



Combat Airlifter



Flight line lifeline

AGE supports total force combat airlift

pages 8-11

U.S. AIR FORCE PHOTO BY AIRMAN 1ST CLASS KRISTINE M. GRUWELL

U.S. Air Force Airman 1st Class Jeremy Quinones, 19th Maintenance Squadron aerospace ground equipment apprentice, inspects an MD-1 towbar at Little Rock Air Force Base, Feb. 26. There are numerous sections in the AGE flight including servicing, inspection, repair and support.



WORLD WAR II LABORER CHAMPIONS

'ROSIE THE RIVETER' LEGACY

The last remaining original "Rosies," Mae Krier, to carry their story to the Pentagon March 20 to advocate for recognition on Capitol Hill March 21.

PAGE 2



INTEL CELL DRIVES FORCE

INTEGRATION FORWARD

Comprehending the capabilities of the adversary is an integral role within intelligence, giving Team Little Rock and its partners the advantage to mimic the battlefield by training how they fight.

PAGE 5



EXERCISE NOTICE

Due to the upcoming exercise, some organizations hours will be temporarily changed.

PAGE 13

New office locations

Team Little Rock is taking a broad, deliberate approach to position staff to respond to Airmen when and where they need it, and to help ensure Airmen get the best, most efficient care possible. Please see below for movements of personnel and helping agencies across the base.

NEW LOCATION

Bldg. 1260

■ Inspector General

Bldg. 1250

■ Public Affairs

Bldg. 1240

■ Director of Staff

■ Equal Opportunity

■ SAPR

■ Special Victims' Counsel

Counsel

Walters Community Support Center

Bldg. 940

■ Welcome Center

■ Community Support

Coordinator

■ Violence Prevention (Green Dot)

For the most current information, Airmen and their families are encouraged to download the Little Rock AFB App or visit www.littlerock.af.mil

World War II laborer champions 'Rosie the Riveter' legacy at Pentagon, Capitol Hill

By Master Sgt. Amaani Lyle

Secretary of the Air Force Public Affairs

When it comes to symbolizing the influx of women in the workforce and the wave of patriotism and feminism that surge sparked during World War II, few American icons are more recognizable than "Rosie the Riveter."

Artist J. Howard Miller's 1942 poster, featuring a bandanna-donning, blue-collared woman with the famed flex beneath the rally cry, "We Can Do It!" grew over time to represent millions of women who stepped up to fill various stateside labor-intensive jobs once held by men, now tapped to fight German and Japanese forces.

The notable efforts of the woman workforce that led to the eventual U.S. victory in 1945 inspired one of the last remaining original "Rosies," Mae Krier, to carry their story to the Pentagon March 20 to advocate for long overdue recognition on Capitol Hill March 21, with a "Rosie the Riveter Day of Remembrance," incidentally aligning with her 93rd birthday. She said she hopes lawmakers will not only recognize the day, but award them the Congressional Gold Medal for their service.

After all, the story of her journey is, fittingly, a riveting one, decades in the making.

The world changed on a shocking Sunday Dec. 7, 1941, as 183 Japanese warplanes attacked Hickam Field, Pearl Harbor, Hawaii. In its wake, the disaster left 2,433 dead, destroyed 18 U.S. warships and 188 airplanes. President Franklin D. Roosevelt



U.S. AIR FORCE PHOTO BY ADRIAN CADIZ

Mae Krier, an original Rosie the Riveter, arrives at the Pentagon in Arlington, Va., for her first-ever visit on March 20.

immediately responded with a call to war.

Krier recalled coming home to find her parents shaken and huddled next to the radio as news of Pearl Harbor spread, and just days later Adolf Hitler declared war on the United States.

"We were fighting wars across two oceans and I remember thinking 'I'm not even sure I know where Pearl Harbor is; I don't think many of us did,'" she said. "In small towns the boys enlisted right way ... and America was full of holes, because so many never came back."

