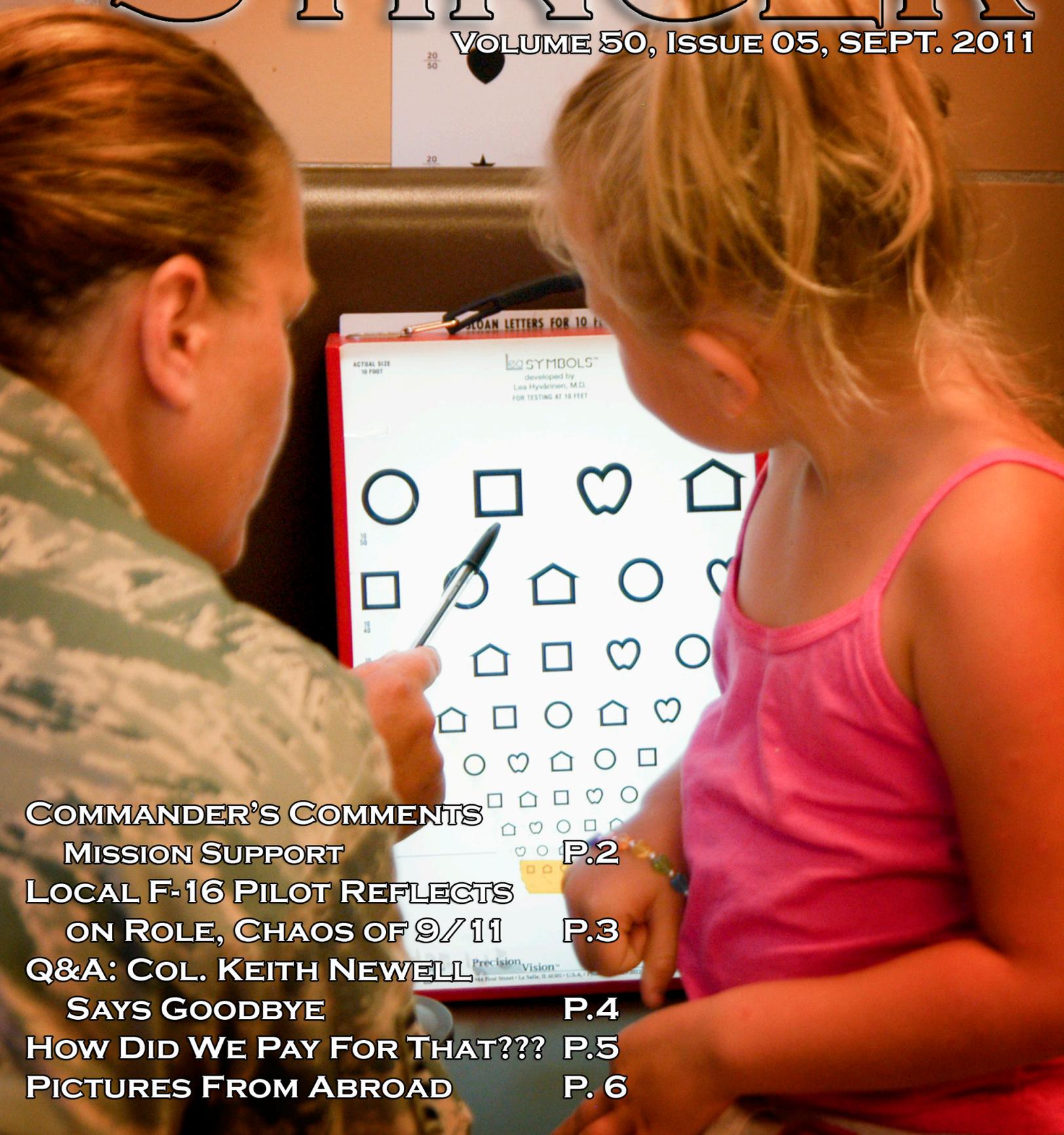


THE

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COMMANDER'S COMMENTS

MISSION SUPPORT: THE NAME SAYS IT ALL

Below is the speech Lt. Col. William Giezie gave as he assumed command of the 180th Mission Support Group.

Good afternoon Col. Nordhaus, Group, Squadron, and Flight Commanders, Chiefs and NCOs thank you so much for being here with us today. And most importantly I want to thank the men and women of 180th Mission Support Group for being so flexible with your schedules and training to be here today.

