

POTOMAC

Air Monthly

August 2015

A photograph of a woman in a dark green flight suit with patches, including a circular one with an eagle and the text '113 WING' and 'ANG'. She is smiling and looking towards another woman with long brown hair who is seen from the back. They are in a hangar-like setting with other people and a dog in the background.

PILOT FOR A DAY

Naomi Clements is honored by
Joint Base Andrews

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[FACEBOOK.COM/113 WG](https://www.facebook.com/113WG)

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www.113wg.ang.af.mil

August UTA training and events schedule

Saturday, August 8

Start	End	Event	Location	POC	Phone
08:30	09:30	First Sergeant's Council Meeting	DFAC, Bldg 1626	MSgt Vance	857-6172
09:00	16:00	FSS/ EO Officer Boards	LRS- Vehicle Ops Conference Rm	Maj Lewis-Miles	612-8123
09:00	10:30	Shots and Medical Appointments ONLY	Bldg 3282, Room A14	SMSgt Katt	857-6615
09:00	12:00	End of Course Testing (EOC) - PME/CDCs	CE Bldg 3236 Room 121	SMSgt Zayas	857-1211
09:30	10:30	Supervisor Safety Training	Bldg 3213, WCR	MSgt Marra	857-5778
10:00	11:00	Career Path Retirement/ Separation Brief	CF Classroom Bldg. 3222	Ms. Moore	857-9746
10:30	12:00	Records Management Training	Bldg 3213, WCR	A1C Wright	857-2838
10:30	11:30	DAWG Meeting	Bldg. 3282, Room A14	SMSgt Katt	857-6615
13:30	15:00	IAO Training	CF Classroom Bldg. 3222	SSgt Firmin	857-6525
14:00	15:00	VCNCO Meeting	Bldg 3212, Vehicle Ops Training Room	SMSgt Davis	857-2504

Normal Hours of Operation

08:00	15:00	CPTF Customer Service	Trailer R62	SMSgt Brown	857-0678
08:00	15:00	FSS Customer Service	Trailer R62	SMSgt Levins	857-4012
09:00	12:00	Mobility and Clothing Issue	Bldg. 3212	MSgt Robinson	857-9316
08:00	15:00	CF Customer Service	Bldg. 3222	MSgt Noon	857-0714

August UTA training and events schedule

Sunday, August 9

Start	End	Event	Location	POC	Phone
06:30	07:30	Chiefs Council Meeting	LRS Conference Room	CMSgt Thomas	857-3228
07:00	16:00	MXG/ LRS Officer Boards	Bldg. 3212, WCR	Maj N. Taylor	857-9201
07:00	12:00	Fitness Testing	East Fitness Center	MSgt Marx	857-3997
07:30	08:30	Contemporary Service	CE Bldg 3236 Room 121	Lt Col Ch Bowen	857-1032
07:30	08:30	Catholic Mass	LRS Conference Rm	Lt Col Ch Bowen	857-1032
08:00	10:00	Medical/Dental Appointments ONLY	Bldg 3282, Room A14	SMSgt Katt	857-6615
08:30	09:30	Rising Six	LRS Conference Room	TSgt Fair	857-9888
09:00	11:00	Commander's SAPR Training	CE Bldg 3236 Room 121	Capt Lazear	857-3260
09:30	12:00	HRE/ POSH Training & HRA Training	Bldg 3212, LRS Conf Rm	Maj D. Taylor	857-3238
09:00	12:00	End of Course Testing (EOC) - PME/CDCs	CE Bldg 3236 Room 121	SMSgt Zayas	857-3084
10:00	10:30	Medical Walk-ins	Bldg 3282, Room A14	SMSgt Katt	857-6615
11:30	12:30	Maj Macivor Promotion Ceremony	201AS Auditorium	TSgt Peters	857-3472
12:00	13:00	TOP III	LRS Conference Room	SMSgt Katt	857-2349
14:00	15:00	Wing Commander's Call - All Wing Personnel	Hangar 16	Capt Piccirillo	857-2811
15:00	16:00	E8/ E9 All -Wing Commander's Brief	JP Harris Classroom, Hangar 16	CMSgt Coombs	857-2811

