

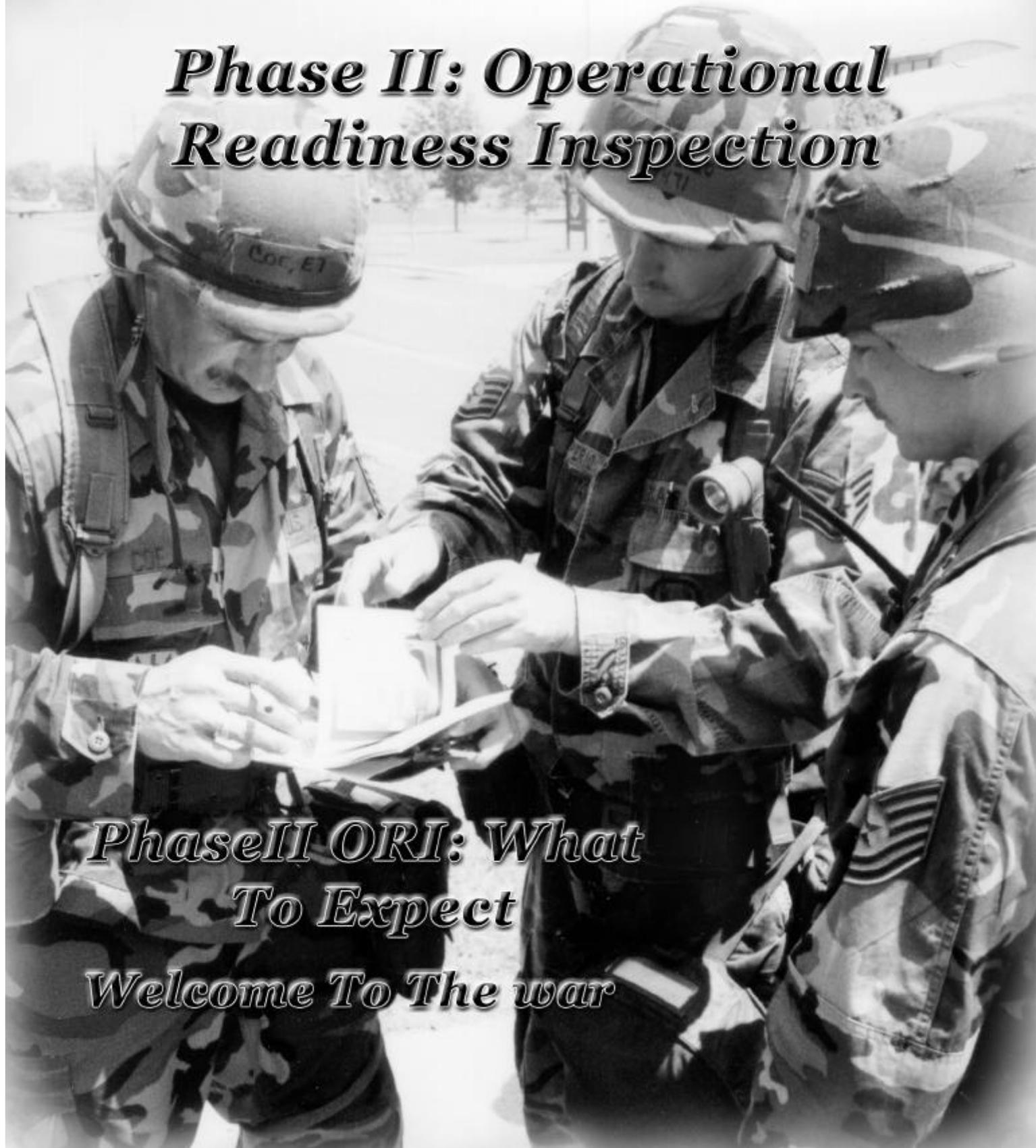
September 2000, V.36, 9

# ENGARDE

174th Fighter Wing

New York Air National Guard, Syracuse

## Phase II: Operational Readiness Inspection



*Phase II ORI: What  
To Expect*

*Welcome To The war*



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# Table of Contents

<b>3</b>	<b>Commander's Comments</b>	<b>7</b>
<b>4</b>	<b>Phase II ORI—What To Expect</b>	
<b>6</b>	<b>Chaplain's Corner Family Support Update</b>	
<b>7</b>	<b>Civil Engineering Deploys to Norway</b>	<b>8</b>
<b>8</b>	<b>Stan/Eval Inspection</b>	
<b>10</b>	<b>Watkins Glen NASCAR Race Welcome to the War</b>	
<b>11</b>	<b>Under the Pippier</b>	<b>11</b>
<b>12</b>	<b>Honor Guard Pictorial</b>	
<b>13</b>	<b>Drill Bits</b>	
<b>14</b>	<b>FYI</b>	
<b>15</b>	<b>Alumni News</b>	<b>12</b>



