

RED TAIL REVIEW

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477th Fighter Group**



Commanders Comments



Welcome to the October UTA.

Thank you all for taking on the challenge of fixing our Individual Medical Readiness. We have lifted ourselves above the AFRC goal of 80%. Please continue to ensure that you stay current. This is our first UTA since our annual tour trip to Hawaii and I hope the camaraderie is even better this weekend than during previous UTAs. Part of the reason for such TDYs is to increase the sense of unit cohesion and esprit de corps. The trip was very successful. We overcame many maintenance challenges with F-22s, billeting issues and hot weather. Your efforts and perseverance were impressive to watch. We exceeded our scheduled flying plan as the maintenance team continued to care for the fleet. The 477 CES saved the Air Force over \$250,000 by removing over 100 iron wood trees that were causing sand dune erosion at Bellows, and our SFS team did some local training with the OSI and the Honolulu PDs special units. We are starting work on our next annual tour trip tentatively scheduled for early February. We will pass more details as we firm up the dates and airlift plans.

We are working to get our key spouse program off the ground. It is an official Air Force program that

focuses on ensuring that families have a good line of communication and access to the resources we have within the group and the joint base. It is not an “old school” spouses club, but a means for us to better connect as a team. We need family member volunteers. At the moment we have two key spouses in the group; we need more. Ideally, each unit would have a few to divide the workload. If you have a family member (It is not limited to spouses) that might be interested in helping us care for our Airmen and their families, please let your leadership team know.

Thanks again for all you do, and please thank your families for their support. Have a great weekend, operate safely on duty and off, and enjoy the rapidly changing Alaska weather.



**Red Tail Review
Editorial Staff**

**Commander
Col. Tyler Otten
Public Affairs**

**Maj. Ashley Conner
Tech. Sgt. Dana Rosso**



Alaska Reservist reaches 1,000 F-22 flight hours

by Tech. Sgt. Dana Rosso

477th Fighter Group Public Affairs

JOINT BASE PEARL HARBOR-HICKAM,

Hawaii -- Maj. Ryan Pelkola, a Reserve F-22 pilot assigned to the 302nd Fighter Squadron, is the eighth pilot in Air Force history to reach 1,000 flight hours in the F-22 during a sortie here September 9.

“It feels great to reach this milestone doing a job I love,” said Pelkola.

“During my 1000 hour sortie I gave an upgrade ride to Col. Charles Corcoran as part of his syllabus to be a combat mission ready wingman. When I was active duty in the 525th FS he was my squadron

commander and gave me the majority of my instructor pilot upgrade rides. I feel like we have come full circle and I am glad he was a part of this milestone.”

Prior to joining the Air Force Reserve Pelkola spent 12 years on active duty flying F-15s and F-22’s in Alaska before relocating to Holloman AFB, NM. He separated from active duty in 2013 and returned to Alaska to fly with the Reserves’ 302nd FS.

“It was a privilege to fly on Maj. Pelkola’s wing as he reached this significant milestone,” said Col. Corcoran, 3rd Wing commander. “I learned a ton. He is a fabulous instructor and we are lucky to have officers of his caliber on our Total Force team.”

Pelkola is now the third pilot assigned to the 477th Fighter Group to reach the 1,000 hour milestone. Col. David Piffarerio, 477th Fighter Group deputy commander, was the first in the Group and the entire

USAF and Maj. Jonathan Gration, 302nd FS F-22 pilot, was the second in the Group and the fourth in the USAF.

“The squadron prides itself on being tactically proficient as our first priority,” said Pelkola. “In doing so we provide tremendous support to the active duty.”



The 477th FG is integrated in every F-22 mission set with their partners in the active duty 3rd Wing.

“This is a huge milestone in a pilot’s career, and to be one of the first pilots to reach 1000 hours in the Raptor is particularly noteworthy,” said Col.

Tyler Otten, 477th Fighter Group commander. “Maj. Pelkola’s sortie today is also a great indicator of the tremendous partnership we are creating between the reserve and active components. Together, we stand poised to conduct the nation’s business as a total force team.”



Fighter Group Highlights

Promotions

Take a look at who is flashing new rank...

Staff Sgt. Samuel Mcpherron

Tech. Sgt. Philip Strumsky

Tech. Sgt. Robert Bloom

Tech. Sgt. Cody Watson

Master Sgt. Edward Riefler

ABOVE 90

PHYSICAL FITNESS TEST SCORES

477th AMXS

Master Sgt. Lawrence Kelley

Staff Sgt. Bernard Taft

477th FG

Maj. John Whittington

477th OSF

Staff Sgt. Joshua Keyfauber

477th FSS

Staff Sgt. Aaron Carioto

Senior Airman Carly Chase

477th SFS

Master Sgt. John Harris

477th AMDF

Capt. Kimberly Kubick

Tech. Sgt. Aimee Martell

ARCTIC RESERVE TOP III MEETING

Senior Leaders, the Arctic Reserve Top III will be conducting a meeting this weekend.

Sunday, October 5th 2:30 P.M.