Before I begin my remarks there are some other individuals I want to thank, as well. Twenty four years ago I raised my right hand and volunteered to support and defend the Constitution, but there's a group with me here today who didn't get to volunteer but have made enormous sacrifices in service to our nation without a word of complaint. That's my wife and children. Six units, three bases, 4 long term deployments, countless TDYs and now our third command. I thank my family for all of your endless support and sacrifices.

I'm deeply honored to be part of the 180th Fighter Wing and the Mission Support Group. That very name suggests the importance of our mission. The support challenges facing our wing and nation are complex, unremitting and compelling, and addressing them requires our complete focus, effective partnerships, leadership and synchronized efforts.

The importance of our mission can be seen throughout history by those organizations who failed at providing agile combat support. There have been many highly motivated, experienced, veteran armies who had the most technologically advanced equipment and trained leaders who failed due to their loss or lack of combat support. Whether you analyze Germany in World War II or the Confederate Army in the American Civil War, one can trace some aspect of the loss these forces experienced to their inability to feed, care for and support their personnel, or repair and maintain their vehicles and equipment, provide fuels, communicate, establish their defenses, procure their supplies, or repair and maintain their infrastructure. Every organization and each individual member within this group is critical in ensuring mission accomplishment for local wing training, homeland defense, providing support abroad and responding to our State's needs.



Lt. Col. William Giezie
180th Mission Support Group
Commander

Answering these calls means we must work with each other, our counterparts across the wing, the National Guard and the Air Force to provide the means to support their ongoing operations. Answering the call means we must ensure uninterrupted support capabilities are provided to allow for and improve the effectiveness of combat power during periods of peace, war, and natural disaster.

Almost a year ago I had the privilege of sitting in this same room and watching as unit after unit within this Group received outstanding and excellent ratings for our performance in the wing's 2010 ORI. I watched the mission support group receive an overall rating of Excellent from the ACC Inspector

General. I don't know if it was obvious to everyone in the room at that time, but those high ratings in all of our mission support units was an extremely rare event that doesn't normally happen. All of those ratings were earned by the technical capability of our airmen and junior NCOs combined with the leadership from our Senior NCOs, Chiefs and officers under the guidance of our commanders. All of you proved that this group is truly made out of high performing professionals.

For every challenge there are opportunities, and together we will adjust to the major challenges facing the group. We will work with our mission partners to bring our capabilities to bear effectively and efficiently. We will look to craft new approaches to difficult problems associated with increasing requirements and reduced resources. We will also provide unwavering support to our warriors and their families who often bear the heaviest burden of service and sacrifice. Together we will face the challenges of today and tomorrow the same way we faced the challenges of last year's ORI, through our technical capability combined with leadership and guidance provided by our members. I know your dedication and focus will be instrumental in fulfilling our commitment to today's and tomorrow's operations.

I am honored that Col. Nordhaus and the leadership of the Ohio Air National Guard have entrusted me with this opportunity. To the airmen of 180th Mission Support Group you have my commitment, that I will give you my best.

LOCAL F-16 PILOT REFLECTS ON ROLE, CHAOS OF 9/11 AIRLINER'S DOWNING WAS ORDERED

By Tony Cook
Blade Staff Writer

www.toledoblade.com

Printed Wednesday, September 07, 2011

Lt. Col. Scott Reed, a Toledo-based fighter pilot, perhaps came as close as anyone ever has to doing the unthinkable: shooting down a civilian jetliner.

And at the time, he didn't even know how close he came.

His story reveals as much about the nation's ruined sense of security as it does about the dramatic events that unfolded on that awful September morning nearly 10 years ago.

At the time, the Ohio Air National Guard's 1,000-member 180th Fighter Wing unit at Toledo Express Airport hadn't seen action since helping to enforce a no-fly zone over portions of Iraq in 2000, and its personnel were beginning a routine day that morning.

Master Sgt. Anthony Garver, a munitions specialist, was outfitting F-16s with missiles and ammunition for a training launch. Master Sgt. Mark Close, who was beginning his first day as a full-time guardsman, was changing a light bulb on a wing tip. And Colonel Reed, a 39-year-old training pilot, was planning for an afternoon training mission.

Then, just before 9 a.m., there was commotion in the break room. Colonel Reed heard the television blaring from down the hall. Not very professional, he thought.