CE Deploys To Norway



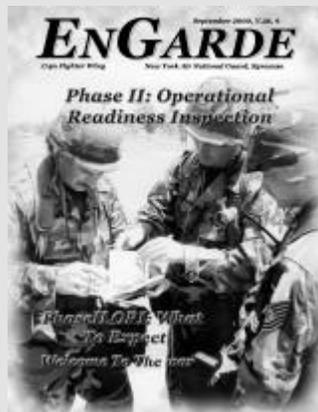
Stan/Eval



Under the Pippier



Honor Guard At Work



## About The Cover

MOPP levels and UXO sightings have become a familiar occurrence for 174th personnel in preparation for September's Phase II Operational Readiness Inspection. The cover depicts unit members checking their manual in response to Threatcon warning signals.

# COMMANDER'S COMMENTS

## PHASE II ORI: Changes in Attitudes, Changes in Latitudes

Within a matter of hours of your receiving this issue of the EnGarde we will begin the second phase of our Operational Readiness Inspection that began with our deployment to Saudi Arabia this past Spring. Like the first phase of this inspection, we are poised to set the standards for the entire Reserve Component inspection cycle. We will be visited by over 80 inspectors from the Inspector General's (IG) branch of Air Combat Command (ACC), we will host nearly 100 visitors from other ANG and Air Force Reserve Command bases who want to see the first homestation, drill weekend based inspection, and we will be under close scrutiny from the leadership of the headquarters New York ANG and the National Guard Bureau.

So what is the significance of the title I've chosen for this article? Simply put, the success of this ORI will revolve around those two key words: attitude and latitude. For attitude, consider both the attitudes of the 174<sup>th</sup> and of the IG team. For the 174<sup>th</sup> you've heard it before: the most important attribute you bring to the ORI is your attitude. Show up when you are supposed to, be mentally ready for a robust and challenging two day war, be positive in your outlook, and act and look like the professionals you are. But our attitude includes even more than just these qualities. I've heard discussions about the perceived lack of readiness ("we haven't practiced enough") to questions about the makeup of the player and non-player lists. There is a fundamental reason that our ORI looks different from

any that we have seen before. The days of the Guard spending all of its resources in order to impress inspectors is gone, and hopefully won't return soon. We have all seen the constant practices, up to and including deploying the entire unit to a training site, for months on end; the purchase of the newest and fanciest gadgets; and 'stacking the deck' with the old heads who've done it before a thousand times. It has guaranteed success before; why change? We've changed because the world has changed, and the Guard along with it. We all need to adjust our attitudes towards the new role of the Guard – we are no longer a force in reserve; we are a force that does the Air Force mission routinely. If we are to take care of our members and our equipment we cannot use them up on non-value added dress rehearsals. We cannot waste our resources on purchases that are only useful for inspections, and most importantly, we cannot afford to allow those people who are trained and ready to do their jobs to sit on the sidelines just because they haven't yet achieved that mystical 'been there-done that' status. That's why we haven't rehearsed this to death and spent hundreds of thousands of dollars on toys, and that's why the basis of our manning is taken directly from our wartime UTCs. What the IG will see is what a wartime Commander in Chief (CinC) will see – a confident, capable organization that doesn't rely on tricks or shortcuts to get the job done right.

What about the IG's attitude? Just as we have had to adjust to today's realities, so must the IG. The challenge for the IG is in some ways even more difficult than that of the unit, because the IG will be required to look at core

competencies even closer, and refuse to be impressed by the fluff and unrealistic efforts put forth. The IG's guide, ACC Supplement 90-201, is a detailed document that demands a lot



COL. Robert A. Knauff,  
174th FW, Wing Commander

from both the unit and the inspectors, but the burden is squarely on the inspectors to provide the framework that makes a successful inspection possible. The IG team will show up here with a can-do attitude, but will also be a bit apprehensive about how the conduct of this inspection will work out. Remember, none of them have ever seen this abbreviated inspection, either.