Normal Hours of Operation


08:30	13:45	CPTF Customer Service	Trailer R62	SMSgt Brown	857-0678
08:00	13:45	FSS Customer Service	Trailer R62	SMSgt Levins	857-4012
09:00	13:45	Mobility and Clothing Issue	Bldg. 3212	MSgt Robinson	857-9316
08:00	13:45	CF Customer Service	Bldg. 3222	MSgt Noon	857-0714

113th Wing Leadership

Wing Commander
Brig. Gen. George M. Degnon

Vice Commander
Col. Maren McAvoy

Command Chief
Chief Master Sgt. Jeffrey Coombs



The *Potomac Air Monthly* is the official news publication for the 113th Wing, District of Columbia Air National Guard. The contents are not necessarily the official views of, or endorsed by the U.S. government, Department of Defense, Air Force, National Guard Bureau, or the D.C. Air National Guard.

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Brig. Gen. George Degnon
113th Wing
Commander

Commander's Action Line

The Commander's Action Line gives all Airmen a direct link to the 113th Wing commander for any questions or suggestions regarding the 113th Wing.

The action line can be used to express constructive points of view on the policies and procedures of the wing, as well as discuss safety and security issues. The goal is to provide you with an accurate, timely response.

Airmen should use this tool after coordinating problems or concerns with supervisors, first sergeants or commanders. If you're not satisfied with the response or are unable to resolve the issue, e-mail the action line at 113WG.CAGL@ang.af.mil.



Chief Master Sgt. Jeffrey Coombs
113th Wing
Command Chief

Women's Equality Day

By Tech. Sgt. Torree Wilson
201st Airlift Squadron flight attendant

In 1971, Congress passed legislation to officially recognize August 26 of each year as Women's Equality Day. The day marks the anniversary of the 19th Amendment to the U.S. Constitution, which was passed on August 26, 1920, and gave women the right to vote. Women's Equality Day also draws attention to women's ongoing efforts to achieve full equality with men. Many organizations, libraries, workplaces, and other institutions have observed the day by participating in events and programs that recognize women's progress toward equality.

This all started in 1948 when President Harry Truman signs into law the Women's Armed Services Integration Act, granting women permanent status in the Regular and Reserve forces of the Army, Navy, and Marine Corps, as well as the newly created Air Force. The new Air Force incorporated a program which served to bring women into limited roles in the United States Air Force. The program incorporated was Women in the Air Force (WAF). The WAF program ended in 1976 when women were accepted into the USAF on an equal basis with men.

When the USAF was officially formed in 1947, a number of former Women's Army Corps members (WACs) continued serving in the Army but performed Air Force duties, as the Air Force did not admit women in its first year. Some WACs chose to transfer to the WAFs when it became possible.

At its inception in 1948, WAF was limited to 4,000 enlisted women and 300 female officers. Women were encouraged to fill many different roles but were not to be trained as pilots, even though the United States Army Air Corps had graduated their first class of female pilots in April 1943 under wartime conditions. WAF was distinct from the Women's Auxiliary Ferrying Squadron (WAFS), a small group of female civilian transport pilots that was formed in 1942 with Nancy H. Love as commander. WAFS was folded into the Women Air Force Service Pilots (WASPs) in 1943; WASP was disbanded in December, 1944. The WAF directorship was to be filled by a non-pilot. All WAFs were assigned ground duties, most ending up in clerical and medical positions.

Women who were already pilots and who would have been good candidates for WAF leadership were instead diverted to the Air Force Reserves. For example, Nancy Harkness Love, founder and commander of the Women's Auxiliary Ferrying

Squadron (WAFS) and executive of the Women Air Force Service Pilots (WASPs), was awarded the rank of lieutenant colonel in the Reserves in 1948 after it was directed to admit women. Jacqueline Cochran, who had volunteered in the Royal Air Force and had demonstrated solid leadership in greatly expanding the WASP program, was similarly directed to join the Reserves in 1948 within which she rose to the rank of lieutenant colonel in 1969. Female pilots in the Reserves were classified as federal civilian employees, not active military personnel.

In 1967, President Johnson signed Public Law 90-130, lifting grade restrictions and strength limitations on women in the military. 1973 was the end of Selective Service (the "draft") meaning military recruiting practices were beginning to experience radical changes. In 1976, women were accepted into the military on much the same basis as men; the separate status of WAF was abolished. That same year, the United States Air Force Academy began accepting females.

