

7/20/09

CONFIRM.

CRAIG E.

CAMPBELL

LT.

GOVERNOR

STATE OF ALASKA

DEPARTMENT OF CORRECTIONS OFFICE OF THE COMMISSIONER

**SARAH PALIN,
GOVERNOR**

550 West 7th Avenue, Ste. 601
Anchorage, AK 99501
PHONE: (907) 269-7397
FAX: (907) 269-7390

July 6, 2009

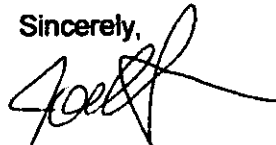
The Honorable Sarah Palin
Governor of Alaska
P.O. Box 110001
Juneau, Alaska 99811-0001

Dear Governor Palin:

Thank you for your confidence in selecting me to succeed the Lieutenant Governor, it is truly an honor. At this time, however, I believe it is in the best interests of the Department of Corrections and subsequently the State of Alaska that I remain Commissioner of Corrections.

Thank you again for your support. I will continue to lead the Department of Corrections and fulfill the mission set forth by your Administration.

Sincerely,



Joseph D. Schmidt
Commissioner

State Capitol
Juneau, Alaska 99801
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Anchorage, Alaska 99501
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Lieutenant Governor Sean Parnell

July 13, 2009

The Honorable Craig E. Campbell
Commissioner
Department of Military & Veterans Affairs
Post Office Box 5800
Fort Richardson, Alaska 99505

Dear Commissioner Campbell:

Pursuant to AS 44.19.026, I, Sean Parnell, Lieutenant Governor of the State of Alaska, designate you, Craig E. Campbell, as temporary substitute for lieutenant governor of the State of Alaska.

This designation will be effective at the time when I succeed to the Office of Governor.

Sincerely,

A handwritten signature in cursive script that reads "Sean Parnell".

Sean Parnell
Lieutenant Governor

Jane Pierson

From: RICHARD M BETTY WILLIAMS [williamsexp@msn.com]
Sent: Friday, July 24, 2009 4:55 AM
To: Rep. Jay Ramras
Subject: Fw: the truth about General Campbell

----- Original Message -----

From: RICHARD M BETTY WILLIAMS
To: Representative Jay Ramras
Sent: Friday, July 24, 2009
Subject: Fw: the truth about General Campbell

----- Original Message -----

From: RICHARD M BETTY WILLIAMS
To: Representative Jay Ramras
Sent: Friday, July 24, 2009
Subject: the truth about General Campbell

Dear Senator Ellis, We are parents of an outstanding Alaska Guardsman and we are sick of the Alaska Guard politics and the lack of integrity by both General Campbell and Katkus. We have sent numerous e-mails exposing the corrupt leadership of their "good old boy club" and cronyism. There are many experienced professional NG members who have left or retired from the AKNG due to the conduct and lack of leadership by these two Generals.

These two Generals have been allowed to get away with doing unethical activities because of Campbell's close ties with Sarah Palin. She has ignored all negative correspondence about Campbell and Katkus's retaliations against Guard members who have filed complaints. Complaints by many have been filed by AKNG. EXAMPLES:

1. "Yes" men being promoted while experienced Officers and NCO's retire due to unprofessional conduct of others and the Generals.
2. Guardsmen are afraid to speak out for fear of retaliation.
3. Generals Campbell and Katkus's supported officers who have allegedly done the following: One was caught sleeping with a deployed enlisted soldier's wife resulting in her pregnancy. No investigation ever occurred and it was covered up by both Generals. A crony was promoted even though he had a history of DUI's. Two very competent officers got out so this crony could be promoted since he and Katkus are best friends. Another (married) officer, while deployed was caught sleeping with another married officer. This officer has been promoted since he is the hunting buddy of General Katkus and one of his cronies. Two officers were caught by the Generals falsifying their personnel records and were PROMOTED by these 2 Generals.
4. Other complaints filed about their unprofessional promotion boards where the most qualified are not promoted but those that either political assist them or are friends with the 2 Generals.
5. Air Guard and Army Guard morale is at its lowest. This reflects the poor standard of what the Alaska Guard was in the early 1990's when they did the High Tower report. So people are promoted who run an organization into the worst condition it has been historically. Sarah Palin has close ties with Campbell, but should he become your Lt. Gov. and should Katkus become your TAG? There certainly is no pride there. Alaska representatives need to have an in depth outside investigation on your National Guard and these Generals. I am a senior AF officer retired, Viet Nam Vet and have NEVER seen such a blatant abuse of inept leadership. Do you have pride? Your Guardsmen, at least most of them, are hard working men and deserve better.

Please think twice about promoting this tin star hypocrite to Lt. Gov.

Sincerely, Richard M. Williams Retired Viet Nam Vet

Sarah Palin,
Governor

"Securing the State, Defending the Nation"

Lt. Gen. Craig E.
Campbell,
Commissioner

Commissioner Campbell Biography



Lieutenant General Craig E. Campbell
craig.campbell2@us.army.mil

Background:

Lieutenant General Craig E. Campbell is the Adjutant General for the State of Alaska, Commander of the Alaska National Guard and the Commissioner of the Department of Military and Veterans Affairs. He is responsible to provide Army and Air National Guard military forces, a State Defense Force, and a Navy Militia that are fully prepared to protect Alaska from any threat, disaster, or emergency. He is also responsible to ensure that Alaska's National Guard forces are ready to deploy worldwide and accomplish military missions in support of the national defense strategy. As Adjutant General and Commissioner for the State of Alaska, he is responsible for emergency services, homeland security, veteran affairs, a Counter-Drug Support Team, a Civil Support Team, and a Youth Challenge Program.

Lieutenant General Campbell received his commission in 1974 after graduating from the Reserve Officer Training Program at the University of Tulsa, where he earned a Bachelor of Arts in Political Science degree. Upon completion of the basic Air Traffic Control Officer Program, he was assigned to Travis AFB, where he received certifications in both the air traffic control tower and radar approach control operations. His subsequent assignments included numerous operational and staff positions in air traffic control at K. I. Sawyer AFB, Vandenberg AFB and Elmendorf AFB. He joined the California Air National Guard in 1981 as the Chief Air Traffic Control Operations Officer, 234th Combat Communications Squadron, Hayward ANGB. In 1990, he was selected as Commander, 168th Resource Management Squadron, Alaska Air National Guard, Eielson AFB. His career with the Alaska Air National Guard includes extensive accomplishments, including development of the Alaska Air National Guard 1998 Long Range Plan which was used as the basis for the 2004 Alaska Air National Guard Transformation Plan. Following graduation from Naval War College in 1999, he served as the Executive Support Staff Officer, Alaska Air National Guard until being selected in 2000 as the Vice Commander, 168th Air Refueling Wing, a position he held until 2003. On 3 January 2003, he was selected to serve as the Adjutant General of Alaska and Commissioner of the Department of Military & Veterans Affairs. On 1 December 2006, he was selected by Governor Sarah Palin to retain these duties and be her trusted advisor.

Lieutenant General Campbell resides in Eagle River with his wife Anne Marie. They have two daughters, Amanda and Melanie and four grandchildren, Faith, Ellie, Kimberly and Emma.

Education:

1974 Bachelor of Science in Political Science, University of Tulsa, Oklahoma
1979 Squadron Officer School, Maxwell AFB, Alabama
1981 Master of Public Administration, Golden Gate University, San Francisco, California
1985 Federal Aviation Administration Land Use Compatibility Course, Georgia Tech University, Atlanta, Georgia
1995 Air Command and Staff College by seminar
1997 Air War College by seminar

1999 Master of Arts in National Security and Strategic Studies, Naval War College, Newport, Rhode Island

Assignments:

- April 1975 - September 1975, student, Air Traffic Control Officers Training Course, Keesler Air Force Base, Mississippi
- September 1975 - September 1976, Air Traffic Control Operations, 1901st Communications Squadron, Travis Air Force Base, California
- September 1976 - September 1979, chief, Radar Approach Control, 2001st Communications Squadron, K.I. Sawyer Air Force Base, Michigan
- September 1979 - May 1981, chief, ATC Operations, 391st Communications Group, Vandenberg Air Force Base, California
- May 1981 - November 1984, chief, Air Traffic Operations, 1931st Communications Group, Elmendorf Air Force Base, Alaska
- November 1984 - November 1991, chief, ATC Operations, 234th Combat Communications Squadron, Hayward Air National Guard Base, California

- November 1991 - October 1992, commander, 168th Resource Management Squadron, Eielson Air Force Base, Alaska
- October 1992 - March 1997, commander, 168th Logistics Squadron, Eielson Air Force Base, Alaska
- March 1997 - August 1999, chief, Long Range Planning, Alaska Air National Guard, Anchorage, Alaska
- August 1999 - September 2000, executive support staff officer, Alaska Air National Guard, Anchorage, Alaska
- September 2000 - January 2003, vice commander, 168th Air Refueling Wing, Eielson Air Force Base, Alaska
- January 2003 - Present, Adjutant General of Alaska, Fort Richardson, Alaska

MAJOR AWARDS AND DECORATIONS:

Legion of Merit
 Air Force Meritorious Service Medal with two devices
 Air Force Commendation Medal with one device
 Air Force Outstanding Unit Award
 Air Force Organizational Excellence Award
 National Defense Service Medal
 Air Force Longevity Service Medal with five devices
 Air Reserve Forces Service Medal
 Alaska Distinguished Service Medal
 Alaska Commendation Medal
 California Medal of Merit

EFFECTIVE DATES OF PROMOTION:

Second Lieutenant June 4, 1974
 First Lieutenant December 5, 1976
 Captain January 1, 1979
 Major June 2, 1988
 Lieutenant Colonel June 5, 1995
 Colonel March 30, 2000
 Brigadier General February 6, 2004
 Major General November 18, 2005 (federal duties)
 Lieutenant General September 8, 2008 (state duties)

(Current as of March 2009)

Alaska Department of Military and Veterans Affairs

PO Box 5800 Camp Denali

Fort Richardson, AK 99505-5800

Send questions or comments to dmvawebmaster@ak-prepared.com regarding this site.

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MEMORANDUM

July 14, 2009

SUBJECT: Committee hearing during the interim on confirmation

TO: Representative Max F. Gruenberg, Jr.

FROM: Tamara Brandt Cook
Director

(1) May a standing committee hold a hearing during the interim on Governor Sarah Palin's designation of Lieutenant General Craig E. Campbell as successor to the office of lieutenant governor? If so, may the committee take any action?

Under Uniform Rule 21(c), standing committees have been given broad authority to meet between sessions. A standing committee could hold a hearing to consider the designation for the purpose of providing information to the committee members and others who may be in attendance.

Any question may be referred by a house of the legislature to one or more of its committees. As noted in Mason's Manual, sec. 378(2): "In legislative bodies it is good practice to refer every main question to a committee for its consideration unless immediate action is required." Referral of a question before a house is made while the legislature is in session, by the presiding officer or by motion of a member of the house. Since the legislature is not in session, the question of confirming a new designee to succeed to the office of lieutenant governor has not been referred to any committee. Therefore, there is no question before a standing committee upon which the committee may act by reporting the question back with its recommendations.

(2) Does the Judiciary Committee have jurisdiction over the question of confirming the governor's new designee?

Under Uniform Rule 20, the Judiciary Committee has jurisdiction over "the programs and activities of the Alaska Court System and the Department of Law, and the legal and substantive review of bills referred to it for that purpose". Along with the Court System and the Department of Law, the jurisdiction of the Judiciary Committee extends to bills on any subject that are referred to it. However, the confirmation issue is not a bill. The Judiciary Committee could be deemed to have jurisdiction over the confirmation of the Attorney General because of its responsibility for activities of the Department of Law, but it has no jurisdiction over the governor's appointment generally or over the Office of the Lieutenant Governor specifically. Indeed, no standing committee has specific

Representative Max F. Gruenberg, Jr.
July 14, 2009
Page 2

jurisdiction over the Office of the Lieutenant Governor. Note that, under AS 44.19.010, the Office of the Governor includes the lieutenant governor.

On the other hand, the State Affairs Committee has, among other things, jurisdiction over "programs and activities of the Office of the Governor." Since confirmations generally involve consideration of an activity of the governor, exercise of the executive power of appointment, and this confirmation involves appointment of a designee to the lieutenant governor who is in the Office of the Governor rather than a commissioner or a board within a department that has been assigned to the jurisdiction of another committee, it would appear that the State Affairs Committee has jurisdiction under the rule over a confirmation involving a successor to the office of lieutenant governor.

In the House, Governor Palin's previous designee appointment of Talis Colberg was referred to the House State Affairs Committee. 2007 House Journal page 174 (February 7, 2007). Her designation of Joe Schmidt was handled by the House Judiciary Committee. 2009 House Journal page 300 (February 23, 2009).

Note that Uniform Rule 21(c) provides: "A standing, special, or joint committee which acts between legislative sessions may consider any legislative matter which is consistent with the jurisdiction of the committee." The rule provides broad authority for a standing committee to meet during the interim and, specifically, authority to consider matters consistent with its jurisdiction, but there is no specific authority for a standing committee to consider a matter that is not within its jurisdiction. The jurisdiction of a committee may be broadly considered to consist of those matters that fall within its jurisdiction under Uniform Rule 20, bills and other matters that have been referred to the committee, and matters that that been assigned to a committee by statute, such as AS 24.05.182 (review of administrative regulations) or AS 24.08.060(a) (measures under consideration for introduction by the committee). However, as a matter of practice, a standing committee has rather freely considered matters of legislative concern that are not specifically within its jurisdiction and that practice has not often been objected to or curtailed.

TBC:ljw
09-301.ljw

LEGAL SERVICES

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Juneau, Alaska 99801-1182
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MEMORANDUM

July 7, 2009

SUBJECT: Filling a vacancy in the office of Lieutenant Governor

TO: Representative Jay Ramras
Chairman of the House Judiciary Committee

FROM: Tamara Brandt Cook
Director

(1) How does the governor's designee for Lieutenant Governor vacate the office?

AS 44.19.040 deals with appointment of a successor to the Lieutenant Governor and states: "If the person designated and confirmed is removed from or vacates the appointment, the governor shall appoint a successor subject to confirmation in the same manner as the person initially appointed." The statute does not set out a method whereby the designee vacates the position, so any method that clearly indicates the intent of the designee to vacate the position as successor to the Lieutenant Governor is acceptable. However, it would be prudent for the designee to notify the Governor of his intention to vacate the office in writing so that there is no question that the designee has made that election.

On July 4, 2009, the current designee, Joe Schmidt, Commissioner of the Department of Corrections, is quoted at KTUU.com as saying, with respect to assuming the office of Lieutenant Governor: "I didn't officially decline, I just relayed some concerns that I had and I'm assuming that those concerns were shared." If Commissioner Schmidt has not and does not vacate the appointment, Governor Sarah Palin has clear authority to remove the designee. AS 44.19.040 provides that a designee who has been confirmed is in line for succession to the office of Lieutenant Governor "subject to the pleasure of the governor." Governor Palin has indicated that she has chosen Lieutenant General Craig Campbell, Commissioner of Military and Veterans' Affairs. Again it would be prudent that the removal of Commissioner Joe Schmidt, if that occurs, be in writing to avoid any question regarding the status of both commissioners. Under the statute, a new designee will ultimately have to be formally presented in writing by the seated Governor to the legislature for confirmation.

Representative Jay Ramras
July 7, 2009
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(2) What issues are raised if the Governor names a new designee for Lieutenant Governor?

Under art. III, sec. 11 of the state constitution, when there is a vacancy in the office of Governor the Lieutenant Governor becomes Governor and serves for the remainder of the term. As a result of this succession, the office of Lieutenant Governor, in turn, becomes vacant. The state constitution does not directly provide for succession to the office of Lieutenant Governor. Instead art. III, sec. 13 states:

SECTION 13. Further Succession. Provision shall be made by law for succession to the office of governor and for an acting governor in the event that the lieutenant governor is unable to succeed to the office or act as governor. No election of a lieutenant governor shall be held except at the time of electing a governor.

The statutes provide for succession to the office of Lieutenant Governor as the method for addressing the question of further succession under AS 44.19.040 - 44.19.046. AS 44.19.040 provides in full:

Sec. 44.19.040. Appointment of successor to lieutenant governor.

After taking an initial term of office, the governor shall appoint, from among the officers who head the principal departments of the state government or otherwise, a person to succeed to the office of lieutenant governor if the office of lieutenant governor becomes vacant. The appointment is subject to confirmation by a majority of the members of the legislature meeting in joint session. The person designated and confirmed is next in line for succession to the office of lieutenant governor, subject to the pleasure of the governor. If the person designated and confirmed is removed from or vacates the appointment, the governor shall appoint a successor subject to confirmation in the same manner as the person initially appointed.

Governor Sarah Palin has designated Joe Schmidt, Commissioner of the Department of Corrections as the successor to the office of Lieutenant Governor and Commissioner Schmidt has been confirmed. Consequently, when Sean Parnell is sworn in as Governor and the office of Lieutenant Governor becomes vacant, it is Commissioner Schmidt who would automatically assume that office under AS 44.19.042. However, Governor Palin has also indicated that she has chosen Lieutenant General Craig Campbell, Commissioner of Military and Veterans' Affairs, as the designated successor to the office of Lieutenant Governor. Note that, under AS 44.19.040, the designee serves in that capacity "at the pleasure of the governor," so Governor Palin may change her designee if she chooses to do so, but the successor designee is also subject to confirmation.

This brings up the question of whether a new designee may assume the office of Lieutenant Governor before being confirmed. If not, of course, the successor Governor,

Representative Jay Ramras
July 7, 2009
Page 3

Sean Parnell, might elect to name a different person as designee. Based upon the evolution of the bill that ultimately resulted in the enactment of AS 44.19.040 - 44.19.046, it appears that the legislature considered the alternative and decided not to authorize recess appointments to fill the office of Lieutenant Governor before the designee is confirmed. In contrast, AS 39.05.080(3) and (4) provide that a person who is appointed to an office that is subject to confirmation exercises the duties of that office until the legislature declines to confirm or until the last day of the session if the legislature does not take the confirmation up. Note that AS 39.05.080 does not apply if a law relating to a particular position contains different provisions, so, as a matter of statutory construction, provisions in AS 44.19.040 prevail over contrary provisions in AS 39.05.080 and the designee may not assume the office of Lieutenant Governor until after confirmation.

Alas, the situation is somewhat muddled by the question of whether art. III, sec. 27 of the state constitution might apply because of the statutory requirement for confirmation of the Lieutenant Governor designee. It provides:

SECTION 27. Recess Appointments. The governor may make appointments to fill vacancies occurring during a recess of the legislature, in offices requiring confirmation by the legislature. The duration of such appointments shall be prescribed by law.

Does the fact that the legislature by statute elected to require confirmation of a Lieutenant Governor designee mean that the governor has the power to make a recess appointment under the constitution, even though the legislature intended to preclude recess appointments to the office of Lieutenant Governor, or, in context, is section 27 confined to confirmations made under the preceding two constitutional sections: section 25, department heads, and section 26, certain boards and commissions? Is the requirement of confirmation applicable to a designee to fill a vacancy in the office of Lieutenant Governor enacted under the authority of article III, sec. 13, invalid under the reasoning of Bradner v. Hammond, 553 P.2d 1 (Alaska 1985), holding that the power of confirmation is limited to the offices covered by article III, secs. 25 and 26? Given the broad authority granted under sec. 13 to provide for succession, it seems unlikely that art. III, sec. 27 or the Bradner v. Hammond decision applies, but these are unresolved questions.

TBC:med
09-054.mcd

STATE OF ALASKA

DEPARTMENT OF LAW

OFFICE OF THE ATTORNEY GENERAL

Sarah Palin, Governor

1031 WEST 4TH AVENUE, SUITE 200
ANCHORAGE, ALASKA 99501-5903
PHONE: (907)269-5100
FAX: (907)279-8644

July 10, 2009

Michael Nizich
Chief of Staff, Office of the Governor
550 West 7th Avenue, Suite 1700
Anchorage, AK 99501

Re: Succession to the Office of Lieutenant Governor

Dear Mr. Nizich:

We are providing this legal analysis in response to questions about proper constitutional and statutory procedures when the successor to the lieutenant governor is appointed during a legislative recess and the position of lieutenant governor subsequently becomes vacant.

I. Introduction/Background

Commissioner Joe Schmidt previously was appointed and confirmed as successor to the lieutenant governor under AS 44.19.040 (hereinafter "the second-in-line" position or appointee), and therefore was in line to assume the lieutenant governor's office if and when it was vacated. He resigned from the second-in-line position on July 6, 2009. Governor Palin then appointed General Craig Campbell to the second-in-line position – as she is clearly authorized to do under AS 44.19.040.¹ This statute states that the second-in-line appointee is subject to legislative confirmation.² However, the legislature is not in session to confirm this appointment, and with the recent announcement of Governor Palin's resignation, Lieutenant Governor Sean Parnell is scheduled to assume the governorship on July 26, 2009, leaving a vacancy in the position of lieutenant governor.

¹ AS 44.19.040 provides that if the second-in-line appointee is removed from or vacates the appointment, "the governor shall appoint a successor subject to confirmation . . ."

² *Id.*

This situation – a second-in-line appointment during a legislative recess and a subsequent lieutenant governor vacancy – raises questions about proper constitutional and statutory succession procedures. These are important issues for the State of Alaska, requiring consideration of executive and legislative responsibilities, including the powers of appointment and confirmation, and the implementation of constitutional and statutory procedures intended to ensure that there is no gap in the line of succession for the office of governor. Moreover, while the facts giving rise to these questions are unique and of first impression for the state, it is conceivable that the issues addressed below could arise in a number of similar situations.³ Because the issues are challenging, capable of recurring, and of significant import to the lawful and smooth transition of Alaska's state government, I am issuing this advice as an Attorney General's Opinion.

II. Summary

As noted above, the issues addressed in this opinion are important for the State of Alaska, requiring consideration of executive and legislative responsibilities, including the powers of appointment and confirmation, and the implementation of constitutional and statutory procedures intended to ensure that there is no gap in the line of succession for the office of governor. In rare cases, it is conceivable that the critical public interest of ensuring continuity and a clear line of succession in the office of governor might not be aligned with the legislature's responsibilities and powers to confirm senior executive branch officials. We examine this important issue, on which there is no controlling case law, at length in this opinion. It is a close call on whether a recess appointee to the second-in-line position can assume the office of lieutenant governor when it becomes vacant without first being confirmed by the legislature. Nevertheless, we conclude in the affirmative.

Despite this conclusion, this opinion also distinguishes between what the executive branch has the legal authority to do, and what we recommend it should do. These are not always the same. In this case, it is important to seek consensus among different branches of government with regard to succession issues. Thus, the opinion examines and recommends other approaches. Specifically, it suggests that if there is no special session of the legislature to confirm General Campbell as the second-in-line appointee prior to the transition between the Palin and Parnell administrations, then he should be designated as temporary/acting lieutenant governor pursuant to Alaska statutes. We believe that this approach is consistent with Alaska's constitutional and statutory designs that clearly underscore the critical public interest of continuity in the principal executive offices of the state. It also preserves the legislature's interest and responsibilities in confirming General Campbell to the second-in-line position, at a later date.

³ A similar situation would occur any time a governor vacates the office without a legislatively confirmed second-in-line appointee.

III. Legal Analysis of the Governor's Recess Appointment Power and the Legislature's Confirmation Responsibilities

A. Alaska Law Gives the Governor Significant Authority to Make Recess Appointments

The Alaska Constitution and statutes generally provide the Governor with broad powers to fill vacancies in senior executive branch positions during a legislative recess. Article III, § 27 of the Alaska Constitution states that "[t]he governor may make appointments to fill vacancies occurring during a recess of the legislature, in offices requiring confirmation by the legislature." Alaska Statute 39.05.080 reinforces this authority by providing that such recess appointees hold their offices with full authority pending confirmation: "[p]ending confirmation or rejection of appointment by the legislature, persons appointed shall exercise the functions, have the powers, and be charged with the duties prescribed by law for the appointive positions."⁴ These constitutional and statutory provisions give the governor the authority necessary to keep the executive branch functioning fully when critical vacancies occur and the legislature is not in session.

B. AS 44.19.040 Seems to Require Confirmation in All Cases for the Second-in-Line Position

The governor's ability to make recess appointments is more complicated, however, when the second-in-line position becomes vacant. Under Alaska Constitution Article III, § 13, the legislature is specifically charged with enacting laws "for the succession to the office of governor and for an acting governor in the event the lieutenant governor is unable to succeed to the office or act as governor."

Alaska Statute 44.19.040 was one of the key laws enacted to effectuate this constitutional provision. It requires the governor to appoint a person to the second-in-line position as part of a two-step process. The governor first appoints a person to the second-in-line position. The statute then refers to the second step, confirmation:

The appointment is subject to confirmation by a majority of the members of the legislature meeting in joint session. The person designated and confirmed is next in line for succession to the office of lieutenant governor, subject to the pleasure of the governor. If the person designated and confirmed is removed from or vacates the appointment, the governor shall appoint a successor subject to confirmation in the same manner as the person initially appointed.⁵

⁴ AS 39.05.080(4).

⁵ AS 44.19.040 (emphasis added).

The language of this provision suggests that the appointee becomes second in line only after being "designated and confirmed."⁶

Yet such a reading and interpretation of AS 44.19.040 raises an important policy concern. If the second-in-line position is not "in line for succession to the office" of lieutenant governor until such time as confirmed, then the lieutenant governor's seat could lie vacant until the legislature convenes, meets in full session, and confirms an appointed successor. In certain circumstances, this could mean the lieutenant governor's office would be left unoccupied for months. Such a result appears to contradict the intent of the constitutional delegates and the legislature that Alaska's government have two principal executive officers and that vacancies be filled as quickly as possible.⁷

C. AS 44.19.040 Read in Conjunction with Its Companion Statutes Suggests that Confirmation Is Not Always Mandated If a Vacancy Occurs First and a Succession Gap is Imminent

Alaska Statute AS 44.19.040 makes clear that the legislature has important statutory responsibilities and powers in confirming the second-in-line position. The critical question, however, is whether such powers and responsibilities override the constitutional and legislative imperative to avoid gaps in the line of succession to the office of governor.

Although AS 44.19.040 seems at first blush to require that a second-in-line appointee be confirmed before he or she can become lieutenant governor, when read in conjunction with other statutes, passed contemporaneously, that interpretation does not appear to be required in every situation. Indeed, AS 44.19.040 was enacted with

⁶ It should be noted that Alaska case law calls into question whether the legislature has the authority to require confirmation for the second-in-line position. *See Bradner v. Hammond*, 553 P.2d 1 (Alaska 1976) (holding that the legislature's authority to require confirmation of executive branch officials is limited to department heads subject to Alaska Const. art. III, §§ 25-26). However, we need not address this issue in this opinion.

⁷ Alaska Const. art. III, §§ 9-13 and AS 44.19.040 - 44.19.046 demonstrate that the legislature intended that a plan of succession be in place at all times to minimize interruption in the continuity of the highest executive branch offices. Legislative history to AS 44.19.046 confirms that the intent of the legislation was to prevent succession gaps. "Succession of the executive should not be delayed until the legislature can act." *See H. Judiciary Comm., Report on HB 5, 1st Sess., at 1 (Alaska 1959)*. Likewise, sec.1 of SCS CSHB 5 (STA) am (Alaska 1959) demonstrates that the legislative intent was to minimize unnecessary interruptions to the activities of the state.

AS 44.19.042 and AS 44.19.046 in 1959, in the same legislative bill.⁸ Under these statutes, the ability of the second-in-line appointee to assume the lieutenant governor position differs depending upon the situation.

For example, AS 44.19.042 suggests that a second-in-line appointee need not have been previously confirmed in every instance to succeed to a vacant lieutenant governor position. This statute states that when a vacancy arises, the person “designated as next successor to the office of lieutenant governor as provided in AS 44.19.040” succeeds to office for the remainder of the term.⁹ On its face, AS 44.19.042 appears to require less than AS 44.19.040 because the statutory language only mentions that the person must be “designated as next successor,” without expressly requiring legislative confirmation as AS 44.19.040 seems to do. And while the reference in AS 44.19.042 to AS 44.19.040 could be interpreted to require compliance with all aspects of .040, including legislative confirmation, that would mean that “designated” has a different meaning in AS 44.19.042 than it does in AS 44.19.040. As a general rule, Alaska law does not support such a statutory interpretation. “It is a general principle of statutory construction that ‘the same words used twice in the same act have the same meaning.’”¹⁰

Additionally, the omission of an express confirmation requirement in AS 44.19.042 reflects the different purposes of the two provisions. Read in context, the textual

⁸ Secs. 2, 3, and 5, ch. 174, SLA 1959.

⁹ AS 44.19.042 (emphasis added).

¹⁰ See, e.g., *Benner v. Wichman*, 874 P.2d 949, 957 (Alaska 1994) (quoting 2A Norman J. Singer, *Sutherland Statutes and Statutory Construction* § 46.06 (5th ed. 1992)); see also 2A Singer, *Sutherland Statutory Construction* § 47.16 (7th ed. 2008 rev) (“Where the meaning of a word is unclear in one part of a statute but clear in another part, the clear meaning can be imparted to the unclear usage on the assumption that it means the same thing throughout the statute.”).

Moreover, in AS 44.19.040, “designated” clearly refers solely to the act of appointment by the governor, as it is distinguished from the act of confirmation: “the person designated and confirmed is next in line for succession to the office of lieutenant governor....” Interpreting “designated” in AS 44.19.042 to mean both “designated and confirmed” would be inconsistent with the language of AS 44.19.040. See 2B Singer, *Sutherland Statutory Construction* § 51.2 (7th ed. 2008 rev) (stating that where a statute with reference to one subject contains a given provision, the omission of such provision from a similar statute concerning a related subject is significant to show that a different intention existed).

discrepancy between the statutory sections is reconcilable.¹¹ Alaska Statute 44.19.040 applies when the lieutenant governor's office is not vacant and no exigent circumstances exist that would compel expediting a second in line to the lieutenant governor's office. In this situation, confirmation by the legislature provides a legislative check without leaving one of the highest state offices vacant for an open-ended period of time. Alaska Statute 44.19.042, on the other hand, describes what occurs when a vacancy arises and the need to fill the position of lieutenant governor is more compelling. In this situation, the person designated by the governor succeeds to the office without delay, whether or not confirmed.

The third of the three 1959 provisions, AS 44.19.046, further supports this interpretation. The statute mandates that "the person appointed under AS 44.19.040 succeeds directly to the office of acting governor until successors to the respective offices are elected in a special election."¹² Like AS 44.19.042, this provision refers to AS 44.19.040 and identifies an appointed successor without specifying that the successor must also be confirmed. This statute applies when vacancies occur simultaneously in the offices of governor and lieutenant governor – a situation that requires immediate action if the designated second-in-line official is unconfirmed. The legislature intended this succession to occur immediately in order to fill the leadership vacuum that would occur while the legislature convenes and confirms the second-in-line appointee. From a broad public interest standpoint, this appears to be the appropriate result. When the offices of both governor and lieutenant governor are vacant, circumstances are most compelling to expedite obtaining a successor to immediately fill the leadership void regardless of whether the successor previously has been confirmed.

Admittedly, the 1959 statutes at issue here could be more clearly drafted. But our interpretation best protects what are among the most important interests of the state. When the lieutenant governor's seat becomes vacant, the second-in-line appointee will nearly always have been previously confirmed, consistent with Alaskans' interest in governmental checks and balances and the legislature's responsibility and power to confirm senior executive branch officers. However, in the rare instance where the legislature's confirmation responsibility could result in a succession gap or a vacancy in the executive branch's highest offices, the legislative intent of AS 44.19.040-.046 appears to be for a succession to be made quickly even if legislative confirmation cannot take place.

¹¹ To determine whether two statutory provisions stand in conflict, the court interprets them together, in context with other pertinent provisions, rather than in isolation, with a view toward reconciling conflict to produce "a harmonious whole." *Progressive Ins. Co. v. Simmons*, 953 P.2d 510, 516 (Alaska 1988) (quoting 2 J. Sutherland, *Statutes and Statutory Construction*, § 4703 at 336-37 (Horrack ed., 3d ed.1943)).

¹² AS 44.19.046 (emphasis added).

IV. Alternative Statutory and Constitutional Approaches Should Be Considered

The foregoing interpretation emphasizes the critical public interest of ensuring that there will always be a clear and rapid line of succession to the office of governor. Yet it is an imperfect solution to a difficult problem because the legislature has no role confirming the second-in-line successor in exigent circumstances. Moreover, while we believe our interpretation to be the correct one, there is no controlling case law to provide guidance on interpreting these statutes. For institutional and other reasons, Alaska's current legislature may disagree with this analysis and conclusion. In the present case, disagreement with the legislature on these important issues, in which it traditionally has a well-defined and important role, should attempt to be avoided because any prolonged disagreement between the executive and legislative branches has the potential to create the succession gap problem that it is in Alaska's interest to avoid.

Accordingly, alternative statutory and constitutional approaches should be considered and implemented. Alaska Statute 44.19.026 expressly authorizes the designation of a temporary/acting lieutenant governor in the event the official lieutenant governor succeeds to the office of governor. Moreover, a special session of the legislature can be convened to confirm a governor's second-in-line appointment. We discuss these options below.

A. General Campbell Can Be Appointed Temporary/Acting Lieutenant Governor Under AS 44.19.026

Pursuant to 44.19.026, General Campbell can be appointed temporary/acting lieutenant governor. This statute authorizes the lieutenant governor to designate a head of a principal executive department to assume many of the duties of the office of lieutenant governor "during such time as the lieutenant governor succeeds to the office of governor."¹³ If this appointment under AS 44.19.026 is made prior to the date when Governor Palin leaves office, General Campbell will immediately become temporary/acting Lieutenant Governor when Lieutenant Governor Parnell assumes the governorship. Consequently, Governor Palin's intention to have General Campbell serve

¹³ AS 44.19.026 provides: "The lieutenant governor may designate a head of a principal executive department, or more than one such officer in the alternative, who shall temporarily be custodian of the state seal and perform the authenticating functions of the lieutenant governor during such time as the lieutenant governor succeeds to the office of governor, acts as governor, is absent from the state, or otherwise is not available at the state capital to perform the above authenticating functions. The designation shall be in writing, signed by the lieutenant governor, and filed in the office of the lieutenant governor. The designation is effective until revoked by a later designation executed and filed in the same manner." (emphasis added).

in the office of lieutenant governor will be fulfilled – albeit in an acting and temporary capacity.¹⁴ This approach, as set out in AS 44.19.026, does not require legislative confirmation, but preserves the legislature’s interests and responsibilities in confirming General Campbell to the second-in-line position at a later date. It also safeguards against a potential succession gap in the office of governor.¹⁵

B. The Legislature Can Confirm General Campbell Under AS 44.19.040

As a second alternative approach, General Campbell can be legislatively confirmed to the second-in-line position in a special session before Lieutenant Governor Parnell assumes the office of governor. This approach would obviously moot any issues about whether General Campbell must be legislatively confirmed before he succeeds to the office of lieutenant governor under AS 44.19.042.

Although it might be preferable for such a confirmation to occur before the transition of power between Governor Palin and Lieutenant Governor Parnell, AS 44.19.026 – the temporary/acting lieutenant governor statute – does provide some degree of flexibility in the timing of such a session. That is, if a special session cannot be held before Lieutenant Governor Parnell becomes governor, General Campbell can be appointed as temporary/acting lieutenant governor under AS 44.19.026 and can serve in that capacity until the legislature convenes a special session to take up his confirmation.¹⁶

¹⁴ General Campbell would retain his current position as Commissioner of Military and Veterans Affairs, pending his confirmation by the legislature as the second-in-line appointee. A temporary appointment under AS 44.19.026 avoids the prohibition against dual office holding. *See* Alaska Const. art. III, § 6.

¹⁵ While by design the designation is temporary, many of the duties of the office of lieutenant governor would be covered by the designation without interruption. The statute states that the designee will temporarily be custodian of the state seal and “perform the authenticating functions of the lieutenant governor...” AS 44.19.026. This opinion does not analyze precisely what functions of the lieutenant governor might be characterized as “authenticating,” but we believe the intent of this statute was to ensure that many of the significant duties of the office will be covered. In the event that certain duties are not covered, those can be delegated or assumed by the Governor. The Department of Law is continuing a detailed analysis of this issue.