Which brings me to the final issue of latitude. Unlike past ORIs where there were a couple of days to find out what the inspectors really wanted to see, and to ease into the increasing tempo of the inspection, this format demands that we hit the ground running. Any questions or clarifications must be addressed immediately to the IG and up the chain of command at the 174<sup>th</sup>. There isn't time to wait for the end of day debrief from the inspectors – the end of day one is halfway through the inspection! All this means that there will be less flexibility, fewer opportunities to correct mistakes, and more reliance on doing the task right the first time.

ORI players should come to the base Saturday ready to do the mission – because that's what we do best.

### 174th Fighter Wing Vision and Mission Statements



#### Vision Statement

Our Vision is a world class fighter wing comprised of diverse individuals empowered to meet all challengers, and win. We accept nothing less.

#### Mission Statement

Provide combat ready personnel, aircraft, and equipment prepared for world wide deployment.

To deter or attack and destroy enemy surface and airborne forces in support of joint operations; and to support civil authorities at the direction of the governor.

#### Key Results Area

Readiness: Equipment-Training-People  
Effective use of People and Resources  
Environmental and Compliance Awareness

# PHASE II: What to Expect and How to Succeed

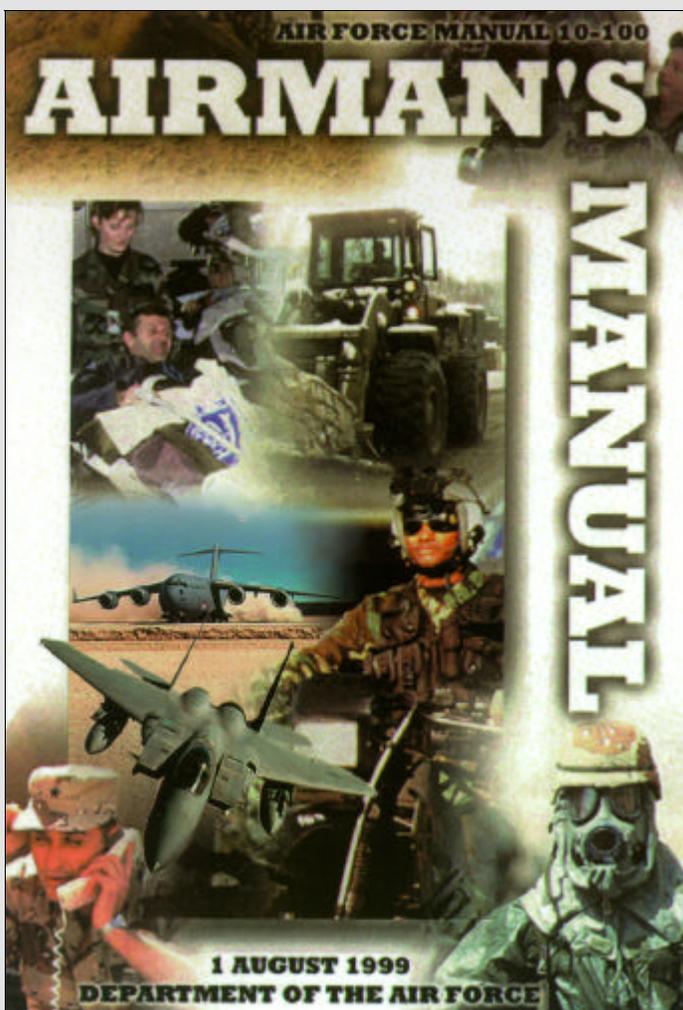
When you arrive here this UTA, our exercise scenario will have us deployed to a limited Collocated Operating Base located at Haburi Air Base, Saudi Arabia. We have been in theater for 30 days as of 15 Sep 00. The war for us starts day 31. There is a greater process which placed us in this environment than simply driving to the base and parking. This article will discuss how our war time tasking is defined and how people and equipment are identified in support of our war time obligation.

Where is our war time tasking derived from? This tasking comes from our Designed Operational Capability (DOC) statements. These identify all the critical personnel and equipment that each squadron needs to operate in a war time environment. They also defines our mission tasking expectations and operational capabilities.

Some UTCs function independently while other rainbow with other UTCs. Our DOC statements give us the big picture on how we operate, who we need and what we need. So how does this impact you? All "players" in the ORI are considered Unit Type Code (UTC) tasked. This means that they are assigned to a deployable position (as identified in our DOC) are properly duty tasked trained, have completed all ancillary training requirements, and are in good physical condition. The UTC's directly relate to the type of aircraft and the unit's training capabilities.