Sergeant Close, who until that day had been a factory worker and weekend warrior, came in from the flight line for a part and saw others watching TV. At that time, only the first plane had struck the North Tower of the World Trade Center.

"I was like, 'Oh that's crazy,'" he said.

When Colonel Reed saw what was on TV, he didn't even consider the possibility that America was under attack. He figured it was a private pilot who made an error and had a tragic accident.

Sergeant Close, meanwhile, dropped off his part on the flight line and returned to see that a second plane had hit the South Tower. Sergeant Garver, who also was watching the television, said it was only then that they realized it was no accident.

Unknown to them, the military response had already begun. The North East Air Defense Sector, part of a special U.S. and Canadian military agency called North American Aerospace Defense Command, or NORAD, which is tasked with detecting foreign invaders, ordered two fighter jets from Massachusetts to take off for New York after the first attack.

They arrived eight minutes after the second plane struck the South Tower and began circling the city to prevent further attacks. Two jets from Langley,

Va., meanwhile, were 12 minutes away when a jetliner flew into the Pentagon.

At about that time, a fourth plane deviated from its westward flight path near Cleveland.

That's when the phone rang at the 180th's operations desk. It was the first time the unit had ever received a call from NORAD's North East Defense Sector, Colonel Reed said.

"Our folks at the ops desk didn't know how to take the call," he said. The phone was passed around the room. "This guy is saying something weird," people said. At one point, Colonel Reed got on the phone.

"They're saying they need two jets airborne as soon as possible," he said. "I said, 'You do know who you're calling, right? This is Toledo.'"

The confusion at the unit's operations desk was indicative of a broader problem.

Until then, the nation's air defense system was still in a Cold War posture. Only 14 military jets were on alert at seven locations at 8 a.m. EST -- all along the country's borders -- and the military's radar trackers were positioned along the coasts to pick up outside invaders. That left blind spots in America's interior and forced the military to rely that morning on civilian air traffic controllers from the Federal Aviation Administration and jets from Toledo.

"Prior to 9/11, we really thought the threat was coming from outside of America," said Col. Steven Nordhaus, commander of the 180th. "We learned after 9/11 that threats could come from inside."

Thus, the 180th was not assigned to NORAD's regular defense network -- as it is now -- and wasn't supposed to expect a call. Everyone was improvising. Colonel Reed's superiors told him to grab a wingman and take off.

"Neither of us knew what the tasking was, where we were going, what they were asking us to do," he said.

Jets from Toledo took off at 10:17 a.m., according to a 2001 Air Force briefing.

By then, President George W. Bush had issued an order to shoot down the fourth hijacked plane before it hit any potential targets. Had Flight 93 stayed in the air, chances are high that Colonel Reed would have reached it first.

Instead, passengers of Flight 93 took matters into their own hands and the plane crashed in Pennsylvania at 10:03 a.m., according to the 9/11 Commission Report. Air traffic controllers advised the North East Air Defense Sector of the crash at 10:07 a.m.

It's unclear whether the call to the 180th came before or after military officials knew that Flight 93 was down. Colonel Reed doesn't remember exactly when the call came in, and base officials said they don't have

QUESTION AND ANSWER..

COL. KEITH NEWELL SAYS GOODBYE

Col. Keith Newell, 180th Fighter Wing Operations Group Commander, retired after 27 years of service. Below are his answers to questions the Public Affairs office asked him about his time with the 180th and his career.

1. When did you enlist in the military? 1984.

2. Were you always at the 180th? If not, where were you before? Started off on active duty - AFB's; Edwards, Vance, Holloman, MacDill, Shaw and then PCSed here as an F-16 Instructor for the transition from A-7 to F-16.

3. What jobs (AFSCs) did you have in the military? Flight Test Engineer and Pilot

4. Looking back, what was one of the most memorable moments in your time at the 180th Fighter Wing? Our first trip to Turkey and a combat zone in the F-16.

5. What did you enjoy the most about being at the 180th Fighter Wing? By far, the people. Consummate professionals as evidenced by all of our HHQ's inspection results. My family also enjoyed being able to grow some roots, attend school in a single district K-12 without moving every year and a half, and being close to family and friends.

6. Are your children in the Guard/military? Our daughter chose to become a teacher and is currently working at school for autistic children. Our son joined the unit and is working in the Support Group communications field. We are incredibly proud of both of our children.