¹⁶ See Attachment 1 for procedural details of how such a process would work in a hypothetical case.

C. The Foregoing Ensures No Succession Gap

The benefit of these approaches is that succession is safeguarded, and the legislature's confirmation responsibilities can still be exercised. More broadly, it is important to note that Alaska statutes cover any future succession contingency regardless of whether General Campbell is: (a) designated as the second-in-line appointee, but not confirmed by the legislature (not the recommended approach of this opinion); (b) designated as the second-in-line appointee and is confirmed by the legislature; or (c) designated as temporary/acting lieutenant governor and is confirmed at a later date.¹⁷

Please contact me if we can be of further assistance with this matter.

Sincerely,



Daniel S. Sullivan
Attorney General

Enclosure: Attachment 1

¹⁷ Under any of these circumstances, if the office of governor would somehow become vacant during the Parnell Administration, Alaska statutes would mandate that General Campbell would succeed to "the office of acting governor" but only until a special election is held to fill the offices of governor and lieutenant governor. See AS 44.19.044 and AS 44.19.046.

Hypothetical Timeline

1. Commissioner Joe Schmidt is appointed and confirmed to the second-in-line position during the previous regular legislative session pursuant to AS 44.19.040.
2. Commissioner Schmidt resigns from the second-in-line position on July 6, 2009, pursuant to AS 44.19.040.
3. Governor Palin appoints General Campbell to the second-in-line position on July 7, 2009, pursuant to AS 44.19.040.
4. Governor Palin notifies legislative leadership of her appointment of General Campbell to the second-in-line position on July 7, 2009.
5. General Campbell is designated to fill the temporary/acting Lieutenant Governor position pursuant to AS 44.19.026. This designation, which is administratively performed by Lieutenant Governor Parnell, should occur prior to the Palin/Parnell administration transition. This designation only becomes effective when Lieutenant Governor Parnell succeeds to the office of governor.
6. Lieutenant Governor Parnell succeeds to the office of governor on July 26, 2009, pursuant to Alaska Constitution Article III, § 11. At that time, General Campbell immediately becomes temporary/acting Lieutenant Governor pursuant to AS 44.19.026.
7. A special session is called and convenes to confirm temporary/acting Lieutenant Governor Campbell to the second-in-line position pursuant to AS 44.19.040.
8. Temporary/acting Lieutenant Governor Campbell is confirmed by the legislature to the second-in-line position pursuant to AS 44.19.040.
9. Temporary/acting Lieutenant Governor Campbell immediately succeeds by operation of law to the lieutenant governor position pursuant to AS 44.19.040.
10. Lieutenant Governor Campbell simultaneously revokes the previous designation as temporary/acting Lieutenant Governor pursuant to AS 44.19.026.
11. Governor Parnell then appoints a new second-in-line appointee pursuant to AS 44.19.040.

West's Alaska Statutes Annotated Currentness
The Constitution of the State of Alaska (Refs & Annos)
→ Article III. The Executive
→ **§ 1. Executive Power**

The executive power of the State is vested in the governor.

§ 2. Governor: Qualifications

The governor shall be at least thirty years of age and a qualified voter of the State. He shall have been a resident of Alaska at least seven years immediately preceding his filing for office, and he shall have been a citizen of the United States for at least seven years.

§ 3. Election

The governor shall be chosen by the qualified voters of the State at a general election. The candidate receiving the greatest number of votes shall be governor.

§ 4. Term of Office

The term of office of the governor is four years, beginning at noon on the first Monday in December following his election and ending at noon on the first Monday in December four years later.

§ 5. Limit on Tenure

No person who has been elected governor for two full successive terms shall be again eligible to hold that office until one full term has intervened.

§ 6. Dual Office Holding

The governor shall not hold any other office or position of profit under the United States, the State, or its political subdivisions.

§ 7. Lieutenant Governor--Duties

There shall be a lieutenant governor. He shall have the same qualifications as the governor and serve for the same term. He shall perform such duties as may be prescribed by law and as may be delegated to him by the governor.

§ 8. Election

The lieutenant governor shall be nominated in the manner provided by law for nominating candidates for other elective offices. In the general election the votes cast for a candidate for governor shall be considered as cast also for the candidate for lieutenant governor running jointly with him. The candidate whose name appears on the ballot jointly with that of the successful candidate for governor shall be elected lieutenant governor.

§ 9. Acting Governor

In case of the temporary absence of the governor from office, the lieutenant governor shall serve as acting governor.

§ 10. Succession: Failure to Qualify

If the governor-elect dies, resigns, or is disqualified, the lieutenant governor elected with him shall succeed to the office of governor for the full term. If the governor-elect fails to assume office for any other reason, the lieutenant governor elected with him shall serve as acting governor, and shall succeed to the office if the governor-elect does not assume his office within six months of the beginning of the term.

§ 11. Vacancy

In case of a vacancy in the office of governor for any reason, the lieutenant governor shall succeed to the office for the remainder of the term.

§ 12. Absence

Whenever for a period of six months, a governor has been continuously absent from office or has been unable to discharge the duties of his office by reason of mental or physical disability, the office shall be deemed vacant. The procedure for determining absence and disability shall be prescribed by law.

§ 13. Further Succession

Provision shall be made by law for succession to the office of governor and for an acting governor in the event that the lieutenant governor is unable to succeed to the office or act as governor. No election of a lieutenant governor shall be held except at the time of electing a governor.

§ 14. Title and Authority

When the lieutenant governor succeeds to the office of governor, he shall have the title, powers, duties and emoluments of that office.

§ 15. Compensation

The compensation of the governor and the lieutenant governor shall be prescribed by law and shall not be diminished during their term of office, unless by general law applying to all salaried officers of the State.

§ 16. Governor's Authority

The governor shall be responsible for the faithful execution of the laws. He may, by appropriate court action or proceeding brought in the name of the State, enforce compliance with any constitutional or legislative mandate, or restrain violation of any constitutional or legislative power, duty, or right by any officer, department, or agency of the State or any of its political subdivisions. This authority shall not be construed to authorize any action or proceeding against the legislature.

§ 17. Convening Legislature

Whenever the governor considers it in the public interest, he may convene the legislature, either house, or the two houses in joint session.

§ 18. Messages to Legislature

The governor shall, at the beginning of each session, and may at other times, give the legislature information concerning the affairs of the State and recommend the measures he considers necessary.

§ 19. Military Authority

The governor is commander-in-chief of the armed forces of the State. He may call out these forces to execute the laws, suppress or prevent insurrection or lawless violence, or repel invasion. The governor, as provided by law, shall appoint all general and flag officers of the armed forces of the State, subject to confirmation by a majority of the members of the legislature in joint session. He shall appoint and commission all other officers.

§ 20. Martial Law

The governor may proclaim martial law when the public safety requires it in case of rebellion or actual or imminent invasion. Martial law shall not continue for longer than twenty days without the approval of a majority of the members of the legislature in joint session.

§ 21. Executive Clemency

Subject to procedure prescribed by law, the governor may grant pardons, commutations, and reprieves, and may suspend and remit fines and forfeitures. This power shall not extend to impeachment. A parole system shall be provided by law.

§ 22. Executive Branch

All executive and administrative offices, departments, and agencies of the state government and their respective functions, powers, and duties shall be allocated by law among and within not more than twenty principal departments, so as to group them as far as practicable according to major purposes. Regulatory, quasi-judicial, and temporary agencies may be established by law and need not be allocated within a principal department.

§ 23. Reorganization

The governor may make changes in the organization of the executive branch or in the assignment of functions among its units which he considers necessary for efficient administration. Where these changes require the force of law, they shall be set forth in executive orders. The legislature shall have sixty days of a regular session, or a full session if of shorter duration, to disapprove these executive orders. Unless disapproved by resolution concurred in by a majority of the members in joint session, these orders become effective at a date thereafter to be designated by the governor.

§ 24. Supervision

Each principal department shall be under the supervision of the governor.

§ 25. Department Heads

The head of each principal department shall be a single executive unless otherwise provided by law. He shall be appointed by the governor, subject to confirmation by a majority of the members of the legislature in joint session, and shall serve at the pleasure of the governor, except as otherwise provided in this article with respect to the secretary of state. The heads of all principal departments shall be citizens of the United States.

§ 26. Boards and Commissions

When a board or commission is at the head of a principal department or a regulatory or quasi-judicial agency, its members shall be appointed by the governor, subject to confirmation by a majority of the members of the legislature in joint session, and may be removed as provided by law. They shall be citizens of the United States. The board or commission may appoint a principal executive officer when authorized by law, but the appointment shall be subject to the approval of the governor.

§ 27. Recess Appointments

The governor may make appointments to fill vacancies occurring during a recess of the legislature, in offices requiring confirmation by the legislature. The duration of such appointments shall be prescribed by law.

END OF DOCUMENT

C

West's Alaska Statutes Annotated Currentness

Title 39. Public Officers and Employees

Chapter 05. Qualifications, Appointment, and Tenure

→ § 39.05.080. Procedure for all appointments

Except as otherwise provided in a law relating to the positions or memberships on a specific board or commission, appointment to a position or membership shall be made in the following manner:

(1) Each governor shall present to the legislature the names of the persons appointed by that governor; each governor may present the name of a person appointed by a previous governor; only presentment that occurs during the time that the legislature is in regular session constitutes presentment under this section. The governor shall, within the first 15 days after the legislature convenes in regular session, present to the legislature for confirmation the names of the following persons: (A) persons appointed to a position or membership who have not previously been confirmed by the legislature, and (B) persons to be appointed to fill a position or membership the term of which will expire on or before March 1 during that session of the legislature. If an appointment is made after the first 15 days after the convening of the regular session but while the legislature is in regular session, the governor shall immediately present to the legislature for confirmation the name of the person appointed.

(2) When appointments are presented to the legislature for confirmation,

(A) the presiding officer of each house shall assign the name of each appointee to a standing committee of that house for a hearing, report, and recommendation; standing committees of the two houses assigned the same person's name for consideration may meet jointly to consider the qualifications of the person appointed and may issue either a separate or a joint report and recommendation concerning that person; then

(B) the legislature shall, before the end of the regular session in which the appointments are presented, in joint session assembled, act on the appointments by confirming or declining to confirm by a majority vote of all of the members the appointments presented.

(3) When the legislature declines to confirm an appointment, the legislature shall notify the governor of its action and a vacancy in the position or membership exists which the governor shall fill by making a new appointment. The governor may not appoint again the same

person whose confirmation was refused for the same position or membership during the regular session of the legislature at which confirmation was refused. The person whose name is refused for appointment by the legislature may not thereafter be appointed to the same position or membership during the interim between regular legislative sessions. Failure of the legislature to act to confirm or decline to confirm an appointment during the regular session in which the appointment was presented is tantamount to a declination of confirmation on the day the regular session adjourns.

(4) Pending confirmation or rejection of appointment by the legislature, persons appointed shall exercise the functions, have the powers, and be charged with the duties prescribed by law for the appointive positions or membership. However, the duration of an appointment made during the time period between regular sessions of the legislature by a person who is not still the governor on the first day of the next regular session ends on the date during the next regular session that the sitting governor presents for confirmation an appointment to the office. For the purpose of applying laws that limit the number of terms or parts of terms that may be served by a member of a board or commission, the part of the term of office that is served under an interim appointment immediately before the member is reappointed under this paragraph is considered to be merged with the part of the term of office that is served immediately after reappointment so that the two periods of service constitute only one part of a term. The duration of an appointment made during a regular session of the legislature and not presented to the legislature by the governor during that session ends no later than the last day of that session. The duration of an appointment made during an interim by a governor who is not in office at the beginning of the next regular session of the legislature ends no later than the last day of that regular session unless the governor who is in office during that session presents the person's name for confirmation. The same governor may not appoint the same person to the same position or membership if the person's appointment ends because of the governor's failure to present the person's name for confirmation.

CREDIT(S)

SLA 1955, ch. 64, § 4; SLA 1964, ch. 1, §§ 1--3; SLA 1967, ch. 2, § 1; SLA 1974, ch. 65, § 1; SLA 1975, ch. 82, § 2; SLA 1996, ch. 80, § 14; SLA 2002, ch. 45, § 1. Amended by SLA 2007, ch. 34, § 16, eff. Jan. 1, 2008.

CROSS REFERENCES

Boards of fisheries and game, see § 16.05.221.

LIBRARY REFERENCES

States  46.

Westlaw Key Number Search: 360k46.

C.J.S. States §§ 88, 158 to 161, 163 to 165, 195.

NOTES OF DECISIONS

Appointments by prior governor 1
 Appointments during legislative recess 2
 Confirmation of appointment 3
 Public record disclosure 4

1. Appointments by prior governor

Governor's power to reconsider prior governor's appointment of defendant to vacant position on Alaska Public Utilities Commission (APUC) ended when defendant assumed powers of office, even though defendant's right to office was contingent upon confirmation by legislature; thus, governor could not remove defendant from office without complying with statutes governing removal from APUC. Const. Art. 3, § 26; AS 39.05.080(1), 42.05.035. *Cook v. Botelho*, 1996, 921 P.2d 1126. Public Utilities ⇨ 142

2. Appointments during legislative recess

Neither Alaska Constitution nor appointment statutes prevented governor from appointing Alaska Public Utilities Commission (APUC) member to full term while legislature was in recess, nor did they prevent legislature from confirming such appointee. Const. Art. 3, § 27; AS 39.05.080(1). *Cook v. Botelho*, 1996, 921 P.2d 1126. Public Utilities ⇨ 142

Once governor named appointee to vacant position in Alaska Public Utilities Commission (APUC) during recess of legislature, legislature, upon reconvening, could confirm appointee without awaiting presentment of appointee by governor's successor. AS 39.05.080(1). *Cook v. Botelho*, 1996, 921 P.2d 1126. Public Utilities ⇨ 142

3. Confirmation of appointment

Legislature may confirm appointee, once governor's appointment is complete, without awaiting communication of appointment from executive. AS 39.05.080(1). *Cook v. Botelho*, 1996, 921 P.2d 1126. States ⇨ 46

Appointment of executive officers of state government is an "executive function" rather than a legislative one. Const. art. 3, §§ 1, 16. *Bradner v. Hammond*, 1976, 553 P.2d 1. States ⇨ 46

Confirmation of appointment of executive officers of state government is an attribute of appointive power of Governor rather than a distinct legislative power. Const. art. 2, § 1; art. 3, §§ 1 et seq., 16. *Bradner v. Hammond*, 1976, 553 P.2d 1. States ⇨ 46

AS § 39.05.080

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4. Public record disclosure

Time sheets that indicate hours work for public employer are properly included in definition of "public records" under Public Records Act and are not subject to confidentiality provisions for "state personnel records." AS 39.05.080. Alaska Wildlife Alliance v. Rue (1997) Alaska, 948 P.2d 976. Records ↩ 58

AS § 39.05.080, AK ST § 39.05.080

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AS § 44.19.026

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West's Alaska Statutes Annotated Currentness

Title 44. State Government

▣ Chapter 19. Office of the Governor

▣ Article 1. Powers and Duties

→ § 44.19.026. Designation of temporary substitute for lieutenant governor

The lieutenant governor may designate a head of a principal executive department, or more than one such officer in the alternative, who shall temporarily be custodian of the state seal and perform the authenticating functions of the lieutenant governor during such time as the lieutenant governor succeeds to the office of governor, acts as governor, is absent from the state, or otherwise is not available at the state capital to perform the above authenticating functions. The designation shall be in writing, signed by the lieutenant governor, and filed in the office of the lieutenant governor. The designation is effective until revoked by a later designation executed and filed in the same manner.

CREDIT(S)

SLA 1962, ch. 22, § 1.

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C.J.S. States §§ 174, 243.

AS § 44.19.026, AK ST § 44.19.026

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AS § 44.19.040

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West's Alaska Statutes Annotated Currentness

Title 44. State Government

▣ Chapter 19. Office of the Governor

▣ Article 2. Succession

→ § 44.19.040. Appointment of successor to lieutenant governor

After taking an initial term of office, the governor shall appoint, from among the officers who head the principal departments of the state government or otherwise, a person to succeed to the office of lieutenant governor if the office of lieutenant governor becomes vacant. The appointment is subject to confirmation by a majority of the members of the legislature meeting in joint session. The person designated and confirmed is next in line for succession to the office of lieutenant governor, subject to the pleasure of the governor. If the person designated and confirmed is removed from or vacates the appointment, the governor shall appoint a successor subject to confirmation in the same manner as the person initially appointed.

CREDIT(S)

SLA 1959, ch. 174, § 2.

LIBRARY REFERENCES

States ↪ 42.

Westlaw Key Number Search: 360k42.

C.J.S. States §§ 174, 243.

NOTES OF DECISIONS

Disaster emergencies 1

1. Disaster emergencies

Under the Alaska Disaster Act (AS 26.23 et seq.) the power to declare a condition of disaster emergency rests with the Governor; and, in the event the elected Governor is unable to hold the office, the authority of the office may be assumed by the Lieutenant Governor or the person appointed under AS 44.19.040, as appropriate. The person with the authority of the Governor would have the power to declare a disaster emergency under AS 26.23.020(c). Alaska Op.Atty.Gen. 663-97-0323, (July 17, 1997) 1997 WL 1089539.

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AS § 44.19.040

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AS § 44.19.040, AK ST § 44.19.040

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AS § 44.19.042

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West's Alaska Statutes Annotated Currentness

Title 44. State Government

▣ Chapter 19. Office of the Governor

▣ Article 2. Succession

→ § 44.19.042. Succession to office

If a vacancy occurs in the office of governor and the regularly elected lieutenant governor succeeds to the office of governor as provided by art. III, § 11, of the constitution, or if the office of lieutenant governor otherwise becomes vacant, the person designated as next successor to the office of lieutenant governor as provided in AS 44.19.040 succeeds to the office of lieutenant governor for the remainder of the term vacated, or until a special election is held. When the person appointed under AS 44.19.040 succeeds to the office of lieutenant governor, the governor shall appoint a person to succeed to the office of lieutenant governor in case of a subsequent vacancy.

CREDIT(S)

SLA 1959, ch. 174, § 3.

LIBRARY REFERENCES

States ↪ 41.

Westlaw Key Number Search: 360k41.

C.J.S. States §§ 171 to 174, 240 to 242.

AS § 44.19.042, AK ST § 44.19.042

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AS § 44.19.044

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West's Alaska Statutes Annotated Currentness

Title 44. State Government

▣ Chapter 19. Office of the Governor

▣ Article 2. Succession

→ **§ 44.19.044. Special election in case of second vacancy in office of governor**

If the regularly elected lieutenant governor succeeds to the office of governor as provided in the constitution and thereafter, during the same regular gubernatorial term, the office of governor again becomes vacant, the appointed lieutenant governor succeeds to the office of acting governor until a special election to elect a governor and lieutenant governor is held.

CREDIT(S)

SLA 1959, ch. 174, § 4.

CROSS REFERENCES

Special elections, generally, see § 14.40.230 et seq.

LIBRARY REFERENCES

States ↪ 41.

Westlaw Key Number Search: 360k41.

C.J.S. States §§ 171 to 174, 240 to 242.

AS § 44.19.044, AK ST § 44.19.044

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AS § 44.19.046

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West's Alaska Statutes Annotated Currentness

Title 44. State Government

▣ Chapter 19. Office of the Governor

▣ Article 2. Succession

→ § 44.19.046. **Simultaneous vacancies**

If vacancies in the office of governor and the office of lieutenant governor occur simultaneously, the person appointed under AS 44.19.040 succeeds directly to the office of acting governor until successors to the respective offices are elected in a special election.

CREDIT(S)

SLA 1959, ch. 174, § 5.

CROSS REFERENCES

Per diem and travel expenses, see § 39.20.180.

Special elections, generally, see § 14.40.230 et seq.

LIBRARY REFERENCES

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Westlaw Key Number Search: 360k41.

C.J.S. States §§ 171 to 174, 240 to 242.

AS § 44.19.046, AK ST § 44.19.046

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AK Const. Art. 3, § 11

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West's Alaska Statutes Annotated Currentness
The Constitution of the State of Alaska (Refs & Annos)

▣ Article III. The Executive

→ § 11. Vacancy

In case of a vacancy in the office of governor for any reason, the lieutenant governor shall succeed to the office for the remainder of the term.

CREDIT(S)

1970 SJR 2, approved August 25, 1970, October 10, 1970.

CROSS REFERENCES

Governor's office, succession, see § 44.19.040 et seq.

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Westlaw Key Number Search: 360k51.

C.J.S. States §§ 88, 151, 153, 169 to 170.

AK Const. Art. 3, § 11, AK CONST Art. 3, § 11

Current through the 2008 Second Regular and Fourth Special Session of the 25th Legislature.

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I appear today because as a citizen of this great state I have become increasingly concerned about the ethical climate in state government. Ethical issues have and continue to plague our state government brought on by a lack of character and integrity of both elected and appointed officials. I feel I would be remiss in my duty to the people of this state if I failed to highlight serious ethical concerns about the newly proposed administration. I report on events of this past few years that call into question the ethical record of the man who has been appointed to serve as the next Lieutenant Governor of the State of Alaska – the current Adjutant General of the State of Alaska, Craig Campbell.

In June of 2005 I contacted the Secretary of the Air Force Inspector General office regarding the illegal use of government aircraft at the 168 Air Refueling Wing, Eielson AFB, Alaska. The commander of the Alaska Air National Guard, then Brig Gen Tim Scott was scheduling and utilizing USAF aircraft for personal convenience. This action was allowed and continued under the direction of the 168th Operations Group Commander, Colonel Donald Scott Wenke. I, along with the Squadron Commander briefed Col Wenke that his and Brig Gen Scott's actions were in violation of USAF and DOD regulations. Col Wenke ignored our concerns and even flew one of Brig Gen Scott's sorties himself when no other pilots in the unit would fly a mission to pick up Brig Gen Scott because it violated both USAF and DOD regulation.

In July of 2006 the Secretary of the Air Force Inspector General Office concluded its investigation into the fraud waste and abuse activities of Brig Gen Scott and Col Wenke. I quote from the Report of Investigation titled Case S6646P Brig Gen Timothy W. Scott and Col Donald S. Wenke dated April 2006; "that Brig Gen Scott committed fraud waste and abuse as defined by AFI 90-301, Inspector General Complaints Resolution, 8 Feb 05, by wrongfully directing and /or allowing KC-135 missions be flown primarily for his personal convenience was SUBSTANTIATED" "that Col Wenke committed fraud waste and abuse as defined by AFI 90-301, Inspector General Complaints Resolution, 8 Feb 05, by wrongfully directing and /or allowing KC-135 missions be flown primarily for the personal convenience of Brig Gen Scott was SUBSTANTIATED"

The Inspector General of the Air Force is responsible to find the facts and either dispel or substantiate a case brought forward. They are not responsible for solving the wrongdoings in substantiated cases or in other words, providing punitive action. The facts and findings are forwarded to the command structure of the offending individual and left to the commander of how to handle the offense.

In the case of Col Wenke, his immediate commander was Colonel John Griffin, 168th Air Refueling Wing Commander. It is important to note that Col Wenke and Col Griffin were long friends and previously assigned together with the Idaho Air National Guard. Both recruited and hired by Brig Gen Tim Scott. Brig Gen Tim Scott's commander was the Adjutant General of the Alaska Guard, Maj Gen Craig Campbell.

As the members of the 168th Operation Group waited for some sign of action as to the substantiated fraud waste and abuse activities of Brig Gen Scott and Col Wenke, it

became apparent that no action was to be taken by either Col Griffin or Maj Gen Craig Campbell.

I contacted the Investigating officer at the pentagon and was told that the report and its results were forwarded to the Alaska AG, Maj Gen Craig Campbell for action and they have received no reply as to what action he would take.

In October 2006 I sent the attached letter and supporting documents to candidates for Governor, Sarah Palin and Tony Knowles return receipt and confirmed verbally with their staff it's receipt.

In November 2006 I sent another letter to Governor Elect Palin explaining the lack of reply to the IG office by Maj Gen Campbell. After several documented phone calls through December 2007 with Governor Palin's Chief of Staff, Mr. Tibbles, I was told the matter was turned over to the head of the DMVA. When I told Mr. Tibbles that Maj Gen Campbell already had the complete report as provided by the SAF IG office and he has ignored the SAF IG office, Mr. Tibbles claimed that was all he could do. I then asked Mr. Tibbles if he agreed that I had done everything I could to inform Governor Palin of Maj Gen Campbell's inaction reference the substantiated abuses of Brig Gen Scott and Col Wenke. He agreed I did and I politely told Mr. Tibbles that I would take this problem further up the chain.

On Jan 8, 2008 I contacted Senator Stevens' office and forwarded my documentation. On 12 Jan I received the following e-mail: "Troy - I got word today from the Governor's office that action is being taken on this. Can't say more at this time, but I think it will be obvious when it occurs."

Within weeks, Brig Gen Scott announced his retirement. However, Col Wenke is not only still employed by the Alaska Air Guard, but has been promoted to the 168th Air Refueling Wing Commander under the watch of Lt Gen Craig Campbell.

I have over 50 pages of documentation substantiating the facts of this testimony that is available to anyone who requests it. In my opinion, Lt Gen Campbell not only violated the trust of the members of the Alaska Guard, but also the ethics of the office of which he currently holds. His lack of action regarding the substantiated fraudulent activities of two senior commanders in the Alaska Guard and furthermore, promoting Col Wenke to wing commander, is an affront to the men and women of the Alaska National Guard and demonstrates a complete disregard to the ethics and accountability that define our core values. This lack of character would not be tolerated in the active duty military, should not be tolerated in the Alaska Guard or any public office.

The citizens of Alaska require leaders that have demonstrated an ability to do the right thing; the facts do not support that trait in the Governors selection of her proposed Lt Governor. Thank you.

November 30, 2006

Palin Transition Team
550 W. 7th Ave Suite 601
Anchorage, Alaska 99505


Governor-Elect Palin,

Prior to the election we sent your office information regarding substantiated complaints involving fraudulent activities by senior officials in the Alaska Air Guard. Perhaps with the events leading to the election you did not receive the information from campaign staff; therefore I am enclosing it here once again. Additionally, I have included the latest copy of Air Force Times highlighting another state's Air Guard, an issue you have the capability to prevent here in Alaska.

As of 13 November there has still been no reply by the current Adjutant General of the Alaska National Guard (Maj Gen Craig E. Campbell) to the IG as required by regulation.

The full details of the original complaint are available to you or your representative upon request.

Respectfully,



Troy R. Dunn, Lt Col, AKANG
168 ARS/DO

Lt Col Troy R. Dunn
3046 Taxilane B.
North Pole AK 99706
(907) 488-0682



Fax

To: Honorable Sarah Palin **From:** Lt Col Troy R. Dunn

Fax: (907) 339-7935 **Pages:** 6

Phone: (907) 322-1605 **Date:** 10/10/2006

Re: Alaska Air National Guard Leadership **CC:**

Urgent **For Review** **Please Comment** **Please Reply** **Please Recycle**

● **Comments:**

Attached are letters from the Secretary of Defense Inspector General's Office in regards to Senior Leaders of the Alaska Air National Guard.

Thank you,

Lt Col Troy R. Dunn

October 10, 2006

Honorable Sarah Palin
245 W. 5th Avenue
Anchorage, AK 99501
Anchorage: Fax (907) 339-7935
Fairbanks: (907) 322-1605

Mrs. Palin,

Attached is a copy of a letter sent from the Inspector General (IG) of the Secretary of the Air Force. This letter validates a complaint made to the IG in regards to the fraudulent activities of Senior Leaders of the Alaska Air National Guard during the Summer of 2005.

The attached letter was sent on July 19, 2006. As stated in the letter, the Adjutant General of the Alaska National Guard (Maj Gen Craig E. Campbell) was informed of the results of this investigation at that time. According to the representative from the IG Office, the Adjutant General is required to report what action has been taken in response to this investigation. As of Oct 3, 2006, no action had been reported to the IG.

In the interest of the Alaska Air National Guard, the results of this investigation have been withheld from the public in the hopes that the situation could be handled discreetly. However, it has become apparent that no action will be taken. It is an affront to the men and women of the Alaska Air National Guard that the Senior Leadership have demonstrated complete disregard to the ethics and accountability that define our Core Values.

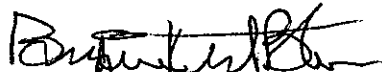
As a candidate for Governor, you may have the opportunity to influence the selection of those who will lead the Alaska National Guard through this very important period of Transformation. The members of the Alaska National Guard anticipate that those leaders will be worthy of their loyalty.

The full details of the original complaint will be made available upon request (approximately 50 pages).

Respectfully,



Troy R. Dunn, Lt Col, AKANG
168 ARS/DO



Benjamin K. Baker, Lt Col, AKANG
168 AMXS/CC



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

Office of the Secretary

DEC 20 2005

SAF/IGS
1140 Air Force Pentagon
Washington DC 20330-1140

Lieutenant Colonel Troy R. Dunn
3046 Taxilane B
North Pole, AK 99705

Dear Colonel Dunn

This is in response to your October 2005 complaint transmitted through the Air Force Legal Services Agency at Eielson Air Force Base concerning various allegations against the Commander, Alaska Air National Guard, the Commander, 168th Air Refueling Wing, and the Commander, 168th Operations Group. Since your allegations involved an Air Force Senior Official, they were referred to the Senior Official Inquiries Directorate (SAF/IGS) within the Air Force Inspector General's Office.

Our first step was to conduct a complaint analysis into your allegations. As a result of that analysis, The Inspector General has directed a formal investigation into your case concerning these allegations:

1. That the Commander of the Alaska Air National Guard committed fraud, waste and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, by wrongfully directing and/or allowing KC-135 missions be flown primarily for his personal convenience.
2. That the Commander of the 168th Air Refueling Wing committed fraud, waste and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, by wrongfully approving and/or allowing KC-135 missions be flown primarily for the personal convenience of the Commander of the Alaska Air National Guard and himself.
3. That the Commander of the 168th Operations Group committed fraud, waste and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, by wrongfully approving and/or allowing KC-135 missions be flown primarily for the personal convenience of the Commander of the Alaska Air National Guard and the Commander of the 168th Air Refueling Wing.

4. That the Commander of the 168 Operations Group made a false official statement on an aircrew Mission Activity Report by documenting that he had completed a pilot proficiency sortie when in fact he had not, in violation of Article 107 of the Uniform Code of Military Justice.

An officer from the Senior Official Inquiries Directorate has been assigned as the investigating officer. You can expect that he will contact you within the next three weeks. If you have any questions in the meantime, please contact me at DSN 223-5032 or commercial 703-693-5032.

I hope this information is helpful.

Sincerely,



DONALD P. HIGGINS, JR., Colonel, USAF
Director, Senior Official Inquiries



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

Office of the Secretary

JUL 19 2006

SAF/IGS
1140 Air Force Pentagon
Washington DC 20330-1140

Lieutenant Colonel Troy R. Dunn
3046 Taxilane B
North Pole, AK 99705

Dear Colonel Dunn

We have completed our investigation into the matters addressed in your 27 Jun 05, 12 Aug 05, and 3 Nov 05 memorandums to the Inspector General, Department of Defense (DoD-IG) regarding fraud, waste, and abuse and falsification of official documents. As you are aware, DoD-IG referred these matters to SAF/IGS for investigation.


The Inspector General investigation confirmed certain aspects of the charges of fraud, waste, and abuse against the 168th Operations Group Commander (168 OG/CC) and the Alaska Air National Guard Commander (AKANG/CC) regarding use of government aircraft for personal convenience. Specifically, the investigation concluded that on at least two occasions training flights were conducted to McChord AFB primarily to facilitate travel requirements of the AKANG/CC.

Regarding the charge of falsification of official documents, the investigation found the available evidence insufficient to establish that the 168 OG/CC violated Article 107 of the Uniform Code of Military Justice.

Please note that our office, like other Department of Defense organizations, must comply with the Privacy Act and the Freedom of Information Act. For this reason, further documentation, including any disciplinary actions that may have been taken, is not releasable in order to protect the privacy rights of subjects and witnesses.

The Inspector General has approved the investigation and considers the matter closed. In addition, the Secretary of the Air Force and the Chief of Staff of the Air Force have been provided the results of this case for their review. We will maintain the Report of Investigation in our files for future reference.

Sincerely


THEODORE T. LAPLANTE, Colonel, USAF
Director, Senior Official Inquiries



DEPARTMENT OF THE AIR FORCE
168TH OPERATIONS SUPPORT FLIGHT (PACAF)
EIELSON AIR FORCE BASE ALASKA

27 June 2005

MEMORANDUM FOR RECORD

FROM: 168 OSF/CC

SUBJECT: Fraud Waste and Abuse Combined with Dereliction of Duty

1. The 168th OG/CC, Lt Col Donald S. Wenke, authorized a KC135 mission to McChord AFB on Saturday, 25 Jun 2005, to retrieve Brig Gen Timothy W. Scott and return him to Eielson AFB. The 168th ARS/CC, Lt Col Todd M. Mackinaw and myself engaged Lt Col Wenke numerous times showing him the directives that would be violated should this mission occur. Lt Col Wenke's only reply was that he knew the mission was illegal and that he had talked with Brig Gen Scott advising him against it. Lt Col Wenke stated that he had been directed by Brig Gen Scott to come get him anyway.
2. The background on the mission flown on 25 Jun begins with a request for night fighter air refueling at Luke AFB. The true objective of this off station training mission was to "legitimize" a request by Brig Gen Scott for travel to McChord AFB to participate in an AMC Rodeo event. This is in direct violation of DODD 4500.43 section 4.3, and ANGI 10-201 sections 1.8 and 1.10.
3. The return request for Brig Gen Scott was coordinated directly by him through the Chief of 168 ARS scheduling (See attached e-mail trail). The original plan was to justify the true purpose of the trip with an air refueling sortie. This request is also in violation of ANGI 10-201 section 1.10. Coordination was accomplished to refuel one C-17 on Thursday night, 23 Jun, flying out of McChord AFB. The legitimacy of this "training" sortie is further compromised by the fact that a week long TDY to Charleston AFB supporting C-17 night air refueling had been scheduled to depart on Sunday, 26 Jun. It would not be cost effective to spend unit funds for a three day TDY to McChord AFB for one C-17 night air refueling when the same training could be accomplished with multiple missions at Charleston AFB funded by AMC. This plan was scrapped later in the week due to a lack of aircraft at the 168th to support a Large Force Employment (LFE) Exercise at the 3rd Wing (Elmendorf AFB).
4. After the loss of the C-17 mission, a request was sent to National Guard Bureau (NGB) for a mission number to support an off station training flight (See attached e-mail trail). Incredibly, this request was approved by Maj Kevin P. Prom (ANG/XOXP). On 27 Jun, I asked Maj Prom what he was thinking when he approved this mission. He stated that as long as the Wing Commander approved a mission he would give the mission number. In essence, he stated he was absolved of any responsibility.
5. With a mission number from NGB, the last vestiges of integrity were tested when none of the 168th OG pilots would volunteer to fly the mission. Finally, with the mission in jeopardy, Lt

Col Wenke volunteered to fly the mission himself. In addition, he was able to convince Lt Col Tracy Saltmarsh, an instructor pilot, to fly the mission with him under the guise of accomplishing a Pilot Proficiency Sortie (identified as M010 in AFI 11-2KC135 Vol. 1).