We report our readiness monthly through our Status of Resources and Training (SORTs) report. This report answers the following questions. Do we have enough serviceable equipment on hand? Do we have enough people to

perform our jobs? Of the people we have, are they fully AFSC trained and in good physical condition? These are some of the reasons we constantly push our people to complete all training and medical requirements during our UTAs. This has great impact on our success in meeting our big picture expectations... **YOU** have a great impact on our success. So, as you can see, there is a much bigger reason and process for you being here than just driving to the base.



We are here to meet our wartime mission tasking and show the Inspector General (IG) that we are trained and capable of meeting this tasking during our Phase II, Operational Readiness Inspection (ORI).

## KEYS TO A SUCCESSFUL ORI

Just a few short months ago, the ACC Inspector General conducted an evaluation of our ability to deploy personnel and equipment (Phase I). We certainly impressed them and they have a high expectation of our abilities for Phase II. Here are a few hints about how to survive and succeed:

1. **First Impressions:** How we are viewed initially sets the pace for the rest of the inspection, from the gate guard saluting sharply and smartly, to how we welcome the IG into our workcenters. Put your best foot forward. There is a lot to be said about having a positive approach and attitude to accomplishing your tasks. It's okay if you are not sure of something, just let the IG know you will get back to them if you can not answer the question....just be sure to follow through and do it. Use AFM 10-100 and AF Handbook 32-4104 if you are not sure of something regarding actions in a war time environment. Look sharp; act sharp!
2. Be professional. Use the appropriate terms of address when referring to officers and enlisted personnel and adhere to all customs and courtesies.
3. Don't debate with the inspector. Simply pass on that it is not your understanding and follow-up with your supervisor.
4. Brag about your accomplishments and the people that work for you. Show the IG parts of your program that you are most proud of and put a lot of work into. In the same respect, don't hide the bad stuff. Identify it and provide your resolution and work in progress to fix problems. Also, this is a great opportunity for the IG to learn about the Air National Guard's mission and tasking. We

must educate the IG on the unique aspects of the Guard. For some of the inspectors, this will be the first time they engage with an ANG organization. Let's show them what we are made of, tell them how we get things done. This is not only a learning experience for us...but the IG also.

5. We are all one team working towards the same goal. Sure there may be sections that may not approach situations the way you would, but everyone is here to do the best they can. Let's not be judgmental. Be supportive!

### INDIVIDUAL RESPONSIBILITY

All members of the organization contribute to our final assessment from the IG. Here are some items that you and you alone can accomplish in order for us to be successful.

Ensure you review and carry Airman's Manual 10-100 and AF Handbook 32-4014 and be familiar with:

- M291 (personnel skin decon) and M295 (area equipment decon) kit procedures and purpose
- P-tab usage and purpose
- Atropine administration
- Self Aid and Buddy Care (SABC) procedures
- Alarm conditions
- Begin hydration prior to Saturday. Get your body and mind in proper order and condition so you are strong and prepared for rigorous activities during the UTA

#### In Addition:

- Ensure you have your dog tags, line badges, ID cards, drivers license, and eye glass inserts
- Conduct a gas mask inspection when you report to work (or before you arrive)
- Ensure you bring your Individual Protective Equipment (IPE) and Ditty bag to work

- Park at the northwest end of the base
- Take the shuttle bus to your work center
- Be to work on time! The inspection begins at 0630 both days. Your supervisor will advise you of your specific report time
- Call your supervisor, if you have not already, to get spun up on last minute changes



- Respond to all exercise scenarios with a high sense of urgency. You should also receive an ORI Newsletter prior to the UTA. If you have not, call your supervisor

### BE SAFE!!

#### GENERAL INFORMATION

SABC – It is critical that we take care of our simulated injured and killed personnel. Sense of urgency and immediate medical care is one of the priorities after an attack. All simulated casualties and Killed in Action (KIA) personnel will be transported to the Squadron Medical Element (SME). If you have walking wounded, they must be escorted. If the individual cannot walk, then he/she must be transported via stretcher. This will require four escorts. If you find that you do not have the resources to do this, call your Unit Control Center for help. You should never try to do something alone....get help and don't be

afraid to ASK!!