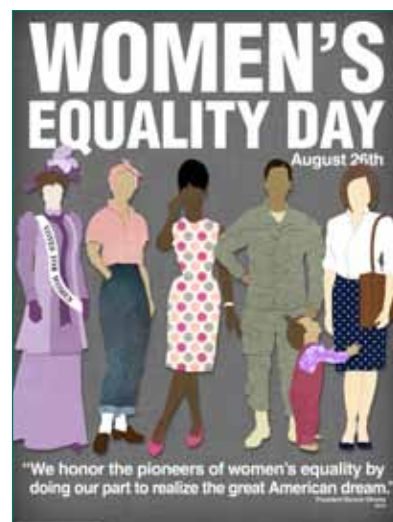
According to 2013 DoD Department of Veteran's Affairs women serving in the military is 14.6% on Active Duty status and is slightly higher for Reserve status at 19.5% and in the National Guard at 15.5%.

In today's Regular and Reserve forces of the Army, Navy, and Marine Corps, as well as the youngest branch created the Air Force openly accepts women. Barriers are still being broken for not only recruitment but jobs all branches welcome women to enlist and commission. U.S. military leaders in January 2013 formally lifted the ban on women serving in combat positions, with Defense Secretary Leon Panetta saying women have become an "integral part" of the military and have already demonstrated their willingness to fight during the wars of the last decade.

The groundbreaking move recommended by the Joint Chiefs of Staff overturned the 1994 rule banning women from being assigned to smaller ground combat units. Panetta's decision gives the military services until January 2016 to seek special exceptions if they believe any positions must remain closed to women.

The Military is a reflection of our Nation, so with all the constant strides towards equality remember we are in a evolution to accomplish Women's Equality.

Take stride in rendering a Salute of respect to the Women of the Military as well as our Nation's workforce!



D.C. ESGR plans for upcoming events to increase local employer support

Story by Master Sgt. Becky Vanshur
124th Fighter Wing Public Affairs

The District of Columbia Employer Support of the Guard and Reserve (ESGR) regularly hosts events for the local employers of Guardsmen and Reservists to strengthen community employer support.

The most recent event was an air refueling mission, enabling employers of the local community to fly on a KC-135R Stratotanker with the 459th Air Refueling Wing Reserve unit May 14.

The D.C. ESGR will host the next event for the 113th Wing, Air National Guard on September 18. This event will be a 'Breakfast with the Boss'. Airmen can nominate their employers for the event by contacting Ms. Arsenia Edwards at arsenia.edwards.ctr@mail.mil or by calling (202) 685-8823.

"Boss Lifts are an excellent way to gain the support of employers and supervisors of our traditional guardsmen, said Col. Maren McAvoy, 113th Wing Vice Commander. "The briefings, tours, and the flight offered to the employers give them a better understanding and appreciation for the time their Guardsmen and Reservists spend away from the civilian job to perform their military duties."

Additionally, employers learn about the Uniformed Service Employment Reemployment Rights Act (USERRA), a federal law protecting the rights of working individuals who serve or have served in the uniformed services.

Col. Ronald Stamps, director of the joint staff, D.C. National Guard, spoke with the employers about the important role of the supportive employer at the recent Boss Lift.

"Without our traditional guardsmen and reservists, we could not do our mission," said Stamps "...and without the employer's support, we could not do the mission."

The intent of the ESGR is to increase employer support for the Army and Air National Guard and the Reserve by encouraging employers to act as advocates for employee participation in the military. Employers are encouraged to sign a statement of support pledging to honor the USERRA. The employers pledge to appreciate the values, leadership and unique skills servicemembers bring to the workforce, and welcome opportunities to employ Guardsmen, Reservists, and veterans.

"Most employers that attend these ESGR events leave excited and have an understanding that they need to support our military members and this initiative," said ESGR Employment Coordinator Janie Branson, who specializes in the Hero2Hired program, and works with local community employers of Guardsmen and Reservists. "They have a new insight for that young service member that they are employing and a better view of that person's commitment."

The Department of Defense established the ESGR and since the creation of this program in 1972, thousands of employers have committed to show their support to their Army and Air National Guard and Reserve employees.