7. Are there any experiences that you would have handled differently knowing what you know



Photo by Master Sgt. Elizabeth Holliker, Public Affairs

Col. Keith Newell, 180th Fighter Wing Operations Group Commander, taxis in after his final flight in the F-16. Col. Newell recently retired from the 180th Fighter Wing with 27 years of service in the Air Force and Air National Guard.

now? I've gotten in some people's chili before when they may have not deserved 100% of it.

8. What advice would you give a new enlisted person? officer? Avoid careerism at all costs. If it's right and nobody is doing it, it's still right. Don't become a "yes" person. Trust but verify when it comes to working with "experts". Attitude is everything; keep a positive one as it's very contagious. Gen Powell's 13 rules are also good ones to live by. I find myself utilizing #2 every so often.

9. Which position did you learn the most in? In the technical arena, being a fighter pilot has been an incredible, non-stop learning experience. Starting with basic flying in undergraduate pilot training all the way through the complex weaponry employed with today's version of the F-16, it has been very challenging and rewarding. In the

people department, I've found that despite PME's best efforts, leadership doesn't come from a book. Bookwork and diligent study of history can be a very useful tools, but for the most part, it's a self study, learn as you go process and hopefully those charged with leadership roles have been blessed with some God given talent to use along the way.

10. What do you feel are your biggest accomplishments as a Guardsman? Making the transition from "I'm here for a paycheck" to "I'm here to serve and for a higher purpose". I hope that everyone can make that transition before they either separate or retire.

11. What will you miss most about the 180th Fighter Wing? See answer #5 - the people and camaraderie.

HOW DID WE PAY FOR THAT???

THE AIR FORCE REPAIR AND ENHANCEMENT PROGRAM

by Senior Master Sgt. Stephen Vary,
180th MXMV

When it comes to acronyms we all know the military is king. Words like ASAP, DTS, and CAMS come to mind. One of the latest to join the ranks here at the 180th is AFREP. It stands for the Air Force Repair and Enhancement Program. This program actually evolved from the Navy "Gold Flag" program after the first Gulf War to help eliminate supply shortages.

This year we just started the AFREP program at the 180th. Under the program units are allowed to repair consumable items, mainly those expended at base level, as well as some non-consumable items (depot-level) provided proper approval and tech data are available. It is designed to enhance maintenance self-sufficiency and save money. Rather than throw away old or broken parts and ordering new ones, we try and find the problem and repair it locally if we can. If not, some items can be repaired by contractors at considerable savings rather than purchasing new.

The vast majority of repairs are for aircraft components or related equipment. The program is not limited to just the aircraft though. Aerospace ground equipment shops have also utilized the AFREP program effectively and other areas may contribute to the program as well. The idea is to try and save money and provide quality maintenance parts and equipment. It requires a little extra work and documentation on our part but it pays big dividends. The reward comes primarily in knowing that we can continue to keep our aircraft flying. In addition to that, some of the savings are recouped and able to be used by the unit to spend on other things to make our work environment and quality of life better.

Although the program is still in its infancy stage at this time, we are learning fast how to make the program better and stronger. So far this year the program has garnered over \$100,000 in savings. These savings have resulted in tens of thousands of dollars being spent to provide the 180th unit members state of the art exercise equipment such as treadmills and elliptical machines to help keep unit personnel fit to fight. Future purchases may include new furniture, audio visual equipment for training purposes or anything else that makes our work place better.

Since 1999, Air Force maintainers have saved taxpayers hundreds of millions of dollars. AFREP units processed nearly 27,000 items that may have previously been thrown away or repaired at a greater cost in just one year's time. Budget constraints, unavailability of new parts, and the ability to make our lives better are all reasons to support the program and contribute in any way we can. The goal is to fix the jets and keep 'em flying.

YOU MAY BE ELIGIBLE!!

TRAUMATIC INJURY PROTECTION PROGRAM

The Servicemembers' Group Life Insurance Traumatic Injury Protection program is a rider to Servicemembers' Group Life Insurance. The TSGLI rider provides for payment to service members who are severely injured (on or off duty) as the result of a traumatic event and suffer a loss that qualifies for payment under TSGLI. Web site: <http://www.insurance.va.gov/sgliSite/TSGLI/TSGLI.htm>.