**MAINTENANCE OPERATIONS:** Maintenance operations will be taking place on the upper ramp. This is due to our current construction. If you have questions about this, please call you supervisor immediately.

#### COMMUNICATION WORK FLOW:

During the inspection we have an upward and downward flow of communication. Flow of information is basically broken down into two different categories: Maintenance/flying operations and Base Recovery After Attack (BRATT) information. All Maintenance/flying communication flow is directed through the Maintenance Operations Center (MOC) and the Command Post.

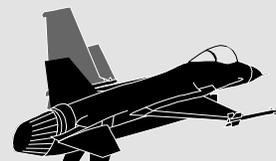
*BRATT* communication flows from the individual in the work center/UXO sweep teams, to the Unit Control Centers which in turn passes information on to the Survival Recovery Center (SRC). All mission and

Ability to Survive and Operate (ATSO) information is flowed into the Battle Staff, which is comprised of our Wing and Group Commanders, and staff representatives.

It is critical that you report any information pertaining to attacks, (UXO's, casualties, equipment damage, relocation of primary and alternate facilities), to your Unit Control Center, which in turn will forward it to the SRC. Base alarm conditions will flow from the SRC to the UCC's. React to the changing field conditions with a high sense of urgency.

If you see anything unusual...

**REPORT IT IMMEDIATELY!!!!**





# Chaplain's Corner

By Tech. Sgt. Chuck Greiner, 174th FW, Chaplain's Office



## Tech Sgt. Greiner joins Chaplains Staff

Hello, my name is Tech. Sgt. Chuck Greiner. I work in the Chaplain's Office with Chaplain Paul Mathis, Chaplain Tim Bejian and Master Sgt. Debbie Bitely. Our office is located across from finance, in the Headquarters building. Let me tell you a little about myself.

I've been married for sixteen years this August to my lovely wife Julie, and we're blessed with three chil-

dren, Natalie 13, Chuckie 10, and Clare 3 years old. Incidentally our cat Whisper just gave birth to seven baby kittens so my cup is filled to overflowing help. I work for Haun Welding Supply here in Syracuse and am in the process of getting my Masters degree in teaching at Oswego College. I live in Minoa and attend St. Mary's Church, where I have taught RCIA for 14 years. I'm a vocal spectator and chauffeur at my children's basketball and soccer games and push my three year old on the swing when she says, "We go outside Da?". My wife and I enjoy cross country skiing, bike riding and escape weekends.

I began my Air Force career in

1984 at Griffiss Air Force Base in Rome, as a supply troop. I separated from the Air Force in 1988, and re-enlisted with the 152nd ACG in 1989 as Graphic Specialist. I cross trained into the Chaplain's office in 1995. Due to the possible elimination of the section I transferred to the 174th in 1999. I have participated in Global Yankee 96, 97 and Global Patriot 98 as a member of the Chaplain Readiness Team.

One of our goals is visibility, so we'll be providing services in each of the shops on base; check the EnGarde and the OPOD for time and place. On behalf of the Chaplain Service I look forward to meeting and working with you.



## Family Support Update

By Maj. Kate Vaughan, 174th FW, Community Manager

Have you ever attended a conference or training session and returned to work with renewed enthusiasm? If so, perhaps you can relate to my recent return from the 2000 National Guard Family Program Annual Workshop in Nashville, Tennessee. If I had any doubt that the National Guard recognized the importance of the military family it was completely erased during this workshop.

Volunteers from 50 states joined together to share ideas and fellowship. Guest speakers included: Lt. Gen. Russell Davis, Chief, National Guard Bureau, Brig. Gen. Craig McKinley, Deputy Director, Air National Guard, and Ms. Dorothy Ogilvy-Lee, Chief Family Program Office, National Guard Bureau.

During Brig. Gen. MicKinley's presentation he highlighted some information I thought would be particularly interesting to our folks. Did you know the ANG Family is...

- 65% Married (80% Officers and 62% Enlisted)

- Includes children across all age categories (average of 2 per Officer and 1.45 per Enlisted)
- 6,000 military to military couples
- On average 11 years older than the Active Duty AF

equipment. I found it interesting that on average the ANG receives \$7 per member for Family Support, versus \$58-70 for the AFRES, and \$125 per member on Active Duty. Your Air Guard leadership recognizes this imbalance and is proposing a large budget increase that may result in obtaining a full-time dedicated Family Support person.



