

HIGH ROLLER NEWS



Vol. 84

May 2022

May Drill Outlook

May 2022 Drill High Roller Café

Saturday Lunch

1100-1230

Menu

Items:

Pizza
Chicken Wings
Chicken Wraps
Tuna Melts
Tator Tots

Additional Items:

Assorted Deserts
Fruit
Salad



Sunday Lunch

1100-1230

Menu Items:

Cheeseburgers
Turkey Burgers
Corn Dogs
Chicken Wraps
Grilled Cheese Sandwiches
Tator Tots

Additional Items:

Assorted Deserts
Fruit
Salad



IF YOU ARE ACTIVE GUARD RESERVE (AGR), ON ANY KIND OF ORDERS (ANNUAL TRAINING, STATE ACTIVE DUTY, MPA, TITLE 10), OR AN OFFICER YOU MUST PAY.

Lunch Meal Rate \$6.15

Weather

Fri



72°

44°

Sat



75°

46°

Upcoming Events

May 30: Memorial Day

June 14: Flag Day

June 19: Juneteenth

June 23-26: June "SUPER" UTA

July 4: Independence Day

August 13-14: August UTA

HIGH ROLLERS



Airborne Firefighting units participate in interagency spring training in Idaho

Story by: Staff Sgt. Matthew Greiner
152nd Airlift Wing Public Affairs

GOWEN FIELD, Idaho – Less than two years after the most devastating firefighting season in the United States, the Modular Airborne Fire Fighting System (MAFFS) spring training took place at Gowen Field, Idaho, April 25-29, 2022.

Since 1974, the U.S. Forest Service and Department of Defense have operated under the joint program using the Modular Airborne Fire Fighting System, more commonly known as MAFFS, which is employed by rolling into the back of a military C-130 aircraft.

MAFFS is activated by the Forest Service to bolster wildfire suppression efforts when all commercial air tankers are fully committed or not readily available. This is through an agreement between the USDA, Forest Service and the Department of Defense. MAFFS can also be activated for use on state fires by the Governors of the states where the Air National Guard flight crews are based.

“Spring training is where we knock off the cobwebs,” said Chief Master Sgt. Cameron Pieters, flight engineer assigned to the 152nd Operations Group. “We haven’t flown any aerial firefighting since last season and this is to prepare us and get us ready for the upcoming fire season.”

During this year’s spring training, MAFFS equipped military C-130s flew a total of 149 sorties, 184.52

hours, disbursing of a total of 433,065 gallons of water in 902 drops across multiple drop zones around the Boise and Gowen Field area.

“We are grateful for the community support provided by the people near Gowen Field, Idaho as our flight and aircraft ground crew members accomplished intense and vital wildfire training to be ready for the nation’s needs,” said Air Force Lt. Gen. Kirk Pierce, commander, First Air Force, Air Forces Northern. “I’m also proud of the dedication and teamwork of the military joint force and interagency team.”

The four military MAFFS units include: the 152nd Airlift Wing, Nevada Air National Guard; the 153rd Airlift Wing, Wyoming Air National Guard; the 146th Airlift Wing, California Air National Guard and the 302nd Airlift Wing, Air Force Reserve, Colorado Springs, Colorado.

Each MAFFS unit has two C-130s identified by a big orange number on every side of the C-130 aircraft and on its tail. Respectively, the Nevada Air National Guard has tails 8 and 9; Wyoming Air National Guard has tails 1 and 3; California Air National Guard has tails 4 and 6; and the 302nd Airlift Wing, Air Force Reserve has numbers 2 and 5.

“This is a huge joint operation and in order for us to be successful, it takes a lot of relationship building,”

said Maj. Alex Kassebaum, 192nd Airlift Squadron Director of Operations.

The agencies involved with the training included the Department of Defense, the U.S. Department of Agriculture (USDA), the Forest Service, the National Interagency Fire Center (NIFC), the Bureau of Land Management and CAL FIRE.

Spring training is an opportunity for the air and ground crews to refine and sharpen their skills to operate as an effective team, as well as to train and certify new members of the team.

“It’s about getting into the right mindset,” said Pieters. “As a flight engineer it’s our responsibility to support the pilots, we go through the checklists, we monitor all the systems. Having good communication with the other crew members ensures we have a safe flight.”