Effective 1 December 2005 – all service members covered under the basic SGLI are automatically covered with TSGLI. Currently, service members who were severely injured between October 7, 2001 and November 30, 2005, were qualified for a TSGLI payment only if their injury was incurred during Operation Enduring Freedom or Operation Iraqi Freedom. As a result of the Veterans' Benefit Improvement Act of 2010, - effective October 1, 2011 – TSGLI will be payable for all qualifying injuries incurred during the period October 7, 2001 – November 30, 2005, regardless of where it occurred or whether the member had the basic SGLI coverage at the time of injury.

TSGLI payments are designed to help traumatically injured service members and their families with financial burdens associated with recovering from a severe injury. TSGLI payments range from \$25,000 to \$100,000 based on the qualifying loss suffered.

The premium for TSGLI is a flat rate of \$1 per month for most service members. Service members who carry the maximum SGLI coverage of \$400,000 will pay \$26.00 per month for SGLI and \$1.00 for TSGLI for a total of \$27.00 per month.

If you wish to file a claim, you should utilize the new TSGLI application SGLV 8600. Your branch of service will determine your eligibility based on the program criteria. Follow this link to download SGLV-8600, Application for TSGLI Benefits . You must attach medical documentation that supports your claim.

PICTURES FROM ABROAD...

Senior Airman Amber M. Williams, 180th Public Affairs, is currently deployed to 438th Air Expeditionary Wing, Afghanistan. Senior Airman Williams is training her Afghan counterparts in military photography, while providing photography support for deployed units.

The 438th AEW's mission is to set the conditions for a professional, fully independent and operational-capable Afghan Air Force that meets the security requirements of Afghanistan today ... and tomorrow.



Dual Training Mission at 838th AEAG

Afghan Special Forces members sit in the back of an Afghan Air Force Mi-17 helicopter during a dual training mission at Shindand Air Base, Shindand, Afghanistan July 18, 2011. According to 838th Air Expeditionary Advisory Group members, it was the first time Afghan Special Forces and Afghan helicopter pilots have flown a training mission together. (U.S. Air Force photo by Senior Airman Amber Williams)



Dual Training Mission at 838th AEAG

Afghan Special Forces members clear buildings during a training mission at Forward Operating Base Thomas, Shindand Afghanistan July 19, 2011. The training mission involved flying to locations and clearing buildings. (U.S. Air Force photo by Senior Airman Amber Williams)



Counter Narcotics

Four Mi-17 Helicopters return from a counter narcotics mission to the Kabul International Airport, Kabul, Afghanistan August 10, 2011. Members of the Afghan Ministry of Interior's Air Interdiction Unit accomplished a first by completing their first fully-integrated counter narcotics operation alongside coalition aircrew. The mission aimed at destroying illegal drugs and drug-making equipment in Achin District in Nangahar province. (U.S. Air Force photo by Senior Airman Amber Williams)

From *GOODBYE, Page 4*

12. Was there a motto you maintain throughout your career? I had a few that I used frequently: work hard, play hard; earn your pay with an honest day's work for an honest day's pay.

13. Did you have a mentor or role model that you admire or helped to shape your career? My Squadron Commander at Shaw AFB and flight lead during Desert Storm, Ron "Perk" Perkins, was a great role model, leader, and combat aviator. I also took mental notes along the career journey about techniques that I liked and would employ when given the chance and also took notes when there was poor leadership and techniques; promised myself that I give it all I had to avoid making the same mistakes. I would also be remiss if I didn't recognize my parents. Great and supportive people for all 50+ years of my life; THANKS!

14. Of the places and missions you have participated in with the 180th Fighter Wing, are there any which stand out in your mind? Why? All of our AEF deployments stick out in my mind because that's where the rubber meets the road. We can train all we want, do tons of non-AFSC CBT's, get scores of HHQ inspections, but what the taxpayers expect are warriors who are ready, willing and able to take the fight to the enemy. It was my honor to be part of an organization that did just that, from the start of our AEF's with Operation Provide Comfort all the way through OIF/OEF.

15. In all the people you've met so far in your career, which has impressed you, the most? See

#13, but I'm incredibly impressed with the new generation of Airmen who are joining the ranks of the 180th. The fired up attitudes they bring to the table along with fantastic technical skills makes it easier for me to depart the organization; I know we'll continue the long tradition of excellence with this new generation of professionals.

16. What is some advice that you give to young members of the National Guard? Stay focused on your job, give it your all, believe in and live the USAF core values, and trust but verify.