6. According to the regulation (pp 96, 7.7.5.1), a minimum of 1.5 flying hours should be scheduled for an M010. The M010 will consist of the following: "...three instrument approaches, missed approach, and VFR traffic pattern (weather permitting). In addition, the following events should be accomplished when available: Holding pattern or procedure turn, circling approach, simulated engine-out landing (if applicable to aircraft type and weather permitting,...), simulated engine-out go-around or missed approach (if applicable to aircraft type and weather permitting,...), partial flap landing (if applicable), and engine failure take-off continued." There is also a note which states, "if circumstances prevent completion on one sortie, credit may be taken after a second IP-supervised sortie, provided the combined activity fulfills the intent of this event... Particular emphasis should be placed on simulated systems malfunctions, simulated engine-out operations and instrument procedures."
7. On the day of the mission to McChord AFB, the weather at Eielson AFB and McChord AFB was VFR with no restrictions. All of the instrument procedures were in place and functional to accomplish the events required to complete the M010. While reviewing the post-mission paperwork, I noticed that Lt Col Wenke had logged a pilot proficiency sortie (M010). However, he did not accomplish nor log all of the events required to credit the M010. Combining the events from two sorties, Lt Col Wenke logged three instrument approaches, one missed approach, two landings (one was simulated engine-out), and two takeoffs. There was no attempt to accomplish a VFR traffic pattern (even though weather was not a factor), nor were any of the additional items attempted (i.e. holding, circling approach, etc...). The events accomplished satisfy neither the definition nor the intent of the regulation.
8. After completing the mission review, I asked Msg Tina Wylie to remove the M010 from the Mission Accomplishment Report (MAR). I informed Lt Col Wenke that the events accomplished on the mission in question did not conform to the requirements to log an M010. I also informed him that I had removed the event from his MAR for the mission flown on 25 Jun. I was later informed by Msg Wylie that Lt Col Wenke had directed her to change the MAR to again credit the M010 on 25 Jun (see attached copies of MAR).
9. In the final analysis, the accomplishment of a pilot proficiency sortie (M010) became the justification for scheduling 6.5 hours of flying time to fly to McChord AFB to bring Brig Gen Scott back to Eielson AFB. The same event could have been accomplished at Eielson AFB on a normal duty day in 1.5 hours (see above). Ironically, even though the mission was scheduled to use over four times that recommended by regulation, the events to minimally complete the M010 were not accomplished.
10. The mission that flew to McChord AFB on 25 Jun 2005 and returned to Eielson AFB with Brig Gen Timothy W. Scott was planned and executed in direct violation of ANGI 10-201 section 1.8, 1.9.3, 1.10, AFI 11-401 section 1.9, DODD 4500.43 section 4.3, DOD 4515.13-R section C1.3 and DODD 4500.56 section E2.1. Additionally, unit flying hours had been cut to support the Global War on Terrorism (reference letter from NGB/CF). The 168th OG/CC and AKANG/CC inappropriately utilized 6.7 hours to pick up one individual. The mission

used approximately 12,500 gallons of fuel. The overall cost to the taxpayer of this mission was approximately \$76,842 (Based on the 2004 KC135R fleet wide hourly operating cost of 11,469 dollars/hour). A one-way ticket from Seattle (adjacent to McChord AFB) to Fairbanks was readily available all day Saturday, 25 June at a cost of approximately \$700. A super-saver ticket (two week advance reservation) could have been purchased for less than \$300.

11. Brig Gen Timothy W. Scott (AKANG/CC) and Lt Col Donald S. Wenke (168 OG/CC) knowingly and flagrantly violated the law and these actions warrant a full investigation into the fraudulent use of government aircraft and allocated flying hours.



TROY R. DUNN, Lt Col, AKANG
Commander



DEPARTMENT OF THE AIR FORCE
168TH OPERATIONS SUPPORT FLIGHT (PACAF)
EIELSON AIR FORCE BASE ALASKA

12 Aug 2005

MEMORANDUM FOR RECORD

FROM: LT COL TROY DUNN

SUBJECT: Conduct Unbecoming of an Officer and Falsification of Official Documents

1. It was brought to my attention by 168th OSF Aviation Resource Management personnel that Col Wenke had changed an input to his Mission Activity Report (MAR) for a flight accomplished on 25 Jun 2005. The background of this flight is well documented in the MFR dated 27 Jun 2005.
2. Col Wenke falsified an official document (Aircrew MAR) by logging the accomplishment of an event (M010) that was not completed in compliance with AFI 11-2KC135, Vol 1. This conduct is not acceptable and unbecoming of an Officer.


TROY R. DUNN, Lt Col, AKANG

MEMORANDUM FOR RECORD

29 Nov 2005

TO: Mr. Timothy T. Timmons

SUBJECT: Fraud Waste and Abuse/ Continuing occurrence Case ID # 97567

1. The following individuals are knowledgeable of the fraudulent activities reference case ID #97567.

Major Ben Baker, 168 AMXS/CC DSN 377-8601

Capt Elisabeth King, 168 OSF, Chief of Current Operations, DSN 377-8810

SMSgt Paul Nunemann, 168 OSF/DOS, DSN 377-8812

SMSgt Pamela Cox, 168 OSF/DOS, DSN 377-8812

MSgt Brett Ayres, 168 ARS/DOT, DSN 377-8852

MSgt Tina Wylie, 168 ARMS (Flight Records) 377-8724

TSgt John LaQua, 168 ARMS (Flight Records) 377-8724

2. All members can be reached via 168 operations control center (open 24 hours/day) at DSN 377-8815/8811.

3. Unit deploys for the month of January.


TROY R. DUNN, Lt Col, AKANG



DEPARTMENT OF THE AIR FORCE
OFFICE OF THE INSPECTOR GENERAL
WASHINGTON DC

Office of the Secretary

DEC 9 2013

MEMORANDUM FOR COLONEL ALEXANDER M. MCDOWELL

FROM: SAF/IG

SUBJECT: Appointment of Investigation Officer

In your capacity as an Investigative Officer assigned to the Secretary of the Air Force, Office of the Inspector General, Senior Official Inquiries Directorate (SAF/IGS), you are authorized to conduct investigations into all aspects of the facts and circumstances concerning allegations approved for investigation by this office. You may also investigate any other allegations that are raised during the approved investigation.

During this investigation, you should determine the facts and circumstances by reviewing records and correspondence; reviewing applicable laws, directives, and instructions; examining material evidence; and interviewing persons with relevant information. All records, files, and correspondence relative to the matter under investigation and controlled by the Air Force will be made available to you.

You are authorized to interview witnesses under oath, secure documents, and obtain the cooperation of appropriate commanders. Although you have no authority to summon witnesses, you may request that commanders do so on your behalf.

You should conduct a thorough investigation and prepare a report of investigation (ROI) in accordance with AFI 90-301, *Inspector General Complaints*. Submit to me the ROI and any other documents required by AFI 90-301.

A handwritten signature in cursive script, appearing to read "Steven R. Polk".

STEVEN R. POLK
Lieutenant General, USAF
The Inspector General

Hilgenbrink John G LtCol 168 ARW/OSF

From: Scott Timothy BrigGen AKANG/CC
Sent: Friday, June 17, 2005 15:38
To: Hilgenbrink John G LtCol 168 ARW/OSF
Cc: Wenke Wendy B LtCol AKANG/ESSO; Mackinaw Todd M LtCol 168 ARS/CC; Cox Pamela G MSgt 168 OG/OSF; Nunemann Paul E SMSgt 168 ARS/DOT; Fitts James A LtCol 168 ARS/DO
Subject: RE: Freedom Flight

I need a Saturday pick up with a noon-ish departure. Let me know who is working this and I'll put them in contact with the Rodeo schedulers. t

-----Original Message-----

From: Hilgenbrink John G LtCol 168 ARW/OSF
To: Scott Timothy BrigGen AKANG/CC
Cc: Wenke Wendy B LtCol AKANG/ESSO; Mackinaw Todd M LtCol 168 ARS/CC; Cox Pamela G MSgt 168 OG/OSF; Nunemann Paul E SMSgt 168 ARS/DOT; Fitts James A LtCol 168 ARS/DO
Sent: 6/17/2005 12:47 PM
Subject: RE: Freedom Flight

BG Scott,

Our plan was to arrive for an Ops Stop on Saturday and depart shortly thereafter for Eielson. Is there any time on Saturday you would prefer to be picked up?

Hilge

-----Original Message-----

From: Mackinaw Todd M LtCol 168 ARS/CC
Sent: Thursday, June 16, 2005 15:10
To: Hilgenbrink John G LtCol 168 ARW/OSF
Cc: Wenke Wendy B LtCol AKANG/ESSO
Subject: FW: Freedom Flight
Importance: High

Hilge,

Please reply with the best times you have to BG Scott.

Thanks.

Mac

-----Original Message-----

From: Wenke Wendy B LtCol AKANG/ESSO
Sent: Thursday, June 16, 2005 1:52 PM
To: Mackinaw Todd M LtCol 168 ARS/CC
Subject: FW: Freedom Flight
Importance: High

Todd,

Can you work this? WW

-----Original Message-----

From: timothy.scott@akeiel.af.mil
[mailto:timothy.scott@akeiel.af.mil]
Sent: Thursday, June 16, 2005 1:46 PM
To: wendy.wenke@AKANCH.ANG.AF.MIL
Subject: Freedom Flight

Does scheduling have some arrival and departure times for MCChord? The ramp is filling up and the majority of competitors are departing Saturday. Please have them work it and let me know. t

-----Original Message-----

From: timothy.scott@akeiel.ang.af.mil
[mailto:timothy.scott@akeiel.ang.af.mil]
Sent: Thursday, June 16, 2005 1:46 PM
To: wendy.wenke@AKANCH.ANG.AF.MIL
Subject: Freedom Flight

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Cox Pamela G MSgt 168 OG/OSF

From: Wenke Wendy B LtCol AKANG/ESSO
Sent: Monday, June 20, 2005 7:35 AM
To: Scott Timothy BrigGen AKANG/CC; Hilgenbrink John G LtCol 168 ARW/OSF
Cc: Mackinaw Todd M LtCol 168 ARS/CC; Cox Pamela G MSgt 168 OG/OSF; Nunemann Paul E SMSgt 168 ARS/DOT; Fitts James A LtCol 168 ARS/DO
Subject: RE: Freedom Flight

Nunemann has this. WW

-----Original Message-----

From: Scott Timothy BrigGen AKANG/CC
Sent: Friday, June 17, 2005 3:38 PM
To: Hilgenbrink John G LtCol 168 ARW/OSF
Cc: Wenke Wendy B LtCol AKANG/ESSO; Mackinaw Todd M LtCol 168 ARS/CC; Cox Pamela G MSgt 168 OG/OSF; Nunemann Paul E SMSgt 168 ARS/DOT; Fitts James A LtCol 168 ARS/DO
Subject: RE: Freedom Flight

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Cc: Wenke Wendy B LtCol AKANG/ESSO; Mackinaw Todd M LtCol 168 ARS/CC; Cox Pamela G MSgt 168 OG/OSF; Nunemann Paul E SMSgt 168 ARS/DOT; Fitts James A LtCol 168 ARS/DO
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Subject: RE: Freedom Flight

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To: Hilgenbrink John G LtCol 168 ARW/OSF
Cc: Wenke Wendy B LtCol AKANG/ESSO
Subject: FW: Freedom Flight
Importance: High

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Thanks.
Mac

-----Original Message-----

From: Wenke Wendy B LtCol AKANG/ESSO
Sent: Thursday, June 16, 2005 1:52 PM
To: Mackinaw Todd M LtCol 168 ARS/CC
Subject: FW: Freedom Flight
Importance: High

Todd,

Can you work this? WW

Dunn Troy R LtCol 168 OSF/CC

From: Hilgenbrink John G LtCol 168 ARW/OSF
Sent: Thursday, June 23, 2005 9:28 AM
To: Cox Pamela G MSgt 168 OG/OSF; Dunn Troy R LtCol 168 OSF/CC
Subject: FW: PPR // Rodeo Central - Approved // CHENA 88.

Waiting on the ANG Mission Number.

From: Hilgenbrink John G LtCol 168 ARW/OSF
Sent: Thursday, June 23, 2005 09:16
To: Ang. Xoxp. Tankers (ang.xoxp.tankers@ang.af.mil)
Cc: Prom Kevin P Maj ANG/XOXP
Subject: FW: PPR // Rodeo Central - Approved // CHENA 88.

Kevin, We need an ANG Mission Number to land at McChord AFB and pickup BG Tim Scott. He's been heading up the RODEO Exercise there at McChord. Depart Saturday, 25 June, return Saturday, 25 June 2005.

Hilge

From: Williams Michael J Col 168 ARW/CV
Sent: Thursday, June 23, 2005 08:58
To: Hilgenbrink John G LtCol 168 ARW/OSF
Subject: RE: PPR // Rodeo Central - Approved // CHENA 88.

Hilge,

The plan is still approved to fly down and return on Saturday.

Col Williams

-----Original Message-----

From: Hilgenbrink John G LtCol 168 ARW/OSF
Sent: Thursday, June 23, 2005 8:23 AM
To: Hilgenbrink John G LtCol 168 ARW/OSF; Williams Michael J Col 168 ARW/CV
Subject: RE: PPR // Rodeo Central - Approved // CHENA 88.

Still Approved?

From: Hilgenbrink John G LtCol 168 ARW/OSF
Sent: Wednesday, June 22, 2005 14:22
To: Williams Michael J Col 168 ARW/CV
Subject: RE: PPR // Rodeo Central - Approved // CHENA 88.

Col Williams,

The new plan is to fly down on Saturday for some unfamiliar field pattern work prior to returning to Eielson the same day. We lost a jet due to Maintenance on Thursday. Seeking your re-approval for the new plan.

Hilge

From: Williams Michael J Col 168 ARW/CV

Sent: Tuesday, June 21, 2005 14:19
To: Hilgenbrink John G LtCol 168 ARW/OSF; Moe Arne E Col 168 ARW/CC
Cc: Renson Teresa M MSgt 168 ARW/CCA
Subject: RE: PPR // Rodeo Central - Approved // CHENA 88.

Hilge,

Col Moe is on leave and unavailable right now. I approve this off station training flight to McChord AFB.

Col Mike Williams
Vice Wing Commander

-----Original Message-----

From: Hilgenbrink John G LtCol 168 ARW/OSF
Sent: Tuesday, June 21, 2005 12:36 PM
To: Moe Arne E Col 168 ARW/CC
Cc: Williams Michael J Col 168 ARW/CV; Renson Teresa M MSgt 168 ARW/CCA
Subject: FW: PPR // Rodeo Central - Approved // CHENA 88.

Col Moe,

Looking for your approval for an off station training flight to McChord AFB on Thursday, 23 June @ 1735L. Purpose of training will be night C17 heavy refueling prior to arrival into McChord. The mission has been coordinated with McChord Rodeo Exercise Ops and Base Ops. Return will be on Saturday, 25 June @ 1430L. BG Scott will board the aircraft @ McChord for the flight back to Eielson on Saturday.

Request approval so we can get ANG/XOXP to issue an ANG Mission Number.

Hilge

From: Sitton Scott S Lt Col TACC/XOC [mailto:Scott.Sitton-02@scott.af.mil]
Sent: Tuesday, June 21, 2005 10:22
To: Rodriguez Eileen M MSgt 62 OSS/OSAA; Rodriguez Windy M GS-09 62 OSS/OSAA; Reid Ronald Civ 62 OSS/OSAA
Cc: Hilgenbrink John G LtCol 168 ARW/OSF; Scott Timothy BGen Rodeo/CV
Subject: PPR // Rodeo Central - Approved // CHENA 88

McChord Base Operations,

CHENA 88 has been deconflicted with Rodeo sorties and approved for arrival/departure.

CHENA 88 Aircraft Commander... please call BOPS (DSN: 382-5611) for actual receipt of PPR number.

Details are:

CHENA 88
KC-135
ARR 23/0645 Z // 23/2345 L
DEP 25/1900 Z // 25/1200 L
Delay on ground +24 hrs
POC: Lt Col John Hilgenbrink
Ph#: DSN/ 317-377-8812/3/47

v/r

Rodeo Central

Hilgenbrink John G LtCol 168 ARW/OSF

From: ANG/XOXP TANKERS [ANG.XOXP.TANKERS@ang.af.mil]
Sent: Thursday, June 23, 2005 12:25
To: Hilgenbrink John G LtCol ANG-AKEIEL; OSO, 168ARW
Cc: ANG/XOXP TANKERS
Subject: Mission Summary - (2005) DZ1636891176

Listed below is the mission information you requested from the Air National Guard Deployments Team.

Mission ID: (2005) DZ1636891176
Mission Status: Filled
Mission Date: 06/25/2005
EAD/LAD: 06/25/2005 / 06/25/2005
Purpose: ~~OST for strange field training~~
Support For: 168ARW (AK)
Unit/Aircraft: 168ARW / KC135
PAX/Cargo: 0 / 0
Locations/Contacts:
(PAEI) EIELSON AFB
(KTCM) MCCHORD AFB
(PAEI) EIELSON AFB

NOT
REQUIRED!

ON A NON-UTA SATURDAY?

Why send a pilot that has no
TRAINING squares remaining? SACMANASL

Crew only Flew 2 Approaches at
McChord.
DID NOT Accomplish M-10 TRAINING

Per telecon w/ MAFS from AT XOXP, W6/CC is Authorization
for MSN # (27 JUN 05)

MISSION DATA

1. DATE (YYYYMMDD) 20050625		2. MOS KC135R	3. SERIAL NUMBER 63-8876		4. UNIT CHARGED FOR FLY HOURS/HARM-CODE 168 ARW (ANG) - FTQA			5. LOCATION EIELSON AFB, ALASKA					
FLT NO	MISSION NUMBER	MISSION SYMBOL	FROM (ICAO)	TO (ICAO)	TAKE OFF TIME (Z)	LAND TIME (Z)	FLIGHT TIME	13. LANDINGS			SORTIES	SPECIAL USE	
								TOUCH AND GO	FULL STOP	TOTAL			
1	505-05	T3UD	PAEI	KTCM	1548	1901	3.2	0	1	1	1		
2	505-05A		KTCM	PAEI	2037	0005	3.5	0	1	1	1		
3													
4													
5													
6													
7													
8													
17. OPERATING UNIT 168ARS		[REDACTED]					GRAND TOTALS		6.7	0	2	2	2

AIRCREW DATA

FLYING ORGN	SSN	LAST NAME	FLT AUTH DUTY CODE	FLIGHT TIME						SORTIES	FLY CONDITIONS				RESERVE STATUS	COMBAT		COMBAT SPT	
				PRIM	SEC	INSTR	EVAL	OTHER	TOTAL		PRIMARY NIGHT	PRIMARY INST	SIM INST	NVG		TIME	SORTIES	TIME	SORTIES
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
168	[REDACTED]	WENKE, DONALD S.	MP	6.7					6.7	1				1					
168	[REDACTED]	SALTMARSH, TRACY K	IP			6.7			6.7	1				2.2					
168	[REDACTED]	HALBERT, KENDRA J.	MB	6.7					6.7	1				3.3					

37. MAINT REVIEW		38. PILOT REVIEW		39. OPS REVIEW		40. ARMS PROCESSING COMPLETED			
[Signature]		[Signature]				INPLT		AUDIT	
DATE		INITIALS		DATE		INITIALS			
27 June 2005		[Signature]							

Mission Number: 505-05

Date of Flight:
25 Jun 05

Name	Crew Member	SSAN	POS	Task ID	Task Description	Completed	ANNUAL REQ	SEMI REQ	1st semi acc	Remng	Last Date	Due Date	Currency
Wenke, D.			MP	B001	BOLDFACE	1	0	0	8	0	21-Jun-05	31-Jul-05	
Pilot Level 1C				F020	FORMATION		0	2	5	0	21-Jun-05		
				F030	LG FORM		1	0	3	0	29-Apr-05		
				F060	AR FORM		0	2	3	0	31-May-05		
				M010	PROF SORTIE		0	2	1	1	23-Mar-05		
				M020	UNIT SPEC SORTI	1	0	4	8	0	21-Jun-05		
				M050	TACTICAL SORTIE		0	2	1	1	21-Jun-05		
				N010	TANKER RDZ		0	6	22	0	31-May-05	30-Sep-05	
				N020	TANKER ENR RDZ		0	2	3	0	29-Apr-05		
				N030	TANKER PP RDZ		0	2	7	0	31-May-05		
				N040	T ANCH RDZ & AR		0	1	13	0	31-May-05		
				N100	INS AIR ALIGN		0	1	2	0	24-Feb-05		
				P010	TAKEOFF-INITIAL	1	0	6	7	0	21-Jun-05	30-Sep-05	
				P020	TAKEOFF	1	0	12	10	2	21-Jun-05	31-Jul-05	
				P030	MAX T/O 30 FLAP		0	1	3	0	29-Apr-05		
				P040	ENG FAIL T/O CT		0	2	2	0	31-May-05		
				P061	VFR OVERHEAD		0	1	1	0	21-Jun-05		
				P062	TACTICAL DEPART		0	1	2	0	21-Jun-05		
				P063	TACTICAL ARRIV		0	1	2	0	21-Jun-05		
				P064	SLIDE EXERICSE		0	1	4	0	21-Jun-05		
				P065	SING SHIP SCRAM		0	1	4	0	21-Jun-05		
				P066	MANU STEEP TURN		0	2	4	0	21-Jun-05		
				P067	ANCH A/R JOINUP		0	2	2	0	21-Jun-05		
				P068	TURN COMBAT DES		0	2	2	0	21-Jun-05		
				P070	INST APPR	2	0	16	16	0	31-May-05	30-Jun-05	
				P100	PREC APPR	2	0	3	9	0	31-May-05		
				P110	NON-PREC APPR		0	3	8	0	6-Apr-05		
				P130	CIRCLING APPR		0	2	2	0	6-Apr-05		
				P140	VISUAL TRAF PAT		0	2	4	0	13-Apr-05		
				P160	MISSED APPR	1	0	3	6	0	6-Apr-05		
				P170	3E APPR & G/A		0	3	3	0	6-Apr-05		
				P180	APP & LND 3 ENG	1	0	2	2	0	23-Mar-05		
				P190	LANDING		0	12	13	0	21-Jun-05	31-Jul-05	
				P192	NIGHT LANDING		0	2	2	0	13-Apr-05	30-Sep-05	
				P198	LANDING R SEAT		0	2	2	0	6-Apr-05		
				P199	LANDING L SEAT	1	0	2	10	0	21-Jun-05		
				P200	TOUCH&GO		0	0	8	0	13-Apr-05	31-May-05	
				P240	LD GEAR ALT EXT		0	1	1	0	31-May-05		
				P250	FLAP MANUAL OP		0	1	1	0	13-Apr-05		
				P260	HAVE QUICK		0	1	1	0	6-Apr-05		
				P270	SECURE RADIO		0	1	2	0	13-Apr-05		
				P271	AUTHEN PROC		0	1	3	0	21-Jun-05		
				R060	TANKER AR		0	6	14	0	31-May-05	30-Sep-05	
				R070	TANKER AR BKWY		0	2	2	0	13-Apr-05		
				R080	TANKER AR AP OF		0	3	8	0	31-May-05		
				R100	TANKER AR HEAVY		0	2	2	0	31-May-05		

PERSONAL DATA - PRIVACY ACT OF 1974

Member Signature: Dfw

MISSION REVIEW _____

Initial/Date Input: em/27 Jun 05

Mission Number: 505-05A

Date of Flight: 25 Jun 05

Crew Member	SSAN	POS	Task ID	Task Description	Completed	ANNUAL REQ	SEMI REQ	1st semi acc	Remain	Task Date	Due Date
Wenke, D.		MP	B001	BOLDFACE	1	0	0	8	0	21-Jun-05	31-Jul-05
Pilot Level 1C			F020	FORMATION		0	2	5	0	21-Jun-05	
			F030	LG FORM		1	0	3	0	29-Apr-05	
			F060	AR FORM		0	2	3	0	31-May-05	
			M010	PROF SORTIE	1	0	2	1	1	23-Mar-05	
			M020	UNIT SPEC SORTI	1	0	4	8	0	21-Jun-05	
			M050	TACTICAL SORTIE		0	2	1	1	21-Jun-05	
			N010	TANKER RDZ		0	6	22	0	31-May-05	30-Sep-05
			N020	TANKER ENR RDZ		0	2	3	0	29-Apr-05	
			N030	TANKER PP RDZ		0	2	7	0	31-May-05	
			N040	T ANCH RDZ & AR		0	1	13	0	31-May-05	
			N100	INS AIR ALIGN		0	1	2	0	24-Feb-05	
			P010	TAKEOFF-INITIAL	1	0	6	7	0	21-Jun-05	30-Sep-05
			P020	TAKEOFF	1	0	12	10	2	21-Jun-05	31-Jul-05
			P030	MAX T/O 30 FLAP		0	1	3	0	29-Apr-05	
			P040	ENG FAIL T/O CT		0	2	2	0	31-May-05	
			P061	VFR OVERHEAD		0	1	1	0	21-Jun-05	
			P062	TACTICAL DEPART		0	1	2	0	21-Jun-05	
			P063	TACTICAL ARRIV		0	1	2	0	21-Jun-05	
			P064	SLIDE EXERICSE		0	1	4	0	21-Jun-05	
			P065	SING SHIP SCRAM		0	1	4	0	21-Jun-05	
			P066	MANU STEEP TURN		0	2	4	0	21-Jun-05	
			P067	ANCH A/R JOINUP		0	2	2	0	21-Jun-05	
			P068	TURN COMBAT DES		0	2	2	0	21-Jun-05	
			P070	INST APPR	1	0	16	16	0	31-May-05	30-Jun-05
			P100	PREC APPR		0	3	9	0	31-May-05	
			P110	NON-PREC APPR	1	0	3	8	0	6-Apr-05	
			P130	CIRCLING APPR		0	2	2	0	6-Apr-05	
			P140	VISUAL TRAF PAT		0	2	4	0	13-Apr-05	
			P160	MISSED APPR		0	3	6	0	6-Apr-05	
			P170	3E APPR & G/A		0	3	3	0	6-Apr-05	
			P180	APP & LND 3 ENG		0	2	2	0	23-Mar-05	
			P190	LANDING	1	0	12	13	0	21-Jun-05	31-Jul-05
			P192	NIGHT LANDING		0	2	2	0	13-Apr-05	30-Sep-05
			P198	LANDING R SEAT		0	2	2	0	6-Apr-05	
			P199	LANDING L SEAT	1	0	2	10	0	21-Jun-05	
			P200	TOUCH&GO		0	0	8	0	13-Apr-05	31-May-05
			P240	LD GEAR ALT EXT		0	1	1	0	31-May-05	
			P250	FLAP MANUAL OP		0	1	1	0	13-Apr-05	
			P260	HAVE QUICK		0	1	1	0	6-Apr-05	
			P270	SECURE RADIO		0	1	2	0	13-Apr-05	
			P271	AUTHEN PROC		0	1	3	0	21-Jun-05	
			R060	TANKER AR		0	6	14	0	31-May-05	30-Sep-05
			R070	TANKER AR BKWY		0	2	2	0	13-Apr-05	
			R080	TANKER AR AP OF		0	3	8	0	31-May-05	
			R100	TANKER AR HEAVY		0	2	2	0	31-May-05	

2nd of 2 sorties
M010
Logged over
2 sorties!

PERSONAL DATA - PRIVACY ACT OF 1974

Member Signature: Dsw

MISSION REVIEW _____

Initial/Date Input: sm/27 June 05

Mission Number: 505-05A

Date of Flight:

25 Jun05

Ann 27 June 2005 from
2nd of 2 sorties

M010

Logged over
2 sorties!

THE
MAN THAT
WENKE CHANGED
AFTER M010
SORTIE WAS
REMOVED
DURING
MISSION REVIEW
WENKE
FALSIFIED THIS
DOCUMENT

Name	SSAN	POS	Task ID	Task Description	Completed	ANNUAL REQ	SEMI REQ	1st semi acc	Remng	Last Date	Due Date
Wenke, D.		MP	B001	BOLDFACE	1	0	0	8	0	21-Jun-05	31-Jul-05
Pilot Level 1C			F020	FORMATION		0	2	5	0	21-Jun-05	
			F030	LG FORM		1	0	3	0	29-Apr-05	
			F060	AR FORM		0	2	3	0	31-May-05	
			M010	PROF SORTIE		0	2	1	1	23-Mar-05	
			M020	UNIT SPEC SORTI		0	4	8	0	21-Jun-05	
			M050	TACTICAL SORTIE		0	2	1	1	21-Jun-05	
			N010	TANKER RDZ		0	6	22	0	31-May-05	30-Sep-05
			N020	TANKER ENR RDZ		0	2	3	0	29-Apr-05	
			N030	TANKER PP RDZ		0	2	7	0	31-May-05	
			N040	T ANCH RDZ & AR		0	1	13	0	31-May-05	
			N100	INS AIR ALIGN		0	1	2	0	24-Feb-05	
			P010	TAKEOFF-INITIAL	1	0	6	7	0	21-Jun-05	30-Sep-05
			P020	TAKEOFF	1	0	12	10	2	21-Jun-05	31-Jul-05
			P030	MAX T/O 30 FLAP		0	1	3	0	29-Apr-05	
			P040	ENG FAIL T/O CT		0	2	2	0	31-May-05	
			P061	VFR OVERHEAD		0	1	1	0	21-Jun-05	
			P062	TACTICAL DEPART		0	1	2	0	21-Jun-05	
			P063	TACTICAL ARRIV		0	1	2	0	21-Jun-05	
			P064	SLIDE EXERICSE		0	1	4	0	21-Jun-05	
			P065	SING SHIP SCRAM		0	1	4	0	21-Jun-05	
			P066	MANU STEEP TURN		0	2	4	0	21-Jun-05	
			P067	ANCH A/R JOINUP		0	2	2	0	21-Jun-05	
			P068	TURN COMBAT DES		0	2	2	0	21-Jun-05	
			P070	INST APPR	1	0	16	16	0	31-May-05	30-Jun-05
			P100	PREC APPR		0	3	9	0	31-May-05	
			P110	NON-PREC APPR	1	0	3	8	0	6-Apr-05	
			P130	CIRCLING APPR		0	2	2	0	6-Apr-05	
			P140	VISUAL TRAF PAT		0	2	4	0	13-Apr-05	
			P160	MISSED APPR		0	3	6	0	6-Apr-05	
			P170	3E APPR & G/A		0	3	3	0	6-Apr-05	
			P180	APP & LND 3 ENG		0	2	2	0	23-Mar-05	
			P190	LANDING	1	0	12	13	0	21-Jun-05	31-Jul-05
			P192	NIGHT LANDING		0	2	2	0	13-Apr-05	30-Sep-05
			P198	LANDING R SEAT		0	2	2	0	6-Apr-05	
			P199	LANDING L SEAT	1	0	2	10	0	21-Jun-05	
			P200	TOUCH&GO		0	0	8	0	13-Apr-05	31-May-05
			P240	LD GEAR ALT EXT		0	1	1	0	31-May-05	
			P250	FLAP MANUAL OP		0	1	1	0	13-Apr-05	
			P260	HAVE QUICK		0	1	1	0	6-Apr-05	
			P270	SECURE RADIO		0	1	2	0	13-Apr-05	
			P271	AUTHEN PROC		0	1	3	0	21-Jun-05	
			R060	TANKER AR		0	6	14	0	31-May-05	30-Sep-05
			R070	TANKER AR BKWY		0	2	2	0	13-Apr-05	
			R080	TANKER AR AP OF		0	3	8	0	31-May-05	
			R100	TANKER AR HEAVY		0	2	2	0	31-May-05	

PERSONAL DATA - PRIVACY ACT OF 1974

Member Signature: Dsw

MISSION REVIEW _____

Initial/Date Input: sm/27 Jun 05


53

Mission Number: 505 -05A

Date of Flight:
25 Jun 05

Crew Member			EVENT DESCRIPTION				AS OF 23 June 2005				Currency	
Name	SSAN	POS	Task ID	Task	Completed	ANNUAL REQ	SEMI REQ	1st semi acc	Remng	Last Date	Due Date	
Halbert, K.		MB	M010	PROF SORTIE		0	3	17	0	23-May-05		
Boom Level 3C			M020	UNIT SPEC SORTI		0	0	17	0	4-May-05		
			M050	TACTICAL SORTIE		0	2	0	2			
			P240	LD GEAR ALT EXT		0	1	1	0	25-Feb-05		
			P250	FLAP MANUAL OP		0	1	1	0	25-Feb-05		
			P270	SECURE RADIO		0	2	2	0	6-Apr-05		
			P271	AUTHEN PROC		0	1	2	0	16-Mar-05		
			P300	CARGO LOADING		1	0	0	1	13-Jul-04		
			R070	TANKER AR BKWY		0	2	3	0	13-Apr-05		
			R100	TANKER AR HEAVY		0	2	2	0	13-Apr-05		
			R120	CONTACTS		0	24	80	0	4-May-05	3-Jul-05	
			R130	NIGHT CONTACTS		0	8	8	0	13-Apr-05	10-Oct-05	
			R140	TKR MAN CONTACT		0	4	7	0	13-Apr-05		
			R150	FIGHTER CONTACT		0	2	75	0	4-May-05	31-Oct-05	
			R160	RAD SILENT BKWY		0	1	1	0	13-Apr-05		

PERSONAL DATA - PRIVACY ACT OF 1974

Member Signature: 

MISSION REVIEW _____

Initial/Date Input: Bm/27 June 05

530

Crew Member		EVENT DESCRIPTION		AS OF: 23 June 2005			Currency				
Name	SSAN	POS	Task ID	Task	Completed	ANNUAL REQ	SEMI REQ	1st semi acc	Remng	Last Date	Due Date
Halbert, K.		MB	M010	PROF SORTIE		0	3	17	0	23-May-05	
Boom Level 3C			M020	UNIT SPEC SORTI	1	0	0	17	0	4-May-05	
			M050	TACTICAL SORTIE		0	2	0	2		
			P240	LD GEAR ALT EXT		0	1	1	0	25-Feb-05	
			P250	FLAP MANUAL OP		0	1	1	0	25-Feb-05	
			P270	SECURE RADIO		0	2	2	0	6-Apr-05	
			P271	AUTHEN PROC		0	1	2	0	16-Mar-05	
			P300	CARGO LOADING		1	0	0	1	13-Jul-04	
			R070	TANKER AR BKWY		0	2	3	0	13-Apr-05	
			R100	TANKER AR HEAVY		0	2	2	0	13-Apr-05	
			R120	CONTACTS		0	24	80	0	4-May-05	3-Jul-05
			R130	NIGHT CONTACTS		0	8	8	0	13-Apr-05	10-Oct-05
			R140	TKR MAN CONTACT		0	4	7	0	13-Apr-05	
			R150	FIGHTER CONTACT		0	2	75	0	4-May-05	31-Oct-05
			R160	RAD SILENT BKWY		0	1	1	0	13-Apr-05	

PERSONAL DATA - PRIVACY ACT OF 1974


Member Signature: KA

MISSION REVIEW _____

Initial/Date Input: BM/27 June 05

Crew Member	SSAN	POS	EVENT	DESCRIPTION	Completed	AS OF: 23 June 2005	ANNUAL REQ	SEMI REQ	1st semi acc	Remng	Last Date	Due Date
Saltmarsh, T.	36	EP	B001	BOLDFACE		0	0	29	0	0	22-Jun-05	31-Jul-05
Pilot Level 1A			F020	FORMATION		0	1	2	0	0	31-May-05	
			F030	LG FORM		1	0	1	0	0	5-May-05	
			F060	AR FORM		0	1	2	0	0	31-May-05	
			M010	PROF SORTIE		0	2	3	0	0	22-Jun-05	
			M020	UNIT SPEC SORTI		0	4	17	0	0	22-Jun-05	
			M050	TACTICAL SORTIE		0	2	0	2	0		
			N010	TANKER RDZ		0	4	30	0	0	22-Jun-05	22-Sep-05
			N020	TANKER ENR RDZ		0	1	10	0	0	22-Jun-05	
			N030	TANKER PP RDZ		0	2	7	0	0	22-Jun-05	
			N040	T ANCH RDZ & AR		0	1	19	0	0	22-Jun-05	
			N100	INS AIR ALIGN		1	0	4	0	0	15-May-05	
			P010	TAKEOFF-INITIAL		0	2	13	0	0	22-Jun-05	30-Sep-05
			P020	TAKEOFF		0	8	15	0	0	22-Jun-05	31-Jul-05
			P030	MAX T/O 30 FLAP		0	1	1	0	0	23-Mar-05	
			P040	ENG FAIL T/O CT		0	2	5	0	0	22-Jun-05	
			P061	VFR OVERHEAD		0	1	0	1	1		
			P062	TACTICAL DEPART		0	1	0	1	1		
			P063	TACTICAL ARRIV		0	1	0	1	1		
			P064	SLIDE EXERICSE		0	1	0	1	1		
			P065	SING SHIP SCRAM		0	1	0	1	1		
			P066	MANU STEEP TURN		0	2	0	2	2		
			P067	ANCH A/R JOINUP		0	2	1	1	1	31-May-05	
			P068	TURN COMBAT DES		0	2	0	2	2		
			P070	INST APPR		0	6	19	0	0	22-Jun-05	31-Jul-05
			P100	PREC APPR		0	3	13	0	0	22-Jun-05	
			P110	NON-PREC APPR		0	3	6	0	0	22-Jun-05	
			P130	CIRCLING APPR		0	2	3	0	0	3-Jun-05	
			P140	VISUAL TRAF PAT		0	2	13	0	0	22-Jun-05	
			P160	MISSED APPR		0	2	9	0	0	22-Jun-05	
			P170	3E APPR & G/A		0	2	5	0	0	22-Jun-05	
			P180	APP & LND 3 ENG		0	2	5	0	0	22-Jun-05	
			P190	LANDING		0	8	24	0	0	22-Jun-05	31-Jul-05
			P192	NIGHT LANDING		0	2	4	0	0	18-May-05	30-Sep-05
			P198	LANDING R SEAT		0	2	6	0	0	30-Mar-05	
			P199	LANDING L SEAT		0	2	15	0	0	22-Jun-05	
			P200	TOUCH&GO		0	0	2	0	0	22-Jun-05	31-Jul-05
			P240	LD GEAR ALT EXT		1	0	1	0	0	5-May-05	
			P250	FLAP MANUAL OP		1	0	1	0	0	8-Jun-05	
			P260	HAVE QUICK		1	0	1	0	0	15-May-05	
			P270	SECURE RADIO		1	0	2	0	0	15-May-05	
			P271	AUTHEN PROC		0	1	2	0	0	15-May-05	
			P310	INSTR/EVAL	1	0	2	27	0	0	22-Jun-05	
			R060	TANKER AR		0	4	28	0	0	22-Jun-05	30-Sep-05
			R070	TANKER AR BKWY		0	2	7	0	0	22-Jun-05	
			R080	TANKER AR AP OF		0	2	8	0	0	31-May-05	
			R100	TANKER AR HEAVY		0	2	11	0	0	8-Jun-05	