201st AS retires C-38

By Senior Airman Erica Rodriguez
113th Wing Public Affairs

In 1998 the D.C. Air National Guard acquired two aircraft solely unique to them, the C-38A. A modified civilian aircraft, the 201st Airlift Squadron operated the aircrafts primarily for operational support and distinguished visitor transport. Now after 17 years of service, the journeys of the aircrafts are coming to an end.

In effort to reduce costs, the 201 AS, 113th Wing, released the aircraft from Air Force inventory and the Navy picked them up to be used as chase planes to replace the F-18s for their missions.

The C-38 is unique to the D.C. ANG because it was the only one in the entire Defense Department with this particular aircraft. With its spacious cabin able to seat eight passengers along with two pilots, the C-38A was used to transport distinguished visitors such as the executive branch, congressional members, Department of Defense and high-ranking U.S. and foreign dignitaries.

While transporting distinguished visitors was the aircrafts primary job, it could also be used for medical evacuation.

“We had the capability of putting a spectrum medical unit inside,” said Lt. Col. Scott Glasser, C-38A aircraft commander. “We could take out the seats and reconfigure the interior with the capability of taking either a patient or a baby. We were able to do a few missions where we were able to bring patients into the D.C. area which was a very rewarding experience.”

The 201 AS was equally challenged to maintain this aircraft because there was no other unit to call upon for parts or maintenance assistance. Unlike the majority of aircraft in the Air Force inventory, no technical data or manuals existed for use by the C-38 crew.



113th Wing members salute the C-38 upon its' last flight as a U.S. Air Force aircraft July 24. (Photo by Master Sgt. Craig Clapper)

The Airmen with pride utilized the Air Force core values and placed service before self to ensure that this unique aircraft maintained a fully mission capable status.

“The maintenance people in this unit have been able to take a very challenging and difficult technical data aircraft and really make it work for this long period of time,” said Maj. Jason Kunik, 201 AS maintenance officer-in-charge.

“It really bodes to the quality of our maintainers. It was a challenging program, but a successful program due to the people.”

Even though this aircraft had its challenges, it strengthened the bond among Airmen and leadership within the 201 AS.

“We have put a lot of blood, sweat and overtime, through nights and holidays, on this aircraft to get it to make a mission,” said Master Sgt. Carl T. Watson, 201 AS systems flight supervisor. “It really separates parts changers from mechanics to keep it flying.”

It is with a heavy heart some will say goodbye to the aircrafts they have worked so closely with.

“I’m a little sad to see it go because this has basically been my airplane my whole career,” said Master Sgt. Francis Lauterborn, 201 AS quality insurance inspector and former C-38 crew chief. “I’ve been working on this, along with a few other aircrafts, but this is my main aircraft. I’ve flown 20 to 30 times on it in the past, for maintenance reasons. There was a period of time where they had flying crew chiefs on this aircrafts to maintain it on the road, so I did that for a while. It’s super-fast and super smooth. It’s a nice flying airplane, it feels like a mini-fighter.”

A formal ceremony was held July 24 on Joint Base Andrews, Md., to commemorate the event. Speaking to an audience comprised of pilots, crew members, and contractors who have supported the aircraft through the years, Brig. Gen. George Degnon, 113 WG Commander, shared a few memories with the crowd and let them know how proud he was of the years of service the aircraft offered.

“Although there are currently no plans to replace the C-38, our experienced pilots and maintainers are ready to accept new aircraft. We must take advantage of their vast experience. Being in the D.C. area, we have the personnel and clients, so the 201st AS stands ready to accept new airplanes,” said Degnon.



The last crew to fly the C-38 poses for a quick photo before departure. From left to right, Lt. Col. Scott Glasser, Tech. Sgt. Eric Bloomer, Senior Airman Jeff Seidenzahl, and Maj. Heather Penney. (Photo by Master Sgt. Craig Clapper)

The C-38 flew its last mission as an Air Force asset on 27 July and was piloted by Lt. Col. Glasser and Maj. Heather Penney.

Although the two C-38As journey has come to an end at the 113 WG, the planes’ long service is not over yet and the teamwork and comradery built from the C-38As missions will certainly remain.