17. What are your plans for retirement? Going to work for General Electric testing jet engines at their Peebles Ohio facility.

18. Many folks have seen you on a daily basis, but don't really know you. What else can you tell us. To use a phrase that I actually hate - I am "all in" when it comes to God and country. I also believe in open and honest assessments of people & mission, even if it might be a little painful at the time.

19. If you had to narrow it down to one thing, what has changed the most during your time at the 180th or throughout your career? HHQ mission focus. It seems the focus has shifted away from a warrior mentality to ancillary items. In the business that we're in, there is no trophy for second place; we need to be the masters of our trade 24/7/365. That's why the people in the Ops Group have heard me preach "learn your job".

CDC 90% CLUB

Congratulations to the following individuals who passed their CDC end Of course exam with a score of 90% or higher:

| Name | CDC | Unit |
|-------------------------|--------|------|
| Senior Airman Mark Long | 10023W | CES |

CLEP TESTING COMPLETION

Congratulations to the following individuals who have successfully passed their respective CLEP exam. The CLEP exam results will be applied toward his CCAF (Community College of the Air Force) degree. For more information on obtaining a CCAF degree, please contact the Force Development Office (ext. 4175, 4182 or 4344).

| Name | CLEP Exam | Unit |
|------------------------------------|-------------------------------|-------|
| Senior Master Sgt. Robert Atherton | Organizational Behavior | MXOOM |
| Staff Sgt. Nathan Bell | College Composition Modular | MXAAV |
| Staff Sgt. Michael Craig | Principles of Public Speaking | SFS |

TRIBUTE TO THE 180TH FIGHTER WING AND THE MILITARY THE CORN MAZE AT THE BUTTERFLY HOUSE



Courtesy photo provided by Duke Wheeler

The Whitehouse Corn Maze has created four military themed mazes for this years visitors. The 180th Fighter Wing Stinger and F-16 are in the left hand corner. Their hope is to increase the public's awareness of the contribution and commitments to our military families throught the community. For more information visit www.whitehouse-cornmaze.com. Military night is Oct. 19, visit the website for times.

PAY DTS DEBTS ONLINE

In an effort to improve the DTS debt collection process, DFAS has added a DTS Debt Payment form to the Pay.Gov, <http://pay.gov>, website. DTS users who are in debt to the government can now make payments online using a personal credit card, debit card, or bank account, through the website.

To make a payment, go to www.pay.gov, search for the DTS Debt Payment Notification form, and enter the information found on the DTS debt letter and method of payment. Payment(s) made through Pay.Gov will post to the DTS document once they are processed.

For more information, review the "Using Pay.Gov to Satisfy a Travel Incurred Debt" and "Guide to Managing Travel Incurred Debt" information paper at <http://www.defensetravel.dod.mil>



The next Top Three meeting is scheduled to be Sunday Sept. 11, at 10:30 a.m in the LRS building, room 114.

ADOPT-A-HIGHWAY CLEAN-UP

The Top Three have organized the 2011 adopted-a-highway clean-up on the Eber Road, Weck-erly/Salisbury Loop. If you would like to volunteer meet at the pavillion Sept. 10 at 4:30 p.m. in civilian clothes. For more information please contact Master Sgt. Jennifer Rozick at 419-868-4219.

PHOTOGRAPHY ON BASE

ACC has directed changes and tightening of our compliance with photographing our flight-line, jets and other restricted areas on base. Public Affairs is in the process of updating our wing instruction. No pictures should be taken of the flight-line/aircraft hanger, our aircraft or other restricted areas unless approved through our PA office or Wing Executive officer. Anyone caught taking pictures of our flight-line, aircraft and/or other restricted areas will have their camera (includes cell phones with cameras) taken and held until the pictures on the device can be evaluated. Cameras will be confiscated and not returned if they contain any classified information. Special events can be coordinated through our PA office and/or Wing Executive officer.

PROMOTIONS

To Major

Katherine Cherolis, FW
Elizabeth Vossler, FW

To Chief Master Sgt.

Robert Siebenaler, CEF

To Senior Master Sgt.

Tony Ursell, MXABW

To Tech. Sgt.

Jill Bonnough, LRS
Kenneth Feltner, 555th
Benjamin Laubender, MG
Jerry Watts, MXS
Micheal Woronec, AMXS

To Staff Sgt.