“Last season was a big firefighting season for us,”

said Pieters. “We were deployed for 96 days and as a MAFFS community, we dropped nearly 23 million pounds of fire retardant.”

Approximately 70,000 wildfires burn an average of about 6.5 million acres of land in the United States each year. Airtankers are used to drop fire retardant to reduce the intensity and slow the growth of wildfires so that firefighters on the ground can build containment lines around them. Airtankers are not typically used to drop fire retardant to suppress wildfires directly.

In the event of activation during the fire year, First Air Force (AFNORTH), U.S. Northern Command’s Air Component Command, is the DoD’s operational lead for the aerial military efforts to support USDA Forest Service-National Interagency Fire Center requests for fire suppression support.





High Rollers provide display at “Feria Internacional del Aire y del Espacio” (FIDAE) in Chile





Nevada Air Guard doubles certified pilots during firefighting training

Story by: Staff Sgt. Matthew Greiner
152nd Airlift Wing Public Affairs

GOWEN FIELD, Idaho -- The Nevada Air National Guard's 152nd Operations Group upgraded four pilots to aircraft commanders certified on the Modular Airborne Fire Fighting System (MAFFS) here, April 25 - 30, 2022.

"We have four MAFFS aircraft commanders," said Maj. Alex Kassebaum, 192nd Airlift Squadron Director of Operations. "We're the new kids on the block in MAFFS -- it takes about five years to train and certify an aircraft commander."

The additional four MAFFS aircraft commanders will double the current number of certified pilots on the roster. This change will increase the effectiveness of scheduling, mitigate burnout fatigue and make things safer for the aircrews, Kassebaum said.

"These four additional aircraft pilots will give us great flexibility when it comes to deploying during the MAFFS season," said Capt. Dylan Weber, the Air Expeditionary Group's (AEG) MAFFS Scheduler, 152nd Operations Group. "Aircrew fatigue occurs when they are deployed for long periods of time, having more people trained reduces the load on everyone."

"When we go to a fire we're out there for a week to 12 days at a time before anybody gets a break, Kassebaum said. "By doubling the number of MAFFS aircraft com-

manders, we're giving ourselves more bodies to rotate and alleviating the risk of burnout."

Having more pilots to cycle through the fire season will lead to safer mission, he said.

To go from four to eight required several aircraft commanders to be upgraded to instructors.

The path to MAFFS aircraft commander starts in the right seat as a MAFFS co-pilot and they must meet the minimum requirements before they can be considered for a MAFFS aircraft commander.

Master Sgt. Rita Middleton, 152nd Airlift Wing MAFFS AEG Senior Enlisted Leader said before becoming a MAFFS aircraft commander, a co-pilot must have: two seasons flying as a MAFFS co-pilot; minimum of 1,800 hours in a C-130; minimum of 15 total drops; and a minimum of two MAFFS deployments.

"A MAFFS aircraft commander oversees a crew of six people, the aircraft, and ensures the plane gets to the fire area to drop 3,000 gallons of retardant on a designated area determined by a lead pilot," Kassebaum said.

"We pick the most experienced pilots in the squadron for the MAFFS aircraft commander positions," Kassebaum said. "Often times they already are aircraft commanders, instructor pilots of the C-130 aircraft,

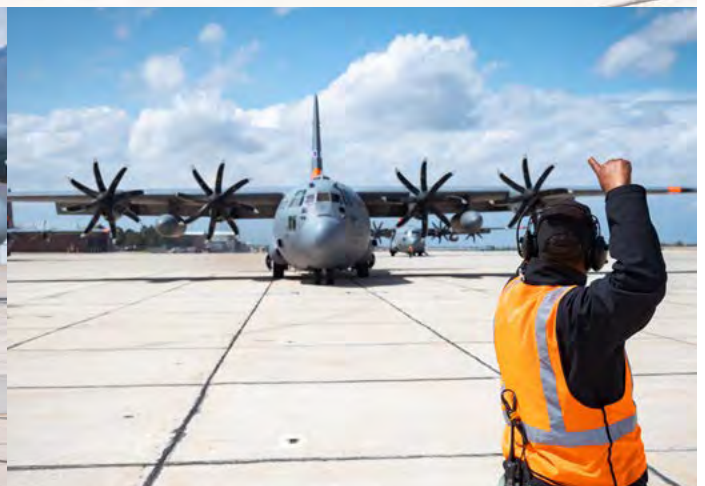
who are selected to sit in the right seat. It takes approximately five years to develop a co-pilot to get them ready to be in the left seat.”