Brig. Gen. Degnon, 113th Wing Commander, speaks to the audience in attendance during the C-38 farewell ceremony held at the 201st Airlift Squadron July 24. (Photo by Master Sgt. Craig Clapper)

113WG member's daughter is honorary "Pilot for a Day"

By Master Sgt. Craig Clapper
113th Wing Public Affairs

Six year-old Naomi Clements walks hand-in-hand with her Wingman, Maj. Kelly Drescher, 201st Airlift Squadron pilot, into the packed auditorium, wearing her own flight suit and a mix of excitement/nervousness across her face. She has a busy schedule ahead of her, including a ride in an F-16 flight simulator and lunch on board a C-40 with a special surprise added in. Today, Naomi is Joint Base Andrews' honorary "Pilot for a Day."

Sponsored by the non-profit Check-6 Foundation, the Pilot for a Day program is designed to give young children battling serious illnesses a break from their daily stresses and simply "have as much fun as military regulations allow (as stated in the P4D oath of office). Multiple units from across Joint Base Andrews team up to give the honoree a small taste of what life is like in the Air Force.

"What an honor to be able to give back to someone like Duke (Naomi's father, a 113th aircraft armament systems craftsman) and his family, that have given so much to this country in spite of the devastating hardships they have faced," said Lt. Col. Rob Balzano, founder and president of the Check-6 Foundation.

Naomi was diagnosed with brain cancer at the age of 18 months and has been fighting a courageous battle ever since. She was selected by the Check-6 Foundation to be the P4D from the Children's National Medical Center in Washington, D.C. and by pure coincidence, it was discovered that her father, Tech. Sgt. Duke Clements, worked with Balzano for years on alert duty at JBA.

"Once I found out Naomi was to be our next P4D, I knew we had to make this event even more special than before", Balzano said. "Without a moment of hesitation, the D.C. Air National Guard family came together to show their support. It was an incredible experience to be a part of."

Naomi was accompanied by her father and her five brothers, Andrew, 15, Elijah, 14, Daniel, 12, Micah, 9, and Gabriel, 4. The day started with a few gifts from multiple organizations, including a patch from NASA astronaut, Navy Capt.

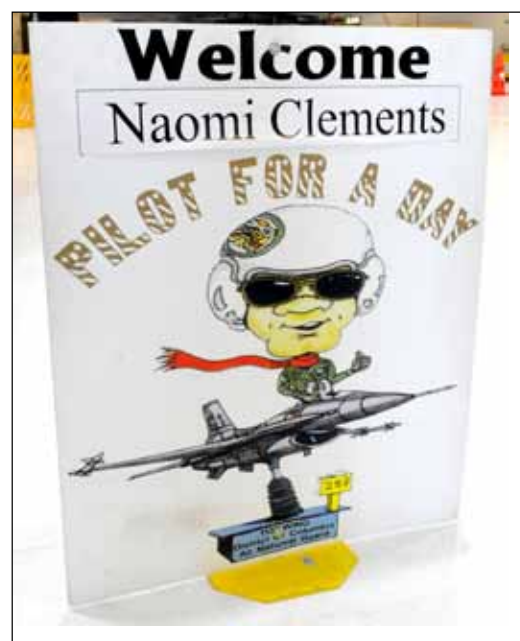
Barry "Butch" Wilmore that was flown during his recent six-month tour aboard the International Space Station. From there, Naomi took a ride in both a UH-1 helicopter and F-16 simulator, toured a KC-135 Stratotanker with the 459th Air Refueling Wing, watched a military working dog demonstration and was then paid a surprise visit aboard a C-40 by none other than "Elsa" from the Disney movie "Frozen". As the "Frozen" movie played on the aircraft, Naomi and Elsa sat side by side, talking about the things that children like to talk about, while enjoying a slice of "Baltimore Bomb" pie made especially for her by Dangerously Delicious Pies.

After eating her distinguished visitor meal and saying goodbye to Elsa, Naomi was visited by D.C. Metropolitan Police arriving in Trooper 2 where she watched her father receive a quick ride in Trooper 2 across the 201 AS ramp towards the Air Traffic Control Tower. After touring the JBA tower and operating a fire hose with the JBA fire department, she then received a special phone call from the U.S. astronauts Scott Kelly and Kjell Lindgren currently aboard the International Space Station and orbiting 250 miles above the Earth.