On a lark, Krier, a Dawson, North Dakota,

native, traveled by a no-frills "troop train" to Seattle to produce the B-17 Flying Fortress and B-29 Superfortress bombers during the war. She said traversing miles was not unlike the endeavors of her grandparents, themselves hearty pioneers who didn't fear a change of scenery.

"Now that the boys had left, we girls thought we would get into the act also," she said of the adventure she, her sister and a friend took. "I remember the train windows were open and the steam and soot would come in the windows."

See Laborer, 11

EDITORIAL POLICY

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COMBAT AIRLIFTER OF THE WEEK



U.S. AIR FORCE PHOTO BY AIRMAN 1ST CLASS KRISTINE M. GRUWELL

NAME AND RANK

Senior Airman Matthew Basa

UNIT

19th Medical Operations Squadron

DUTY TITLE

Family Health team lead

HOMETOWN

Pampanga, Philippines

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U.S. AIR FORCE PHOTO BY AIRMAN 1ST CLASS AARON IRVIN

U.S. Air Force Staff Sgt. Chase Wagner, 19th Operation Support Squadron NCO in charge of squadron operations, instructs U.S. Air Force Capt. Shawn Tupta, 41st Airlift Squadron chief of tactics, on the integrated air defense system kill chain at Little Rock Air Force Base on March 12. The kill chain is one of many steps used in preparing aircrew before leaving on a mission.

Intel cell drives force integration forward

By Airman 1st Class Aaron Irvin
19th Airlift Wing Public Affairs

The core objective of the 19th Operation Support Squadron intelligence section is to gather information and provide pre-mission briefs to aircrew. Comprehending the capabilities of the adversary is an integral role within intelligence, giving Team Little Rock and its partners the advantage to mimic the battlefield by training how they fight.

“If we flew without intel, it would be like going into a fight blind,” said U.S. Air Force Capt. Shawn Tupta, 41st Airlift Squadron chief of tactics.

The importance of intel has proven to be paramount throughout history, especially when military branches interact. When looking at intel-specific military events, Operation Eagle Claw, a failed rescue mission in 1980, is a prime example of the need for military services to be on the same page. This was just one event that served as a reason to focus on interoperability and is a prime example why information gathering and liaising between the service components is critical to mission success. During the second annual C-130J fly-in, Team Little Rock worked alongside the Army to enhance interoperability.

“Recently we had the opportunity to integrate with the Army intel side of things,” said U.S. Air Force Staff Sgt. Chase Wagner, 19th OSS NCO in charge of squadron

operations. “It was a good learning experience, and it proved to be a challenge because Air Force and Army intel are completely different.”

Accompanying TLR during the fly-in were C-130 units from Ramstein Air Base, Germany; Yokota AB, Japan; Channel Islands Air National Guard Station, California; Keesler AFB, Mississippi; Dyess AFB, Texas; while representatives from the U.S. Army complimented the training scenarios with ground support.

“Integrating with the Army was the biggest change in this year’s fly-in,” Wagner said. “Getting the chance to see how they work, integrating and coming up with a plan to meet everyone’s training objectives was a good challenge.”

Throughout the years, integration has proven to be beneficial to the armed services collectively, leading to a greater impact on total force readiness.

“We have different perspectives,” said U.S. Air Force 1st Lt. Alex Sweeney, 19th OSS chief of squadron operations. “Army intel focuses on ground threats, and Air Force intel focuses on the impact the aircrew have on the mission.”

Although each mission has varying requirements, each scenario is built to provide effective training.

The fly-in is a good experience for everyone,” Wagner said. “Not only our pilots, but on the intel side of things, it gives us a chance to tap into our resources and really focus on training. This all comes back to meeting Air Mobility Command’s objective of full-spectrum readiness.”

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This is NOT in any way an official report, restricted or unrestricted, nor will it initiate one. It is a way for survivors to anonymously share their personal struggle and to help bring awareness to members of LRAFB. Members are also welcome to make their own poster at home and have someone else drop it off at the SAPR office.