PERSONAL DATA - PRIVACY ACT OF 1974


Member Signature: 

MISSION REVIEW _____

Initial/Date Input: zm/27 June 05

Crew Member	SSAN	POS	Task ID	Task	Completed	ANNUAL REQ	SEMI REQ	1st.semi:acc	Remng	Last Date	Due Date
Saltmarsh, T.		EP	B001	BOLDFACE		0	0	29	0	22-Jun-05	31-Jul-05
Pilot Level 1A			F020	FORMATION		0	1	2	0	31-May-05	
			F030	LG FORM		1	0	1	0	5-May-05	
			F060	AR FORM		0	1	2	0	31-May-05	
			M010	PROF SORTIE		0	2	3	0	22-Jun-05	
			M020	UNIT SPEC SORTI		0	4	17	0	22-Jun-05	
			M050	TACTICAL SORTIE		0	2	0	2		
			N010	TANKER RDZ		0	4	30	0	22-Jun-05	22-Sep-05
			N020	TANKER ENR RDZ		0	1	10	0	22-Jun-05	
			N030	TANKER PP RDZ		0	2	7	0	22-Jun-05	
			N040	T ANCH RDZ & AR		0	1	19	0	22-Jun-05	
			N100	INS AIR ALIGN		1	0	4	0	15-May-05	
			P010	TAKEOFF-INITIAL		0	2	13	0	22-Jun-05	30-Sep-05
			P020	TAKEOFF		0	8	15	0	22-Jun-05	31-Jul-05
			P030	MAX T/O 30 FLAP		0	1	1	0	23-Mar-05	
			P040	ENG FAIL T/O CT		0	2	5	0	22-Jun-05	
			P061	VFR OVERHEAD		0	1	0	1		
			P062	TACTICAL DEPART		0	1	0	1		
			P063	TACTICAL ARRIV		0	1	0	1		
			P064	SLIDE EXERICSE		0	1	0	1		
			P065	SING SHIP SCRAM		0	1	0	1		
			P066	MANU STEEP TURN		0	2	0	2		
			P067	ANCH A/R JOINUP		0	2	1	1	31-May-05	
			P068	TURN COMBAT DES		0	2	0	2		
			P070	INST APPR		0	6	19	0	22-Jun-05	31-Jul-05
			P100	PREC APPR		0	3	13	0	22-Jun-05	
			P110	NON-PREC APPR		0	3	6	0	22-Jun-05	
			P130	CIRCLING APPR		0	2	3	0	3-Jun-05	
			P140	VISUAL TRAF PAT		0	2	13	0	22-Jun-05	
			P160	MISSED APPR		0	2	9	0	22-Jun-05	
			P170	3E APPR & G/A		0	2	5	0	22-Jun-05	
			P180	APP & LND 3 ENG		0	2	5	0	22-Jun-05	
			P190	LANDING		0	8	24	0	22-Jun-05	31-Jul-05
			P192	NIGHT LANDING		0	2	4	0	18-May-05	30-Sep-05
			P198	LANDING R SEAT		0	2	6	0	30-Mar-05	
			P199	LANDING L SEAT		0	2	15	0	22-Jun-05	
			P200	TOUCH&GO		0	0	2	0	22-Jun-05	31-Jul-05
			P240	LD GEAR ALT EXT		1	0	1	0	5-May-05	
			P250	FLAP MANUAL OP		1	0	1	0	8-Jun-05	
			P260	HAVE QUICK		1	0	1	0	15-May-05	
			P270	SECURE RADIO		1	0	2	0	15-May-05	
			P271	AUTHEN PROC		0	1	2	0	15-May-05	
			P310	INSTR/EVAL	1	0	2	27	0	22-Jun-05	
			R060	TANKER AR		0	4	28	0	22-Jun-05	30-Sep-05
			R070	TANKER AR BKWY		0	2	7	0	22-Jun-05	
			R080	TANKER AR AP OF		0	2	8	0	31-May-05	
			R100	TANKER AR HEAVY		0	2	11	0	8-Jun-05	

PERSONAL DATA - PRIVACY ACT OF 1974

Member Signature: 

MISSION REVIEW _____

Initial/Date Input: BM/27 June 05

536

UNCLASSIFIED
FLYING SCHEDULE

Saturday, 25 Jun 2005 (Julian Day 176)

ALERT: P/MATRAY C/POTTS B/DUHAIME

OPS SUP: MRZENA

1	Alias	Mission #	Call Sign	Acft Typ	Tail #	Sqd	Fuel	Pri	ConfOn	MsnType	Takeoff		Landing		Dur				
											ICAO	T&G	T/O	Tm@Fix		ICAO	T&G	LDG	
	MCCHORD OST	DZ1 636891 176	CHENA 88	KC135R	38876	168	85	4B1		TRAINING	PAEI	0	1530Z	25/0730L	L	KTCM	1830Z	25/1130L	3.0
Bus Time:																			
Crew: MP WENKE MC SALTMARSH MB HALBERT																			

BRIEF:0500L MODE IV CK REQ MCCHORD PPR:211205BF
PICK UP BG SCOTT

2	MCCHORD OST	DZ1 636891 176	CHENA 88	KC135R	38876	168		4B1		TRAINING	KTCM		1900Z	25/1200L		PAEI	0	2230Z	25/1430L	3.5
Bus Time:																				
Crew: MP WENKE MC SALTMARSH MB HALBERT																				

BRIEF:0500L MODE IV CK REQ MCCHORD PPR:211205BF
PICK UP BG SCOTT

[| Query | Summary | New Trip | Login | Profile | Help |](#)

After Action Detail for Trip 2005 - 53 - 168ARW (KC135)

Special Training		Annual Training		Requested Tech/AGR/IDT		Request Flags		
Ofc	Enl	Ofc	Enl	Ofc	Enl	Per Diem/Ofc	Days/Enl	Days
0	0	0	0	2	1	No	No	No
OUT AND BACK THE SAME DAY TO PICK UP GENERAL SCOTT								
Remarks:								
O&M (409)		MP (542)		Authorized STO Days STE Days		Date		
Authorization Data Unavailable								
Mission History Information for Mission <u>DZ1636891176</u>						Sorties		
Mission ID	Start Date	End Date	Flying Hours	Msn	Pre/Dep			
<u>DZ1636891176</u>	6/25/2005	6/25/2005	6.7	2	0			
PAX				Cargo (Tons)				
MRA	AMC	AMC Opp	Air Drop	MRA	AMC	AMC Opp	Air Drop	
1	0	0	0	0	0	0	0	
To modify an after action report you must Login								

[| Query | Summary | New Trip | Login | Profile | Help |](#)

Date: 8/18/2005

Contact: IDPAfterAction@ang.af.mil

ANG/XOXE Mission Readiness Airlift (MRA) Contact: ANG.XOXE.MRA@ang.af.mil
 Phone: (DSN) 278-7162, (DSN) 278-7158, (DSN) 278-7148

Technical Support Contact: XOXTech@ang.af.mil
 Phone: (DSN) 278-7144, (DSN) 278-7160, (DSN) 278-7157

3 Nov 2005

SUBJECT: Fraud Waste and Abuse/ Continuing occurrence Case ID # 97567

1. On 17 October 2005 one KC-135 was sent from Eielson AFB to Elmendorf AFB to pickup passengers for a conference at Hickam AFB. The crew was comprised of one technician pilot, one traditional pilot and 2 traditional boom operators. 168th ARW/CC Col Moe was placed on the flight orders, however he was not placed on the AFTO Form 781 nor did he fill out a Mission Activity Report (MAR). The aircraft and crew remained overnight at Elmendorf AFB and departed for Hickam AFB, HI on 18 Oct. According to records, 4 passengers were on board on the leg from Elmendorf AFB to Hickam AFB. The aircraft and crew flew a local air refueling sortie out of Hickam on 19 Oct. On 20 Oct the aircraft and crew departed Hickam AFB and returned to Eielson AFB with no passengers. A total of 13.7 flight hours were spent to get four people from Alaska to Hawaii to attend a conference. Space A passengers were not allowed on the Alaska to Hawaii legs by direction of the 168th ARW/CC. There were passengers requesting space A to Hawaii on this date.
2. On Sunday, 23 Oct 2005, one KC-135 was sent again from Eielson AFB direct to Hickam AFB to pick up the conference attendees. This crew was comprised of two traditional pilots and two traditional boom operators. The aircraft and crew did not fly on 24 Oct in Hawaii. On 25 Oct the aircraft and crew returned with 3 passengers from Hickam AFB to Elmendorf AFB. One passenger disembarked at Elmendorf AFB and the aircraft continued on to Eielson AFB with the remaining two passengers. This out and back spent 12.2 flight hours. There was no training accomplished on these two trips that could not be accomplished on any sortie on any day here at Eielson AFB. The sole purpose of the trip was to take PACAF War fighter conference attendees from Alaska to Hawaii. The 168th flying schedule stated the purpose of these flights was formation training with the HANG however that "training" was never accomplished nor was it ever required.
3. The 168th ARW leadership continues to use unit aircraft in direct and willful violation of ANGI 10-201, DODD 4500.43 and DOD 4515.13-R . Furthermore, the arrogance of not allowing space A passengers on the aircraft is indicative of the current leadership mentality that these aircraft are their personal assets. The decision to inappropriately use 25.9 flight hours to take 4 people from Alaska to Hawaii cost the taxpayers \$297,049.17 based on the 2004 hourly operating cost of 11,469.08 for the KC-135R. This does not include the cost of paying the traditional (part time) crewmembers, per-diem and lodging. Commercial air was readily available on these dates. The activity on the above dates was conducted willfully with intent to deceive therefore it is criminal as well as fraudulent.



TROY R. DUNN, Lt Col, AKANG

SUBJECT: Fraud Waste and Abuse/ Continuing occurrence Case ID # 97567

1. On 5 November 2005 a KC-135 assigned to the 168th ARW departed Eielson AFB and landed at Elmendorf AFB with approximately 6 duty passengers on board. The purpose of the stop at Elmendorf was to pick up additional duty passengers from the Alaska Air Guard and transport them to Andrews AFB the following day. This trip was scheduled and planned under the guise of an AMC funded Charleston Business Effort (night C-17 air refueling). The business effort was obtained and tailored to match the travel directive of Brig Gen Timothy W. Scott. The flight from Eielson AFB to Elmendorf AFB utilized a local 168th ARW mission number; however the crew per diem, travel and lodging was paid for by AMC. (Ref. TDY trip worksheet Charleston BE)
2. On 6 November the aircraft departed Elmendorf AFB enroute to Andrews AFB. The duty passengers were dropped at Andrews AFB and the aircraft and flight crew continued to Charleston AFB. The flight from Elmendorf AFB to Andrews AFB utilized an NGB mission number, however, the crew per diem and travel was paid by AMC. The flight from Andrews AFB to Charleston AFB utilized an AMC mission number.
3. On the nights of 7 and 8 November the crew and aircraft accomplished night C-17 air refueling departing and returning to Charleston AFB. On the night of 9 November the crew departed Charleston AFB and air refueled a C-17 then landed at Andrews AFB at 0049 local time 10 November. These missions were accomplished on an AMC mission number. This departure from the normal business effort contract (Monday through Friday) was to facilitate the travel desires of Brig Gen Timothy W. Scott. On 10 November at 1940L the aircraft departed Andrews AFB with the Alaska Air Guard duty passengers on board. The crew stated that they were late departing Andrews AFB due to the passengers arriving late to the aircraft. The aircraft arrived at Elmendorf AFB at 2315L 10 November dropping off duty passengers and departing Elmendorf AFB at 0000L 11 Nov. The aircraft landed at Eielson AFB at 0045L 11 Nov. The leg from Andrews AFB to Elmendorf AFB was flown on an NGB mission number, once again, the crew travel, per diem and lodging was paid for by AMC. The leg from Elmendorf to Eielson AFB was flown utilizing a local 168th ARW mission number.
4. It appears the intent of the 168th leadership was to utilize AMC dollars to transport members of the Alaska Air Guard from Alaska to Andrews AFB and return. The documentation problem arose when the aircraft landed at Eielson AFB at 0045L 11 Nov, now warranting an additional pay day for the part time (traditional) crewmembers. Maj Bradbury was paid by AMC for the entire trip. TSgt Richard Smith and MSgt Curt Gipson were paid by AMC for 5-10 Nov and given an Annual Training (AT) day for 11 Nov.
5. I do not have the resources to ascertain the legalities of traveling under an NGB and locally generated mission number and paying the crew with an AMC fund cite.

Regardless of legalities, it is wrong for AMC to pay for travel, per diem and lodging that is not related to their business effort. Three nights of Air Refueling in return for 6 days per diem and double lodging costs, due to late check outs from both Charleston and Andrews, is a fraudulent use of resources.

6. Brig Gen Timothy W. Scott and Col Donald S. Wenke did intentionally schedule this trip in willful violation of ANGI 10-201, DODD 4500.43 and DOD 4515.13-R.



TROY R. DUNN, Lt Col, AKANG

5372

Charleston BE

Call Sign	Chena 81/01	A/C	Bradbury	Billeting	ON/OFF BASE
Tail #	59-1461	Co-pilot	Loomis	Meals	Not Available
Purpose	BE/PAX			Trans	Rental
AMC Msn #	7PH007842312	Boom	Gibson	Drouge Req	NO
NGB Msn #	DT8404321310	Boom	Smith	B Kit Req	NO
Msn Type	XXX				
Msn Priority	XXXXX				
Conf	XXXX	C/C	Schmelik		
		C/C	Russell		

Zulu Date	Fuel	PAX #	Dept Base	Dept Time Z	FL	AR Track	Call Sign	Type	Off load	Arr Base	Zulu Date	Arr Time Z	PPR #	ETE
AMC MSN number	Load	Cargo (K)	ICAO	Z Conversion	Mach	Altitude	ARCT (Z)	RCVR #	Total	ICAO	Z Conversion	Dip #		
5-Nov-05	70		Eielson	1900						Elmendorf	5-Nov-05	2100	110501MW	2.0
			PAEI	Z-9						PAED		Z-9		
Pattern work @ PAED after DV drop														
6-Nov-05	100		Elmendorf	1700	350					Andrews	6-Nov-05	2340	1106R03	6.6
DT8404321310			PAED	Z-9	80					KADW		Z-5		
7-Nov-05	40		Andrews	0100	240					Charleston	7-Nov-05	0200	N/A	1.0
7PH007842312			KADW	Z-5	360T					KCHS		Z-5		
7-Nov-05	.75		Charleston	2330		207SW/NE	Lifter 22	C-17	-10	Charleston	8-Nov-05	0230		3.5
			KCHS	Z-5		270	0015	1	ENRT	KCHS		Z-5		
9-Nov-05	70		Charleston	0150		207NE/SW	Lifter 22	C-17	-10	Charleston	9-Nov-05	0340		3.0
			KCHS	Z-5		270	0215	1	PP	KCHS		Z-5		
10-Nov-05	90		Charleston	0305		202S/N	Lifter 22	C-17	-20	Andrews	10-Nov-05	0630	1110R02	3.5
7PH007842314			KCHS	Z-5		270	0330	1	ENRT	KADW		Z-5		
10-Nov-05	105		Andrews	2330	340					Elmendorf	11-Nov-05	0610	111001MW	6.6
DT8404321310			KADW	Z-5	82					PAED		Z-9		
11-Nov-05			Elmendorf	0710						Eielson	11-Nov-05	0810		1.0
			PAED	Z-9						PAEI		Z-9		

Total Hours

23.25

For more than a single ship TDY, create a separate workbook for each aircraft. Label each title with appropriate additional information (1 of 3, 2 of 3, etc.)

*late start
Andrews rights
change*

*(And) Arrive ~ 1200L on 10 NOV
0100L*

T/O ~ 1800L 10 NOV Arrive

Charleston BE

Call Sign	Chena 81/01	A/C	Bradbury	<i>see Wenke</i>	Billeting	ON/OFF BASE
Tail #	60-0334	Co-pilot	Loomis		Meals	Not Available
Purpose	BE/PAX				Trans	Rental
AMC Msn #	7PH007842312	Boom	Gibson	<i>073-UG.</i>	Drouge Req	NO
NGB Msn #	DT8404321310	Boom	Smith		B Kit Req	NO
Msn Type	XXX					
Msn Priority	XXXXX					
Conf	XXXX	C/C	Schmelik			
		C/C	Russell			

Zulu Date	Fuel Load	PAX # Cargo (K)	Dept Base ICAO	Dept Time Z Conversion	FL Mach	AR Track Altitude	Call Sign ARCT (Z)	Type RCVR #	Off load Total	Arr Base ICAO	Zulu Date	Arr Time Z Conversion	PPR # Dip #	ETE
5-Nov-05	70		Eielson PAEI	1900 Z-9						Elmendorf PAED	5-Nov-05	2100 Z-9	110501MW	2.0
Pattern work @ PAED after DV drop														
6-Nov-05	100		Elmendorf PAED	1700 Z-9	350 80					Andrews KADW	6-Nov-05	2340 Z-5		6.6
6-Nov-05	40		Andrews KADW	0100 Z-5	240 360T					Charleston KCHS	7-Nov-05	0200 Z-5	N/A	1.0
8-Nov-05			Charleston KCHS	Z-5		216SW/NE	0200			Charleston KCHS	8-Nov-05	Z-5		3.5
9-Nov-05			Charleston KCHS	Z-5		202S/N	0215			Charleston KCHS	9-Nov-05	Z-5		3.0
9-Nov-05			Charleston KCHS	Z-5		202S/N	0215			Andrews KADW	10-Nov-05	0500 Z-5		3.5
10-Nov-05	105		Andrews KADW	2200 Z-5	340 82					Elmendorf PAED	11-Nov-05	0440 Z-9	111001MW	6.6
11-Nov-05			Elmendorf PAED	0540 Z-9						Eielson PAEI	11-Nov-05	0640 Z-9		1.0
Total Hours														28.2

For more than a single ship TDY, create a separate workbook for each aircraft. Label each title with appropriate additional information (1 of 3, 2 of 3, etc.)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 168TH AIR REFUELING WING
EIELSON AIR FORCE BASE, ALASKA

MEMORANDUM FOR 168 ARW/FMF
168 ARW/DPMAE

21 Nov 05
FINAL

FROM: 168 OSF/DOF

SUBJECT: TDY MESSAGE

The 168 ARW is sending personnel TDY. The following information applies.

PURPOSE: Charleston Business Effort

Workdays and Per Diem

AMC

WUC: 1L

ESP: 8K

ITINERARY (Days: 7)

05 NOV 05 - EIELSON AFB AK - ELMENDORF AFB, AK
06 NOV 05 - ELMENDORF AFB, - ANDREWS AFB
06 NOV 05 - ANDREWS AFB- CHARLESTON AFB
09 NOV 05 - CHARLESTON AFB - ANDREWS AFB
10 NOV 05 - ANDREWS AFB - ELMENDORF AFB AK
11 NOV 05 - ELMENDORF AFB AK - EIELSON AFB, AK

MISSION NUMBER

AMC: 7PH007842312
ANG: DT8404321310

Est Travel: 0 Est Per Diem: \$136 per person per day.

CREW LIST (Reimbursable: 2 Officers, 2 Boom, 3 Crew Chiefs)(1 Aircraft)

After action Report: Pay Code--, Per Diem req N, Ofc Wrkday Req N, Enl Wrkday Req N,
Off - Sp xx. An xx, AGR/TEC xx; ENL - Sp xx, AN xx, AGR/TEC xx

O&M Operations

LOOMIS, A-OFF AGR/8K

O&M Maintenance

Mil Pers Operations

BRADBURY, D-OFF 1L/8K
SMITH, R-ENL 1L/8K
GIPSON, K-ENL 1L/8K

Traditional Maintenance

5375

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 - SEE REVERSE)

Handwritten initials

MISSION DATA																			
1. DATE (YYYYMMDD)		2. MDS	3. SERIAL NUMBER			4. UNIT CHARGED FOR FLY HOURS/HARM-CODE				5. LOCATION									
20051105		KC135R	59001461			168 ARW (ANG) - FTQA				EIELSON AFB, ALASKA									
FLT NO	MISSION NUMBER	MISSION SYMBOL	FROM (ICAO)	TO (ICAO)	TAKE OFF TIME (Z)	LAND TIME (Z)	FLIGHT TIME	13. LANDINGS			SORTIES	SPECIAL USE							
								TOUCH AND GO	FULL STOP	TOTAL									
1	073-06	T3BE	PAFI	PAFD	1855	1940	.7	0	1	1	1								
2																			
3																			
4																			
5																			
6																			
7																			
8																			
17. OPERATING UNIT							GRAND TOTALS		.7	0	1	1	1						
168ARS																			
AIRCREW DATA																			
FLYING ORGN	SSN	LAST NAME	FLT AUTH DUTY CODE	FLIGHT TIME						SORTIES	FLT CONDITIONS				RESERVE STATUS	COMBAT		COMBAT SPT	
				PRIM	SEC	INSTR	EVAL	OTHER	TOTAL		PRIMARY NIGHT	PRIMARY INST	SIM INST	NVG		TIME	SORTIES	TIME	SORTIES
168		Bradbury, D	IP			0.7			.7	1					1				
168		Loomis, A	FP					0.7	.7	1					1				
168		GIPSON, C	MB	.7					.7	1					1				
168		Smith, R	MB		.7				.7	1					1				
168		Wenke, D	MP	0.7					.7	1					1				
37. MAINT REVIEW			38. PILOT REVIEW			39. OPS REVIEW			40. ARMS PROCESSING COMPLETED										
<i>Handwritten initials</i>			<i>Handwritten initials</i>			<i>Handwritten initials</i>			INPUT					AUDIT					
									DATE					DATE					
									15 NOV 05					16 NOV 05					
									<i>Handwritten initials</i>					<i>Handwritten initials</i>					

EIELSON AFB to F. (Mendenhall) AFB

5376

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 - SEE REVERSE)

Handwritten signature

MISSION DATA																						
1. DATE (YYYYMMDD)		2. MDS	3. SERIAL NUMBER			4. UNIT CHARGED FOR FLY HOURS/HARM-CODE				5. LOCATION												
20051106		KC135R	59001461			168 ARW (ANG) - FTQA				EIELSON AFB, ALASKA												
FLT NO	MISSION NUMBER	MISSION SYMBOL	FROM (ICAO)	TO (ICAO)	TAKE OFF TIME (Z)	LAND TIME (Z)	FLIGHT TIME	13. LANDINGS			SORTIES	SPECIAL USE										
								TOUCH AND GO	FULL STOP	TOTAL												
6	7	8	9	10	11	12	13	14	15													
1	073-06A	T3815	PAED	KADW	1700	2310	6.2	0	1	1	1											
2																						
3																						
4																						
5																						
6																						
7																						
8																						
17. OPERATING UNIT							GRAND TOTALS		6.2	0	1	1	1									
168ARS																						
AIRCREW DATA																						
FLYING ORGN	SSN	LAST NAME	FLT AUTH DUTY CODE	FLIGHT TIME						SORTIES	FLT CONDITIONS				RESERVE STATUS	COMBAT		COMBAT SPT				
				PRIM	SEC	INSTR	EVAL	OTHER	TOTAL		PRIMARY NIGHT	PRIMARY INST	SIM INST	NVG		TIME	SORTIES	TIME	SORTIES			
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36			
168	[REDACTED]	Bradbury, D	IP			6.2			6.2	1					1							
168	[REDACTED]	Loomis, A	FP	6.0	0.2				6.2	1	1.0	1.0			1							
168	[REDACTED]	GIPSON, C	MB	6.2					6.2	1					1							
168	[REDACTED]	Smith, R	MB		6.2				6.2	1					1							
168	[REDACTED]	Wenke, D	MP	1				6.2	6.2	1					1							
37. MAINT REVIEW			38. PILOT REVIEW			39. OPS REVIEW			40. ARMS PROCESSING COMPLETED													
[Signature]			[Signature]			[Signature]			INPUT				AUDIT									
[Signature]			[Signature]			[Signature]			DATE 15 NOV 05				INITIALS [Signature]			DATE 16 NOV 05				INITIALS [Signature]		

EIELSON AFB TO ANDREWS AFB

5377

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 - SEE REVERSE)

MISSION DATA																			
1. DATE (YYYYMMDD)		2. MDS	3. SERIAL NUMBER		4. UNIT CHARGED FOR FLY HOURS/HARM-CODE				5. LOCATION										
20051107		KC135R	59001461		168 ARW (ANG) - FTQA				EIELSON AFB, ALASKA										
FLT NO	MISSION NUMBER	MISSION SYMBOL	FROM (ICAO)	TO (ICAO)	TAKE OFF TIME (Z)	LAND TIME (Z)	FLIGHT TIME	13. LANDINGS			SORTIES	SPECIAL USE							
								TOUCH AND GO	FULL STOP	TOTAL									
1	073-06B	T3BE	KADW	KCHS	0200	0310	1.2	0	1	1	1								
2																			
3																			
4																			
5																			
6																			
7																			
8																			
17. OPERATING UNIT						GRAND TOTALS		1.2	0	1	1	1							
16BARS																			
AIRCREW DATA																			
FLYING ORGN	SSN	LAST NAME	FLT AUTH DUTY CODE	FLIGHT TIME						SORTIES	FLT CONDITIONS				RESERVE STATUS	COMBAT		COMBAT SPT	
				PRIM	SEC	INSTR	EVAL	OTHER	TOTAL		PRIMARY NIGHT	PRIMARY INST	SIM INST	HVC		TIME	SORTIES	TIME	SORTIES
168		Bradbury, D	IP			1.2			1.2	1	1.2				1				
168		Loomis, A	FP	1.2					1.2	1	1.2				1				
168		GIPSON, C	MB	1.2					1.2	1					1				
168		Smith, R	MB					1.2	1.2	1					1				
37. MAINT REVIEW		38. PILOT REVIEW				39. OPS REVIEW				40. ARMS PROCESSING COMPLETED									
pe		[Signature]				[Signature]				INPUT				AUDIT					
DATE		DATE				DATE				INITIALS		INITIALS							
15NOV05		15NOV05				15NOV05				[Signature]		[Signature]							

ANDREWS AFB to CHARLESTON AFB

5370

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 - SEE REVERSE)

2

MISSION DATA																			
1. DATE (YYYYMMDD)		2. MOS	3. SERIAL NUMBER			4. UNIT CHARGED FOR FLY HOURS/HARM CODE				5. LOCATION									
20051110		KC135R	59001461			168 ARW (ANG) - FTQA				EIELSON AFB, ALASKA									
FLT NO	MISSION NUMBER	MISSION SYMBOL	FROM (ICAO)	TO (ICAO)	TAKE OFF TIME (Z)	LAND TIME (Z)	FLIGHT TIME	13. LANDINGS			SORTIES	SPECIAL USE							
								TOUCH AND GO	FULL STOP	TOTAL									
6	6	7	8	9	10	11	12	13	13	13	14	15							
1	073-06E	T3BE	KCHS	KADW	0301	0549	2.8	0	1	1	1								
2																			
3																			
4																			
5																			
6																			
7																			
8																			
17. OPERATING UNIT						GRAND TOTALS		2.8	0	1	1	1							
168ARS																			
AIRCREW DATA																			
FLYING ORGN	SSN	LAST NAME	FLT AUTH DUTY CODE	FLIGHT TIME						SORTIES	FLT CONDITIONS				RESERVE STATUS	COMBAT		COMBAT SPT	
				PRIM	SEC	INSTR	EVAL	OTHER	TOTAL		PRIMARY NIGHT	PRIMARY INST	SIM INST	NVG		TIME	SORTIES	TIME	SORTIES
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
168	[REDACTED]	Bradbury, D	IP			2.8			2.8	1	.5	.5			1				
168	[REDACTED]	Loomis, A	FP	2.3	.5				2.8	1	2.3	2.3			1				
168	[REDACTED]	GIPSON, C	MB	.3				2.5	2.8	1					1				
168	[REDACTED]	Smith, R	MB	2.5				.3	2.8	1					1				
37. MAINT REVIEW			38. PILOT REVIEW			39. OPS REVIEW			40. ARMS PROCESSING COMPLETED										
FL			[Signature]			[Signature]			INPUT				AUDIT						
DATE			DATE			DATE			INITIALS				INITIALS						
15NOV05			16NOV05			16NOV05			[Signature]				[Signature]						

CHARLESTON AFB TO ANDREWS AFB

5379

WES

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 - SEE REVERSE)

MISSION DATA

1. DATE (YYYYMMDD) 20051111		2. MOS KC135R	3. SERIAL NUMBER 59001461			4. UNIT CHARGED FOR FLY HOURS/HARM CODE 168 ARW (ANG) - FTQA			5. LOCATION EIELSON AFB, ALASKA				
FLT NO	MISSION NUMBER	MISSION SYMBOL	FROM (ICAO)	TO (ICAO)	TAKE OFF TIME (Z)	LAND TIME (Z)	FLIGHT TIME	13. LANDINGS			SORTIES	SPECIAL USE	
								TOUCH AND GO	FULL STOP	TOTAL			
6	7	8	9	10	11	12	13	14	15				
1	073-06 F	T3BE	KADW	PAED	0040	0815	7.6	0	1	1	1		
2													
3													
4													
5													
6													
7													
8													
17. OPERATING UNIT 168ARS		[REDACTED]					GRAND TOTALS		7.6	0	1	1	1

AIRCREW DATA

FLYING ORGN	SSN	LAST NAME	FLT AUTH DUTY CODE	FLIGHT TIME						SORTIES	FLT CONDITIONS				RESERVE STATUS	COMBAT		COMBAT SPT	
				PRIM	SEC	INSTR	EVAL	OTHER	TOTAL		PRIMARY NIGHT	PRIMARY INST	SIM INST	INVG		TIME	SORTIES	TIME	SORTIES
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
168	[REDACTED]	Bradbury, D	1P			7.6			7.6	1	3.8	3.8			1				
168	[REDACTED]	Loomis, A	FP	3.8	3.8				7.6	1	3.8	3.8			1				
168	[REDACTED]	GIPSON, C	MB		7.6				7.6	1					1				
168	[REDACTED]	Smith, R	MB	7.6					7.6	1					1				
168	[REDACTED]	Wenke, D	MP					7.6	7.6	1					1				

DB

37. MAINT REVIEW <i>[Signature]</i>	38. PILOT REVIEW <i>DB CM</i>	39. OPS REVIEW <i>[Signature]</i>	40. ARMS PROCESSING COMPLETED
INPUT		AUDIT	
DATE 15 NOV 05	INITIALS <i>[Signature]</i>	DATE 16 NOV 05	INITIALS <i>[Signature]</i>

ANDREWS AFB to ~~ELMENDORF~~ AFB

5380

(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974 - SEE REVERSE)

SM'g

MISSION DATA																			
1. DATE (YYYYMMDD)		2. MDS	3. SERIAL NUMBER			4. UNIT CHARGED FOR FLY HOURS/HARM-CODE				5. LOCATION									
20051111		KC135R	59001461			168 ARW (ANG) - FTQA				EIELSON AFB, ALASKA									
FLT NO	MISSION NUMBER	MISSION SYMBOL	FROM (ICAO)	TO (ICAO)	TAKE OFF TIME (Z)	LAND TIME (Z)	FLIGHT TIME	13. LANDINGS			SORTIES	SPECIAL USE							
								TOUCH AND GO	FULL STOP	TOTAL									
1	073-06G	T3BE	PAED	PREI	0900	0945	.7	0	1	1	1								
2																			
3																			
4																			
5																			
6																			
7																			
8																			
17. OPERATING UNIT							GRAND TOTALS		.7	0	1	1	1						
168ARS																			
AIRCREW DATA																			
FLYING ORGN	SSN	LAST NAME	FLT AUTH DUTY CODE	FLIGHT TIME						SORTIES	FLT CONDITIONS				RESERVE STATUS	COMBAT		COMBAT SPT	
				PRIM	SEC	INSTR	EVAL	OTHER	TOTAL		PRIMARY NIGHT	PRIMARY INST	SIM INST	NVG		TIME	SORTIES	TIME	SORTIES
168		Bradbury, D	IP			.7			.7	1					1				
168		Loomis, A	FP	.7					.7	1	.7	.7			1				
168		GIPSON, C	MB		.7				.7	1					1				
168		Smith, R	MB	.7					.7	1					1				
168		Wenke, D	MP					.7	.7	1					1				
37. MAINT REVIEW				38. PILOT REVIEW				39. OPS REVIEW				40. ARMS PROCESSING COMPLETED							
<i>[Signature]</i>				<i>[Signature]</i>				<i>[Signature]</i>				INPUT				AUDIT			
DATE				DATE				DATE				INITIALS				INITIALS			
15/11/05				15/11/05				15/11/05				<i>[Signature]</i>				<i>[Signature]</i>			

EILMENDORF AFB to EIELSON AFB


ALASKA NATIONAL GUARD
168TH OPERATION GROUP (PACAF)
EIELSON AFB, ALASKA 99702-1730

Personnel Data-Privacy Act of 1974 (5 USC 552a)

SPECIAL ORDER
TB - 18

03 NOV 05

1. TYPE OF DUTY: AGR - Travel on Active Duty
2. PURPOSE: Charleston B.E.
3. ADDRESSING:

 A90RFKQ3, SECRET

4. AUTHORITY/TITLE: (JFTR, VOL I, U7150)

5. ITINERARY: 05 NOV 05 THRU 10 NOV 05
Transportation: AUTH Dir Mil Air
From: Eielson AFB, AK
To: Elemendorf AFB, AK
To: Charleston AFB, SC
To: Andrews AFB, MD
Rtn: Eielson AFB, AK

6. REMARKS:
Submit travel voucher within 5 working days after completion of travel. Turn in all promotional items, for example gifts, bonus tickets, etc., to the AFO. Lodging receipts required with travel voucher for per diem entitlements. Personnel will use Mil/Govt aircraft when available. Mbr(s) are on AGR status. Mbr(s) are required to have in their possession at all times a copy of the Special Order for their current AGR tour. Medical treatment is authorized IAW AFR 168-6. Since your per diem is based on availability of billeting and mess, contact the Base Billeting Office to see if they are available. Personnel will utilize govt quarters when available (Federal or State). If quarters are not available, the travel order or voucher must document the non-availability (by confirmation number, if provided by the service in its registration process; otherwise, the member will note the date the attempt to acquire reservation was made and the phone number and point of contact the billeting office contacted). The authorizing official then will authorize or approve commercial lodging. Documentation of non-availability on the order or voucher is required to support reimbursement of a commercial lodging expense. No government meals are

SO TB - 18

available/directed. Use of Government Charge Card-Mandatory: In accordance with Public Law 105-264, Government Charge Card is mandatory for all authorized expenses unless otherwise exempted under the specific provisions detailed in paragraph E of the TTRA. Variations in itinerary authorized. Member will use a IBA for transportation costs. Travel Advance: Traveler has a government travel card and will use it for major purchases. A travel advance is not authorized. ESP: 8K

7. CERTIFICATION: TEMPO: D
Fund Cite: 5763840 586 41M3 991020 01 409 668300 ESP:8K
F000478 P028988 IBA

ESTIMATES: TVL: \$0.00 PER DIEM: \$800.00 ADVANCE: \$0.00
HOUSEHOLD GOODS: \$0.00

OFFICIAL Certifying Official: /S/SMSGT STEVEN J. SCHMITZ/S/

8. AUTHENTICATION:

FOR THE COMMANDER

/S/OFFICIAL/S/

KENT S. COKER, Col, AKANG
Mission Support Group Commander

DISTRIBUTION : C

DEPARTMENT OF THE AIR FORCE
NATIONAL GUARD BUREAU
168TH OPERATION GROUP (PACAF)
EIELSON AFB, ALASKA 99702-1730

Personnel Data-Privacy Act of 1974 (5 USC 552a)

SPECIAL ORDER
RB- 99

15 NOV 05

1. Relating to Special Order RB-75 (MPA-DEPLOYED) OF 03 NOV 05

2. Addressing:

MAJ BRADBURY DOUGLAS W, ██████████, A90RFKQ3, 168 OG

3. MAJ BRADBURY, DOUGLAS W.

DUTY PERIOD AS READS: 05 NOV 05 THRU 10 NOV 05

IS AMENDED TO READ: 05 NOV 05 THRU 11 NOV 05

4. FUND CITES: WUC 1L OA: ARS- 6-MT-534 [1/0]

P&A: 5763500 326 510 530 525725

P/D: 5763840 586 41M3 991020 01 409 668300 ESP:8K

F000478 P028988 IBA

OFFICIAL - Certifying Official: /S/SMSGT STEVEN J. SCHMITZ/S/

AUTHENTICATION:

BY ORDER OF THE SECRETARY OF THE AIR FORCE

/S/OFFICIAL/S/

KENT S. COKER, Col, AKANG
Mission Support Group Commander

DISTRIBUTION : B

SO RB- 99

MÉMORANDUM FOR RECORD

28 Nov 2005

SUBJECT: Fraud Waste and Abuse/ Continuing occurrence Case ID # 97567

1. It has been brought to my attention today that Brig. Gen Timothy W. Scott utilized an Alaska Air National Guard KC-135 from the 168th ARW on 6 April 2005 to take him to a Luncheon at McChord AFB and return to Eielson AFB. This sortie was scheduled as dedicated for the purpose of the Generals travel. This is in direct violation of ANGI 10-201, DODD 4500.43 and DOD 4515.13-R.