Brenden Blair, MXS
Eric Bruhl, CF
John Cessna, CF
Lance Cousineau, MXS
Kyle Dussel, SFS
Brian Fleckaller, MXS
Kevin Justen, AMXS
Anthony Mollison, AMXS
Kelly Obrien, MXS
Sarah Perry, AMXS

To Staff Sgt. (cont.)

Latrice Ridgell, SFS
Nicholas Sizemore, SFS
Samuel Thornton, SFS
Robert Tyburski, SFS

To Airman 1st Class

Brian Jennings, OSF

To Senior Airman

Tierra Brown, FSS
Tom Burden, AMXS
Ryan Burkhardt, AMXS
David Donovan, MXS
Donal Hallett, MXS
Zackary Koehn, CES
Andrew Kolbe, MXS
Aaron Laver, MXS
Jacob Moening, MXS
Steven Powell, AMXS
Sean Ross, MXS
Nicholas Sabo, MXS
Michelle Satter, MXS
Dallas Schulze, MXS
Jordan Seedorf, MXS
Dean Telecsan, AMXS
Micheal Young, MXS

RETIREMENTS

Master Sgt. James Cass, AMXS
Master Sgt. Todd Engel, FSS



LAST CHANCE!!! DTS AND CSA REGISTRATION

DTS

In accordance with OSD and SAF the Defense Travel System (DTS) is mandatory for all military and civilian members of the DoD effective Oct. 1, 2011. Everyone MUST self-register for DTS as soon as possible to get any Fiscal Year 2012 Orders. Visit the 180th FW webpage, <http://www.180fw.af.mil/shared/media/document/AFD-110807-002.pdf>, for instructions.

CSA

In order to complete registration with DTS, all members must have a CSA card. To obtain a card visit the 180th FW webpage, <http://www.180fw.af.mil/shared/media/document/AFD-110807-001.pdf>, for complete instructions.

180TH PHASE 1 ORE: BAG DRAG



Photo by Master Sgt. Elizabeth Holliker, Public Affairs

Tech. Sgt. Jason Mims, 180th Fighter Wing Recruiter, inspections a guardmembers personal bag during the 180th Operational Readiness Exercise, Aug. 5 and 6. Visit the 180th webpage, www.180fw.af.mil, to view a video on Phase 1.

From 9/11, Page 3

a call log dating that far back.

What is certain: Colonel Reed knew nothing about Flight 93.

After takeoff, he presumed he would receive further instructions. Instead, he found himself on the radio with a confused air traffic controller from Cleveland.

"They said, 'Well where do you want to go?' I said, 'Well, I thought you were going to tell me that.' After a bit... they turned me east."

An F-16 fighter jet is capable of speeds in excess of 900 mph, but Colonel Reed flew east at much lower speeds.

"We were flying at what I would consider a normal speed -- 400 mph ballpark, which isn't particularly fast... We could have gone supersonic easily and gone at a much faster speed, but we weren't being sent on any specific tasking at that time."

All nonmilitary air traffic had been grounded and Colonel Reed spent the next three hours helping to clear the skies. By that time, most commercial aircraft had landed. Only small planes flown by amateur pilots were left, Colonel Reed said.

Air traffic control would pick them up on radar and ask Colonel Reed to investigate. What ensued resembled something like a comic moment in a Hollywood blockbuster: an F-16 pulls up alongside a surprised crop duster and points to the ground through his cockpit window.

"Nowadays, if an F-16 showed up on the wing of your airplane, you would recognize, 'I'm probably someplace I shouldn't be,'" Colonel Reed said. "I would say the folks at that time didn't feel particularly threatened by us. It was more of a curiosity, like, 'Wow, I've never seen that before.' Probably they were confused and surprised."

He escorted about three planes to the ground, refueling over Lake Erie at one point. Then he returned. Not until he got home that night did he learn about Flight 93.

"That night, I don't know that I immediately made that connection -- that this particular airplane was our tasking," he said. "But then, yeah, over the weeks and months that followed, because [Flight 93 was] flying essentially westbound, it made more sense that they would call Toledo because we're kind of on the route of flight."

Before that day, the possibility of shooting down an airliner with innocent civilians on it had never occurred to him, he said. "Now it is obviously something you have to consider as a possibility."

Asked if that weighs on him -- a man who began his career with the Air Force in 1984 -- he said he resolved such issues a long time ago.