The posters will initially be displayed during the CLEAR challenge on 25 April at the WarFit Pavillion. Afterwards, they

will be hung on display in the SAPR office. Please see the attached flyer!

What: Create your poster

Where: Bldg. 1240 (new SAPR location) room 131

When: M-F between 0800-1600 (call 987-7272 for after-hours access)

Surviving in Numbers is a non-profit organization whose focus is empowering survivors of sexual & domestic violence and through prevention work with youth, changing the culture to end the cycles of violence and victim-blaming. For more information about our inspiration, please visit the following: <https://survivinginnumbers.org/> or <https://www.facebook.com/SurvivingInNumbers/>

POCs:

SSgt Olivia Pujol 987-5502

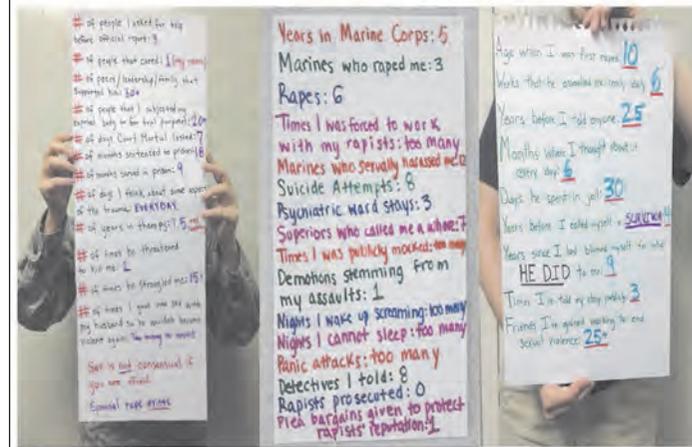
MSgt Richelle Moen 987-7119

SURVIVING
in numbers

Tell your anonymous story through numbers

Create your poster in bldg. 1240 (new SAPR location) in a private classroom, room 131, M-F between 0800-1600. Call 987-7272 for after hours access. You're also welcome to make a poster at home, and have someone else drop it off.

Your anonymous poster will initially be displayed during the CLEAR challenge 25 April @ WarFit Pavillion, and then hung in the SAPR office.



POCs:

SSgt Olivia Pujol
987-5502

MSgt Richelle Moen
987-7119



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Airmen assigned to the 19th Maintenance Squadron aerospace ground equipment flight inspect various pieces of equipment at Little Rock Air Force Base on Feb. 26. Airmen within the AGE career field are the 'jack of all trades' for inspecting and repairing equipment in support of the mission.

FLIGHT LINE LIFELINE: AGE supports total force Combat Airlift

STORY AND PHOTOS BY AIRMAN 1ST CLASS KRISTINE M. GRUWELL
19TH AIRLIFT WING PUBLIC AFFAIRS

Stained cement floors appear under the base of a garage door as it's raised so Airmen can pull a piece of machinery out of the hangar. Behind the large equipment tow, numerous individuals walk to and from stations disappearing occasionally to grab a tool or reach into a crevice to inspect equipment. Only the soft hum of power tools can be heard while Airmen diligently inspect flight line equipment throughout the aerial ground equipment hangar.

The AGE flight within the 19th Maintenance Squadron inspects, repairs and delivers various pieces of equipment in support of each unique airlift mission for the 19th Airlift Wing, 314th AW and 913th Airlift Group.

“Our main goal is to generate an aircraft,” said U.S. Air Force Master Sgt. Brandon Smith, 19th Maintenance Squadron AGE flight production superintendent. “If aircraft are sitting on the

line broke without AGE equipment and maintainers need to repair them, the aircraft can't go on to complete the mission.”

Many Airmen think of AGE as being the shop which delivers equipment to aircraft along the flight line, but that is only one small portion of the duties they're assigned.

AGE is made of four sections that break up the requirements for maintaining flight line equipment: servicing, inspection, repair and support. The servicing section is the primary section Airmen see since they deliver equipment to aircraft maintainers.