Your New York State Representatives at the 2000 National Guard Family Program Annual Workshop (Left to Right): Vicky Tillman, Kate Vaughan, Mrs. Fenimore, Michaela Babrich (174th FW Volunteer), Shelley Morris, and Pat Bradt.

Your present Family Readiness & Support program is primarily operated by volunteers with support from your Community Manager and Retention Office Manager. Our unit has a small operating budget that covers training and

In the meantime, we will continue to focus on our volunteer program here at Hancock field. We are in the process of setting up a Family Support Office that will contain two video phones for family members to talk and see their deployed/TDY members.

Your team is also heavily involved with Oktoberfest planning. We are looking for people willing to donate baked goods to sell on 14 Oct and benefit the Hancock Field Family Readiness Team. Please give me a call at (315) 454-6139 to let me know if you can help out or drop off your baked goods in the hangar that afternoon. I hope to see you at Oktoberfest

# 174FW/CES Deploys to Norway

By Major Tim Bejian, 174<sup>th</sup> FW, Chaplain

**H**eadline: Civil Engineers invade Norway! It may have seemed that way to the local indigenous population, but it was a friendly invasion. A total of 26 of us left Hancock Field the evening of the 16th of June by way of the 107th from Niagara Falls. We actually started out a little late because the KC 135 as it took off from its base had two bird strikes. I wish they hadn't told us that. It was a long flight over lots of very cold water and the thought of ending up in the drink flickered through a few minds, but in truth, nothing to be concerned about. The flight took about seven hours and we arrived mid morning their time but about 0200hrs our body time. That first day was a bit wearisome, but we adapted quickly.



Twenty Six members of the 174th FW, Civil Engineering Squadron pose with Norwegian Soldiers while on a two week deployment to Rygge Main Air Station, Norway.

Our two-week deployment was divided into two one week sessions. The first week was training in NATO procedures for runway crater repair. Now I won't attribute this comment to the source, but I was told that the NATO procedures for crater repair are inferior to the procedures we use. I wouldn't know, but I have no reason to disbelieve it. After listening to a de-

tailed description of our procedures and after experiencing first hand the NATO procedures, I asked myself why are we learning to do it this way? The best answer I came up with is that NATO's way is the lowest common denominator.

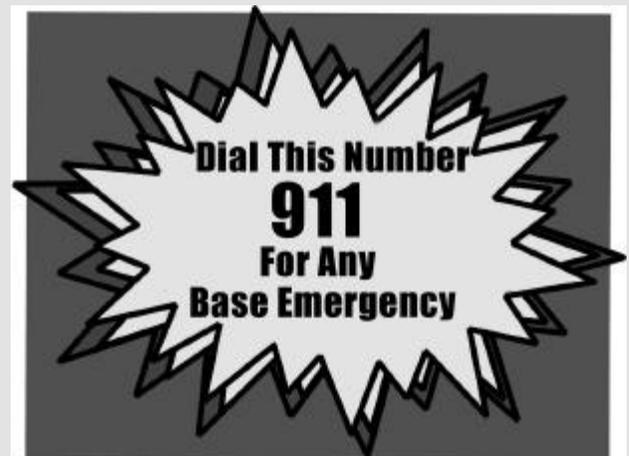
Other than this, it was a good experience. No one got hurt and we all learned something that made us more able to effectively support allied operations that we all know we will sooner or later be involved in.

Our second week of the deployment focused on doing actual projects around Ry-

gge Air Base. Road construction, building repairs, heated concrete pads in front of hangars and lots more filled our week. This was not a time where we goofed around. We did all that we were asked to do and more. No quitting early and leaving tasks undone. The men and women of CE worked hard and you can be proud of both the quantity and quality of their workmanship. For me it was a privilege to work side by side with all of them.

One more thing. While everyone worked hard, we also played hard. This told me something about this unit that words could never tell. These folks are a real team who cares about each other. But they are also a devious bunch as Major Bear soon learned. Major Bear was the chaplain's assistant (not shown in the photo) who was abducted by hostile forces one week into the deployment. In actuality, Maj. Bear was a party animal and he had a great time with the CE troops. Unfortunately, since the Chaplain got him back, he has been on bread and water and going to church regularly!

**T**he Base Emergency number is **911** and must be used to report all personal injuries on base. Using 911, on any base phone, automatically calls the Base Fire Department, Medical Squadron and Security Forces. In doing so, valuable time is saved when responding to an emergency. Dialing **911** allows the responding squadrons to acquire vital information about the incident; which will be forwarded through the appropriate channels, in turn lending a hand to a much more efficient and expedient response time.