2. Copies of Crew Flight Authorization's, AFTO Form 781's and Mission Accomplishment Reports (MAR) attached. Note that no training was accomplished for the boom operator and the pilots only logged one takeoff, instrument approach and landing each. The travel of Brig Gen Scott was not incidental to an already scheduled training event as it was scheduled to transport him from Eielson AFB to McChord and return. 6.8 flying hours were spent supporting this illegal activity.


TROY R. DUNN, Lt Col, AKANG

Handwritten mark

MISSION DATA

1. DATE (YYYYMMDD) 20050407		2. MOS KC135R	3. SERIAL NUMBER 63-8015		4. UNIT CHARGED FOR FLY HOURS/HARM-CODE 168 ARW (ANG) - FTQA			5. LOCATION EIELSON AFB, ALASKA					
FLT NO	MISSION NUMBER	MISSION SYMBOL	FROM (ICAO)	TO (ICAO)	TAKE OFF TIME (Z)	LAND TIME (Z)	FLIGHT TIME	13. LANDINGS			SORTIES	SPECIAL USE	
								TOUCH AND GO	FULL STOP	TOTAL			
	6	7	8	9	10	11	12				14	15	
1	349-05	T3UD	PABI	KTCM	1650	2025	3.8	Ø	1	1	1		
2													
3													
4													
5													
6													
7													
8													
17. OPERATING UNIT 168ARS							GRAND TOTALS	3.8	Ø	1	1	1	

AIRCREW DATA

FLYING ORGN	SSN	LAST NAME	FLT AUTH DUTY CODE	FLIGHT TIME						SORTIES	FLT CONDITIONS				RESERVE STATUS	COMBAT		COMBAT SPT	
				PRIM	SEC	INSTR	EVAL	OTHER	TOTAL		PRIMARY NIGHT	PRIMARY INST	SIM INST	NVG		TIME	SORTIES	TIME	SORTIES
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
168	██████████	BRADBURY, DOUGLAS W	IP			3.6			3.6	1					3				
168	██████████	KING, RYAN	MC	3.6					3.6	1		1.0			3				
168	██████████	AYRES, BRETT S.	MB	3.6					3.6	1					1				

37. MAINT REVIEW <i>WTR</i>	38. PILOT REVIEW <i>tb</i>	39. OPS REVIEW <i>WZ</i>	40. ARMS PROCESSING COMPLETED
DATE		INPUT INITIALS	AUDIT INITIALS
08 Apr 05		<i>[Signature]</i>	<i>[Signature]</i>

Excluded to MCHAD

NAME	SSAN	POS	TASK ID	TASK DESCRIPTION	Completed	ANNUAL REQ	SEMI REQ	1st semi acc	Remng	Last Date	Due Date
Bradbury, D.	470002100	EP	B001	BOLDFACE	1	0	0	16	0	4-Apr-05	31-May-05
Pilot Level 1A			F020	FORMATION		0	1	2	0	1-Apr-05	
			F030	LG FORM		1	0	0	1	5-Dec-04	
			F060	AR FORM		0	1	2	0	1-Apr-05	
			M010	PROF SORTIE		0	2	2	0	24-Feb-05	
			M020	UNIT SPEC SORTI	1	0	4	11	0	4-Apr-05	
			M050	TACTICAL SORTIE		0	2	2	0	1-Apr-05	
			N010	TANKER RDZ		0	4	14	0	1-Apr-05	1-Sep-05
			N020	TANKER ENR RDZ		0	1	9	0	13-Mar-05	
			N030	TANKER PP RDZ		0	2	9	0	1-Apr-05	
			N040	T ANCH RDZ & AR		0	1	1	0	1-Apr-05	
			N100	INS AIR ALIGN		1	0	1	0	25-Jan-05	
			P010	TAKEOFF-INITIAL		0	2	7	0	1-Apr-05	30-Sep-05
			P020	TAKEOFF		0	8	12	0	1-Apr-05	31-May-05
			P030	MAX T/O 30 FLAP		0	1	2	0	13-Mar-05	
			P040	ENG FAIL T/O CT		0	2	4	0	24-Feb-05	
			P061	VFR OVERHEAD		0	1	3	0	1-Apr-05	
			P062	TACTICAL DEPART		0	1	1	0	17-Mar-05	
			P063	TACTICAL ARRIV		0	1	1	0	17-Mar-05	
			P064	SLIDE EXERICSE		0	1	1	0	17-Mar-05	
			P065	SING SHIP SCRAM		0	1	1	0	17-Mar-05	
			P066	MANU STEEP TURN		0	2	4	0	17-Mar-05	
			P067	ANCH A/R JOINUP		0	2	2	0	1-Apr-05	
			P068	TURN COMBAT DES		0	2	2	0	17-Mar-05	
			P070	INST APPR		0	6	16	0	4-Apr-05	31-May-05
			P100	PREC APPR		0	3	10	0	4-Apr-05	
			P110	NON-PREC APPR		0	3	6	0	24-Feb-05	
			P130	CIRCLING APPR		0	2	4	0	24-Feb-05	
			P140	VISUAL TRAF PAT		0	2	7	0	1-Apr-05	
			P160	MISSED APPR		0	2	6	0	17-Mar-05	
			P170	3E APPR & G/A		0	2	4	0	24-Feb-05	
			P180	APP & LND 3 ENG		0	2	4	0	24-Feb-05	
			P190	LANDING		0	8	19	0	4-Apr-05	31-May-05
			P192	NIGHT LANDING		0	2	8	0	17-Mar-05	30-Jun-05
			P198	LANDING R SEAT		0	2	12	0	1-Apr-05	
			P199	LANDING L SEAT		0	2	7	0	4-Apr-05	31-May-05
			P200	TOUCH&GO		0	0	11	0	1-Apr-05	31-May-05
			P240	LD GEAR ALT EXT		1	0	0	1	31-Mar-04	
			P250	FLAP MANUAL OP		1	0	0	1	31-Mar-04	
			P260	HAVE QUICK		1	0	2	0	1-Apr-05	
			P270	SECURE RADIO		1	0	2	0	1-Apr-05	
			P271	AUTHEN PROC		0	1	4	0	1-Apr-05	
			P310	INSTR/EVAL	1	0	2	16	0	4-Apr-05	
			R060	TANKER AR		0	4	15	0	1-Apr-05	30-Sep-05
			R070	TANKER AR BKWY		0	2	3	0	24-Feb-05	
			R080	TANKER AR AP OF		0	2	2	0	9-Feb-05	
			R100	TANKER AR HEAVY		0	2	3	0	22-Feb-05	

7 APR 05

Member Signature: *Dub*

PERSONAL DATA - PRIVACY ACT OF 1974

MISSION REVIEW *18*

J. S. PROS
Initial/Date Input: _____

Mission Number: 349-05

Date of Flight: *July 14*

7APROS

Crew Member			EVENT DESCRIPTION				AS OF 5 APRIL 2005				Currency	
Name	SSAN	ROS	Task ID	Task	Completed	ANNUAL REQ	SEMI REQ	1st semitacc	Remng	Last Date	Due Date	
King, R.	50200000	MC	B001	BOLDFACE	/	0	0	9	0	21-Mar-05	30-Apr-05	
Co-pilot level 2C			F020	FORMATION		0	1	3	0	28-Mar-05		
			F030	LG FORM		1	0	1	0	16-Mar-05		
			F060	AR FORM		0	2	3	0	28-Mar-05		
			M010	PROF SORTIE		0	2	0	2	18-Oct-04		
			M020	UNIT SPEC SORTI	/	0	4	17	0	29-Mar-05		
			M050	TACTICAL SORTIE		0	2	0	2			
			N010	TANKER RDZ		0	6	8	0	28-Mar-05	28-Jun-05	
			N020	TANKER ENR RDZ		0	2	5	0	28-Mar-05		
			N030	TANKER PP RDZ		0	2	4	0	16-Mar-05		
			N040	T ANCH RDZ & AR		0	1	3	0	1-Mar-05		
			N100	INS AIR ALIGN		0	1	3	0	23-Mar-05		
			P010	TAKEOFF-INITIAL	/	0	6	12	0	29-Mar-05	30-Jun-05	
			P020	TAKEOFF	/	0	24	17	7	29-Mar-05	30-Apr-05	
			P064	SLIDE EXERICSE		0	1	0	1			
			P065	SING SHIP SCRAM		0	1	0	1			
			P066	MANU STEEP TURN		0	2	0	2			
			P067	ANCH A/R JOINUP		0	2	0	2			
			P068	TURN COMBAT DES		0	2	0	2			
			P070	INST APPR	/	0	26	17	9	29-Mar-05	30-Apr-05	
			P100	PREC APPR	/	0	8	14	0	28-Mar-05		
			P110	NON-PREC APPR	/	0	8	3	5	29-Mar-05		
			P130	CIRCLING APPR		0	2	0	2	16-Sep-04		
			P140	VISUAL TRAF PAT		0	2	2	0	16-Feb-05		
			P160	MISSED APPR		0	3	4	0	3-Mar-05		
			P190	LANDING	/	0	24	13	11	29-Mar-05	30-Apr-05	
			P192	NIGHT LANDING		0	2	2	0	25-Feb-05	30-Jun-05	
			P198	LANDING R SEAT	/	0	2	13	0	29-Mar-05		
			P240	LD GEAR ALT EXT		0	1	1	0	16-Mar-05		
			P250	FLAP MANUAL OP		0	1	0	1	24-Nov-04		
			P260	HAVE QUICK		0	1	1	0	16-Mar-05		
			P270	SECURE RADIO		0	1	0	1	22-Oct-04		
			P271	AUTHEN PROC		0	1	1	0	4-Feb-05		
			R070	TANKER AR BKWY		0	2	4	0	16-Mar-05		

PERSONAL DATA - PRIVACY ACT OF 1974

Member Signature: *[Signature]*

MISSION REVIEW *11/15*

[Signature]
Initial/Date Input: _____

7 APR 05

Crew Member		EVENT DESCRIPTION				AS OF 15 APRIL 2005				Currency	
Name	SSAN	ROS	Task ID	Task	#Completed	ANNUALREQ	SEMIREQ	1st/semi/acc	Remng	Last Date	Due Date
Ayres, B.	50500000	IB	M010	PROF SORTIE		0	3	9	0	18-Mar-05	
Boom Level 3B			M020	UNIT SPEC SORTI	1	0	0	11	0	15-Mar-05	
			M050	TACTICAL SORTIE		0	2	0	2		
			P240	LD GEAR ALT EXT		0	1	2	0	25-Feb-05	
			P250	FLAP MANUAL OP		0	1	1	0	16-Feb-05	
			P270	SECURE RADIO		0	1	3	0	3-Mar-05	
			P271	AUTHEN PROC		0	1	2	0	3-Mar-05	
			P300	CARGO LOADING		1	0	0	1	17-Sep-04	
			P310	INSTR/EVAL		0	2	2	0	25-Feb-05	
			R070	TANKER AR BKWY		0	1	2	0	10-Mar-05	
			R100	TANKER AR HEAVY		0	2	3	0	14-Mar-05	
			R120	CONTACTS		0	18	57	0	14-Mar-05	13-May-05
			R130	NIGHT CONTACTS		0	6	6	0	25-Feb-05	24-Aug-05
			R140	TKR MAN CONTACT		0	3	42	0	14-Mar-05	
			R150	FIGHTER CONTACT		0	2	46	0	14-Mar-05	10-Sep-05
			R160	RAD SILENT BKWY		0	1	2	0	10-Mar-05	

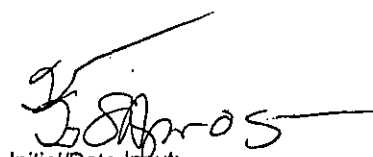
Member Signature



PERSONAL DATA - PRIVACY ACT OF 1974

MISSION REVIEW BF

Initial/Date Input:



309105
Oregon 2

CREW FLIGHT (FA) AUTHORIZATION

1. PREPARED DATE: 06 Apr 05	2. MISSION NUMBER 349-05 <i>ADK</i>	3. DEPARTURE LOCATION PAEI	4. DESTINATION PAEI-KTCM-PAEI
5. MISSION SYMBOL AND PURPOSE T3UD		6. SCHEDULED DEP DATE/TIME 7-Apr-05	7. SCHEDULED RET DATE/TIME: 7-Apr-05
		8. AERO VEHICLE: KC135R	9. ACFT TAIL #: 63-8015
		10. CALL SIGN: CHENA 41	

PRIVACY ACT STATEMENT

AUTHORITY: 10 U.S.C. 8013; 44 U.S.C. 3101; AND EO 9397
PRINCIPAL PURPOSE: Source document used to authorize aircrew members to perform in-flight duties for this aircraft and provide accountability for aircrew personnel on mission. Additionally used to validate aircrew duties for entitlement to flight time, operational flying duty credit, and flight pay entitlements.
DISCLOSURE IS VOLUNTARY: SSAN is needed to meet qualification for accountability, flight documentation, and flight pay entitlements. Failure to provide may prevent authorization to fly and result in a loss of records, qualification, and incentive pay entitlements.

11. CREW INFORMATION

A. NAME	B. GRADE MIL/GS	C. SSAN	D. SEC CLR	E. CREW POS	F. DUTY POS	G. REMARKS/ RES CODE	H. UNIT	I. CREW #	J. INITIALS FOR CHG
BRADBURY, DOUGLAS W	MAJ	422002100	TOPSEC	EP	IP		168	A	
KING, RYAN	2LT	522002200	TOPSEC	MC	MC		168		
AYRES, BRETT S.	MSG	565202300	TOPSEC	IB	MB		168		

12. Remarks:
Variations in Itinerary Authorized
A - Aircraft Commander
All aircrew members are authorized to carry concealed weapons, IAW AFI 31-207, para 2.9

MEGP: BGEN TIM SCOTT
 MEGP: MSGT WILLIAM RUSSELL 3416 *ADK*
 MELP: MSGT KIM JACKNATH 3912 *ADK*

13. AUTHORIZATION DATE 6-Apr-05	14. FA NUMBER: 349-05	15. DISTRIBUTION 1 - FILE 1 - OPS 1 - MBR
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16. GO/NO-GO VERIFICATION:
 I certify go/no-go checks were accomplished for aircrew members below. As a minimum, flight physical, physical availability, physiological training, emergency egress, local area survival. Current ASC, (AO Effective date/term date), ACFT AO's, FCIF card and any other grounding events were checked. Individuals non-current for aircrew training or aircrew qualification have appropriate remarks codes assigned and an instructor is on-board for their specialty.

1 COX2 Initials: Aircraft Commander Review: *ADK*

IF CHANGES TO ORIGINAL CREW MEMBERS: I certify the above go/no-go checks were performed for aircrew member(s) added:
 Aircraft Commander Signature: _____

17. UNIT DESIGNATION AND LOCATION OF AUTHORIZING AGENCY ALASKA AIR NATIONAL GUARD 168 AIR REFUELING WING EIELSON AFB, AK 99702-5000	18. SIGNATURE ELEMENT OF AUTHENTICATING OFFICIAL <i>John G. Hilgenbrink</i> JOHN G. HILGENBRINK, Lt Col, AKANG Chief, 168 Scheduling
--	---

19. ACCOUNTING CITATION:
 N/A

AF IMT 4327a, 20031201 (V1) (Computer Generated)

9/11/2

MISSION DATA

1. DATE (YYYYMMDD) <i>20050407</i>		2. MDS KC135R		3. SERIAL NUMBER 63-8015			4. UNIT CHARGED FOR FLY HOURSHARM-CODE 168 ARW (ANG) - FTQA			5. LOCATION EIELSON AFB, ALASKA				
FLT NO	MISSION NUMBER	MISSION SYMBOL	FROM (ICAO)	TO (ICAO)	TAKE OFF TIME (Z)	LAND TIME (Z)	FLIGHT TIME	13. LANDINGS			SORTIES	SPECIAL USE		
								TOUCH AND GO	FULL STOP	TOTAL				
1	349-05 A <i>VB</i>	T3UD	<i>KTCM</i>	<i>PAGE</i>	<i>2345</i>	<i>0245</i>	<i>3.0</i>	<i>0</i>	<i>1</i>	<i>1</i>				
2														
3														
4														
5														
6														
7														
8														
17. OPERATING UNIT 168ARS							GRAND TOTALS		<i>3.0</i>	<i>0</i>	<i>1</i>	<i>1</i>	<i>1</i>	

AIRCREW DATA

FLYING ORGN	SSN	LAST NAME	FLT AUTH DUTY CODE	FLIGHT TIME						SORTIES	FLT CONDITIONS				RESERVE STATUS	COMBAT		COMBAT SPT	
				PRIM	SEC	INSTR	EVAL	OTHER	TOTAL		PRIMARY NIGHT	PRIMARY INST	SIM INST	IMG		TIME	SORTIES	TIME	SORTIES
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
168	XXXXXXXXXX	BRADBURY, DOUGLAS W	IP			<i>3.0</i>			<i>3.0</i>	<i>1</i>					<i>3</i>				
168	XXXXXXXXXX	KING, RYAN	MC	<i>1.5</i>	<i>1.5</i>				<i>3.0</i>	<i>1</i>					<i>3</i>				
168	XXXXXXXXXX	AYRES, BRETT S.	MB	<i>3.0</i>					<i>3.0</i>	<i>1</i>					<i>1</i>				

37. MAINT REVIEW <i>WBR</i>	38. PILOT REVIEW <i>DB</i>	39. OPS REVIEW <i>VB</i>	40. ARMS PROCESSING COMPLETED DATE <i>09/11/2</i> INPUT <i>SW</i> INITIALS <i>SW</i> DATE <i>09/11/2</i> SIGNATURE <i>SW</i> INITIALS <i>SW</i>
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Crew Member		EVENT DESCRIPTION		AS OF 5 APRIL 2005				Currency			
Name	SSAN	ROS	Task ID	Task	Completed	ANNUAL REQ	SEMI REQ	1st sem acc	Remng	Last Date	Due Date
Bradbury, D.		EP	B001	BOLDFACE	1	0	0	16	0	4-Apr-05	31-May-05
Pilot Level 1A			F020	FORMATION		0	1	2	0	1-Apr-05	
			F030	LG FORM		1	0	0	1	5-Dec-04	
			F060	AR FORM		0	1	2	0	1-Apr-05	
			M010	PROF SORTIE		0	2	2	0	24-Feb-05	
			M020	UNIT SPEC SORTI	1	0	4	11	0	4-Apr-05	
			M050	TACTICAL SORTIE		0	2	2	0	1-Apr-05	
			N010	TANKER RDZ		0	4	14	0	1-Apr-05	1-Sep-05
			N020	TANKER ENR RDZ		0	1	9	0	13-Mar-05	
			N030	TANKER PP RDZ		0	2	9	0	1-Apr-05	
			N040	T ANCH RDZ & AR		0	1	1	0	1-Apr-05	
			N100	INS AIR ALIGN		1	0	1	0	25-Jan-05	
			P010	TAKEOFF-INITIAL	1	0	2	7	0	1-Apr-05	30-Sep-05
			P020	TAKEOFF	1	0	8	12	0	1-Apr-05	31-May-05
			P030	MAX T/O 30 FLAP		0	1	2	0	13-Mar-05	
			P040	ENG FAIL T/O CT		0	2	4	0	24-Feb-05	
			P061	VFR OVERHEAD		0	1	3	0	1-Apr-05	
			P062	TACTICAL DEPART		0	1	1	0	17-Mar-05	
			P063	TACTICAL ARRIV		0	1	1	0	17-Mar-05	
			P064	SLIDE EXERICSE		0	1	1	0	17-Mar-05	
			P065	SING SHIP SCRAM		0	1	1	0	17-Mar-05	
			P066	MANU STEEP TURN		0	2	4	0	17-Mar-05	
			P067	ANCH A/R JOINUP		0	2	2	0	1-Apr-05	
			P068	TURN COMBAT DES		0	2	2	0	17-Mar-05	
			P070	INST APPR	1	0	6	16	0	4-Apr-05	31-May-05
			P100	PREC APPR	1	0	3	10	0	4-Apr-05	
			P110	NON-PREC APPR		0	3	6	0	24-Feb-05	
			P130	CIRCLING APPR		0	2	4	0	24-Feb-05	
			P140	VISUAL TRAF PAT		0	2	7	0	1-Apr-05	
			P160	MISSED APPR		0	2	6	0	17-Mar-05	
			P170	3E APPR & G/A		0	2	4	0	24-Feb-05	
			P180	APP & LND 3 ENG		0	2	4	0	24-Feb-05	
			P190	LANDING	1	0	8	19	0	4-Apr-05	31-May-05
			P192	NIGHT LANDING		0	2	8	0	17-Mar-05	30-Jun-05
			P198	LANDING R SEAT		0	2	12	0	1-Apr-05	
			P199	LANDING L SEAT	1	0	2	7	0	4-Apr-05	31-May-05
			P200	TOUCH&GO		0	0	11	0	1-Apr-05	31-May-05
			P240	LD GEAR ALT EXT		1	0	0	1	31-Mar-04	
			P250	FLAP MANUAL OP		1	0	0	1	31-Mar-04	
			P260	HAVE QUICK		1	0	2	0	1-Apr-05	
			P270	SECURE RADIO		1	0	2	0	1-Apr-05	
			P271	AUTHEN PROC		0	1	4	0	1-Apr-05	
			P310	INSTR/EVAL	1	0	2	16	0	4-Apr-05	
			R060	TANKER AR		0	4	15	0	1-Apr-05	30-Sep-05
			R070	TANKER AR BKWY		0	2	3	0	24-Feb-05	
			R080	TANKER AR AP OF		0	2	2	0	9-Feb-05	
			R100	TANKER AR HEAVY		0	2	3	0	22-Feb-05	

Member Signature: *[Signature]*

PERSONAL DATA - PRIVACY ACT OF 1974

MISSION REVIEW *[Signature]*

[Signature] 7 APR 05
Initial/Date Input: _____

Mission Number: 349-05A

Date of Flight: *7 APR 05*

Crew Member		POS	Task ID	Task Description	Completed	ANNUAL REQ	SEMI REQ	ts:semi	fac	Remng	Last Date	Due Date
King, R.		MC	B001	BOLDFACE	1	0	0		9	0	21-Mar-05	30-Apr-05
Co-pilot level 2C			F020	FORMATION		0	1		3	0	28-Mar-05	
			F030	LG FORM		1	0		1	0	16-Mar-05	
			F060	AR FORM		0	2		3	0	28-Mar-05	
			M010	PROF SORTIE		0	2		0	2	18-Oct-04	
			M020	UNIT SPEC SORTI	1	0	4		17	0	29-Mar-05	
			M050	TACTICAL SORTIE		0	2		0	2		
			N010	TANKER RDZ		0	6		8	0	28-Mar-05	28-Jun-05
			N020	TANKER ENR RDZ		0	2		5	0	28-Mar-05	
			N030	TANKER PP RDZ		0	2		4	0	16-Mar-05	
			N040	T ANCH RDZ & AR		0	1		3	0	1-Mar-05	
			N100	INS AIR ALIGN		0	1		3	0	23-Mar-05	
			P010	TAKEOFF-INITIAL		0	6		12	0	29-Mar-05	30-Jun-05
			P020	TAKEOFF		0	24		17	7	29-Mar-05	30-Apr-05
			P064	SLIDE EXERICSE		0	1		0	1		
			P065	SING SHIP SCRAM		0	1		0	1		
			P066	MANU STEEP TURN		0	2		0	2		
			P067	ANCH A/R JOINUP		0	2		0	2		
			P068	TURN COMBAT DES		0	2		0	2		
			P070	INST APPR		0	26		17	9	29-Mar-05	30-Apr-05
			P100	PREC APPR		0	8		14	0	28-Mar-05	
			P110	NON-PREC APPR		0	8		3	5	29-Mar-05	
			P130	CIRCLING APPR		0	2		0	2	16-Sep-04	
			P140	VISUAL TRAF PAT		0	2		2	0	16-Feb-05	
			P160	MISSED APPR		0	3		4	0	3-Mar-05	
			P190	LANDING		0	24		13	11	29-Mar-05	30-Apr-05
			P192	NIGHT LANDING		0	2		2	0	25-Feb-05	30-Jun-05
			P198	LANDING R SEAT		0	2		13	0	29-Mar-05	
			P240	LD GEAR ALT EXT		0	1		1	0	16-Mar-05	
			P250	FLAP MANUAL OP		0	1		0	1	24-Nov-04	
			P260	HAVE QUICK		0	1		1	0	16-Mar-05	
			P270	SECURE RADIO		0	1		0	1	22-Oct-04	
			P271	AUTHEN PROC		0	1		1	0	4-Feb-05	
			R070	TANKER AR BKWY		0	2		4	0	16-Mar-05	

7 APR 05

PERSONAL DATA - PRIVACY ACT OF 1974

Member Signature: *[Signature]*

MISSION REVIEW *[Signature]*

[Signature]
Initial/Date Input: _____

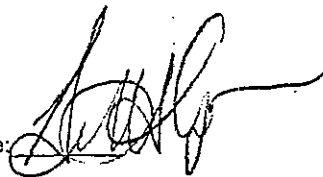
Mission Number: 349-05A

Date of Flight: 2018

7 APR 05

Crew Member		EVENT DESCRIPTION		AS OF 15 APRIL 2005				Currency			
Name	SSAN	ROS	Task ID	Task	Completed	ANNUAL REC	SEMI REC	1st sem face	Remng	Last Date	Due Date
Ayres, B.		IB	M010	PROF SORTIE		0	3	9	0	18-Mar-05	
Boom Level 3B			M020	UNIT SPEC SORTI		0	0	11	0	15-Mar-05	
			M050	TACTICAL SORTIE		0	2	0	2		
			P240	LD GEAR ALT EXT		0	1	2	0	25-Feb-05	
			P250	FLAP MANUAL OP		0	1	1	0	16-Feb-05	
			P270	SECURE RADIO		0	1	3	0	3-Mar-05	
			P271	AUTHEN PROC		0	1	2	0	3-Mar-05	
			P300	CARGO LOADING		1	0	0	1	17-Sep-04	
			P310	INSTR/EVAL		0	2	2	0	25-Feb-05	
			R070	TANKER AR BKWY		0	1	2	0	10-Mar-05	
			R100	TANKER AR HEAVY		0	2	3	0	14-Mar-05	
			R120	CONTACTS		0	18	57	0	14-Mar-05	13-May-05
			R130	NIGHT CONTACTS		0	6	6	0	25-Feb-05	24-Aug-05
			R140	TKR MAN CONTACT		0	3	42	0	14-Mar-05	
			R150	FIGHTER CONTACT		0	2	46	0	14-Mar-05	10-Sep-05
			R160	RAD SILENT BKWY		0	1	2	0	10-Mar-05	

Member Signature:



PERSONAL DATA - PRIVACY ACT OF 1974

MISSION REVIEW SP

Initial/Date Input:

SP 8 APR 05

Chapter 1

TRANSPORTATION POLICIES FOR USE OF ANG AIRCRAFT

1.1. Purpose. This section outlines transportation policy and the management of military airlift resources including those possessed by the ANG.

1.2. Joint Doctrine - Transportation. The Chairman Joint Chiefs of Staff (CJCS) outlines transportation doctrine and guidance in Joint Publication 4-01, Joint Doctrine for The Defense Transportation System.

1.2.1. The Defense Transportation System (DTS) is that portion of the nation's transportation infrastructure, which supports the DoD common-user transportation needs across the range of military operations.

1.2.1.1. Transportation procedures and responsibilities should be the same for peacetime and wartime. This standardization allows transportation forces to train during times of peace in the same manner in which they would operate during war or a contingency and provides flexibility to effectively and quickly support any type of military operation.

1.2.2. The foundation for transportation policy is based on two statutes of United States Code (U.S.C) of Law.

1.2.2.1. U.S.C., Title 31, Section 1344, Passenger Carrier Use, states that vehicles and aircraft of any United States (US) Government agency may only be used for official purposes.

1.2.2.2. U.S.C., Title 31, Section 1301, Anti-Deficiency Act, states that appropriated funds may only be used for the purposes intended, i.e., DoD resources specifically may only be used to support DoD mission requirements.

1.2.3. The CJCS assigns movement priorities in support of DoD components based upon capabilities reported by USTRANSCOM and adjudicates competing lift requirements.

1.3. DoD Transportation Policy. The Secretary of Defense (SECDEF) has designated the Commander, US Transportation Command as the DoD single manager for transportation (other than for Service-unique and theater assigned assets) during times of peace and war.

1.3.1. Department of Defense policy concerning the purposes on which DoD-owned or controlled aircraft are to be used is set forth in DoDD Directive (DoDD) 4500.56, DoD Policy on the Use of Government Aircraft and Air Travel.

1.3.1.1. DoDD 4500.56 specifies that within the CONUS, commercial transportation services shall be the primary method used for official passenger movement including travel for attending conferences, meetings, ceremonies, giving speeches, site visits, etc. ~~CONUS, commercial air transportation shall be used in accordance with the Joint Federal Travel Regulation (JFTR) Volume 1 and the Joint Travel Regulation (JTR) Volume 2, and travel is funded by the user's organization.~~

1.3.2. USTRANSCOM J3/J4 Division manages the Joint Operational Support Airlift Center (JOSAC) who has been designated by the Office of the Secretary of Defense (OSD) as the executive agent for military air (MilAir) travel within the CONUS for official business.

1.3.2.1. National Guard OSA aircraft have agreed to provide availability to JOSAC for scheduling of CONUS missions.

1.3.2.2. Within the National Guard, each state is responsible to train at least one requestor/validator on the Joint Air Logistics Information System (JALIS) computer program.

1.3.2.3. National Guard customers interested in using ANG OSA aircraft for official travel within the CONUS must process their request through their state validator who will interface with JOSAC.

1.3.2.4. National Guard customers interested in using ANG OSA aircraft for official travel OCONUS must process their request through the Chief, NGB, Executive Travel Coordinator (NGB-ZAS). Follow the procedures listed in Chapter 5.

⇒ 1.3.3. The DoD policy for passenger transportation eligibility on DoD owned or controlled aircraft is set forth in DoD 4515.13-R.

⇒ 1.3.3.1. DoD 4515.13-R delineates who is eligible for DoD transportation and under what circumstance they may travel on DoD assets. If a passenger's eligibility is not specifically addressed, then the passenger must procure an approval through one of two processes. Applicant may seek approval pursuant to the Economy Act or as a waiver by the SECDEF.

⇒ 1.3.3.2. ~~It is DoD policy that commanders at all levels exercise prudent judgment to ensure that only authorized traffic is transported and that they do not misuse the authority delegated to them.~~ All officials responding to requests for transportation not specifically authorized by DoD 4515.13-R shall make no commitments concerning prospective travelers or cargo until the potential user obtains all required approvals.

1.4. Passenger/Cargo Eligibility Options Outside Standard Channels.

1.4.1. Eligibility Pursuant to the Economy Act (31, U.S.C., 1535/1536). The Economy Act prohibits DoD from providing airlift for any non DoD activity unless it is: (1) of an immediate emergency/life-saving nature, (2) in direct support of the DoD mission, (3) specifically authorized by statute, or (4) it is requested by the head of an executive agency of the federal government pursuant to the Economy Act.

1.4.1.1. The Assistant Deputy Under Secretary of Defense for Transportation Policy (ADUSD/TP) is the approving authority for transportation requests pursuant to the Economy Act.

1.4.1.2. Requests may not come from the user. They must originate with the head of an executive agency of the federal government and the request must contain the following four elements.

1.4.1.2.1. Element One: It must contain the pertinent details of the requested support.

1.4.1.2.2. Element Two: It must articulate how the support requested is in the national interest.

1.4.1.2.3. Element Three: It must certify that commercial transportation (including charter) is not available or is otherwise not satisfactory.

1.4.1.2.4. Element Four: It must include the fund cite or billing information to reimburse the DoD for the service performed.

1.4.1.3. Approved requests will be forward by ADUSD/TP to either USTRANSCOM for processing and scheduling through the DTS or to the NGB Military Support Branch (NGB-ARO-M) who

eling Wing, Eielson AFB, AK; and 176th Wing, Kulis ANGB, AK, are Pacific Command Air Forces (PACAF) gained; and 189th AW, Little Rock AFB, AR, is Air Education Training Command (AETC) gained.

1.5.2. AMC as the air component to USTRANSCOM may authorize ANG units to fly missions under the DTS. AMC provides Military Personnel Appropriation (MPA) days and travel dollars to ANG units when flying AMC missions.

1.5.2.1. AMC will provide the unit with an AMC mission number and mission code for each mission flown. This AMC mission number and code are used for both flight following and funding purposes. ANG units will obtain an ANG mission number and ANG mission symbol to match each AMC mission number and code for administrative purposes within the ANG.

1.5.3. AMC's goal when providing airlift is that all AMC gained assets provide the best service possible to customers traveling by MilAir. AMC Policy Directive (AMCPD) 24-2, Policy for Passengers Aboard AMC Missions, establishes a passenger Bill of Rights with seven goals for every AMC mission.

1.5.3.1. Courteous service.

1.5.3.2. Accurate information.

1.5.3.3. Maximum opportunity to travel, compatible with mission requirements.

1.5.3.4. Safe flight.

1.5.3.5. Clean comfortable facilities during posted operating hours.

1.5.3.6. Transportation to and from aircraft.

1.5.3.7. Your baggage - right place, on-time, undamaged.

1.5.4. The Single Mobility System (SMS). USTRANSCOM in conjunction with AMC, ANG, and Air Force Reserve Command (AFRC), chartered a Tiger Team to develop a plan to use emerging technologies and innovative business protocols to maximize the capabilities of our airlift assets. SMS uses current web technology to provide users access to data from multiple systems through a single screen interface. It is primarily a planning tool designed to maximize the opportunity to match requirements with capabilities and provide visibility of USTRANSCOM, AMC, ANG, and AFRC missions and requirements.

