; involved in Air Refueling, aeromedical evacuation and cargo missions. We have the strategic location, infrastructure, and people to make it happen. With a thriving and committed active association in place, we believe Pease is the best choice for the KC-46A as part of the Total Force."

Later in the year, the Air Force announced that it selected Pease Air National Guard Base's 157th Air Refueling Wing as the top choice to receive the new Boeing KC-46A refu-



1 Granite Wings II: A History of the N.H. Air National Guard

eling tanker. Pease was selected from among five Air National Guard installations across the country. This selection would pave the way for a long and sustainable future for the Airmen of New Hampshire!



Maj. _____ flies a KC-135 Stratotanker to support operations in the U.S. Central Command's theater of operations.

CENTCOM Support

Like 2012, 2013's commitments to supporting U.S. Central Command's operations geared up quickly and lasted throughout the year. This year's nine mobilizations of jets and crews ranged between 20 and 91 days with five Stratotankers that were placed at Manas Air Base, Kyrgyzstan and the other four at Al Udeid Air Base, Qatar. Across the board, New Hampshire's deployed aircraft racked up 342 combat sorties and over 2,400 flying hours.

One group of Airmen that deployed to Al Udeid during June and July were assigned to 340th Expeditionary Aircraft Maintenance Unit, where they achieved a 100% Mission Effectiveness rating. "We have the refueling mission, but honestly the real mission is protecting that 18-year-old on the ground," said Captain Matt Mills, a 340th Expeditionary Air Refueling Squadron instructor pilot, deployed from the 64th Air Refueling Squadron. "If we are operating 100 percent ME, he is getting the air coverage he needs and we're keeping him safe. It's a good feeling to know you are supporting the guys that are sleeping in ditches and Humvees and performing convoys, ensuring they have the over watch and air support they need."

"It takes the whole team to achieve a high ME, from the operators and the maintainers to supporting components," Mills explained. "We may fly them, but it's maintenance who makes sure they are

Operational Spotlight: SF to El Salvador

Security Forces personnel participated in an exchange of security skills with Salvadoran military and police forces from March 12th through the 16th. Based on an after-action report from the first Subject Matter Expert Exchange), the Salvadorans wanted more hands-on time during this session to practice their skills in real-world scenarios. On the first day the group ran drills on a variety of techniques including defensive rifle fighting, baton striking, and defensive knife skills. On the second day they tested these skills, attempting to handcuff and search volunteer suspects made up of their classmates in different scenarios. Master Sgt. Dale Snowdon, 157th Security Forces Squadron, described the goals of the subject matter expert exchange and the train-the-trainer concept that was utilized to reach a wider audience and broaden the impact of the training. "Our ultimate goal was to give the Salvadorans more tools and non-lethal options. We wanted to teach this group these skills in order to teach others, that way they will be self-sufficient after the exchange with us is complete," said Snowdon. Additionally, women from the New Hampshire Air National Guard's Security Forces Squadron taught an all-female class of Salvadoran military and police. Being Citizen-Soldiers in the Air National Guard allowed the female Security Forces members to draw from skills and experience in both their military and civilian careers. Before joining the New Hampshire National Guard, Staff Sgt. Autumn Clark served in the active-duty Air Force from 1998 to 2003. After that she spent more than three years as a corrections officer in a co-ed facility in Merrimack County, N.H. "The number one tool in security forces is presence. Especially as a female, you really have to announce your presence when you come into a room. It will determine whether a situation is going to escalate or de-escalate," Clark said. Chief Master Sgt. Brenda Blonigen also attended the subject matter expert exchange. She served seven years active duty as a law enforcement specialist. As a civilian she has over twenty years of experience as a police officer and found she could relate to the Salvadoran women as being outnumbered by her male counterparts. "When I first started in the civilian police field it was quite challenging. At the time there were only two other female officers in my department of 49 people. I had to prove myself as a police officer much more than my male counterparts, especially when it came to difficult situations," Blonigen said. Looking at the challenge as an opportunity, Sr. Airman Devin Godfrey shared her insight into how this experience will be helpful to herself and her fellow Guard members. "The people we work with every day back home, it's very easy to communicate. Down here we have to think outside the box when it comes to exchanging information. If I deploy somewhere that I don't speak the language, this experience will make it easier for me to interact with the local people there," Godfrey said.



Staff Sgt. Autumn-Rose Clarke instructs Salvadoran force protection personnel on apprehension techniques during a first-of-its-kind training event for the women of El Salvador's armed forces.

good to go," he said. During those two months, the 340th EARS flew more than 1,100 sorties for a total of 7,500 hours and provided more than 3,100 receivers with nearly 57 million pounds of fuel.

Aircraft Retirements: 0008 & 3520

On a rainy summer morning 58-0008 is readied for its final flight as a member of the New Hampshire Air National Guard. The aircraft is first headed to the New Jersey, where its low-time engines were swapped with another KC-135. Aircrew for the flight was Lt. Col. Brian G. Waters, Maj. Jeff Cole, Maj. John J. Czachor, and Technical Sgt. James A. Marier. Aircraft maintenance crew chiefs for 58-0008 are: Master Sgt. David A. Roger; Assistant Crew Chiefs: Tech Sgt. John J. Bober and Technical Sgt. Todd B. Scruton. After New Jersey, its final stop was the 309th Aerospace Maintenance and Regeneration Group, better known as "the boneyard," at Davis-Monthan Air Force Base, Arizona. The retirement of 0008 marked the beginning of the end of the KC-135 era at Pease as the base had already been selected and announced to receive the KC-46A Pegasus.

This marked the end of a long career for 0008, which was initially delivered to the

Air Force on February 26, 1959. The aircraft's first assignment was with Strategic Air Command's 34th Air Refueling Squadron at Offutt Air Force Base, Nebraska. In June 1966, the tanker relocated to New Hampshire to Pease Air Force Base with the 509th Bombardment Wing, then an active-duty base and in July 1967 the tanker was relocated to Dow Air Force Base in Bangor, Maine. In June 1968 the aircraft was reassigned to the 301st Air Refueling Wing, Lockbourne Air Force Base, Ohio (now Rickenbacker Air National Guard Base). In August 1975, the aircraft started its career with the Air National Guard at Ohio's 160th Air Refueling Group. There, the aircraft would be converted from an "A" model to an "E" model in January 1987 and later to an "R" model in 1994. After 31

years away, the aircraft returned to New Hampshire in January 1997 – this time as part of the 157th Air Refueling Wing.

"I don't look at 55 years of wear and tear. -- what I see is the pride and craftsmanship that go into these planes and the care that goes into maintaining them," said Lt. Col. John Pogorek, 157th Aircraft Maintenance Group commander said of the storied Stratotanker, "That's really what we're recognizing: not the metal, but what people put into this."

Later, and unceremoniously, on a cold December 10th, 62-3520 took a one-way trip to "the boneyard" for storage until return to flying status or to be used as spare parts for other aircraft. While the unit's conversion to the Pegasus was just beginning, the retirement of these two aircraft would be a subtle turning point that foreshadowed the changes coming over the next decade.



Pease's Fire Department bids farewell to aircraft tail number 58-0008 as it departs the base for the final time.