Before a piece of equipment can be used in support of the mission, it needs to be looked over by the inspection section. Each piece of equipment has an inspection deadline. Before that date, AGE mechanics examine every inch of the

See AGE, 10



Airmen assigned to the 19th Maintenance Squadron aerospace ground equipment flight maintain and deliver the equipment utilized primarily on the flight line at Little Rock Air Force Base on Feb. 26. There are numerous sections in the AGE flight including servicing, inspection, repair and support.



U.S. Air Force Senior Airman Zachary Green, 19th Maintenance Squadron aerospace ground equipment journeyman repairs a B809 generator set at Little Rock Air Force Base on Feb. 27. Aircraft maintenance technicians require access to hydraulic, electrical and other various pieces of equipment to maintain the aircraft for which Airmen are responsible maintaining and providing.

AGE

Continued from page 9

equipment verifying it's still serviceable.

"Our inspection criteria is the entire unit, so from top to bottom and front to back," Smith said. "Our guys are crawling in and out of every crevice of the unit. It's definitely a dirty job."

If there's routine wear and tear on the piece of machinery, the inspection section takes care of it, otherwise large repairs are completed by the repair section. The support section is there to handle programs such as safety and scheduling for the rest of the flight.

Every AGE mechanic, regardless of section must know the workings of each piece of equipment in order to maintain it.

"AGE is different from the aircraft

maintenance perspective because the aircraft Airmen have a specialty," Smith said. "We're a jack of all trades. We have to know every part of the equipment such as engines, hydraulics, air compressors and all other parts of the equipment as opposed to being specialized into one area."

Without these mechanics, aircraft maintainers would not have the proper equipment to repair C-130s. These Airmen provide key support to generate combat airlift across the total force.

"Everybody is a cog in the wheel and without one cog, the wheel wouldn't turn," said U.S. Air Force Master Sgt. Jason McShane, 19th Maintenance Squadron AGE flight chief. "Without AGE, the mission wouldn't operate as effectively or efficiently, if at all. We are the lifeline of the flight line."



U.S. AIR FORCE PHOTO BY AIRMAN 1ST CLASS KRISTINE M. GRUWELL

U.S. Air Force Staff Sgt. Marcus Stukes, 19th Maintenance Squadron aerospace ground equipment journeyman, and U.S. Air Force Airman 1st Class Jeremy Quinones, 19th MXS AGE apprentice, inspect an MD-1 towbar at Little Rock Air Force Base on Feb. 26. Aircraft maintenance technicians require access to hydraulic, electrical and other various pieces of equipment to maintain the aircraft for which AGE Airmen are responsible providing and maintaining.

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U.S. AIR FORCE PHOTO BY ADRIAN CADIZ

Lt. Gen. Jacqueline D. Van Ovost, Headquarters Air Force director of staff, gives Mae Krier, an original Rosie the Riveter a tour of the Pentagon in Arlington, Va., on March 20. Krier was accompanied by Dawn Goldfein, the spouse of Air Force Chief of Staff Gen. David L. Goldfein.

Laborer

Continued from page 2

The notion of steady work appealed to men and women alike, as many American families still teetered financially following the Great Depression and the Great Dust Bowl. Mothers, daughters, secretaries, wives and even schoolgirls picked up the factory duties the men had left behind.

“Before the jobs came, we struggled, we suffered, everyone did,” she said. “But that was life – and I don’t think it hurt me.”

Once at Boeing, Krier said she had no idea how much larger-than-life the Rosie icon would become. “We worked because we had a job to do ... it wasn’t my job, your job, it was our job -- we had to save our country.”

And, she noted, it was only after the war was over that the posters skyrocketed in popularity.

Dawn Goldfein, spouse to Air Force Chief of Staff Gen. David L. Goldfein, hosted the Pentagon tour with Krier, noting her story can inspire a “We Can Do It!” attitude among new generations of young women around the world.