1.5.4.1. The ANG will utilize SMS to assist the planning, allocation and management of mobility requirements, assets, and missions. ANG units may use SMS to volunteer for open airlift missions and access mission information during mission planning.

1.6. National Guard Bureau (NGB) Transportation Policy.

1.6.1. It is NGB policy to comply with DoD policy concerning the use of ANG organic airlift assets for transportation. Organic airlift is defined as military aircraft whose primary mission is other than carrying passengers but has the capability to carry passengers.

1.6.2. Each States Adjutant General (AG) will ensure that aircraft are used for official business only. ANG unit commanders and ultimately the State AGs are responsible for authorizing flights involving ANG aircraft.

~~1.8. Training Missions.~~ The ANG must use our aircrew training hours in a manner that demonstrates good stewardship of the taxpayers' money. MAJCOMS justify these hours on the basis of maintaining wartime readiness, and Congress and the public expect us to use them accordingly. Each training mission must be structured to achieve maximum training. Any by-product airlift opportunity resulting from a previously scheduled training mission must not degrade the intended training in any way and must comply with applicable DoD directives and regulations. It is essential that all personnel at all levels prevent misuse of air mobility resources as well as the perception of their misuse.

1.9. The Mission Readiness Airlift (MRA) Program. The National Guard has established the MRA program, which utilizes the capacity available on ANG aircraft to support combat readiness training requirements while providing aircrew training.

1.9.1. The MRA program attempts to match aircrew off-station training requirements with National Guard customers seeking point-to-point transportation to meet combat readiness training requirements. The MRA program is not a guaranteed source for point-to-point transportation. National Guard customers planning to use MRA must be fully prepared to fund and source alternate means of transportation to complete their training requirements.

1.9.2. All National Guard units planning to use MRA will comply with this instruction and with any special instructions received from the flying unit or group providing the MRA.

1.9.3. Missions supporting conferences, conventions, staff assistance visits, meetings, and/or Morale, Welfare, and Recreation (MWR) events do not qualify for stand-alone missions under the Mission Readiness Airlift program.

1.10. Travel for Conferences, Conventions, Staff Assistance Visits, Meetings, and/or MWR Events. Travel for conferences, conventions, staff assistance visits, meetings, and/or MWR events by any size of group, whether the event is sponsored by the National Guard or not, does not qualify as combat readiness training under the MRA program. It may qualify as opportune airlift (Priority 6, paragraph 2.5.6.), which means that it may only be supported in conjunction with already validated and scheduled training without adding any additional cost. Personnel seeking transportation for this purpose are advised not to rely on opportune airlift as their primary means of travel because requests may not be filled. Users are encouraged to travel by commercial transportation or apply for OSA transport through JOSAC. (See paragraph 1.3.2.)

1.10.1. It is possible to travel to such events if it takes place in conjunction with already scheduled training missions. Training missions scheduled to transport National Guard members to non-mission readiness training events such as conferences, conventions, meetings, or MWR events are prohibited. Space available or opportune travel on training missions is only permitted if:

1.10.1.1. The aircraft is already scheduled for an official purpose.

1.10.1.2. Travel is on a non-interference basis.

1.10.1.3. The non-interference travel does not require a larger aircraft than needed for the official purpose.

1.10.1.4. Already scheduled official travelers or cargo is not displaced.

1.10.1.5. The travel results in negligible additional cost to the Government. Such travel is funded by the aircraft operator's organization.

1.10.2. It is important the travel is done in conjunction with already scheduled training rather than "training" missions being flown primarily for their transportation by-product. Flying hours flown should not exceed those required to meet legitimate training requirements.

1.11. Travel for Operational Readiness Inspections (ORIs). Units may request transportation to ORIs under the MRA system. Requests must meet the minimum MRA standard described in paragraph 2.4. Personnel groups that do not meet MRA minimum qualifications should make arrangements to travel by commercial transportation or apply for military OSA through the JOSAC system (See paragraph 1.3.2.). Since the MRA program is not a guaranteed point-to-point transportation program, units must be prepared to secure transportation through alternate means.

1.12. Public Affairs Airlift. NGB Public Affairs (NGB-PA) airlift is important to the National Guard although it is outside the MRA system. NGB-PA validates civic leaders and news media representatives requesting opportune airlift on previously scheduled missions.

1.12.1. Transportation for National Guard Bands. When traveling to conduct CONUS or OCONUS performances, National Guard bands are eligible to travel in conjunction with a scheduled military training mission in a manner that does not conflict with operational readiness and is at no additional cost to DoD. National Guard bands may travel as "opportune" passengers utilizing the excess capacity on validated MRA missions. National Guard airlift missions may not be dedicated for band performance travel.

1.12.2. Orientation Flights. ANG participation in orientation flights is governed by Air Force Instruction (AFI) 11-401/ANG Supplement 1, Flight Management. The ANG office of primary responsibility (OPR) for issues regarding orientation flights is the ANG Operations Support Forces Branch (ANG/XOOS).

1.13. Employer Support of the Guard and Reserve (ESGR).

1.13.1. In a negotiated agreement with the MRA program, the National Committee Employer Support of the Guard and Reserve (NCESGR) validates one MRA funded movement per state per year. All NCESGR missions validated for MRA will take place strictly within the CONUS. (Alaska, Hawaii, Guam, Puerto Rico, and the Virgin Islands may also be validated for a mission within their state or territory.) NCESGR movements will be validated in accordance with DoD 4515.13-R, AFI 35-101, Public Affairs Policy and Procedures, and their internal office policy.

1.13.2. Detailed information on ESGR Employer Programs and Support Missions may be obtained at <http://www.esgr.org>.

1.14. State Adjutant Generals and Adjutant Generals Spouse Travel.

1.14.1. The Adjutant Generals (TAGs) may travel in State, space-required status on ANG aircraft only when the requirements outlined in DoD 4515.13-R are met.

1.14.2. Through NGB-PA, the Chief, NGB may approve AG spouse travel on a case-by-case basis.

1.15. Space - Available Passengers (Space - A). Per DoD 4515.13-R, space available passengers may occupy seats on DoD aircraft after all the space required passengers have been accommodated.

1.15.1. DoD aircraft shall not be scheduled to accommodate space available passengers.

1.8.4.1. Personnel who are on the aircraft for point-to-point travel, an orientation/familiarization flight or to only perform a proficiency jump (not performing aircrew duties for that mission) will be listed on the passenger manifest. For fighter-type aircraft, when a passenger manifest is not prepared, list individuals in the Remarks section of the Flight Authorization.

1.8.4.2. If ACMs or MEGPs are transported, IAW MAJCOM supplements, they may be listed on the flight authorization in the Remarks section (only). ACMs or MEGPs will not be listed on the AFTO Form 781, will not log time, and will not accrue OFDA credit.

1.9. Authorization for Using US Air Force Aircraft.

1.9.1. Commanders (including unit commanders) authorize aircraft flights to support command operations.

1.9.2. Commanders (including unit commanders) must ensure each flight is in the direct interest of government business and does not exceed flying hour allocations without specific approval. Commanders (including unit commanders) must *not* authorize flights for personal convenience or recreation.

1.9.3. The transportation of passengers and cargo will be in accordance with DoD 4515.13-R, *Air Transportation Eligibility*. The Deputy Chief of Staff/Installations and Logistics, Director of Transportation, Headquarters U.S. Air Force (HQ USAF/ILG), develops and publishes passenger policy to oversee passenger movement. AFI 24-101, *Passenger Movement*, provides guidance and procedures for arranging official transportation of Air Force personnel. Orientation flights may be approved as provided in DoD 4515.13-R and this instruction.

1.9.4. Commanders (including unit commanders) may use Air Force aircraft under their control to:

1.9.4.1. Perform tactical and combat operations.

1.9.4.2. Train aircrew personnel and evaluate aircrew performance.

1.9.4.3. Allow aircrews to meet the flying requirements of this instruction.

1.9.4.4. Further national health or safety interests, to include saving of human life if a medical officer indicates the situation involves possible loss of life, limb, or sight (DoD 4515.13-R).

1.9.4.5. Cooperate with foreign governments as directed by HQ USAF.

1.9.4.6. Perform other official missions as required.


1.9.4.7. Conduct the Air Force Orientation Flight and Public Affairs Travel Programs according to DoD 4515.13-R; AFI 35-101, *Public Affairs Policies and Procedures*; AFI 48-123, *Medical Examinations and Standards*, this instruction, and MAJCOM guidelines. **Table 1.1.** is a matrix of approval authorities for orientation/public affairs flights.


1.9.4.7.1. The USAF conducts orientation flights to reward and motivate individuals (incentive orientation flights only), ensure a better understanding of a particular weapon system and its role, or when the flight is determined to be in the best interest of the USAF.

1.9.4.7.1.1. Incentive Flights. Provide a visible reward to military personnel for outstanding service and motivate others to similar performance levels.

1.9.4.7.1.2. Distinguished Visitor (DV) Flights. Display USAF weapons systems to individuals so they gain a better understanding of the particular aircraft and mission.

E2. ENCLOSURE 2POLICY GUIDANCE ON THE USE OF GOVERNMENT AIRCRAFTE2.1. GENERAL POLICY

 E2.1.1. Travel on military aircraft (MilAir) is a premium mode of travel involving high costs and limited resources. DoD senior officials and airlift authorizing officials should restrict travel by MilAir based on considerations such as purpose of the trip, method of transportation required, and priority of travel if using MilAir. Every effort should be made to minimize MilAir cost. In that regard, the type of aircraft used shall be based on minimum cost and size necessary to satisfy the mission requirement. Organizations shall not schedule training missions whose principal purpose is to accommodate the travel of senior DoD officials. Additionally, maximum advance planning is emphasized so that scheduling conflicts do not dictate the use of MilAir.



E2.1.2. The purpose of the travel is to be determined by the individual and his or her next level supervisor. DoD airlift authorizing officials shall ensure that an official, rather than personal, purpose is served by the travel. The purpose of travel determines the category, a designation that accords a traveler specific privileges and confers obligations. This enclosure addresses the categories of travel based on OMB Circular A-126 (reference (b)): for "required use," "other official travel," and "unofficial travel." This enclosure does not alter the space available travel policies, special procedures for military assistance advisory groups or military mission chiefs, and defense attaches, as in DoD 4515.13-R (reference (g)).

E2.1.3. The method of travel generally involves a choice between commercial transportation or MilAir. MilAir shall not be used if commercial airline or aircraft (including charter) service is reasonably available; i.e., able to meet the traveler's departure and/or arrival requirements in a 24-hour period, unless highly unusual circumstances present a clear and present danger, an emergency exists, use of MilAir is more cost-effective than commercial air, or other compelling operational considerations make commercial transportation unacceptable. Specific methods of air travel are addressed in enclosure 3.

E2.1.4. The priority of travel on MilAir is to be determined on the basis of this enclosure and on the basis of the traveler's mission. Rank, grade, or position alone is not sufficient to justify support of MilAir requests. Scheduling and approving officials shall follow this enclosure and the Airlift Priority System in DoD Directive 4500.43 (reference (h)).

2. APPLICABILITY

This Directive applies to the Office of the Secretary of Defense (OSD), the Military Departments, the Chairman of the Joint Chiefs of Staff, the Combatant Commands, the Inspector General of the Department of Defense, the Defense Agencies, and the DoD Field Activities (hereafter referred to collectively as "the DoD Components").

3. DEFINITION

DoD Senior Officials. General or flag officers and civilian employees of the Senior Executive Service, or equivalent, and higher level employees.

4. POLICY

It is DoD policy that the use of DoD transportation resources is limited to official DoD requirements. It is essential that managers and commanders at all levels prevent misuse of transportation resources as well as the perception of their misuse.

Enclosure 2 provides policy guidance for the use of airlift resources (fixed- and rotary-wing aircraft) by DoD officials and family members, non-DoD officials, and non-Federal travelers, for official and unofficial travel. Enclosure 3 provides a listing of air transportation resources that may be employed to support these travelers. The objective of this Directive is to make more effective use of DoD airlift resources and minimize costs.

5. RESPONSIBILITIES

5.1. The Under Secretary of Defense for Acquisition and Technology shall establish policies and provide guidance to the DoD Components concerning the efficient and effective use of DoD air transportation resources.

5.2. The Heads of the DoD Components shall ensure that regulations and implementing procedures governing the use and management of travel using DoD airlift resources are revised to ensure full compliance with this Directive.

C1.2.1. For revenue traffic procedures and the method of processing charges when revenue traffic is transported through aircraft missions financed through the DBOF-T, see AFR 76-8/AR 59-30/OPNAVINST 4630.16C/MCO 4630.13 and DoD 4000.25-7-M (references (g) and (h)).

C1.2.2. For policy and procedures concerning the U.S. Government rate tariff and its application, see AFR 76-11 and DoD 7220.9-M (references (e) and (i)).

C1.2.3. For policy and procedures concerning the non-U.S. Government rate tariff and its application, see AFR 76-28 (reference (f)).

C1.2.4. For administrative responsibilities and procedures for aeromedical evacuation, see AFR 164-5/AR 40-535/OPNAVINST 4630.9C/MCO P4630.9A (reference (j)).

C1.2.5. For criteria for assigning air movement priorities, see AFR 76-38/AR 59-8/OPNAVINST 4630.18E/MCO 4630.9D/DLAR4540.9 (reference (k)).

C1.2.6. For administration of Reserve Officer Training Corps (ROTC) activities, see AFR 45-29, AR 145-1, and CNETINST 1533.12D (references (l), (m), and (n)).

C1.2.7. For policy on use of U.S.-owned foreign currencies for travel and transportation, see JTR volume 1, JTR volume 2, and DoD Instruction 7360.9 (references (b),(c), and (o)).

C1.2.8. For policy governing reimbursement for the use of U.S. Air Force aircraft assigned to Air Force sections of MAAGs, JUSMAG, Missions, and the MAP, or for other reimbursable purposes, see AFR 76-22 (reference (p)).

C1.2.9. For policies and procedures for administering the Uniformed Services Health Benefits Program, see AFR 168-6, AR 40-3, and BUMEDINST 6320.3B (references (q) through (s)).

C1.3. USE OF MILITARY AIRCRAFT, INELIGIBLE TRAFFIC, AND RESTRICTIONS

C1.3.1. Commanders' Responsibility. The commanders at all levels shall exercise prudent judgment to ensure that only authorized traffic is transported and that they do not misuse the authority delegated to them by this Regulation. The commanders and other officials responding to requests for transportation not specifically authorized by



this Regulation shall make no commitments concerning prospective travelers or cargo until they receive all required approvals.

C1.3.2. Ineligible Traffic Procedures

C1.3.2.1. When an order or authorization for movement of traffic (passenger or cargo), which is neither authorized by this Regulation nor approved according to the procedures in this Regulation is presented, transportation shall be denied. The station making the determination shall document the case and forward it through channels to USTRANSCOM TCJ3/J4-LP, 508 SCOTT DRIVE, SCOTT AFB IL 62225-5357 for necessary action.

C1.3.2.2. Any traffic transported by DoD aircraft that is ineligible, even though documentation may have been issued, is liable for reimbursement at the non-U.S. Government rate tariff according to AFR 76-28 (reference (f)) for all transportation furnished. If any passenger or cargo is challenged for eligibility or authority, every effort shall be made to provide assistance short of delaying a scheduled aircraft.

C1.3.3. Restrictions on Use of Unit or Operational Support Aircraft. Unless requested and authorized under DoD Directive 4500.43 (reference (t)), unit aircraft shall not be utilized to transport DoD passengers and cargo. Similarly, the use of unit or operational support airlift aircraft to provide PCS transportation for DoD members or their dependents is not authorized.

C1.3.4. Pregnant and Post-Partum Mothers and Newborn Infants

C1.3.4.1. Pregnant women up to the 34th week of gestation may be accepted for air transportation unless medically inadvisable.

C1.3.4.2. Women who are 6 weeks, or more, post partum and infants at least 6 weeks old may be accepted for air transportation unless medically inadvisable. Infants under 6 weeks old and women who are less than 6 weeks post partum may be accepted if considered medically sound and so certified in writing by a responsible medical officer or civilian physician.

C1.3.5. Unaccompanied Minors. Restrictions on travel by unaccompanied minors vary with types of travel (see Chapters 2, 5, 6, and 7).

C1.3.6. Passengers on "Non-Transport-Type Aircraft". Aircraft not designed or normally configured for passenger (nonaircrew personnel) carrying capability, such as, but not limited to, fighter aircraft, are not to be used for passenger travel. This does

1.8.4.1. Personnel who are on the aircraft for point-to-point travel, an orientation/familiarization flight or to only perform a proficiency jump (not performing aircrew duties for that mission) will be listed on the passenger manifest. For fighter-type aircraft, when a passenger manifest is not prepared, list individuals in the Remarks section of the Flight Authorization.

1.8.4.2. If ACMs or MEGPs are transported, IAW MAJCOM supplements, they may be listed on the flight authorization in the Remarks section (only). ACMs or MEGPs will not be listed on the AFTO Form 781, will not log time, and will not accrue OFDA credit.

1.9. Authorization for Using US Air Force Aircraft.

1.9.1. Commanders (including unit commanders) authorize aircraft flights to support command operations.

1.9.2. Commanders (including unit commanders) must ensure each flight is in the direct interest of government business and does not exceed flying hour allocations without specific approval. Commanders (including unit commanders) must not authorize flights for personal convenience or recreation.

1.9.3. The transportation of passengers and cargo will be in accordance with DoD 4515.13-R, *Air Transportation Eligibility*. The Deputy Chief of Staff/Installations and Logistics, Director of Transportation, Headquarters U.S. Air Force (HQ USAF/ILG), develops and publishes passenger policy to oversee passenger movement. AFI 24-101, *Passenger Movement*, provides guidance and procedures for arranging official transportation of Air Force personnel. Orientation flights may be approved as provided in DoD 4515.13-R and this instruction.

1.9.4. Commanders (including unit commanders) may use Air Force aircraft under their control to:

1.9.4.1. Perform tactical and combat operations.

1.9.4.2. Train aircrew personnel and evaluate aircrew performance.

1.9.4.3. Allow aircrews to meet the flying requirements of this instruction.

1.9.4.4. Further national health or safety interests, to include saving of human life if a medical officer indicates the situation involves possible loss of life, limb, or sight (DoD 4515.13-R).

1.9.4.5. Cooperate with foreign governments as directed by HQ USAF.

1.9.4.6. Perform other official missions as required.

1.9.4.7. Conduct the Air Force Orientation Flight and Public Affairs Travel Programs according to DoD 4515.13-R; AFI 35-101, *Public Affairs Policies and Procedures*; AFI 48-123, *Medical Examinations and Standards*, this instruction, and MAJCOM guidelines. **Table 1.1.** is a matrix of approval authorities for orientation/public affairs flights.

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1.9.4.7.1.1. Incentive Flights. Provide a visible reward to military personnel for outstanding service and motivate others to similar performance levels.

1.9.4.7.1.2. Distinguished Visitor (DV) Flights. Display USAF weapons systems to individuals so they gain a better understanding of the particular aircraft and mission.

1.8.3. The flight authorization must include (minimum requirements):

- 1.8.3.1. A designated pilot-in-command, or formation flight leader of each flight or flight element.
- 1.8.3.2. Name, grade, and flight authorization duty code (Table A2.3.) of each crewmember, operational support flier, or any other official personnel (use the position designation established by the MAJCOM) required for the mission or flight.
- 1.8.3.3. Type, serial number, and call sign of aircraft or formation and mission symbol.
- 1.8.3.4. Place from which the flight will depart plus "on-or-about" departure date.
- 1.8.3.5. An itinerary and the phrase "Variations in itinerary authorized."
- 1.8.3.6. Provisions of AFI 65-103, *Temporary Duty Orders*, apply to temporary duty performed incidental to authorized flights. Include a statement to this effect on the flight authorization.

1.8.4. Flight authorizations will only include personnel on AOs (or contract aircrew personnel on a memorandum of agreement/contract) authorized to perform in-flight duties for that mission according to paragraphs 1.10. and 3.3. of this instruction. Except for non-interference members, individuals on the flight authorization should match those authorized to log time on the AFTO Form 781, **ARMS Aircrew/Mission Flight Data Extract**.

- 1.8.4.1. Personnel who are on the aircraft for point-to-point travel, an orientation/familiarization flight or to only perform a proficiency jump (not performing aircrew duties for that mission) will be listed on the passenger manifest. For fighter-type aircraft, when a passenger manifest is not prepared, list individuals in the Remarks section of the Flight Authorization.
- 1.8.4.2. If ACMs or MEGPs are transported, IAW MAJCOM supplements, they may be listed on the flight authorization in the Remarks section (only). ACMs or MEGPs will not be listed on the AFTO Form 781, will not log time, and will not accrue OFDA credit.

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1.9.4. Commanders (including unit commanders) may use Air Force aircraft under their control to:

- 1.9.4.1. Perform tactical and combat operations.
- 1.9.4.2. Train aircrew personnel and evaluate aircrew performance.

MEMORANDUM FOR:
All ANG Wing Commanders
All ANG Directors of Operations

From: NGB/CF
1411 Jefferson Davis Hwy
Arlington, VA 22202-3231

Subject: FY05 Mid-Year Flying Hour Allocation Adjustments

The Air Force had their flying hour programs significantly reduced in order to pay for other Air Force bills including GWOT and recent fuel increases. ANG was directed in the POM process by the Air Force Corporate structure to take risk in this years flying hour program. When we completed the latest BER process the funding levels were inadequate to support the program. Currently we are funded at approximately 83% of our programmed requirements. In addition, there is the potential for a further adjustment beginning in June due to another fuel price increase. MAJCOMs are not anticipating being reimbursed for this increase and may have to absorb it out of their existing FH budget. These events have forced all the commands to adopt immediate and in some cases drastic actions to deal with the shortage of flying hour funding. This situation is not smoke and mirrors, it's very real, and it will not go away before the end of the fiscal year. Also, there is a good chance that we will start FY06 with a reduced funding level.

We're asking each unit to manage their reductions in the most efficient manner possible, and then let us know when you can no longer keep your current readiness level. Our highest priority is preparation and spin-up of those units deploying to the AEF, then ORIs, formal training, etc. If it becomes necessary, we will pull hours from those units not participating in these high priority missions and flow them to the wings which are.

Commanders have to determine what they can and can't do, which staff aircrew members really need to fly, and what they need to give up, and then let us know when your drop dead date is, so we can use that information to explain the ANG position to the Air Force.

Here are the basic rules. At mid-year, you were provided funding for hours you projected to fly consisting of O&M training, TWCF airlift, and AEF contingency hours. The adjustments (cuts) were taken from the O&M bucket because that's where we lost our funding. Hours for TWCF airlift and contingencies were provided based on your forecasts and are only reimbursed back to the ANG if flown for those purposes. All hours flown

in support of HHQ missions in support of the GWOT are reimbursable and do not count against your O&M training. You could actually fly as many TWCF airlift and contingency missions as you like, so long as you keep ANG/XOE appraised of your execution. Remember, reimbursable hours must be properly coded with a reimbursable mission symbol. Please be aware that if you fly a mission for another command and it's not tied directly to a contingency, then it will come out of your unit's training allocation, and those are hours you can't get back. The basic rule should be if an O&M flying does not provide your unit with the same training experience as your local training: do not fly it. If you fly them make sure that you benefit with valid training.

There is no need to attempt working requests for additional hours through my office; ~~there is simply no money available to support any request that does not meet the priority missions as stated above.~~ Mission stoppers need to be directed to the flying hour program manager, Mr. John Wilmer. He will communicate every request and argument with the Director of Operations and me. Feel free to contact him at, John.Wilmer@ngb.ang.af.mil.

CHARLES V. ICKES II, Brig Gen
Deputy Director, ANG

FLIGHT TRAINING CODE DESCRIPTIONS

- F010 Formation Departure and Join-Up: Includes Buddy Departure
- F020 Formation: At least 30 minutes of formation should be planned and accomplished. Log only one F020 per sortie.
- F030 Large Formation Departure and Join-Up: 3 or more large aircraft in formation. Dual log with F010, must be flown through completion of level-off or join-up.
- F040 Large Formation: In addition to F020 requirements, accomplish 30 minutes of formation with a flight of three or more large aircraft. Dual log with F020.
- F060 AR Formation: 15 minutes of AR formation required. Consists of rendezvous and AR procedures.
- M010 Proficiency Sortie: As a minimum, will consist of the following:
 Review of Boldface procedures
 Three instrument approaches
 Missed approach
 VFR traffic pattern (weather permitting)
- In addition, the following should be accomplished when available and applicable:
 Holding pattern or procedure turn (to include entry)
 Circling approach
 Simulated engine-out landing (not applicable to co-pilots)
 Simulated engine-out go around or missed approach (not applicable to co-pilots)
 Partial flap landing
 EFTOC
- M020 Unit Specific Training Sortie: Will be credited when any of the following events are accomplished:
 F020 Formation
 N010 Tanker Rendezvous
 P020 Takeoff
 P070 Instrument Approach
 P190 Landing
 R060 Tanker AR
- N010 Tanker Rendezvous: Any rdzv accomplished using procedures in the AR TO. Pilots may dual log with Navigator.
- R060 Tanker AR: Credit only one R060 for each receiver cell/ARCT regardless of number of aircraft. Additional Pilots or Bos may also log provided they actually accomplish a refueling in their primary position.
- P020 Initial Takeoff or Takeoff following a touch and go landing
- P040 Engine Failure, Takeoff Continued: Not required for co-pilots, requires direct IP supervision. May dual log with P020, P190, and P192.



DEPARTMENT OF THE AIR FORCE
168TH OPERATIONS SUPPORT FLIGHT (PACAF)
EIELSON AIR FORCE BASE ALASKA

12 Aug 2005

MEMORANDUM FOR 168 ARW/CC

FROM: LT COL TROY DUNN

SUBJECT: Conduct Unbecoming an Officer

1. Lt Col Douglas Kelsch did not attend UTA on 7 Aug 2005. On Tuesday, 9 Aug I asked Col Wenke why Lt Col Kelsch was not in attendance. Col Wenke stated that Lt Col Kelsh had been given a pass for the 7 Aug UTA period. He further stated that the pass had been issued on 6 Aug.
2. When I spoke with Lt Col Kelsch, he stated that Col Wenke was unaware that he had missed the 7 Aug UTA until 8 Aug. According to Lt Col Kelsch, on 8 Aug, he informed Col Wenke that he had not attended UTA on 7 Aug. At that time, Col Wenke directed Lt Col Kelsch to request a pass for 7 Aug. In my conversation with Lt Col Kelsch, he stated that he thought it curious that he should be given a pass for a date that had already expired.
3. I conducted further research to determine when the pass for Lt Col Kelsch had been requested. MSgt John Miller and SSgt Michele Fisher, of the 168th Operations Group Orderly Room, informed me that the pass dated 6 Aug for Lt Col Kelsch had been requested on 8 Aug. I informed Col Wenke what I had discovered and he again stated that he had made the request for a pass 6 Aug. Lt Col Kelsch was present during this conversation on 9 Aug.
4. I spoke with MSgt John Miller one more time, reiterating the importance of this issue. I asked him to confirm that there was no way he or anyone in the orderly room could have missed the pass request on 6 Aug. He stated, "no sir, the pass was requested on 8 August". Today, 12 Aug, Lt Col Kelsch stated to me that the statements made by Col Wenke on 9 Aug regarding the pass request "were a lie".
5. Col Wenke falsified an official document by backdating a pass for the 7 Aug UTA period that was not requested until 8 Aug. (See attached copy). Additionally, Col Wenke lied to fellow officers, myself and Lt Col Kelsch, when questioned about the aforementioned pass. This conduct is not acceptable and unbecoming of an Officer.


TROY R. DUNN, Lt Col, AKANG



DEPARTMENT OF THE AIR FORCE
168TH OPERATIONS GROUP (PACAF)
EIELSON AIR FORCE BASE ALASKA

6 Aug 2005

BACK DATED
PASS
WHAT LOGIC?
WENKE
FALSIFIED

MEMORANDUM FOR LT COL DOUGLAS K. KELSCH
SSAN: [REDACTED]

FROM: 168 OG/CC
3129 Wabash Ave Ste 116
Eielson AFB, Alaska

SUBJECT: Special Pass Authorization

1. You are hereby authorized a special compensatory 1-day pass. Pass period will begin after normal duty hours on 6 Aug 2005 and terminate at the beginning of normal duty hours on 8 Aug 2005. This pass must originate and terminate in the local area. Local area is defined as the place from which you regularly commute to work. The following guidelines apply:

- a. The authorized absence that exceeds the pass period is chargeable leave should you fail to return to duty within the designated period.
- b. You are required to return to duty within a reasonable time in the event of an operational mission requirement such as recall, unit alert, or unit emergency.
- c. This special pass is not granted in conjunction with leave.
- d. AF Form 988 (Leave Authorization) will be processed should you fail to return from pass and require unplanned leave.
- e. This special pass is not in conjunction with or to extend any TDY period.
- f. **Safe Travel Guidelines:** Members on non-duty status should use Operational Risk Management principles to assess all hazards and control risks prior to excessive or hazardous travel, especially by automobile. Applicable guidelines are stated in AFI 91-213, *Operational Risk Management*.

2. **Privacy Act Notice:** This document is covered under the Privacy Act of 1974. Information contained is not releasable to the public without consent of the individual concerned. AFI 37-131 and AFI 37-132 apply.

3. In case of emergency, contact the Operations Control Center at DSN: 377-8800.

DONALD S. WENKE, Col, AKANG
Commander



DEPARTMENT OF THE AIR FORCE
168TH AIRCRAFT MAINTENANCE SQUADRON (PACAF)
EIELSON AIR FORCE BASE ALASKA

26 February 2006

MEMORANDUM FOR RECORD

FROM: 168 AMXS/CC

SUBJECT: Perception of Fraud to collect ACIP Entitlement

1. In the Spring of 2000, the 168 ARW completed the conversion from the KC135R to the KC135R Block 30. The most significant impact of this conversion was the incorporation of an avionics suite that eliminated the Navigator position from the cockpit. While the Navigator position was officially retained in the 168 ARW until 1 Oct 2004, the intent was to allow the Wing time to reassign or attrit these individuals after the conversion was accomplished.
2. When the 168 ARW converted to the KC135R Block 30, the 168 ARW/CC (Col Timothy W. Scott) directed that any contingency Sortie would utilize a Navigator as an additional crewmember. In my capacity as 168 ARS/DOT (Chief of Training), it became my responsibility to train the Navigators in the Block 30. Initially, there were no Instructor Navigators in the Block 30, therefore Instructor Pilots were used to train the Navigators.
3. In the Fall of 2001, Ltc Donald S. Wenke and Ltc (Select) Wendy B. Wenke were hired as Aircrew into the 168 ARW from the Idaho Air National Guard. Ltc Donald Wenke had served as an A10 Pilot and was hired into an AGR KC135R Pilot position. Ltc Wendy Wenke had been qualified as a Navigator in the KC135E (168 ARW) in 1990, but had retrained into the C130 in the Idaho Air National Guard. Wendy was hired into a KC135R Block 30 Traditional Navigator position.
4. Col Scott knowingly hired a senior Officer into a Navigator position that was being eliminated from the Unit Manning Document. At the time of this hiring, other Navigators assigned to the 168 ARW were being retrained (two were sent to UPT) or reassigned to non-flying positions throughout the Wing or State.
5. In October of 2001, I was directed by the 168 OG/CC (Col Lawrence N. Appel) to train Ltc Wendy Wenke as a Navigator in the KC135R Block 30. I advised Col Appel that training Ltc Wenke as a Navigator offered very little return on effort and resources to the 168 ARW. Col Appel stated that he had been directed by the 168 ARW/CC (Col Scott) to accomplish the training. In addition, I was directed to request a waiver of the Requalification Academic Course that is normally required for this type of training (see attachment 1). The waiver was approved by the ANG/DO on 19 Nov 2001.
6. I initiated a Training Program for Ltc Wendy Wenke on 27 Nov 2001 (see attachment 2). Maj Jessica L. Stealey was assigned as her Primary Instructor Navigator. Ltc Wenke did not fly her first Sortie until 28 March 2002 (I was her Instructor on that Sortie, see attachment 3).

Because her training was delayed for so long, an additional waiver was required to continue her training program (AFI 11-2KC135 V1 requires that training must be complete within 180 days without an OG/CC waiver). I advised Col Appel that the training should be terminated at the end of the 180 days, but was again directed to accomplish the training. I submitted the waiver on 28 May 2002 to Col Appel to extend the training program for an additional 60 days (see attachment 4). Ltc Wenke completed her training on 26 Jul 2002 and accomplished an Inflight Evaluation on 31 Jul 2002 (see attachment 5).

7. As a fully trained and qualified Navigator in the KC135R Block 30, Ltc Wendy B. Wenke flew exactly 3 Sorties (14.7 hours). Her last flight was accomplished on 18 Sep 2002 (see attachment 6). Ltc Wenke was subsequently hired as an AGR and reassigned as the 168 LRS/CC.
8. Recently, Msg Tina Wylie (Flight Records) was contacted by Col (Select) Wendy Wenke inquiring about her flying gates towards Aviation Career Incentive Pay (ACIP). Col (Select) Wenke asked Msg Wylie when her ACIP would be reinstated. Msg Wylie researched the Flying History Report and discovered that Col (Select) Wenke had indeed met the 18 year requirement by three months. On 15 Dec 2005 her ACIP was reinstated (see attached).
9. According to AFI 11-402 (Section 3.10.3.2, Note): When considering ARC Officers for hire, assignment to a rated position solely for the purpose of initiating AO/Flight Pay and then transferring the member to a nonrated billet is strictly prohibited.
10. The perception that fraudulent activity may have taken place in violation of both the spirit and letter of the AFI warrant further investigation into the actions of Brig Gen Timothy W. Scott and Col (Select) Wendy B. Wenke.



BENJAMIN K. BAKER, Maj, AKANG
Commander

Attachments:

1. Waiver of Requalification Academic Course
2. Navigator Requal/PACER CRAG Training Program
3. 168 Form 4023 28 March 2002
4. Waiver for extension of Training Program
5. 168 Form 4022
6. Flying History Report

MEMORANDUM FOR RECORD

27 Feb 2005

TO: SAF/IGS, Col McDowell

SUBJECT: CASE ID # S6646P

1. The following individuals are knowledgeable of the fraudulent activities reference the aforementioned case.

Major Ben Baker, 168 AMXS/CC DSN 377-8601
Lt Col John Hilgenbrink, 168 OSF/CC DSN 377-8859
Capt Elisabeth King, 168 OSF, Chief of Current Operations, DSN 377-8810
SMSgt Paul Nunemann, 168 OSF/DOS, DSN 377-8812
SMSgt Pamela Cox, 168 OSF/DOS, DSN 377-8812
MSgt Brett Ayres, 168 ARS/DOT, DSN 377-8852
MSgt Tina Wylie, 168 ARMS, (Flight Records) DSN 377-8724
TSgt John LaQua, 168 OSF/DOS (formerly flight records) DSN 377-8812

Above members are available through the operations duty desk at DSN 377-8815/8811 as well.

2. Additionally, Lt Col Mark Bour (Former resource advisor at State Headquarters) is aware of situation reference Col (select) Wendy Wenke's position at Ft Richardson while living in North Pole Alaska over 300 miles North of Ft Richardson. Lt Col Bour is NOT aware of the current investigation as we discussed. I believe his office number at Fort Richardson is DSN 384-4076.


TROY R. DUNN, Lt Col, AKANG
168 ARS/DO

11-421, Chapter 5 and parachutists AFI 11-421, Chapter 6 for flight/jump requirements for entitlement to flight/jump incentive pay.

1.5.2. Accomplish annual flight physical within three months prior to the end of their birth month. For aircrew/parachutists on waivers or subject to frequent TDYs, accomplish within six months prior to end of their birth month. Duty Not Involving Flying (DNIF) aircrew/parachutists must still accomplish a physical, unless medical condition prevents accomplishment (validated by a flight surgeon).

1.5.3. Aircrew, Parachutists, and operational support members must notify the HARM office immediately when flight or jump incentive pay has not been terminated if:

1.5.3.1. Suspended from aviation/parachutist service.

1.5.3.2. Disqualified from aviation/parachutist service.

1.5.3.3. DNIF more than 365 days (rated officers and CEAs).

1.5.3.4. DNIF more than 120 days (Non-rated officers or non-CEA aircrew and parachutists).

1.5.3.5. Member is a rated/CEA aircrew member in conditional status or non-rated or non-CEA aircrew member no longer assigned to an active flying billet or X, K, or Q prefix Duty Air Force Specialty Code (DAFSC) (non-rated or non-CEA).