To sit in the MAFFS aircraft commander left seat requires years of experience. In addition to the checklist of requirements, a MAFFS co-pilot must be evaluated again during an active MAFFS mission.

“Even after their training is complete, we still have

them fly with an instructor pilot on live fires prior to officially signing them off to fly with a basic co-pilot,” Kassebaum said.

“I love being a part of MAFFS, it’s very rewarding,” Kassebaum said. “I’ve been in the military for 24 years now. This is one of the few missions, you get a call, one week later you’re making a direct impact, and you’re seeing the difference in a community.”



HIGH ROLLERS



Local JROTC Students fly in C-130 over Pyramid Lake and Lake Tahoe

Photos by Senior Airman Thomas Cox
152nd Airlift Wing Public Affairs





“Show me” lead plane pilot provides critical support during MAFFS

Story by: Senior Airman Michelle Brooks
152nd Airlift Wing Public Affairs

I had the opportunity to interview Lisa Allen, a lead plane pilot with the Bureau of Land Management’s National Aviation Office, about the role of a lead plane pilot during wildland fire suppression missions.

Q. What is the role of a lead plane pilot?

A: The role of a lead plane pilot is to increase the safety margin for the air tankers and helicopters fighting the fires. We do that through flying a more nimble aircraft and being on-scene throughout the mission, so that we can observe the conditions as they change. We find the firelines, we search out all the hazards, we scout the exit routes and we coordinate the air space. Safety is our main goal. Our secondary goal is efficiency and effectiveness. We help the tankers get on to the line and coordinate the resources so we’re using them efficiently and effectively.

Q. How long have you been a lead plane pilot?

A: I was signed off in 2019. I started officially training as a lead plane pilot in 2018. This will be my fourth season.

Q. As far as the training aspect, are you giving feedback to the air tankers on their drops?

A: Yes. I try to always make a left-hand turn so that I

can see the drop point easier. Once I come off the run I watch the retardant fall. We evaluate the start point, if we are trying to tie into something, or the end point, if we are trying to roll up to something. Also, we evaluate the direction of the line—how much it drifted one way or the other if we had a crosswind—the angles of the line. We try to give them honest feedback. The pilots are using all their knowledge, their previous experience, and all that culminates to them pushing the button. They’re always judging and trying to figure out, “did I push that button in the right place,” or, “did I put my airplane in the right place?” If we sugar coat the drop, we’re not helping. We’ll say things like, “that was a half a load late,” or, “a wingspan to the left,” or, “you were off on the heading by ten degrees.” Things like that.

Q. What risks are involved in this type of low-level flying with an air tanker?

A: One of the principles we learn is to always have an exit and never take a loaded aircraft where you can’t get it out of. Sometimes we can’t drop retardant because there’s just not a good exit—it isn’t safe. The exit is probably the most important part of the drop and the easiest to forget about. A big part of my job is scouting the exit. I also have to be constantly looking for wires, towers, and where there is lower terrain. If, for some

reason, either I lose an engine or if the tankers lose an engine and they can't get rid of a load, where are the hazards they'll need to avoid?

Q. What is the role of the lead plane when helicopters are being used?

A: We sequence the helicopters in between the tanker drops. So, we find out where they're going to be dropping and where they're getting their water from - or, if it's a recon helicopter, for logistics, we find out where they're coming from and where they're going to. Then, we create checkpoints and routes to clear the flight paths of different aircraft away from one another.

Q. What is the most unique aspect of your job?

A: To me, it's super unique, in that one second you're sitting here in Boise, like today, and dispatch could call and say, "hey, we're sending over a resource order." We print out a piece of paper and it's got the name of the fire, its coordinates, and frequencies—and we get in the

plane and go. It could be from here to SoCal. It could be all the way to Florida. I go all over the place. I also get to fly a King Air, which was not designed to fly in the environment we fly in, it was made as a commuter jet, so that's interesting. I get to go work with DC-10s, MD-87s, air tractors, C-130s, all kinds of different helicopters, in a very tight airspace—it's all in a different changing environment—and I get to use my airplane to help.