# 174th Earns Overall “Excellent” during July 2000 USAF Stan/Eval Inspection

By Major Scott Poppleton and Capt Ed Vaughan, 138th Fighter Squadron

As you read this, the 174th is undergoing its most comprehensive USAF evaluation of the recent past: the USAF Operational Readiness Inspection (ORI). As Air Force inspectors simulate everything from terrorist chemical weapons attacks to full scale enemy invasion, members of the 174th will demonstrate our ability and readiness to wage war. While the ORI examines the unit's combat and deployment readiness, the Air Force also wants to know how well we train and prepare for combat here at home. In July, we were evaluated from that perspective in the lesser known, but significant, 9th Air Force Standardization and Evaluation Inspection.

Standardization and Evaluation, commonly called Stan/Eval, is a commander's tool to assess our combat capability and preparation over the long haul. From March 1999 through July 2000, Maj Scott Poppleton served as the 174th's Chief of Stan/Eval. In that capacity, he oversaw all areas of aircrew qualification and evaluation. The inspection team's final comments con-

tained, “A dedicated, hard-working, and enthusiastic Stan/Eval section initiated and maintained comprehensive pro-



grams, providing wing and squadron supervisors an accurate assessment of training programs and combat capability.” Among these programs are periodic written testing, flying evaluations, and supervisory review boards.

Assisting with this ambitious program is a dedicated assistant, TSgt Liz Rizzo. The 174th's Stan/Eval NCOIC since 1994, Maj Poppleton calls her “the most capable Stan/Eval NCO in the USAF.” The 9th Air Force Stan/Eval team, commanded by Col William Hewitt, listed TSgt Rizzo as one of the 174th's “Stan/Eval Standouts”. Several commendable items and many other noteworthy strengths were directly attributed to her efforts. In Col Hewitt's final inspection report, he again singled-out TSgt Rizzo, noting that her “knowledge and ability to manage...were a benefit to the unit.”

Among the unit's Stan/Eval programs, aircrew testing and evaluation are given much attention. 174th pilots are tested regularly on aircraft systems, general flying knowledge, and specific combat tactics. For example, every 174th pilot is required to complete a two-page emergency procedures and aircraft operating limits exam each week. This weekly test goes above and beyond that required by regulations. Items on the quiz include all Critical Action Proce-



After 33 years of service to the 174<sup>th</sup> FW and the NYANG, Lt. Col. Mike Waters was recently honored at a retirement celebration attended by family, military, fire service friends and associates from the local media.

Airman Basic Waters enlisted with the 174<sup>th</sup> in 1966 and was assigned as a Fire Protection Specialist. A 1972 trip to Officer Candidate School provided the 174<sup>th</sup> Fighter Group with 2nd Lt. Mike Waters as a Ground Safety Officer. Because of his experience with the 174<sup>th</sup> Fire Department and his volunteer membership with the Dewitt Fire Department, Lt. Col. Water's, also known as “Major Fire”, was appointed as the Onondaga County Fire Coordinator, a position he still holds.

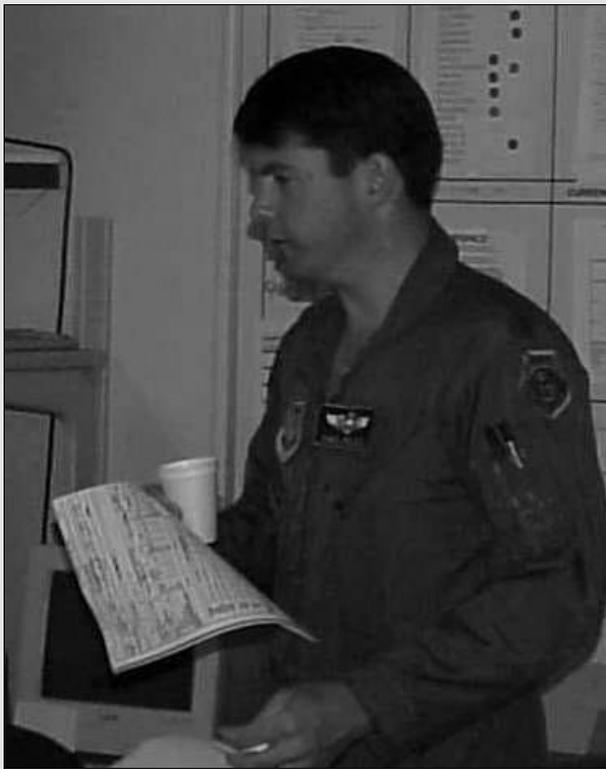
In 1986 he took over as the Public Affairs Officer at the 174<sup>th</sup> Fighter Wing. Between 1991 and 1999, Lt. Col. Waters was assigned to Langley AFB, Shaw AFB, USAFE and Incirlik AB, to name a few, where his PA talents were optimized. Lt. Col. Waters was assigned to the NYANG Headquarters from 1993 to 1998 as the Public Affairs Officer. Finally, Lt. Col. Waters' “came home” to Hancock Field and served as the PAO until his March 2000 retirement. Mike Waters' love and dedication to this unit and each of its members was always apparent in the media stories and events in which he was involved. He will continue to be a strong supporter of the 174<sup>th</sup> FW.