1.5.3.6. Member is a rated officer in the ARC, not on Extended Active Duty (non-EAD) assigned to an API 0 position for more than 24-months. This does not include Active Guard Reserve (AGR) officers considered a rated asset.

1.5.3.7. Member is a rated officer/CEA in conditional status and assigned to an inactive flying UMD position.

1.5.3.7.1. Member is a conditional flyer, assigned to an active flying position; however, was not performing flights, and continued to receive flight pay without meeting the DoD FMR requirements for entitlement.

1.5.3.8. Member is a parachutist authorized permissive jump status or a parachutist no longer assigned to a 1T2X1, 1C2X1, 13DX or "J" coded UMD DAFSC.

1.5.3.8.1. Member is a parachutist, assigned to a jump billet, however, was not performing jumps, and continued to receive jump pay without meeting the DoD FMR requirements for entitlement.

1.5.3.9. Member is a flight surgeon, non-rated or non-CEA aircrew member, or parachutist member double billeted against a UMD position and other incumbent is on aeronautical orders and receiving incentive pay.

1.5.4. Contact the local finance office for "rate of pay" discrepancies. Aircrew members must validate their years of aviation service match the "rate of pay" they are authorized to receive IAW the DoD Financial Management Regulation (DoD FMR) 7000.14R. The HARM will provide copies of the member's AO and Military Pay Orders (MPOs) to help the aircrew member rectify discrepancies with finance.

1.6. Specific Guidelines:

1.6.1. Air Force personnel are not entitled to flight/jump incentive pay unless they are on competent AOs, physically qualified, and required to perform specific in-flight/jump duties. AOs certify that an

individual fulfills all requirements for aviation/parachutist service and are the official authorization to perform in-flight/jump duties.

1.6.2. Assigning anyone to an active flying/jump position solely for the purpose of accumulating Operational Flying Duty Accumulator (OFDA) credit or qualifying for incentive pay is contrary to public law and USAF policy.

1.7. Training.

1.7.1. Entrance into training for the rated force is voluntary. Once awarded an aeronautical rating, a rated officer must perform all aircrew and rated staff duties assigned. This includes additional flying training related to the officer's rated specialty.

1.7.2. Entrance into training for the CEA force is voluntary. Once awarded an Aircrew Operations AFSC, the CEA must perform all aircrew and staff duties assigned. This includes additional flying training related to the member's specialty.

1.7.3. Training for parachutists is voluntary. Once awarded the 1C2X1, 1T2X1, or 13DX AFSCs, a parachutist must perform all parachutist duties assigned. This includes additional jump training related to the member's specialty.

1.7.4. Non-rated officers, and non-CEA enlisted personnel, must volunteer to enter training that will qualify them to perform in-flight duties in an aircraft(s) as aircrew members or operational support flyers. Unless permanently disqualified, members who complete initial training remain available for flying duties and may be directed to perform such duties at any time.

1.8. Qualification and Disqualification.

1.8.1. Qualification for aviation/parachutist service is not a right; it rests within the sole discretion of the approval authority. Members remain qualified for aviation/parachutist service based on their qualifications and aircrew potential to obtain and maintain qualification in an aircraft (for aircrew).

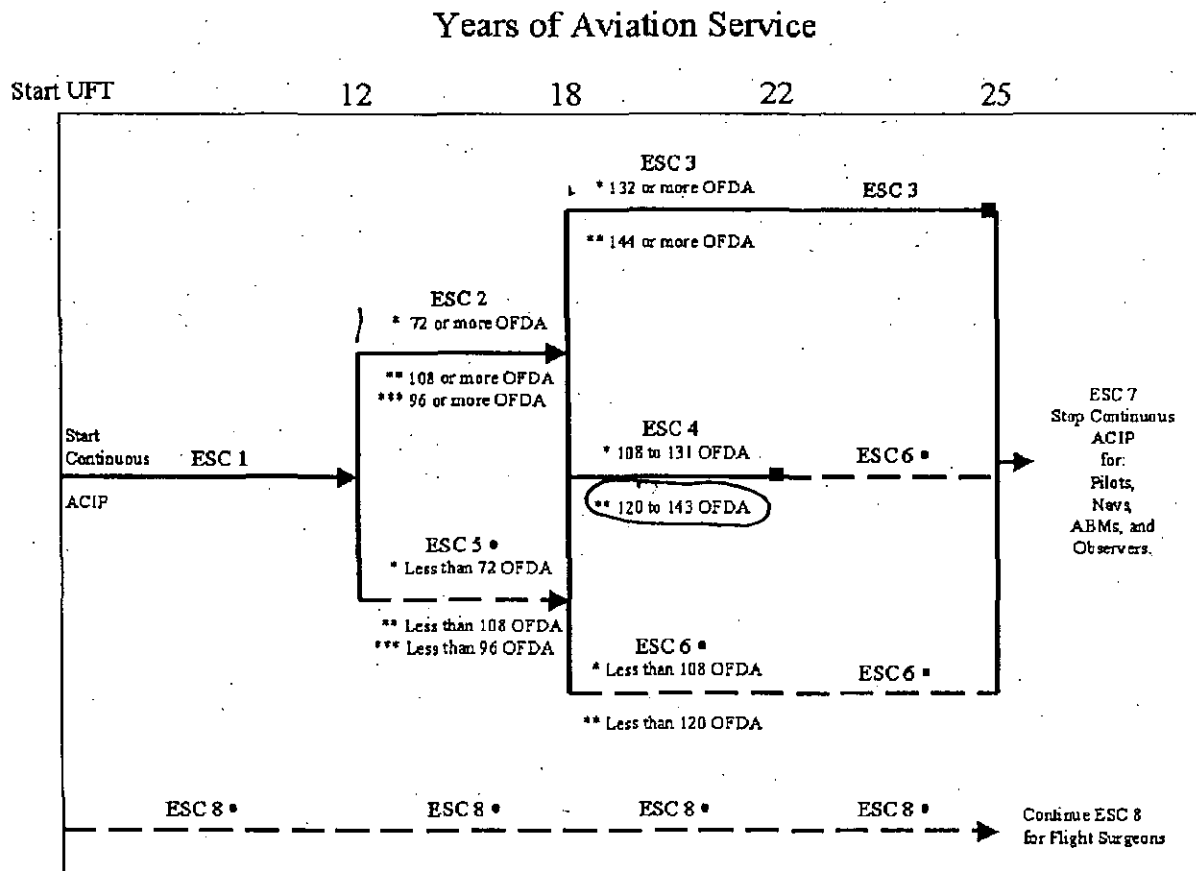
1.8.2. Aircrew and parachutist members must maintain medical and professional qualification to remain qualified for aviation/parachutist service. Members with a substantiated record of drug abuse will not be entered into aviation/parachutist service duties except IAW AFI 36-2205, *Applying for Flying Training, Air Battle Manager, and Astronaut Programs* as it applies to initial Undergraduate Flying Training (UFT) applicants.

1.8.3. Air Force personnel may request voluntary disqualification from aviation/parachutist service. Approval is contingent on the best interests of the USAF. See **Table 3.1.** for approval authority.

1.8.4. Disqualification from aviation/parachutist service is an administrative action designed to remove an individual from aviation/parachutist service for cause. It is not a disciplinary action, nor a substitute for action under the Uniform Code of Military Justice (UCMJ) or any other administrative directive. The USAF disqualifies a member when he or she is found medically or professionally unqualified to perform aviation/parachutist service according to this instruction. Disqualification terminates flight/jump incentive pay.

1.9. **Documentation of Case Actions.** At the conclusion of an aviation/parachutist service action, all documentation becomes a permanent part of the individual's master personnel record. Prepare all pack-

Figure 2.1. ACIP Entitlement Status, (Rated Officers).



LEGEND

- Continuous ACIP
- - - Conditional ACIP * (Must Fly)
- * ACIA of 1974 OFDA Requirements
- ** ACIA of 1989 OFDA Requirements
- *** FY 96 National Defense Authorization Act
- Continuous ACIP Stopped

PREPARED 22 DEC 2005 14:46

INDIVIDUAL DATA SUMMARY (PA)

AS OF 22 DEC 2005

PCS

NAME: WENKE, WENDY B

SSAN: ██████████

GRADE: LTC

CMD: ANG

WING: 0168OPSGP

UNIT: 0168OSSFT

BASE: ALASKA ANG (EIELSON)

PERSONAL DATA

DUTY PHONE: 377-8662
OFFICE SYMBOL: DO
MBR SVC CAT: AIRNG
LAST PHYS DATE: 14 DEC 04
PHYS CODE: A
PHYS DUE DATE: 31 DEC 05
PHYS AVAIL CODE: A
PHYS AVAIL DATE: 14 DEC 04
PHYSIOLOGICAL TNG DATE: 01 APR 99
PHYSIOLOGICAL DUE DATE: 30 APR 04
DATE OF BIRTH: 01 DEC 64
DUTY AFSC: 030C0
EFFECTIVE DATE OF DUTY: 06 DEC 04
PAS CODE: A90RFKQ4
SHORT TOUR INDICATOR: N
DATE RETURN FROM OVERSEAS: 10 JUN 01
DATE OF RANK:
DATE OF SEP/OBLIGATION: 03 OCT 01
DATE DEP LAST DUTY STA: 10 OCT 01
PERSONNEL RECORD STATUS: 10
PROJECTED DAFSC:
PROJECTED PAS CODE:
PROJECTED DUTY LOCATION: MLRV
PROJ DEPARTURE DATE:
PROJ REPORTING DATE:
FAC 8 EFFECTIVE DATE:
LOCAL USE CODE:

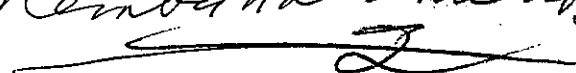
SECURITY CLEARANCE: V
SECURITY CLEARANCE DATE: 12 JAN 04
RESTRICTED AREA BADGE NO:
PROFESSIONAL QUAL INDEX (PQI):
PROFESSIONAL QUAL INDEX DATE:

JUMP STATUS

DATE ASSIGNED JUMP STATUS:

SYSTEM MANAGEMENT

HARM CODE: FTQA
DEPLOYED HARM CODE:
DEPLOYED DATE:
REDEPLOYED DATE:
SPECIAL CAT ID: AG
RECORDS REVIEW ACC DATE: 25 OCT 01
RECORDS REVIEW DUE DATE: 31 DEC 02
RECORDS REVIEW STATUS CODE: N

Member not available


I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE

DATE

5419

PERSONAL DATA - PRIVACY ACT OF 1974 (5 USC 552a)

INDIVIDUAL DATA SUMMARY (PA)

AS OF 22 DEC 2005

PCN SA036-A70

PREPARED 22 DEC 2005 14:46

PCS

NAME: WENKE, WENDY B
BASE: ALASKA ANG (EIELSON)

SSAN: ██████████ GRADE: LTC CMD: ANG WING: 0168OPSGP UNIT: 0168OSSFT

AIRCRAFT ASSIGNMENT DATA

AIRCRAFT OPLOC:
CMD OF AIRCRAFT:
ACFT SVC CAT:
PRIMARY ACFT:
FLT DUTY CERT CODE:
CATEGORICAL FLYING WAIVER:

AERONAUTICAL RATING/AVIATION BADGE

AERONAUTICAL RATING: SENIOR NAVIGATOR
EFFECTIVE DATE: 01 APR 98
AERONAUTICAL RATING: NAVIGATOR
EFFECTIVE DATE: 29 SEP 88

INCENTIVE PAY DATA

LAST MPO DATE: 15 DEC 99
LAST MPO REASON: A
AD/IAD: NONE
PAY STOP DATE: 14 DEC 09
LAST PRODUCTIVE FLIGHT DATE: 18 SEP 02
PREVIOUS PRODUCTIVE FLIGHT DATE: 22 AUG 02

CEFIP/ACIP DATA

AVIATION SERVICE CODE: 4 J
EFFECTIVE DATE: 15 DEC 05
PRIOR ASC: 5 J
EFFECTIVE DATE: 21 OCT 02
AERO ORDER TERM DATE: 14 DEC 09
OFFICER SERVICE DATE: 05 NOV 87
AVIATION SERVICE DATE: 15 DEC 87
TRANSITION STATUS CODE: A
AVIATION POSITION INDICATOR: 0
EFFECTIVE DATE: 06 DEC 04
FLYING ACTIVITY CATEGORY: 0
PRE-ACIA-OFDA: 0
OFDA GATE 10/12: 92
OFDA GATE 15/15: 123
OFDA GATE 20/18: 123
OFDA TO DATE: 123OUS MIL RTG DT:
CURR PARA RATING:
CURR PARA RATING DATE:
ORIG PARA RATING:
ORIG PARA RATING DATE:

TRAINING/QUAL STATUS

FORMAL COURSE DATE

You have met OFDA requirements for 18 year gate to receive continuous ACIP through 22 years of aviation service.

I CERTIFY THAT I HAVE REVIEWED MY FRF AND IT IS COMPLETE AND ACCURATE. SIGNATURE _____ DATE _____

PAGE 2

ANG PAGE 1

PERSONAL DATA - PRIVACY ACT OF 1974 (5 USC 552A)

PREPARED 22 DEC 2005 14:49

FLYING HISTORY REPORT (PA)

AS OF 22 DEC 2005 PCN SA036-F40

PCS

NAME: WENKE, WENDY B SSAN: ██████████ GRADE: LTC API: 0 FAC: 0 OFDA: 123 ASC: 4J ASC DATE: 15 DEC 05
 CMD: ANG WING: 0168OPSGP PRI CRW POS: N PRI ACFT: UNIT: 0168OSSFT0 BASE: ALASKA ANG (EIELSON)

CAREER TOTALS

CREW POSITION	NAVIGATOR
PRIMARY TIME	1425.0
SECONDARY TIME	0.5
INSTRUCTOR TIME	0.0
EVALUATOR TIME	0.0
OTHER TIME	116.4
TOTAL TIME	1541.9
STUDENT TIME	113.9
OTHER US MIL TIME	0.0
FOREIGN MIL TIME	0.0
CIVILIAN TIME	0.0
COMBAT TIME	0.0
COMBAT SUPT TIME	16.1
TOTAL SORTIES	495
COMBAT SORTIES	0
COMBAT SUP SORTIES	10
NVG TIME	0.0
DATE FIRST FLOWN	21 DEC 88
DATE LAST FLOWN	18 SEP 02
GRAND TOTAL	1655.8

PERSONAL DATA - PRIVACY ACT OF 1974 (5 USC 552A)

PREPARED 22 DEC 2005 14:49

FLYING HISTORY REPORT (PA)

AS OF 22 DEC 2005 PCN SA036-F40

PCS

NAME: WENKE, WENDY B SSAN: ██████████ GRADE: LTC API: 0 FAC: 0 OFDA: 123 ASC: 4J ASC DATE: 15 DEC 05
 CMD: ANG WING: 0168OPSGP PRI CRW POS: N PRI ACFT: UNIT: 0168OSSFT0 BASE: ALASKA ANG (BIELSON)

AIRCRAFT TOTALS

AIRCRAFT MDS	C130E(S)	KC135A(S)	KC135E(S)	KC135R(S)	SKC135A(Q)	SMC130E(Q)	SMT010K(Q)	SNC130E(Q)
FLT DTY CERT CODE	MNB1	UN	UN	FN	UN	MNB1	UN	MN
DATE FIRST FLOWN	30 SEP 96	21 DEC 88	15 MAR 89	28 MAR 02	06 DEC 88	05 NOV 96	17 NOV 88	12 SEP 96
DATE LAST FLOWN	02 OCT 01	13 FEB 89	22 OCT 91	18 SEP 02	25 JAN 89	23 APR 01	13 DEC 88	18 OCT 97
TOTAL TIME	731.1	73.9	676.5	60.4	12.0	49.0	6.5	30.0
PRIMARY TIME	672.2	73.9	622.3	56.6	12.0	49.0	6.5	28.0
SECONDARY TIME	0.5	0.0	0.0	0.0	0.0	0.0	0.0	2.0
INSTRUCTOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EVALUATOR TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER TIME	58.4	0.0	54.2	3.8	0.0	0.0	0.0	0.0
NIGHT	46.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRIMARY INST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PRIMARY SIM INST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
NVG TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT TIME	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CMBT SUPPORT TIME	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMBAT SORTIES	0	0	0	0	0	0	0	0
CMBT SUPPORT SORTIES	10	0	0	0	0	0	0	0
TOTAL SORTIES	285	10	187	13	6	16	3	6

PAGE 1

PAGE 1

Handwritten notes and circled data:

- 9 - "upgrade"
- 1 - check time
- 3 - Sorties AS "NAV" IN Block 30

CLASSIFICATION/ON-THE-JOB TRAINING ACTION						PERSONNEL ACTION NO. C-	
TO: (Organization) 176 MSF				FROM: (Organization/Office Symbol) HQ AKANG/CC			
I. INDIVIDUAL IDENTIFICATION							
NAME (Last, First, MI) WENK, WENDY B.				GRADE LTC		SSN [REDACTED]	UNIT 11Q AKANG
II. PERSONNEL DATA CHANGES							
AFSC INFORMATION				OUT INFORMATION			
AWARD AFSC _____ AS _____ AFSC		EFFECTIVE _____		ENTER/CONTINUE AFSC _____		TS CODE _____	
REDESIGNATE _____ AS _____ AFSC		PAFSC FROM _____ TO _____		WITHDRAW AFSC _____		TS CODE _____	
CAFSC FROM _____ TO _____		EFFECTIVE _____		COMPLETED AFSC _____		TS CODE _____	
2 AFSC FROM _____ TO _____		3 AFSC FROM _____ TO _____		DATE INITIALLY ENTERED RETNG _____		DIRECTED DUTY AFSC _____ DDA EXPIRATION _____	
4 AFSC FROM _____ TO _____		ADD-AFSC FROM _____ TO _____		OFF-PROJ CLASN UPGRADE DATE _____		ASSIGN PROFICIENCY PAY _____	
WITHDRAW AFSC _____		SPECIAL EXPERIENCE IDENTIFIER(S) (Airman Only)		SS RATING _____ AMOUNT _____ AFSC _____		EFFECTIVE _____ PRO PAY STATUS REASON _____	
DESIGNATE CAFSC SEI _____		DESIGNATE GENERAL SEI _____		WITHDRAW PRO PAY _____ EFFECTIVE _____		MISCELLANEOUS INFORMATION	
DESIGNATE SEI _____ WITH () AFSC		WITHDRAW SEI _____ FROM () AFSC		ADSCD _____ REASON _____		PROMOTION ELIG STATUS _____	
DUTY INFORMATION		DAFSC 30C0		EFFECTIVE DATE 20051212		ASSIGNMENT AVAIL CODE/DOA _____	
OFFICE SYMBOL JFHQ		DUTY PH 428-6072		DESIGNATE WAFSC _____		EFFECTIVE _____	
POSITION NO. 0747228		OSC 28101		WITHDRAW WAFSC _____		EFFECTIVE _____	
COMD LVL AG		DUTY TITLE *SEE REMARKS		OTHER _____		WITH DATE OF RANK _____	
AUTHORITY							
DATE 20051204		NAME, GRADE, TITLE, DUTY PHONE, SUPERVISOR/REQUESTING OFFICIAL TAMMY E. KIMBALL, CMSGT, AKANG Military Personnel Management Superintendent				SIGNATURE <i>Tammy E. Kimball</i>	
III. CONCURRENCE OF MEMBER							
DATE		<input type="checkbox"/> DO <input type="checkbox"/> DO NOT CONCUR		SIGNATURE OF MEMBER			
IV. INTRA-BASE ASSIGNMENT ACTIONS							
RNLTDI/ EFFECTIVE DATE 20051212		ASSIGNMENT ACTION NUMBER		ASSIGNMENT FROM 168 MSG (A90RPKQ4)		ASSIGNMENT TO 11Q AKANG (A42IFL0B)	
V. REMARKS							
DUTY TITLE: VICE, JOINT CHIEF OF STAFF CHANGE OF REPORTING OFFICIAL: BRIG GEN SCOTT, 527-86-4093, EFFECTIVE 12 DEC 05. LOSING COMMANDER, COL ARNE E. MOE, CONCURS WITH THIS ACTION.							
VI. APPROVAL BY COMMANDER OR AUTHORIZED REPRESENTATIVE							
DATE 20051204		TYPED NAME, GRADE, AND TITLE TIMOTHY W. SCOTT, BRIG GEN, AKANG COMMANDER				SIGNATURE <i>Timothy W. Scott</i>	
VII. ACTION BY PERSONNEL OFFICIAL							
<input type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED		TYPED NAME, GRADE, AND TITLE				HEADQUARTERS	
FOR THE COMMANDER		SIGNATURE				DATE	
This authorization remains in effect after Airman's discharge and immediate reenlistment at the same station provided that he/she has no break in military service.							
VIII. UNIT/CBPO COORDINATION RECORD							
DMPE	1. DPM	2. DPM	3. DPM	4. DPM	5. DPM	6. DPM	UNIT

5422

AERONAUTICAL ORDER (PA)
AVIATION SERVICE

CHANGE ASC FROM 5J TO 4J

ENTITLEMENT: ACIP IS AUTHORIZED

NAME: WENKE, WENDY B

GRADE: LTC

SSAN: [REDACTED]

CREW POSITION: NAVIGATOR

DAFSC: 030C0

WING: 168OPSGP ORGANIZATION: 168OSSFT

OFFICE SYMBOL: DO

LOCATION: ALASKA ANG (EIELSON) AK 99702 0000

REQUIRED TO PERFORM FREQUENT AND REGULAR FLIGHT: Y

REQUIRED TO PERFORM PARACHUTIST DUTIES: N

ASC: 4J FAC: 0 TSC: A ASD: 15 DEC 87 OSD: 05 NOV 87 OFDA: 123

OFDA WAIVER TYPE	OFDA WAIVER DATE	OFDA WAIVER MONTHS	OFDA WAIVER GATE
N/A	N/A	N/A	N/A

REMARKS: MEMBER HAS COMPLETED 18 YEARS OF AVIATION SERVICE AND ACCUMULATED 123 MONTHS OF OFDA CREDIT. ENTITLED TO CONTINUOUS ACIP TO 22 YEARS OF AVIATION SERVICE.

EFFECTIVE DATE: 15 DEC 05 TERMINATION DATE: 14 DEC 09

AUTHORITY: AFI 11-401, PARA 2.4.1.9.

REQUEST DATE: 15 DEC 05

SIGNATURE ELEMENT OF ORDERS AUTHENTICATION OFFICIAL:
FOR THE COMMANDER

DEPARTMENT OF THE AIR FORCE
168 ARW (ANG)
ALASKA ANG (EIELSON) AK 99702 0000

TINA WYLIE, MSGT, AIRNG
AVIATION RESOURCE MANAGER

DISTRIBUTION: C

AERONAUTICAL ORDER NUMBER: 0009

ACIP	MPO SECTION
START: 15 Dec 05	PROCESSING VERIFICATION:
STOP:	TRANSACTION NO:
REPORT:	ADSN:
CHANGE:	CYCLE NO:
CANCEL:	PREPARED DATE:

DATE: 15 Dec 05 MPO CERTIFYING SIGNATURE:

PERSONNEL DATA SYSTEM (PDS)
INTERFACE SUMMARY

THE FOLLOWING TRANSACTIONS WERE PROCESSED ON 10 JAN 2006

542

PREPARED 11 JAN 2006 07:44

SSAN NAME -----DATA CHANGES (OLD/NEW)-----

██████████ WENK DTY POS: 714186/747228 EFF DT DTY: 06-DEC-2004/12-DEC-2005 PAS: A90RFKQ4/A42IFL0B

PRJ ARR DT: 11-MAR-2006/ PRJ DTY AFSC: 030C0/ PRJ PAS: A42IFL0B/ RCD STAT: 11/10

UNT MNG POS: MSG VICE COMMANDER/VICE, JOINT CHIEF OF STAFF



DEPARTMENT OF THE AIR FORCE
168TH Operations Group
Eielson Air Force Base Alaska

October 22, 2001

MEMORANDUM FOR: ANG/XOOM (Major Felix Hooks)
HQ AMC/DOTK (Information Only)

FROM: 168 ARS/DOT (Major Ben Baker)
3129 Wabash Ave
Eielson AFB, Alaska 99702
(DSN 317-377-1262)

SUBJECT: Waiver Request - Lt Col Wendy Wenke, Requalification academic course waiver.

1. Name, grade, and Social Security number: Wendy B. Wenke, Lt Col, ~~XXXXXXXXXX~~
2. Flying Organization (assigned): 168 ARS, Eielson AFB, Alaska
3. Present crew qualification: Unqualified Navigator
4. Total flying time and primary aircraft: 1595.4 hrs Total, (750.4 hrs as KC135 Navigator)
5. Specific nature of waiver: Requesting waiver of requalification academic course as directed by AFI 11-2KC135-V1 and authorization for local requalification and Pacar CRAG Block 30 training.
6. Reason and valid justification for waiver: Altus class dates not available in a timely manner.
7. Crew qualification to which person is qualifying or upgrading: Mission Navigator
8. Previous attendance at any formal instructor course: N/A
9. Training start date: ASAP
10. Mandatory upgrade or qualification date: ASAP
11. Date last accomplished and normal eligibility period: Lt Col Wenke accomplished a her last Flight Evaluation in the KC135E on 11 Jun 90. Her initial qualification date was 14 Feb 89. She accomplished her last MSN/TNST/QUAL Evaluation in the C130 on 22 Sep 00.
12. Remarks: The 168 OG/CC requests this waiver to allow Lt Col Wenke to attain Mission Navigator status in the most expeditious manner possible. The 168 OG/CC has determined that the Navigator position is still an important Cockpit Resource and will be used on all overseas contingency sorties flown by 168 ARW aircrews.
13. Requesting unit point of contact: Benjamin K. Baker, Major, DSN: (317) 377-1262, 168 ARS/DOT

// Signed //

BENJAMIN K. BAKER, Major, AK ANG
168ARS/DOT

1st Ind, ANG/DO

19 Nov 01

MEMORANDUM FOR 168ARS/DOT

Approved as requested IAW AFI 11-2KC-135V1 1.2.1. If formal school is not available or practical as specified in AFI 11-2KC-135V1, 1.7, then in-unit training per AFI 11-2KC-135V1, Table 1.3 is approved. This memo provides for training only and does not validate flying from a non-flying manning document position.


LARRY G. BROOKS
Colonel, USAF
Deputy Director, Operations

DEPARTMENT OF THE AIR FORCE
168TH Operations Group
Eielson Air Force Base Alaska

May 28, 2002

MEMORANDUM FOR 168 ARS/CC
168 OG/CC
ANG/XOT (Information Only)

FROM: 168 ARS/DOT
3129 Wabash St.
Eielson AFB, AK 99702

SUBJECT: Waiver Request – Ltc Wendy B. Wenke, Local KC-135R Requal and PacerCrag “Extension of Qualification Training” waiver.

1. *Name, grade, and Social Security number:* Wendy B. Wenke, Lieutenant Colonel, [REDACTED]
2. *Flying Organization (assigned):* 168 ARS, Eielson AFB, Alaska
3. *Present crew qualification:* Unqualified Navigator (UN)
4. *Total flying time and primary aircraft:* 2355.7 hrs Total, (771.7 hrs as KC135 Navigator)
5. *Specific nature of waiver:* Requesting waiver for 60 day “Extension of Qualification Training.”
6. *Reason and valid justification for waiver:* Due to availability of airframes equipped with the Navigator Suite, Wendy has had limited opportunities to complete training.
7. *Crew qualification to which person is qualifying or upgrading:* Basic Navigator
8. *Previous attendance at any formal instructor course:* N/A
9. *Training start date:* 27 Nov 01
10. *Mandatory upgrade or qualification date:* N/A
11. *Date last accomplished and normal eligibility period:* N/A
12. *Remarks:* IAW AFI 11-2KC135 V1 the 168 ARS/CC may extend upgrade training time up to 60 days.
13. *Requesting unit point of contact:* Benjamin K. Baker, Major, DSN: (317) 377-1262, 168 ARS/DOT

BENJAMIN K. BAKER, Major, AK ANG
Chief of Training

May 28, 2001

1st Ind, 168 ARS/CC to 168 ARS/DOT, 28 May 2001, MR Waivers for Flying Continuation Training

MEMORANDUM FOR 168 OG/CC

Concur/Nonconcur.

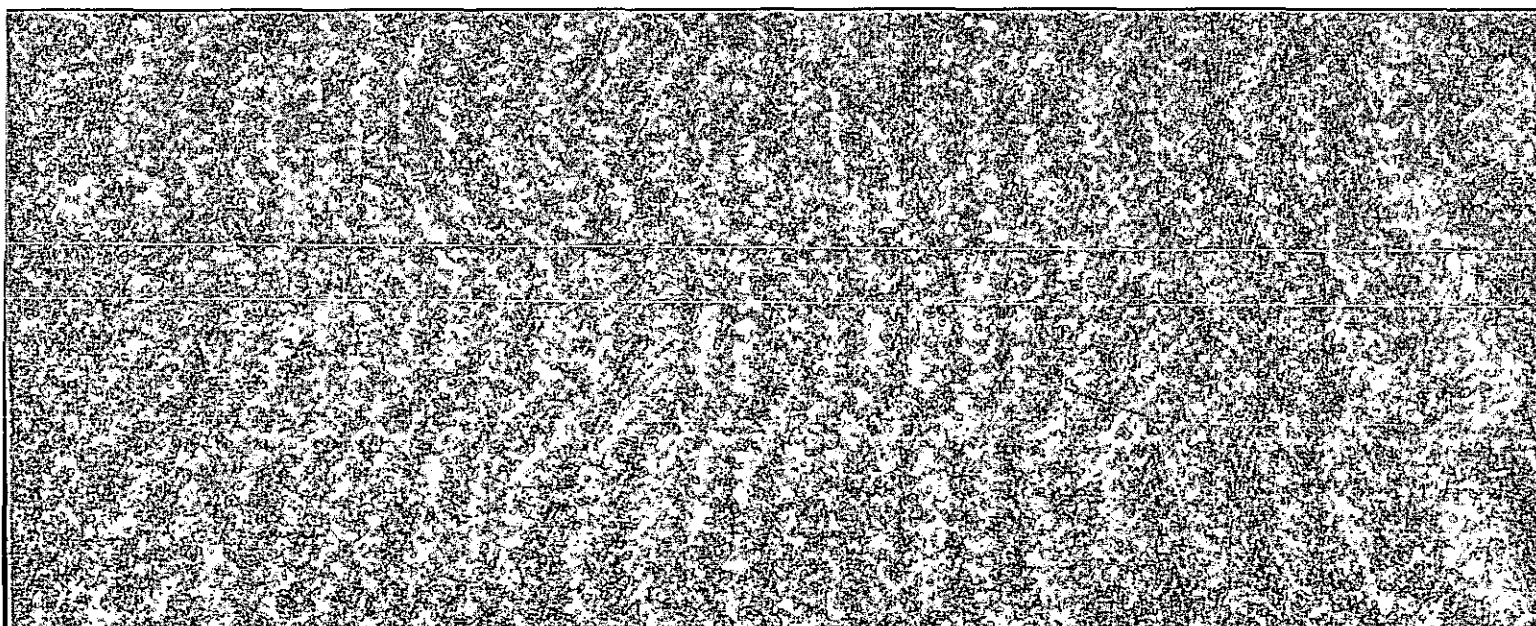
**DOUGLAS K. KELSCH, Major, AKANG
Commander**

168 ARS Aircrew Training Summary / Close-out Report		Crew Position Navigator	Course/Phase Requal & Pacer CRAG Training	
Student Name (Last, First MI) Wenke, Wendy B.		Instructor Stealey, Jessica L.	Training Start Date 27 Nov 01	
		Training Completion Date 26 Jul 02		
GT Total (168th Form 4022 P2) 13.8		Fly Total (168th Form 4024) 43		ATD Total (168th Form 4022 P2) 0
				Total Training Time 56.8

Overall Performance, Strengths, Weaknesses, etc:

Recommendations: Ltc Wenke has met proficiency in the events required to complete her Requalification and Pacer CRAG Difference training as of 26 Jul 02. There were no weaknesses noted in any of her training.

Check IAW AFI 11-202V2 and AFI11-2KC-135V2.



Instructor (Name, Rank, Crew Qualification & Sign) Jessica L. Stealey, Maj, IN	168 ARS/CC or Representative (Name, Rank & Sign) Douglas K. Kelsch, Maj	168 OG/CC or Representative (Name, Rank & Sign) Lawrence N. Appel, Ltc
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168 ARS Flying Training Accomplishment Report

Crew Position
Navigator

Course/Phase
Requal & Pacer CRAG Training

Student Name(Last, First MI)

Instructor

Training Start Date

Training Complete Date

Wenke, Wendy B.

Stealey, Jessica L.

27 Nov 01

26 Jul 02

Date	Sortie	Status	Instructor/Trainer (Qual)	Time	Cum. Time		Date	Sortie	Status	Instructor/Trainer (Qual)	Time	Cum. Time
28 Mar	S-1		Benjamin K. Baker / IP	3.9	3.9							
				3.9	3.9							
1 May	S-2		Timothy W. Scott / IN	0.9	4.8							
				0.9	4.8							
2 May	S-3		Timothy W. Scott / IN	5.6	10.4							
				5.6	10.4							
6 May	S-4		Timothy W. Scott / IN	8.0	18.4							
				8.0	18.4							
7 May	S-5		Timothy W. Scott / IN	8.3	26.7							
				8.3	26.7							
28 Jun	S-6		Douglas W. Bradbury / IP	5.9	32.6							
				5.9	32.6							
1 Jul	S-7		Douglas W. Bradbury / IP	5.7	38.3							
				5.7	38.3							
24 Jul	S-8		Jessica L. Stealey / IN	3.3	41.6							
				3.3	41.6							
26 Jul	S-9		Benjamin K. Baker / IP	1.4	43.0							
				1.4	43.0							

Instructions/Description - Provides a chronological record of flying training sorties. Log all sorties scheduled even if cancelled by external factors such as Weather (WX) or Maintenance (MX).

Date - Self Explanatory.

Sortie - Enter sequentially. e.g. "S-1"

Status - Enter nothing if no lost training. Otherwise, enter Incomplete (INC) if training will be required to accomplish lost training events originally scheduled for that event period. e.g. Weather "INC WX", Maintenance "INC MX", Not Proficient "INC PRO"

Instructor/Trainer (qual) - name and aircrew qualification of the instructor. e.g. "Steve Canyon/IP"

Mission Time - Total mission time / Actual Trainee documented seat-time.