At the end of the day, Naomi took center stage, given a standing ovation and a few more gifts including a tiara adorning her long, blond hair from special guest Quina Anderson, Ms United States 2009, a certificate from Check-6 to pay the Clements family's mortgage for two months and a final, sentimental gift. Naomi was given a shadow box containing a Check-6 shirt that Naomi's mother that Anne, who passed away in 2012, personally embroidered in 2006. After graciously accepting her gifts, Naomi stood by her father who expressed his gratitude for the wonderful experience Naomi and the Clements family had that day.

"This was a day when not only Naomi was celebrated, but the whole family. Check-6 really locked in on the aspect that it isn't just the child who faces the fight, it's the whole family. You are more than my Wingmen, you are my family," said Clements.

To learn more about the Check-6 Foundation, visit www.check6.org.

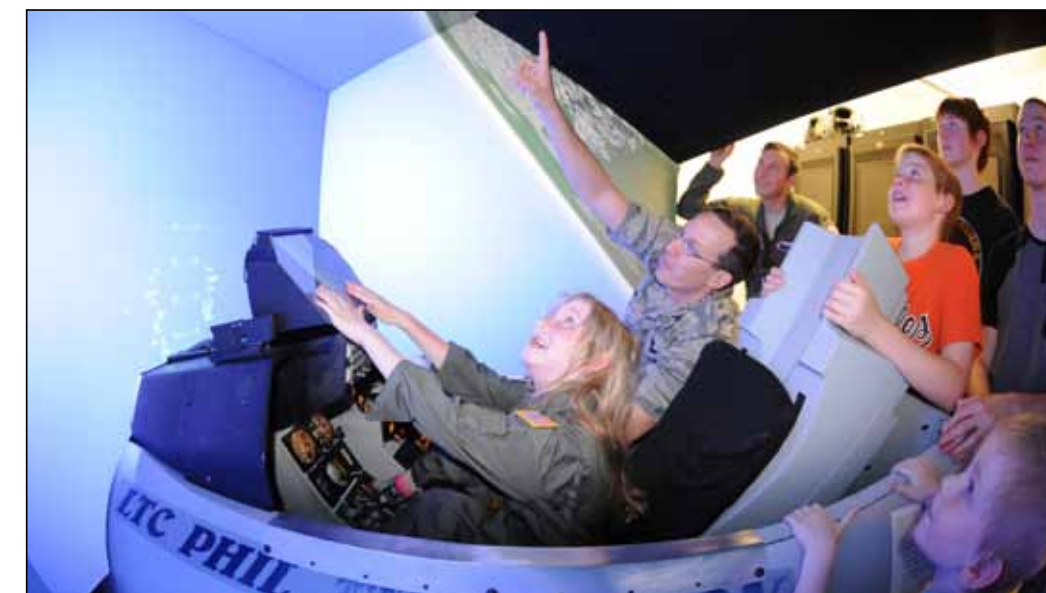


Pilot for a Day

Photos by Master Sgt. Craig Clapper



Naomi chats with Elsa from the movie "Frozen" aboard a C-40 during her day of honor as "Pilot for a Day".



(Above) Naomi is all smiles as she rides in an F-16 simulator with Col. Mark Piper, commander, 113th Operations Group. (Left) Naomi poses with NASA astronaut, Navy Capt. Barry "Butch" Wilmore and her Wingman for the day, Maj. Kelly Drescher, pilot, 201st Airlift Squadron.



113th Maintenance Group members pose with "Pilot for a Day" Naomi Clements and her family for a group photo during the 113th Wing portion of the day-long event.

Save **energy** in the workplace

Kids and pets left in hot cars is a deadly combination

By **Capt. Samuel Richardson**
113th Civil Engineer Squadron environmental officer

Tips to save energy in the workplace:

Electronics

- Turn off computers, lights, and other equipment when not in use in your individual office- using more efficient power settings can help
- Unplug electronics and power strips in your individual office when leaving over the weekend or breaks!
- Buy/request environmentally preferred products through LIS such as recycled paper, Energy Star appliances, and compact fluorescent lightbulbs- your voice and opinion matter!