dures (CAPS) which must be committed to memory, and specific engine limits, such as RPM and oil pressure.

Another periodic exam is the monthly Stan/Eval test. This exam is open-book, but requires pilots to dig deep into AFIs and Tech Orders, thus refreshing their knowledge and currency. A pilot's flying and academic training is comprehensively evaluated twice every 12-17 months in Instrument and Mission flight evaluation checkrides. Associated with the checkrides are a series of open and closed book written exams, as well as an Emergency Procedures Evaluation (EPE) conducted in the simulator. Stan/Eval Flight Examiners (SEFE) conduct both the flying and simulator checkrides. SEFEs are commander-designated, highly-experienced pilots specifically trained in evaluation techniques.

Part of the 9th AF visit was devoted to reviewing the 174th's SEFE procedures. In administering pilot evaluations, unit SEFEs present a tactical scenario and observe the pilot's ability to plan, coordinate, brief, and fly the profile. In addition to reviewing all the records of these annual checkrides, 9 SEFEs and

11 other pilots were actually given checkrides during the 9th AF visit. Regarding SEFE performance, the inspectors wrote, "Not only were (174th) SEFEs among the most experienced F-16 pilots in the CAF (Combat Air Forces),



but their in-depth knowledge of Stan/Eval and the various squadron procedures ensured all evaluations were thor-

ough and standardized."

The other 11 pilots, representing a cross-section of unit experience levels, each earned "Qual-1"--the highest grade. Our newest F-16 pilot, Capt Don Rufener, flew a discrepancy-free Instrument/Qual Evaluation, receiving a commendable for his Straight-in Simulated Flame-out approach. Another pilot, Maj Chris Peloza received an "Exceptionally Qualified" designation on his Mission Flight Evaluation. This identifies his performance on that checkride as among the very best in the Air Force. As a direct result of aircrew performance in all the checkrides, the 138th Fighter Squadron received an overall "Outstanding" rating.

In the final inspection report, Col Hewitt wrote the following: "The 174th Fighter Wing is a general purpose F-16C unit fully prepared and capable of executing its worldwide combat tasking. Current emphasis on combat capability is evident throughout the organization, from maintenance and operations to support. Unit pilots displayed noteworthy mission knowledge, skill, and tactical planning in executing challenging mission profiles. The wing is fully capable of lethally and effectively executing its assigned tasking."

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**G**eneral John Jumper, Commander of Air Combat Command, pauses to chat with Lt. Col. Tania Mousaw during the Air War College Commencement proceedings at Maxwell AFB.

Air War College is the professional military college for senior officers. The College provides leaders the opportunity to study the world environment in-depth, and focus on threats and opportunities most relevant to our national security. Students explore how the military force structure must develop to meet these challenges, and what strategy and doctrine will best define a peacetime presence with a readiness to defend against potential adversaries.

Students meet daily in a routine of lectures and seminar discussions that explore an integrated approach to applying selective military resources in support of the National Security Strategy. Students have the opportunity to meet and speak directly with such guest speakers as Gen Wesley Clark, Gen John Jumper, and Retired Gen Ron Fogleman.

This year's class boasted the largest number of guard officers to ever attend the program. Lt Col Mousaw graduated with honors from the 11 month program with a Master's Degree in Strategic Studies.











Have an idea for the the EnGarde?  
Contact the Public Affairs Office @ 454-6651,  
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# Alumni News



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