Fighter Group Auditorium

NEWS BRIEFS

ARE YOU DEPLOYING OR JUST RECENTLY REINTEGRATED?

TAKE ADVANTAGE OF A FREE YELLOW RIBBON EVENT!

The Air Force Reserve Yellow Ribbon Program is a series of events designed to provide members and families with essential resources during all stages of deployment. These are AFRC sponsored events that are of zero cost to eligible members.

If you are scheduled to deploy, you are eligible to attend a pre-deployment Yellow Ribbon event up to 4 months before your deployment departure date.

Post-deployers are eligible for 2 post-deployment Yellow Ribbon events over 6 months following the end of their orders. You are allowed to bring 2 DEERS eligible guests or designated individuals

The next event is November 21-23, in Orlando, FL.

Interested?

Contact your Reserve Airmen and Family Readiness Liaison for additional details and to find out how to register for an upcoming event!

POC: MSgt Petaway/TSgt Charbonneau. Contact us via email or call 551-4737

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AIRLINE RESERVATIONS, RENTAL CARS AND OPTIONAL SERVICES: For temporary duty travel you must use a government-contracted commercial travel office to arrange for air and rental car transportation. Rental car authorization should be stated in orders. By using SATO the government rate provides rental car insurance coverage. You should not acquire additional insurance, roadside assistance coverage, GPS service, or satellite radio service. If you do get optional coverage or services, the extra cost will not be reimbursed. Also, rental carwash costs are not reimbursable.

TDY TRAVEL RECEIPTS: Travelers must maintain receipts for all lodging costs, plane tickets, SATO fees, and other travel expenses of \$75 or more. And travelers are encouraged to retain ALL receipts in the event questions arise about expenses. Receipts must show a zero balance due.

ACTIVE DUTY TOUR CERTIFICATIONS FOR MILITARY PAY: Reservists are encouraged to certify their short tours electronically using the Tour of Duty Certification in AROWS-R. A TODC User Guide can be found on the 477FG server at H:\10 PUBLIC FOLDER\How to\AROWS-R Electronic Tour of Duty Certification User Guide



Alaska Reserve unit participates in War Day during Hawaii Annual Tour

by Maj. Ashley Conner

477th Fighter Group Public Affairs

JOINT BASE ELMENDORF-RICHARDSON, Alaska -- Alaska's only Air Force Reserve unit has just returned from its first ever group-wide off station annual tour at Joint Base Pearl Harbor Hickam, Hawaii.

"This was an important training opportunity because it allowed us to function as a unit and put our leadership team to new tests that we don't get at home," said Col. Tyler Otten, 477th Fighter Group commander. "Hawaii is a great location; it provided us an opportunity to train in a different environment and to work hand-in-hand with one of our fellow F-22 squadrons at the Hawaii Air National Guard. They were great hosts and we generated a great relationship."

The group of 175 Airmen from maintenance, operations, civil engineer, security forces and force support were transported to and from Hawaii on a C-5 and four C-17s from Reserve units at Dover AFB and March ARB.

"Utilizing Reserve assets allowed us to save money while also providing a valuable training opportunity for the C-5 and the C-17s," said Maj. Caleb Haley, 302nd F-22 pilot and AT project officer.

One of the largest training events of the two weeks came during the 154th and 15th Wing War Day Sept. 12.

"The Alaska Raptors participated as both Red Air and Blue Air during the War Day," said Maj. Ryan Pelkola, 302nd FS F-22 pilot. "The Blue Air scenario called for the Raptors to provide continual protection of both the C-17 and the Helicopters. Once the rescue operation was over we conducted high value airborne asset protection for the HIANG KC-135s, which is not normally something they get to do. Training jointly with our fellow PACAF F-22 squadrons prepares us for real world scenarios we could encounter worldwide."

In addition to the six Alaska Raptors that participated in the War Day there were two KC-135s, two C-17s, two Army UH-60s, one P-3 along with numerous Marines, Soldiers and Airmen whose objective was to recover downed aircrew.

"My role in war day was to simulate a member of aircrew downed in hostile territory," said Staff Sgt. Joshua Keyfauver, 477th OSF Intelligence superintendent. "We were guided by the 154th OSS SERE representatives on in-field academics regarding evasion and survival techniques. We remained 'in character' throughout our entire duration in the field, maintaining evasive actions from the time of aircraft downing to the time of extraction."



The nine members of the simulated downed aircrew coordinated their extraction with the Joint Personnel Recovery Center via radio calls in accordance with pre-briefed procedures. The extraction consisted of PJ's and a JTAC parachuting into the extraction zone, securing the perimeter from hostile forces, and escorting the downed

aircrew onto the HH-60's that landed shortly after the area was secure.

"I now believe this experience to be vital in realizing the intelligence requirements in support to personnel recovery," said Keyfauver. "Intelligence personnel are often involved directly with SERE in ensuring that the pilot is familiar with procedures to take if he or she finds themselves in a SERE situation. Intelligence is responsible for conveying Special Instruction information to pilots pre-mission to ensure that the proper actions are taken on the ground if the situation arises. Understanding these things and seeing how the Reserve F-22s are integrated into the mission was an invaluable experience."