"Once you've chosen to wear a uniform as a profession, that's when you answer those questions for yourself," he said. "That fundamental question you're asking is not a question that needs to be asked

in an F-16 as you roll up behind a civilian airliner. That's not the time to agonize over that."

If given such an order, he would carry it out, he said.

"Whether it's an American family on an American airliner over the United States or it's an Afghanistan Taliban member halfway around the world, the morality doesn't change. It's still a human life and it's precious," he said. "When we get to that worst-case scenario I trust that it is the last option and I've got a job to do at that point."

That morning's events can still be felt at the base 10 years later. In the intervening time, the 180th has flown missions over Iraq and Afghanistan. One of its pilots, Lt. Col. Kevin Sonnenberg, died in a crash in Iraq. A building at the base is named after him. The 180th also flies alert status missions for NORAD now.

Colonel Reed, who lives in Waterville, is still with the unit. He has been promoted to maintenance group commander and says he doesn't often think of his role that day, though its significance is undeniable.

"I look at it as a sort of watershed event in making the world a smaller place," he said. "Oceans and miles don't necessarily equate to security. We've had to, in the intervening 10 years, spend an enormous amount of money and an enormous amount of attention ensuring our security. We kind of took it for granted before."

Contact Tony Cook at: tcook@theblade.com or 419-724-6065.

ENERGY AWARENESS MONTH

October is energy awareness month. Click the solar panel picture below or visit to <http://www.180fw.ang.af.mil/> to view a video prepared by Tech. Sgt. George Wolfe, 180th PA, on the changes 180th FW has made in their on going efforts to go green.



Photo by Master Sgt. Elizabeth Holliker, 180th Public Affairs

WELCOME TO THE 180TH!!!

The 180th Fighter Wing would like to welcome our newest members:
Airman 1st Class Dakota Showalter 180th AMXS
Airman 1st Class Katie Shrewsbury 180th CE

180TH FW MINI FAMILY DAY

The 180th will be holding a Mini Family Day on Sunday, September, 11 from 1-4:30pm. This is not the traditional family day, but a new opportunity for families to get to know one another and learn more about the mission and work center of their Airman. It is open to immediate family: spouses, children, and parents; individuals that Airmen have listed on their family data sheets. Each Family Readiness Group/section will hold their own activities for the afternoon. Activities will include an ice cream social, information on role of the FRG and the role of that particular unit in the overall mission of the 180FW, and games and activities for children and adults. Families and Airmen will be receiving more detailed information from their FRG leaders and unit commanders.

EFAC WARRIOR WELLNESS INITIATIVE HERE TO HELP YOU...

Want to pass your fitness test?

Want to improve or raise the bar on your current fitness test?
Let's improve your wellness!

Your 180th EFAC team has kicked-off the Warrior Wellness Initiative and is here to assist with your fitness and wellness needs. Our goal is to educate you on achieving your personal wellness goals, thus improving your fitness score!

We offer assistance:

- * One-on-one consultation
- * Diet and nutrition
- * Abdominal circumference
- * 1.5 mile run
- * Upper body strength (push-ups)
- * Abdominal strength (sit-ups)

Email your Warrior Wellness consultant, Staff Sgt. Amy Lolo at amy.lolo@ang.af.mil and set up an appointment!

**Helping our Wingmen...
180th FW EFAC**

STINGER

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DEADLINE

Deadline for the next Stinger is the Saturday of the UTA @ 3 p.m. Hand deliver articles to the Public Affairs Office in Building 114 or e-mail:
180.stinger@ang.af.mil
For more information call ext. 4072 during the UTA.

ABOUT THE STINGER

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ON THE COVER

Tech. Sgt. Kristi Erdmann, an Optometry technician with the 180th Fighter Wing Medical group, administers an eye test during 2011 Guard Care Event in Toledo, OH, Aug. 20 to Aug. 21. The event provided free health care to any Ohio resident regardless of their income.

Dozens of Guard members with medical experience provided physical exams, health screenings, immunizations and other services first-come, first-serve during the two-day training event.

The Ohio Adjutant General's Department and the Ohio Department of Health have created a unique partnership to allow Ohio National Guard medical personnel to provide free health services in Ohio communities while providing training and professional development opportunities for members of the National Guard. (Photo by Master Sgt. Elizabeth Holliker, Public Affairs)