“Mae is an American treasure, a true iconic legacy who knows what it means

to be a part of something bigger than herself and give back,” Mrs. Goldfein said. “Girls and women of all ages can benefit from her extraordinary story and be inspired to change the world as she and all the Rosies did.”

Today, military and civilian women hold positions of power across the globe, signaling a new and irreversible era of positive change in the women’s rights and equality movement.

“It’s so amazing for our generation to see this because my mother only got the right to vote when I was about 4 years old,” Krier said. “I’ve lived through 16 presidents but never thought I’d get to see and experience the things I have today.”

Now, Krier who was married to her husband, Norm for nearly 70 years, before his death, is a mother, grandmother and great-great grandmother. They met during a jitterbug dance in Seattle in 1944 before they wed in 1945.

When the Air Force chief of staff and dozens of Pentagon workers surprised her with a visit and a birthday cake, Krier wasted no time reminding him of her contribution to the U.S. war effort many moons ago.

“They never lost a B-17 because of a bad rivet,” Krier said over applause and laughter.

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Equal Opportunity advocate against bullying, hazing

By Senior Airman Rhett Isbell
19th Airlift Wing Public Affairs

Airmen dealing with bullying and hazing received a new advocate in the bid to end unfair treatment with a change to the Department of Defense Instruction 1020.03, Harassment Prevention and Response in the Armed Forces, effective Feb. 1, 2019, allowing them to submit an official complaint through the equal opportunity office.

The DoDI was amended to include two new passages specifically identifying and defining bullying and hazing:

■ **Bullying:** A form of harassment that includes acts of aggression by Service members or DoD civilian employees, with a nexus to military service, with the intent of harming a Service member either physically or psychologically, without a proper military or other governmental purpose. Bullying may involve the singling out of an individual from his or her coworkers, or unit, for ridicule because he or she is considered different or weak. It often involves an imbalance of power between the aggressor and the victim. Bullying can be conducted through the use of electronic devices or communications, and by other means including social media, as well as in person.

■ **Hazing:** A form of harassment

that includes conduct through which Service members or DoD civilian employees, without a proper military or other governmental purpose but with a nexus to military service, physically or psychologically injures or creates a risk of physical or psychological injury to Service members for the purpose of: initiation into, admission into, affiliation with, change in status or position within, or a condition for continued membership in any military or DoD civilian organization. Hazing can be conducted through the use of electronic devices or communications, and by other means including social media, as well as in person.

“If someone came in for [bullying and hazing] before the change, we would have referred them to their chain of command,” said U.S. Air Force Staff Sgt. Joshua Wilson, 19th Airlift Wing equal opportunity advisor. “Now, someone can actually come in and file a complaint with us specifically for bullying and hazing.”

Airmen struggling with cases of bullying or hazing are still recommended to go through their chain of command first, but if that is unsuccessful, to go directly to the EO office with their complaint for further guidance and help.

“The Department of Defense and Air Force are taking their complaints of bullying and hazing seriously, so if it’s happening, you have that avenue in



U.S. AIR FORCE PHOTO BY SENIOR AIRMAN RHETT ISBELL

(From left) Charles Desaussure, 19th Airlift Wing Equal Opportunity office director, U.S. Air Force Senior Master Sgt. Wednesday Wilhite, 19th AW EO office superintendent, and U.S. Air Force Staff Sgt. Joshua Wilson, 19th AW EO advisor stand ready to assist those in need in Bldg. 1240 on Little Rock Air Force Base on March 14. Complaints from Airmen dealing with bullying or hazing can now be handled by the EO office due to a change to Department of Defense Instruction 1020.03, Harassment Prevention and Response in the Armed Forces.

your chain of command and the Equal Opportunity office to file that complaint,” said U.S. Air Force Senior Master Sgt. Wednesday Wilhite, 19th AW EO superintendent. “We report everything all the way up to the wing level and depending

on who the complaint is it can go past that. The DoD is taking it seriously, so I definitely believe it’ll be for the better.”

For more information, contact the EO office at (501) 987-8629 or visit their new location in Bldg. 1240.

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