Lisa Allen, a lead plane pilot with the Bureau of Land Management's National Aviation Office, provided training and support for U.S. Air Force Guard and Reserve MAFFS-equipped C-130 Hercules H- and J-models during annual spring training and certification held at Gowen Field, Idaho April 25-30, 2022. Military flight crews spent the week training with their civilian counterparts in preparation for the upcoming wildland fire-fighting season.





High Rollers celebrate 74 Years with flyover and cake

Photos by Senior Airman Thomas Cox
152nd Airlift Wing Public Affairs





Nevada Guard senior leaders host State congressional and local political leaders

Story by: Master Sgt. Garrett Wake
152nd Airlift Wing Public Affairs

LAS VEGAS – The Nevada National Guard hosted a group of congressional staffers and local Southern Nevada community leaders on a tour of the North Las Vegas Readiness Center and at a nearby training exercise, April 14, 2022. The event aimed to bring together the Nevada Guard’s senior leaders with the state’s political leadership to network and show how the Guard supports local communities in Southern Nevada.

“The Nevada Guard has a significant impact here in Clark County, not only in our response to the pandemic, but in other important aspects as well,” said Lt. Col. Desirée Broussard, who headed planning for the event.

The event began with a round of introductions and a presentation on the state Guard’s missions, including the pivotal role it played in the SARS-COV-2 pandemic response. The group of military and civilian leaders then traveled on two UH-60 Blackhawks to an open area about seven miles northeast of the Las Vegas Speedway. Here, the group observed a portion of a Chemical, Biological, Radiological, Nuclear (CBRN) and high-yield explosive Enhanced Response Force Package (CERFP) exercise.

The CERFP provides immediate CBRN incident response capabilities to the governor, including incident site search of collapsed buildings and structures, rescue tasks to extract trapped casualties, mass decontamina-

tion, medical triage and initial treatment to stabilize patients for transport to medical facilities by the incident commander, and the recovery of CBRN incident fatalities.

“The CERFP team is always prepared to support and assist our local communities in the event of a disaster,” said Gen. Troy Armstrong, Land Component Commander for the Nevada National Guard. “This was a great opportunity to showcase the collaboration between our joint Army and Air Guard forces, along with local and regional civilian emergency responders.”

In the presence of the state’s political leaders, the Nevada guard senior leadership presented a group of Soldiers and Airmen with awards recognizing their distinguished efforts during the exercise. This included members from both the Nevada and Arizona National Guard.

“You certainly showcased the great work you all do on a daily basis to protect the state and the Nation,” said Brendan Vargas, Regional Representative and Veterans Outreach Manager for Sen. Jacky Rosen.

The group returned to the North Las Vegas Readiness Center to view static displays of an M2A3 Bradley Fighting Vehicle and an M1A1 AIM-SA Abrams tank. They also received a presentation from the 1-221st Cavalry Regiment on their mission and capabilities.

“The genuine pride and excitement the Airmen and Soldiers displayed while explaining their missions energized everyone and made a great connection,” said Broussard. “The better we know each other, the more we can assist each other.”

The Nevada National Guard’s senior leadership team plans to make this a recurring event, where the state’s political leaders and leaders of the National Guard fur-

ther network and inform on updates, successes and future plans.

Participants included staffers from the offices of Sen. Catherine Cortez Masto, Sen. Jacky Rosen, Rep. Steven Horsford, Rep. Susie Lee, and Rep. Dina Titus; Mr. James Gibson, Clark County Commissioner; Mayor John Lee, North Las Vegas; and Ms. Meggan Holzer, Clark County Rural Towns Liaison.





Local Employers take part in ESGR Boss Lift over Pyramid Lake

Photos by Senior Airman Thomas Cox
152nd Airlift Wing Public Affairs





Rebuilding the Community: Nevadans helping Nevadans

Story by: Senior Airman Angela Crawford
152nd Airlift Wing Public Affairs

RENO, Nev.-- On April 30, Airmen from across the Nevada Air National Guard partnered together with Rebuilding Together Northern Nevada (RTNNV) to provide home repairs and updates for two veteran homeowners in Washoe County.

Between the two locations, a volunteer corps of over 80 individuals from Nevada Air National Guard and other local businesses came together to provide a variety of critical home repairs to selected recipients, which included: irrigation system installation, landscape projects, deck building, rain gutter and fence repair, yard clean-up and removal of unwanted debris and other home rehabilitations. The repairs were provided free of charge.