HVAC

- Keep your blinds open during the day to absorb sunlight, and shut the blinds at night to keep the warm air inside.

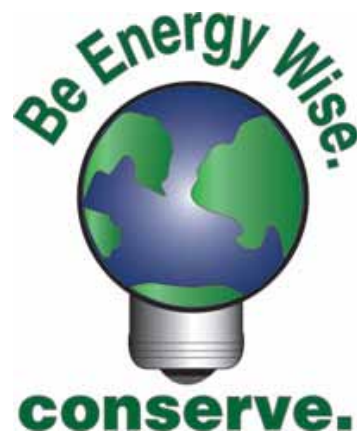
Recycling

- Utilize the correct recycling bins for your empty containers, paper, soda cans. Make noise and request such containers if your work area doesn't have them already!

Personal Habits

- Walk to other building on 113th WG campus instead of driving, helps keep you healthy too!
- Try bringing left-overs from home to reheat rather than leaving campus for lunch.
- Bring a steel water bottle, mug, etc. to refill rather than purchasing countless plastic bottled waters.
- Utilize task/sensor lighting when natural light is not available.

- Smart Strips are replacing the older power surges a lot of you currently have. Ensure you don't have overloaded or daisy chained power surges.



New Promotees

Technical Sergeant (E-6)

Leonard, James M. - 113 OSS
Mireles, Rodolfo H. - 113 MOF

Staff Sergeant (E-5)

Clyatt, Eric A. - 113 MXS
Turner, Jarrell - 113 MXS

Senior Airman (E-4)

Brown, Lamar M. - OL-A 201 AS
Clark, Cayla S. - 113 AMXS
Erickson, Torrie A. - 113 CES
Mayorga, Hector J. - 113 AMXS
Moise, Dillion J. - 113 MXS
Newby, Donta D. - 113 LRS
Touchette, Michael A. - 113 MXS

Airman First Class (E-3)

Flowers, Patricia M. - 113 AMXS



By **Senior Master Sgt. Glenn Thompson**
113th Wing Safety

As the summer temperatures heat up, drivers should be about the dangers of leaving children and pets in vehicles. Temperatures inside a car, even on a mild, sunny day, can reach deadly levels in just 10 minutes.

"Children should not be left in a car by an adult, or forgotten because of an adult's distraction," said AAA East Central Safety Advisor JJ Miller. "If you see an unattended child in a vehicle, call 9-1-1 immediately."

Animals are equally impacted by summer heat. Dogs are not able to sweat like humans do, but instead cool themselves by panting and by sweating through their paws. If they have only overheated air to breathe, they can collapse; suffer brain damage and die of heatstroke.

The National Highway Traffic Administration notes that children are particularly susceptible to heatstroke because their bodies can heat up five times faster than adults. Heatstroke deaths have been recorded in 11 months of the year in nearly all 50 states. More than half of heatstroke deaths occurred when a distracted caregiver forgot a quiet child was in the vehicle.

While you can't control high heat, you do have some power to help protect you, your family, your pet, and your vehicle. In just three minutes in the sun, car interior temperatures can heat up from 78 to 100 degrees, putting your kids in danger of hyperthermia or heatstroke.

1. Never leave children in the car, even to run a quick errand. Leaving them alone in a hot car will only put them at serious risk. According to PETA.org, pets can suffer serious



injuries when left in a hot car for only 15 minutes.

3. Use the drive-thru when possible. If one is available, a drive-thru is a great way to stay in the air-conditioned car with your children or pets. No drive-thru? Take your children with you or leave pets at home.

4. Open the back door of your car each time you park to ensure all passengers are out of the vehicle. KidsAndCars.org lists this hot car safety tip as a good habit to start when you have children. When schedules are crazy and you are in a hurry, you may forget to double check that your children or pets are safely out of the car. Even if you remember several minutes later, your kids can be put in serious danger in a hot car.

5. Make sure your car is always locked. Prevent your child from playing in a hot car that is parked in your driveway or garage by ensuring that they cannot get into the car. Keep any car keys and keyless entry remotes in a safe place where your kids cannot access them.

E-MAIL STORIES AND PHOTOS TO
CRAIG.S.CLAPPER.MIL@MAIL.MIL

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WAR PRODUCTION CO-ORDINATING COMMITTEE