“There really isn’t a better feeling than being able to come out here today and help a veteran,” said Staff Sgt. Kristina Bloodgood, a Production Recruiter for the 152nd Airlift Wing. “Everyone deserves to have a nice, safe home and Rebuilding Together Northern Nevada gives our community members just that.”

The national Rebuilding Together organization was created in 1988, there are 130 affiliated chapters. RTNNV was established in March 2020. Their first repair project was in January 2021, since then they have assisted over 40 homeowners with over 200 repairs ranging from very simple fixes such as grab bars, smoke

detectors, stairways to the more complex such as water-heater installations, HVAC repairs and in some rare occasions roof repairs or replacements.

“Our second annual Rebuilding Day was a huge success. We received such positive feedback; our community members were excited to be helping neighbors and plan to participate in the future,” said Katie Pace, executive director of Rebuilding Together Northern Nevada. “We welcome corporations and organizations to reach out to RTNNV for assistance in sponsoring a [Re] Building Day with their employees!”





High Rollers clean up Truckee River for Earth Day

Photos by Senior Master Sgt. Paula Macomber
152nd Airlift Wing Public Affairs



Family Day 2022

June 26, 2022 beginning @ noon

HIGH ROLLER OLYMPICS



CO-ED 4-MEMBER VOLLEYBALL | TEAMS: 2 MALES/ 2 FEMALES

CO-ED TUG-O-WAR | 4 MALES/4 FEMALES

CO-ED SCAVENGER HUNT | 3 MALES/3 FEMALES

16 TEAMS OR UNTIL FILLED

EVENTS WILL ALL BE HAPPENING CONCURRENTLY, SO YOU CAN ONLY SIGN UP FOR ONE OF THE EVENTS.

SIGN UP ON THE APP UNDER 'HIGH ROLLER OLYMPICS'



FOOD | ENTERTAINMENT | AUCTIONS | BOUNCE HOUSE

HIGH ROLLERS

NVNG HRO NEWSLETTER



Something's Not Right...

It happens to the best of us. We don't always see eye to eye with our co-workers, there is a disagreement that can't be resolved, and now we're looking at filing a grievance. The question is whether or not we can file one, and how do we do that? HRO's Labor and Relations personnel, Mr. Brent Peden, breaks it down for you.

I often receive the question, "How do I file a grievance or resolve a workplace disagreement?" It will always depend on one's individual status.

First, you need to refer to your latest SF50 in MyBiz, see Block 37 on your SF50 which gives you a Bargaining Unit Status code.

- If you are identified as a NG5069 (Air Union), or NG5068 (Army Union) then you are in the bargaining unit. The Collective Bargaining Agreement of your respective union dictates the process for you to follow to seek resolution.
- If you are identified as 8888, or 7777, you are excluded from the bargaining unit (non-union employee). But there is a Department of Defense Instruction (DODI) that applies to you. Specifically, the DODI 1400.25 Volume 771: Administrative Grievance System, which sets a step-by-step process for addressing a grievance, through your supervisory chain to the Adjutant General for resolution much like the process for Bargaining Unit employees.



My initial suggestion is always, have a direct conversation with the person you have the disagreement with and attempt to resolve it at your level. Further questions? Please call 775-887-7352 or email at brend.w.peden.civ@army.mil

Who's Who of HRO



My name is Will Marsh and I will be serving as a Management Analyst for our Human Resources Office. Originally from Ely, I joined the Army National Guard in 2016 just after graduating from the University of Nevada, Reno (UNR) with a Bachelor of Music in Music Education. I am a Public Affairs Sergeant in the 106th Public Affairs Detachment. I taught for seven years in Washoe County School District teaching elementary music at Donner Springs Elementary School and beginning wind band at Edward L. Pine Middle School. During that time I applied

and was accepted into the third cohort of "Nevada Leads," a two-year program collaboration between the Washoe County School District (WCSD) and UNR. It places emphasis on mentorship, 21st century leadership skills and embedded field experiences. I served as an administrative intern for Wooster High School, home of our only International Baccalaureate program in the county for those two years. Working closely with the Principal at Wooster, I developed School Performance Plans, maintained and planned budget for Title-1 schools, and wrote employee evaluations. I completed my Master's in Educational Leadership through the NVLeads program in 2020 with aspirations in administration. However, as we all know, life gives us crossroads. The position in our HRO presented itself and I applied. While I might return to education one day, I'm grateful for the opportunities to serve full-time in this new capacity, develop my skills, and be a contributing member as our organization continues to evolve.



Upcoming HRO Classes

- Pre-Retirement Seminar
24-25 May OTAG Auditorium
- Technician Supervisor Course
7-9 June OTAG NCO Classroom
- FELTG Conduct Course
19 July OTAG Auditorium
- Pre-Retirement Seminar
23-25 August LVRC



IN THIS ISSUE:

- Filing Workers Comp Claims
- Filing a Grievance
- HR Biographies
- Save the Dates

Help! I've Fallen And Can't Get Up!

Happy Spring! It's that time of year where the weather is warming up and outdoor projects are needing to be done around the home, and even around the job place. Sometimes accidents happen, even if we are super careful and are trying not to get injured at work! In this issue, HR's Benefits Specialist, Mr. Tony Rodriguez, discusses how you can file a Worker's Comp Claim in the event you are injured. If you have further questions, please feel free to reach out to him at 775-884-8409 or through email at anthony.m.rodriguez17.civ@army.mil.

We all know that safety is a top priority in the workplace. Should you injure yourself while at work here are the steps that you should take to report your injury.

- You or a coworker (if you are incapacitated) should contact your supervisor.
- Your supervisor will contact HRO to inform Benefits of the injury and request a CA 16 from the U.S. Department of Labor.
- HRO will send the CA 16 to the Supervisor and employee along with instructions on how to file a CA 1 and CA 301 only using the ECOMP website (<https://www.ecomp.dol.gov>). This website will help with step-by-step instructions on how to submit your claim (<https://www.ecomp.dol.gov/content/help/HowToFile.html>)
- Once the claim is submitted, your Supervisor will review and forward the claim to the HRO representative.
- HRO will review and forward the claim for approval.

You have 3 years from the date of injury to file a claim, but only 30 days to file to be eligible for Continuation of Pay (COP). Timeliness is very important in filing claims. Any delay in filing the claim will cause the claim to take longer to be reviewed and approved. Delays may also prohibit the use of COP.

Permanent and temporary employees are eligible to file injury claims. Employees can file a claim from home and submit to their supervisor. They do not have to use a computer at work or sit with their supervisor in order to file a claim.

The employee is expected to return to work as soon as possible, and light duty may be available.



A Word From Your HRO Director

When I was a commander I spoke to my Airmen about what we affectionately call an "I Love Me Binder." It is something I openly regret that I did not start earlier in my career. For years I used a folder titled "Guard" in my filing cabinet, which filled up after a decade, and never seemed big enough for bulky items. I started the horrible habit of placing paperwork in different areas of my office, only to frantically look for something when I needed it. If I had started using this binder at the beginning of my career, everything would have been readily at my fingertips today. These documents are a record of you. For Soldiers and Airmen, I suggest to include performance reports, your biography, decorations, awards packages, training certifications and feedback. You can add letters of appreciation and recommendations, it is ultimately your decision what is important to you. For Title 5, Technicians, and AGR members, you can add the job announcements you were hired from, your appraisals, your resume, and SF 50/52's that pertain to your job. I guarantee there are many retirees that have come close to their retirement date and realize that they do not have old forms and documents that they should have kept years before. And while I would like to think I remember everything from my career, it is amazing what one can forget over time. If you already have an "I Love Me Binder" feel free to share it with your coworkers.



COMBATING TRAFFICKING IN PERSONS

U.S. DEPARTMENT OF DEFENSE



**There's no
One face**



STOP Human Trafficking

Force, fraud, or coercion to compel a person to provide labor, services, or commercial sex.

Victims come from all backgrounds and can be women, men, and children.

Any minor (under 18 years of age) involved in commercial sex is a victim of human trafficking.

Recognize **SIGNS**

Physical/Environmental Indicators include signs of abuse, no identification, confined to worksite.

Psychological/Behavioral Indicators include submissive, anxious, lack of free will.

REPORT IT

Chain of Command

Local Law Enforcement

DoD Inspector General Hotline

1-800-424-9098 or visit <http://www.dodig.mil/hotline>

National Human Trafficking Hotline

1-888-373-7888.



For more information go to:

CTIP.defense.gov/