Cumulative Time - Running total of mission time / Running total of actual seat-time

168 ARS Ground Training Summary Report		Crew Position Navigator	Course/Phase Requal & Pacer CRAG Training
Ident Name(Last, First MI) Wenke, Wendy B.	Instructor Stealey, Jessica L.	Training Start Date 27 Nov 01	Training Complete Date 26 Jul 02

Ground Training Events

Training Event	Date	Hours	Instructor/Qual	Notes
Pacer CRAG difference training (A036)				1
BT's (A036A-E, A036N, A103-30, A201-30, A202-30)	27-Mar-02	8.0	CBT	1
Pacer CRAG Flying Pre-Briefs				
Altitude Alerter (A036K)	28-Mar-02	0.3	Maj Baker 168 ARS/DOT	4
Navigation Techniques (A036L)	28-Mar-02	1.0	Maj Baker 168 ARS/DOT	
TCAS	28-Mar-02	0.5	Maj Baker 168 ARS/DOT	4
Formation	28-Mar-02	0.2	Maj Baker 168 ARS/DOT	5
Radar Operation	28-Mar-02	0.5	Maj Baker 168 ARS/DOT	4
Refueling - General	28-Mar-02	0.5	Maj Baker 168 ARS/DOT	
Enroute Rendezvous	28-Mar-02	0.5	Maj Baker 168 ARS/DOT	
Point Parallel Rendezvous	28-Mar-02	0.5	Maj Baker 168 ARS/DOT	
Anchor Refueling	28-Mar-02	0.5	Maj Baker 168 ARS/DOT	
INU-2 / Carousel IV	28-Mar-02	0.3	Maj Baker 168 ARS/DOT	
3025 - Aircraft Field Trip	28-Mar-02	N/A	Maj Baker 168 ARS/DOT	2
PTT30 - Pacer CRAG Part-Task Trainer (see waiver)		N/A		

Notes: 1) CBT's must be accomplished before SIM/Flight Training
 2) May be accomplished on first sortie
 3) Accomplished prior to Pacer CRAG Check Ride
 4) Should be accomplished prior to S-1
 5) Should be accomplished prior to Formation Flight

Requal training	Date	Hours	Instructor/Qual	Notes
3200 - AFMSS Portable Flight Planning Software	28-Mar-02	1.0	Maj Baker 168 ARS/DOT	
3130 - Instrument Refresher Course (IRC) (CBT)				
3230 - Crew Resource Management Refresher				
AA01 - Qualification Check	31-Jul-02	N/A	Maj Mackelprang 168 OG/OGV	
Q001 - Open Book Qualification Examination				
Q002 - Closed Book Examination				

Instructor Comments: **GT Total P2A: 13.8**

Performance Evaluation Summary

Date Rec	Type Evaluation	Instructor/Qual	Ops Rev	Date Eval	Evaluator	Grade
27-Jul-02	GEN/MSN/REQ	Jessica L. Stealey / IN		31-Jul-02	Robert C. Mackelprang	Q - 1

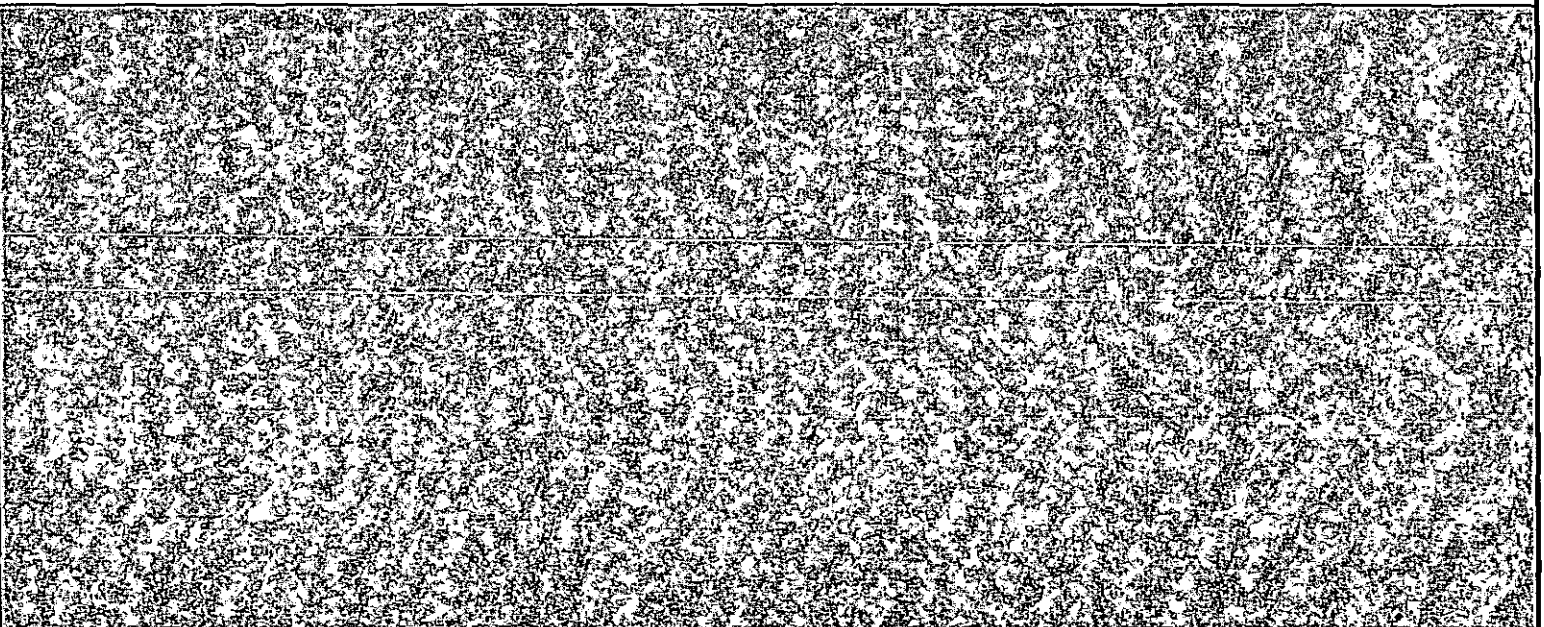
168 ARS Aircrew Training Folder Review Report		Crew Position Navigator	Course/Phase Requal & Pacer CRAG Training	
Ident Name(Last, First MI) Wenke, Wendy B.	Instructor Stealey, Jessica L.	Training Start Date 27 Nov 01		Training Completion Date 28 May 02

Training Folder Review				
Review Date / Type	GT Total (168th Form 4022 P2)	Fly Total (168th Form 4024)	ATD Total (168th Form 4022 P2)	Total Training Time
30 Jun 02 / Monthly	13.8	32.6	0	46.4

Reviewer Comments / Recommendations:

Monthly review is complete.

Discrepancies noted: Missing Signatures - 168th Form 4023 S2, S3, S4, S5, S6, S7, S8, S9, 4023R, 4024, 4025



Instructor (Name, Rank, Crew Qualification & Sign) Benjamin K. Baker, Maj, IP	168 ARS/DOT or Representative (Name, Rank & Sign) Benjamin K. Baker, Maj	168 ARS/CC or Representative (Name, Rank & Sign) Douglas K. Kelsch, Maj
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168 ARS Flying Training Progress Report

Crew Position: Navigator
Course/Phase: Requal & Pacer CRAG Training

Student Name(Last, First MI): Wenke, Wendy B.
Instructor: Baker, Benjamin K.
Sortie Date: 28 Mar 02
Sortie # / Duration: 1 / 3.9

Grades *B* - Briefing Item Only *F* - Familiarization Item *P* - Proficient *S* - Satisfactory *U* - Unsatisfactory	Training Lost Code *W* - Weather *M* - Maintenance *R* - Receiver *O* - Ops / Other	Mission Status Effective / Non-Effective Student Progress / Non-Effective Other / Incomplete			
	Instructor Comments Describe mission scenario. Please elaborate on student strengths and weaknesses, identify problem areas, note unusual circumstances, and indicate trends.				

Training Event List

Event ID	Description	Sched	Lost	Accomp	Grade	Comments
M001	Sortie			1	P	Mission Scenario: Two-Ship (Two) Air Refueling Mission on AR 508E with 2XB2A receivers. UN Wenke was on board for S-1 of her Requal/Pacer CRAG training. Transition was accomplished in the local pattern at PAEI.
P272	KY58 Radio Operation					
P360A	PFPS Mission Plan					
P360	Mission Plan & Brief					
P361	Preflight					
P366	Checklist Procedures					Mission Plan/Brief: Maj Stealey went through the mission planning process with UN Wenke. They produced the AF 200 flight plan, chart and 168 ARS Briefing Guide on the day prior to the scheduled sortie. In addition, the mission data card was preloaded on the Hot Bench Trainer.
P367	Crew Coordination			1	S	
P368	Postflight					
P369	Aircraft equipment ops			1	F	Preflight/Engine Start/Taxi: Maj Stealey demonstrated the FMS preflight duties to LTC Wenke. In addition, she allowed LTC Wenke to complete the steps for Mode IV and Secure Voice while Jessica instructed.
Air Refueling						
N010	Tanker Rendezvous					Takeoff/Climb: Ltc Wenke observed while Maj Stealey coordinated the Takeoff/Climbout and join-up.
N015	Tanker Alternate RZ					
N016	Tanker RZ Overrun					Cruise: Due to a failure of INU-2, an Airborne Alignment was required. Maj Stealey instructed Ltc Wenke in the procedure to align the INU-2. The system was slow to respond, but eventually the alignment was successful.
N020	Tanker En Route RZ					
N030	Point Parallel RZ					
N040	Anchor AR Proc					
R060	Tanker AR					Air Refueling: Ltc Wenke observed while Maj Stealey accomplished the Enroute Rendezvous and Air Refueling.
R230	Emergency Boom Hoist			1	F	
Cruise						
N060	Mission Navigation Leg					Descent/Pattern: Multiple approaches were accomplished by the Pilot team. Maj Stealey continued to instruct Ltc Wenke throughout.
N090	Control Time Exercise					
N100	INS Airborne Alignment			1	S	Recommendations: Ltc Wenke has an eagerness to learn the Pacer CRAG system. She has remarkable ability to grasp new concepts and will adapt quickly to the new systems.
N160A	General Navigation (FMS)			1	S	
P240	Landing Gear Alt Extend			1	F	
P250	Main Flap Manual Ops			1	F	

Instructor (Name, Rank, Crew Qualification & Sign): Benjamin K. Baker, Maj, IP
 Student (Name & Sign): Wendy B. Wenke
 168 ARS/CC (Name, Rank & Sign): Douglas K. Kelsch, Maj

168 ARS Flying Training Progress Report

Crew Position: Navigator
Course/Phase: Requal & Pacer CRAG Training

Student Name(Last, First MI): Wenke, Wendy B.
Instructor: Scott, Timothy W.
Sortie Date: 1 May 02
Sortie # / Duration: 2 / 0.9

Grades
 "B" - Briefing Item Only
 "F" - Familiarization Item
 "P" - Proficient
 "S" - Satisfactory
 "U" - Unsatisfactory
 Training Lost Code: "W" - Weather, "M" - Maintenance, "R" - Receiver, "O" - Ops / Other
 Mission Status: **Effective / Non-Effective Student Progress / Non-Effective Other / Incomplete**
Instructor Comments
 Describe mission scenario. Please elaborate on student strengths and weaknesses, identify problem areas, note unusual circumstances, and indicate trends.

Training Event List

Event ID	Description	Sched	Lost	Accmp	Grade
M001	Sortie	1		1	S
P272	KY58 Radio Operation	1		1	S
P360A	PFPS Mission Plan	1		1	S
P360	Mission Plan & Brief	1		1	S
P361	Preflight	1		1	F
P366	Checklist Procedures	1		1	F
P367	Crew Coordination	1		1	S
P368	Postflight	1		1	F
P369	Aircraft equipment ops	1		1	F
Air Refueling					
N010	Tanker Rendezvous				
N015	Tanker Alternate RZ				
N016	Tanker RZ Overrun				
N020	Tanker En Route RZ				
N030	Point Parallel RZ				
N040	Anchor AR Proc				
R060	Tanker AR				
R230	Emergency Boom Hoist				
Cruise					
N060	Mission Navigation Leg				
N090	Control Time Exercise				
N100	INS Airborne Alignment				
N160A	General Navigation (FMS)	1		1	F
P240	Landing Gear Alt Extend				
P250	Main Flap Manual Ops				

Mission Scenario: PAEI - PAED
Mission Plan/Brief: Familiarization
Preflight/Engine Start/Taxi: Familiarization
Takeoff/Climb: Familiarization
Cruise: Familiarization
Air Refueling: N/A
Recommendations: Continue in Training.

Instructor (Name, Rank, Crew Qualification & Sign): Timothy W. Scott, Col, IN
 Student (Name & Sign): Wendy B. Wenke
 168 ARS/CC (Name, Rank & Sign): Douglas K. Kelsch, Maj



DEPARTMENT OF THE AIR FORCE
WASHINGTON, DC

Office of the Secretary

SEP 17 2007

SAF/IGS
1140 Air Force Pentagon
Washington, DC 20330-1140

Lieutenant Colonel Troy R. Dunn
3046 Taxilane B
North Pole, AK 99705

Dear Colonel Dunn

This is in response to your 4 Jan 07, Freedom of Information Act (FOIA) request received by the Air Force Inspector General Senior Official Inquiries Directorate (SAF/IGS) on 12 January 2007. In your letter, you requested "a copy of the substantiated SAF/IGS investigation case number S6646P involving Brig Gen Timothy W. Scott, Commander of the Alaska Air National Guard (AKANG/CC) and Col Donald S. Wenke.... I have determined to release to you a redacted copy of the report of investigation.

Portions of the information are exempt from disclosure and we have inserted notations in the attached documents to identify the portions deleted and the reasons therefore. The notations are explained as follows:

a. Exemption 6 pertains to information in personnel and medical files, as well as similar personal information in other files, that, if disclosed to the public, would result in a clearly unwarranted invasion of personal privacy. The authority for this exemption may be found in Title 5 U.S.C. Section 552(b)(6) and DoDR 5400.7-R, paragraph C3.2.1.6.

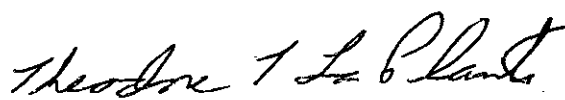
b. Exemption 7(C) pertains to all names and other personal information identifying individuals in Inspector General documents. These were withheld, as release of this information could reasonably be expected to constitute an unwarranted invasion of privacy. The authority for this exemption may be found in Title 5 U.S.C. Section 552(b)(7)(C) and DoDR 5400.7-R, paragraph C3.2.1.7.

You are receiving all responsive records and I am the official responsible for this determination. I have waived all processing fees. The volume of material provided is approximately 33 pages.

Should you decide that an appeal to this decision is necessary, you must appeal within 60 calendar days after the date of this letter. Include in your appeal the reference FOIA Case Number 07-0274, the reasons for reconsideration, and attach a copy of this letter. Please address your letter as follows:

Secretary of the Air Force
THRU: HAF/ICIOD (FOIA)
1000 Air Force Pentagon
Washington DC 20330-1000

Sincerely


THEODORE T. LAPLANTE, Colonel, USAF
Director, Senior Official Inquiries

Attachment
Redacted ROI

cc: HAF/ICIOD (FOIA)

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~~Sensitive Material~~



The Inspector General
of the Air Force

Report of Investigation

Case S6646P

Brig Gen Timothy W. Scott

Col [REDACTED]

and

Col Donald S. Wenke

April 2006

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PRIVILEGED COMMUNICATION TO IG**

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REPORT OF INVESTIGATION (Case S6646P)

CONCERNING

BRIGADIER GENERAL TIMOTHY W. SCOTT

COLONEL [REDACTED]

AND

COLONEL DONALD S. WENKE

PREPARED BY

COLONEL [REDACTED]

June 2006

I. INTRODUCTION

On 14 Nov 05, SAF/IGS received a case referral from the Inspector General, Department of Defense (DoD-IG) (#05-L97567) concerning an Air Force senior official, Brig Gen Timothy W. Scott, commander of the Alaska Air National Guard (AKANG). DoD-IG had received a complaint in early Oct 05 from the Area Defense Counsel's office at Eielson AFB, AK. The written complaint itself consisted of three Memos for Record from Lt Col Troy R. Dunn, former commander of the 168th Operations Support Flight (168 OSF) at Eielson. (Ex 1)

The first complaint memorandum, dated 27 Jun 05, stated allegations of fraud, waste, and abuse against Brig Gen Scott and Col Donald S. "Scott" Wenke, commander of the 168th Operations Group (168 OG) regarding the tasking of KC-135 aircraft within the 168th Air Refueling Wing (168 ARW). During the complaint analysis phase, the possible involvement of the 168 ARW Commander, Col [REDACTED], relative to the alleged fraud, waste, and abuse was uncovered and he was added as a subject. The second complaint memorandum, dated 12 Aug 05, further alleged that [REDACTED]

[REDACTED] Since the allegations against the three subjects are very closely linked, SAF/IGS elected to work the entire case, including the two colonels. The third complaint memorandum did not involve a senior official and was unrelated to the issues raised in the first two, and the complainant was informed that SAF/IGQ would be the appropriate office to file that specific complaint.

The Investigation Officer (IO) traveled to Eielson AFB, AK, 17-20 May 06. Seven witnesses and the three subjects were interviewed in person during this time. Nine additional witnesses had been interviewed telephonically prior to this travel.

During the conduct of the investigation, an additional complainant (Maj [REDACTED]) agreed with Lt Col Dunn's original allegations and made an additional allegation of fraud, waste, and abuse against Brig Gen Scott regarding the retraining of an unqualified navigator during the time

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that Brig Gen Scott was commander of the 168 ARW. (Ex 2) The scope of the investigation was expanded to determine the validity of the secondary allegation.

During the course of the investigation, it appeared that none of the subjects were guilty of criminal misconduct. Therefore, this investigator treated them as subjects and not suspects. It was not deemed necessary to read them their Article 31 rights.

II. SCOPE AND AUTHORITY

The Secretary of the Air Force has sole responsibility for the function of The Inspector General of the Air Force.¹ When directed by the Secretary of the Air Force or the Chief of Staff of the Air Force, The Inspector General has the authority to inquire into and report on the discipline, efficiency, and economy of the Air Force and perform any other duties prescribed by the Secretary or the Chief of Staff.² The Inspector General must cooperate fully with The Inspector General of the Department of Defense.³ Pursuant to Air Force Instruction (AFI) 90-301, *Inspector General Complaints Resolution*, (8 February 2005), paragraph 1.11.2, The Inspector General directs and provides oversight for all IG investigations conducted at the level of the Secretary of the Air Force.

Pursuant to AFI 90-301, paragraph 1.11.3.1, the Director, Senior Official Inquiries Directorate (SAF/IGS), is responsible for performing special investigations directed by the Secretary, the Chief of Staff, or The Inspector General and all investigations of senior officials. AFI 90-301 defines senior official as any Air Force active duty, retired, reserve, or Air National Guard military officers in the grades of brigadier general-select and above; current and former civilians above the grade of general schedule- or general manager-15; current and former members of the Senior Executive Service; and current and former Air Force civilian Presidential Appointees.

The mission of The Inspector General of the Air Force is to maintain a credible inspector general system by ensuring the existence of responsive complaint investigations characterized by objectivity, integrity, and impartiality. The Inspector General ensures the concerns of all complainants and the best interests of the Air Force are addressed through objective fact finding.

On 14 Dec 05, The Inspector General approved a recommendation that SAF/IGS conduct an investigation into an allegation of misconduct by Brig Gen Timothy W. Scott, AKANG/CC; Col [REDACTED], 168 ARW/CC; and Col Donald S. Wenke, 168 OG/CC, all located at Eielson AFB, AK. The case was assigned to Col [REDACTED], who holds SAF/IG appointment letters dated 9 Dec 03 and 2 Mar 06 (Ex 3), and the investigation began on 2 Feb 06.

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¹ Title 10, United States Code, Section 8014.

² These authorities are outlined in Title 10, United States Code, Section 8020.

³ Title 10, United States Code, Section 8020(d).

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III. BACKGROUND

The complaint. The original complaint focuses mainly on alleged misuse of KC-135 tanker aircraft and resources. The complainant cites several instances in which he believes KC-135 aircraft were used primarily to transport Brig Gen Scott to/from various TDY locations. The complainant believes that such use of the aircraft constitutes fraud, waste, and abuse of government resources and is expressly prohibited by regulation.

The complainant also alleges that one of the subjects (Col Scott Wenke) falsified an official document dealing with aircrew training events – a document that was related to one of the alleged fraudulent flights in an effort to justify the flight for something other than transporting the general.

The second complaint centers on the KC-135 navigator requalification training of then Lt Col ██████████ in 2002. ██████████ is the wife of Col Scott Wenke.⁴ The KC-135 aircraft of the 168 ARW had completed Pacer CRAG modification,⁵ removing the requirement for the navigator position. The 168 ARW was actively transitioning existing navigators into other valid billets. The complainant alleges that despite the lack of a navigator requirement, then Col Scott,⁶ 168 ARW Commander at the time, directed that a training program be developed to requalify Lt Col ██████████ in the KC-135. According to the complainant, this was done so that Lt Col ██████████ would accrue sufficient flying gate month credit to qualify for continuous Aviator Continuation Incentive Pay (ACIP),⁷ in violation of regulations.

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Chain of Command. This case involves the Alaska National Guard, which is led by a major general (currently Air Force) and is sub-divided into the AKANG and the Alaska Army National Guard (AKARNG). The headquarters of the Alaska National Guard and its two components are located at Ft. Richardson near Anchorage.

The AKANG is led by a brigadier general and has two major operating units – the 176th Wing at Kulis ANG Base (Anchorage) and the 168 ARW at Eielson AFB (Fairbanks). The 168 ARW is commanded by a colonel, is responsible mainly for KC-135 operations and consists of four groups – Operations, Maintenance, Mission Support and Medical.

⁴ Although ██████████ has since been promoted to colonel, all events relating to her within this report occurred while she was a lieutenant colonel. To avoid confusion with both her husband Col Scott Wenke (the 168 OG/CC and a subject in this case) and the documentary evidence, she will hereafter be referred to by her previous rank of lieutenant colonel.

⁵ Pacer CRAG (Compass, Radar, And Global positioning system) is a flight deck avionics modernization program that, among other things, eliminated the navigator requirement for aircraft so modified. The modification was so extensive as to require “differences training” for remaining current KC-135 crewmembers before they would be qualified to fly the Pacer CRAG, Block 30 modified aircraft. Conversion of all 168 ARW was completed in 2000. (Ex 4:1) The 168 ARW was given until 1 Oct 04 to transition remaining navigators to other valid billets.

⁶ Although some events relating to Brig Gen Scott occurred while he was a colonel, he will hereafter be referred to within this report by his current rank of brigadier general to avoid confusion.

⁷ Colloquially known as “flight pay.”

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The 168 OG currently has one squadron (168 ARS) dedicated to the KC-135 mission. Prior to this past fall, the Operations Support Flight (OSF) reported directly to the Operations Group, but it now falls underneath the 168 ARS.

Key Players. The following individuals play a key role in this case:

- Brig Gen Timothy W. Scott (subject) is the Commander of the Alaska Air National Guard and the Assistant Adjutant General for Air of the Alaska National Guard, positions he has held since Aug 03. (Ex 5) Although the AKANG headquarters is located at Ft. Richardson (Anchorage), Brig Gen Scott maintains his residence in the Fairbanks area and an office in the wing headquarters building on Eielson AFB. Brig Gen Scott is a navigator and not actively flying.
- Col [REDACTED] is the Commander of the 168 ARW at Eielson. He is a full-time Guard member (Technician), scheduled to retire in Oct 06.
- Col Donald S. Wenke (subject) is the Commander of the 168 OG at Eielson. He is responsible for the ANG KC-135 flying operations there. He has been on station for about three years and was hired by Brig Gen Scott from the ANG unit at Boise, ID. He is a pilot and is actively flying as a mission pilot. Evidence collected during this analysis indicates that Col Wenke often does not see eye-to-eye with Lt Col Dunn, and in fact, Col Wenke removed Lt Col Dunn from being the OSF commander in Aug 05.
- Lt Col Troy Dunn (complainant) is presently the Operations Officer of the 168 ARS and formerly was the Commander of the 168 OSF when that flight reported directly to the group commander. He is a pilot and actively flies. As stated before, he does not agree with Col Wenke on some issues and he firmly believes there has been widespread fraud, waste, and abuse of tanker resources by his wing.

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[REDACTED]

- Lt Col [REDACTED] is currently the Executive Staff Support Officer (ESSO) for the Commander, Alaska Air National Guard (currently Brig Gen Scott)
- Lt Col [REDACTED] replaced Lt Col Dunn as 168 OSF/CC in Aug 05. Prior to that he was Chief of Scheduling within the 168 OSF.
- The 168 OSF Scheduling office is responsible for building and maintaining the flight schedules for the 168 ARS. It is staffed by three officers (Capt [REDACTED], Capt [REDACTED], and [REDACTED]) and two NCOs (SMSgt [REDACTED] and SMSgt [REDACTED]) who are subordinate to the 168 OSF/CC.

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Mission Approval. Each 168 ARW tanker flight has a mission number. If the KC-135 stays inside the state of Alaska, the unit itself issues one of its own mission numbers to the flight. 168 ARW flights outside the state of Alaska require a mission number from another agency or headquarters. When flying a "business opportunity" mission with another command, such as flying an aerial refueling mission with a C-17, the unit will get a mission number from Air Mobility Command (AMC). Often, the 168 ARW will get a mission number from the National Guard Bureau, more specifically from the Guard's Readiness Center at Andrews AFB, MD. (Ex 36:3)

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Maj [REDACTED], ANG/XOXP, explained that his office assigns the mission numbers to the tanker missions and does so based on the request of the wing or operations group commander. He stated that his office does not act "as policemen" and question the commander's request – they assume that a commander's request is a valid use of tanker resources. (Ex 6)

RODEO 2005, Air Mobility Command's international mobility competition, was held at McChord AFB, WA, from 19 – 24 Jun 05. AMC's RODEO competitions are held periodically to develop and improve mobility techniques and procedures and build esprit de corps within the command. Each RODEO has its own leadership in the form of a "commander" and two "vice-commanders," usually one each from the active duty Air Force, the Air Force Reserve, and the Air National Guard. For RODEO 2005, Brig Gen Scott was one of the vice commanders; however, the 168 ARW was not a participant. (Ex 7)

With regard to funding Brig Gen Scott's RODEO participation, AMC had set up a funding code that could be used for RODEO 2005-related travel and expenses. (Ex 8)

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IV. CHRONOLOGY

DATE	EVENT
10 Oct 01	Lt Col █████ assigned to flying billet within 168 ARS according to her Flight Evaluation Folder (FEF) (Ex 9:7)
22 Oct 01	168 ARS/DOT (Maj █████) submitted waiver request to ANG/XOOM to locally requalify Lt Col █████ in the Block 30 KC-135 (Ex 10)
19 Nov 01	Waiver to locally requalify Lt Col █████ approved by ANG/DO (Ex 11)
27 Nov 01	Training folder opened for Lt Col █████ for requalification and Pacer CRAG training (Ex 12:1)
Mar – Jul 02	Lt Col █████ flew 9 training sorties (Ex 12:2-10)
May 02	168 ARS/DOT requested waiver from 168 OG/CC to extend Lt Col █████ training period (Ex 12:14)
31 Jul 02	Lt Col █████ apparently received qualification checkride, though no supporting AF Form 8 was filed in her FEF (Ex 9:1)
2 Aug 02	168 ARS/DOT published qualification and certification letter listing Lt Col █████ qualification as "FN" (Ex 12:17)
18 & 22 Aug; 18 Sep 02	Lt Col █████ flew three sorties as "FN." Flight records indicate 18 Sep 02 was her last flight (Ex 13:2,6)
21 Oct 02	Lt Col █████ assigned as 168 LRS/CC (Ex 42:19)
7 Apr 05	Brig Gen Scott participated in a RODEO meeting at McChord AFB, WA. He flew down/back from Eielson on 168 ARW KC-135 (Ex 14; Ex 44:7)
13 Jun 05	Brig Gen Scott traveled to McChord AFB for RODEO on 168 ARW aircraft. Aircraft flew on to Luke AFB for training (Ex 15:1-2)
16 Jun 05	Brig Gen Scott requested 168 ARW to work a Saturday "noonish" pickup for him at McChord (Ex 16)
25 Jun 05	168 ARW flew to McChord and picked up Brig Gen Scott for return to Eielson (Ex 17:1-2)
~ 25 Jun 05	Col Scott Wenke filed Mission Activity Report (MAR) logging credit for M010 sortie for McChord trip (Ex 17:5)
27 Jun 05	Lt Col Dunn reviewed MAR filed by Col Wenke and noted that minimum requirements for M010 sortie not logged, questioned Col Wenke about missing VFR pattern. Lt Col Dunn directed flight records to delete M010 sortie (Ex 35:6-7; Ex 38:16-17)
27 Jun 05	Col Wenke directed flight records to re-enter disputed M010 sortie (Ex 35:6-7; Ex 38:16-17; Ex 17:5)
17-18 Oct 05	168 ARW flew mission to Hickam AFB via Elmendorf AFB. Col █████ and a party of 4 attended PACAF regional warfighter conference (Ex 1:4; Ex 35:11)

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19 Oct 05	168 ARW crew flew a local air refueling sortie out of Hickam (Ex 1:4)
20 Oct 05	168 ARW crew flew from Hickam to Eielson (Ex 1:4)
23 Oct 05	168 ARW crew flew from Eielson to Hickam (Ex 1:4)
24 Oct 05	168 ARW crew attempted to fly previously scheduled multi-unit formation tactics mission with Hawaii ANG unit, but were forced to sympathetically cancel when the Hawaii ANG aircraft broke at takeoff time (Ex 36:10)
25 Oct 05	168 ARW crew returned to Eielson from Hickam via Elmendorf with attendees of warfighter conference (Ex 1:4)
5 Nov 05	168 ARW flew from Eielson to Elmendorf with 6 duty passengers (including Brig Gen Scott) and remained overnight (Ex 35:14-15; Ex 18:1)
6 Nov 05	168 ARW crew flew from Elmendorf to Andrews AFB discharging Brig Gen Scott and party, then flew on to Charleston AFB (Ex 35:15; Ex 18:1)
7-8 Nov 05	168 ARW crew accomplished night air refueling training missions with Charleston C-17s (Ex 35:16; Ex 18:1)
9 Nov 05	168 ARW crew accomplished night air refueling training, then recovered to Andrews to remain overnight (Ex 35:16; Ex 18:1)
10-11 Nov 05	168 ARW crew returned to Eielson via Elmendorf returning Brig Gen Scott and party (Ex 35:17; Ex 18:1)

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V. ALLEGATIONS, FINDINGS, ANALYSIS AND CONCLUSIONS

ALLEGATION 1. That Brig Gen Scott committed fraud, waste, and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, 8 Feb 05, by wrongfully directing and/or allowing KC-135 missions be flown primarily for his personal convenience.

FINDINGS OF FACT.

- On or about 7 Apr 05, Brig Gen Scott was flown from Eielson AFB, AK, to McChord AFB, WA, aboard a 168 ARW KC-135, attended a RODEO meeting, and returned to Eielson several hours later via the same 168 ARW aircraft. (Ex 14:1-2,6)
- On or about 13 Jun 05, Brig Gen Scott was flown from Eielson AFB to McChord AFB on a 168 ARW KC-135 to participate in RODEO 05. The aircraft flew on to Luke AFB, AZ, for training. (Ex 15:1-2)
- On or about 25 Jun 05, the 168 ARW flew a KC-135 from Eielson AFB to McChord AFB and back. Brig Gen Scott returned to Eielson from the RODEO on this aircraft. (Ex 17:1-3)
- On or about 5 Nov 05, Brig Gen Scott and party were flown from Eielson AFB to Elmendorf AFB, AK, on a 168 ARW KC-135 and remained overnight. On the next day additional passengers joined the party and were flown to Andrews AFB, MD, to facilitate meetings at National Guard Bureau Headquarters. After dropping off Brig Gen Scott and party, the aircraft flew on to Charleston AFB, SC, for several days of refueling training with C-17s out of Charleston. (Ex 35:15; Ex 18:1)
- On or about 9 Nov 05, the same 168 ARW aircraft recovered to Andrews AFB to remain overnight. The following day Brig Gen Scott and party were flown back to Eielson AFB via Elmendorf AFB. (Ex 35:16-17; Ex 18:1)

STANDARDS.

AFI 90-301 defines the terms fraud, waste, and abuse as:

Fraud—Any intentional deception designed to unlawfully deprive the Air Force of something of value or to secure from the Air Force for an individual a benefit, privilege, allowance, or consideration to which he or she is not entitled.

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Waste—The extravagant, careless, or needless expenditure of Air Force funds or the consumption of Air Force property that results from deficient practices, systems controls, or decisions. The term also includes improper practices not involving prosecutable fraud.

Abuse—Intentional wrongful or improper use of Air Force resources. Examples include misuse of rank, position, or authority that causes the loss or misuse of resources such as tools, vehicles, computers, or copy machines. (Ex 19:129, 133, 140)

Several regulations at varying levels address the prudent use of taxpayer resources with regard to transporting government employees and military members on military aircraft. The following directives, regulations and instructions all address the issue and leave no doubt as to their focus.

DODD 4500.43, *Operational Support Airlift (OSA)*, 28 Oct 96, states:

4.3. OSA aircraft shall not be used for travel (other than those officials designated as "required use" travelers) if commercial airline or aircraft (including charter) service is reasonably available; i.e., able to meet the traveler's departure and/or arrival requirements in a 24-hour period, unless highly unusual circumstances present a clear and present danger, an emergency exists, use of military aircraft is more cost-effective than commercial air, or other compelling operational considerations make commercial transportation unacceptable. (Ex 20:3)

DODD 4500.56, *DoD Policy on the Use of Government Aircraft and Air Travel*, 2 Mar 97, states:

E2.1. GENERAL POLICY

E2.1.1. Travel on military aircraft (MilAir) is a premium mode of travel involving high costs and limited resources. DoD senior officials and airlift authorizing officials should restrict travel by MilAir based on considerations such as purpose of the trip, method of transportation required, and priority of travel if using MilAir. Every effort should be made to minimize MilAir cost. In that regard, the type of aircraft used shall be based on minimum cost and size necessary to satisfy the mission requirement. Organizations shall not schedule training missions whose principal purpose is to accommodate the travel of senior DoD officials. Additionally, maximum advance planning is emphasized so that scheduling conflicts do not dictate the use of MilAir.

E2.1.2. The purpose of the travel is to be determined by the individual and his or her next level supervisor. DoD airlift authorizing officials shall ensure that an official, rather than personal, purpose is served by the travel. The purpose of travel determines the category, a designation that accords a traveler specific privileges and confers obligations. This enclosure addresses the categories of travel based on OMB Circular A-126 (reference (b)): for "required use," "other official travel," and "unofficial travel." This enclosure does not alter the space available travel policies, special procedures for military assistance advisory groups or military mission chiefs, and defense attaches, as in DoD 4515.13-R (reference (g)).

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E2.1.3. The method of travel generally involves a choice between commercial transportation or MilAir. MilAir shall not be used if commercial airline or aircraft (including charter) service is reasonably available; i.e., able to meet the traveler's departure and/or arrival requirements in a 24-hour period, unless highly unusual circumstances present a clear and present danger, an emergency exists, use of MilAir is more cost-effective than commercial air, or other compelling operational considerations make commercial transportation unacceptable. Specific methods of air travel are addressed in enclosure 3. (Ex 21:5)

DoD 4515.13-R, *Air Transportation Eligibility*, Nov 94, states:

C1.3.1. Commanders' Responsibility. The commanders at all levels shall exercise prudent judgment to ensure that only authorized traffic is transported and that they do not misuse the authority delegated to them by this Regulation. The commanders and other officials responding to requests for transportation not specifically authorized by this Regulation shall make no commitments concerning prospective travelers or cargo until they receive all required approvals. (Ex 22:24-25)

AFI 11-401, *Aviation Management*, 15 Dec 04 states:

1.9. Authorization for Using US Air Force Aircraft.

1.9.1. Commanders (including unit commanders) authorize aircraft flights to support command operations.

1.9.2. Commanders (including unit commanders) must ensure each flight is in the direct interest of government business and does not exceed flying hour allocations without specific approval. Commanders (including unit commanders) must *not* authorize flights for personal convenience or recreation. (Ex 23:14)

ANGI 10-201, *Air Transportation*, 29 Nov 04 discusses this subject of good stewardship of taxpayer monies in a couple of locations:

1.8. Training Missions. The ANG must use aircrew training hours in a manner that demonstrates good stewardship of the taxpayers' money. MAJCOMs justify these hours on the basis of maintaining wartime readiness. Congress and the public expect us to use them accordingly. Each training mission must be structured to achieve maximum training. Any by-product airlift opportunity resulting from a previously scheduled training mission must not degrade the intended training in any way and must comply with applicable DoD directives and regulations. It is essential that personnel at all levels prevent misuse of air mobility resources as well as the perception of their misuse.

1.10. Travel for Conferences, Conventions, Staff Assistance Visits, Meetings, and/or MWR events. Travel for conferences, conventions, staff assistance visits, meetings, and/or MWR events by any size of group, whether the event is sponsored by the National Guard or not, does not qualify as combat readiness training under the MRA program. It may qualify as opportune airlift (Priority 6, Paragraph 2.5.6.), which means that it may

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only be supported in conjunction with already validated and scheduled training without adding negligible additional cost to the government. Personnel seeking transportation for this purpose are advised not to rely on opportune airlift as their primary means of travel because requests may not be filled. Users are encouraged to travel by commercial transportation or apply for OSA transport through JOSAC.

(See Paragraph 1.3.2.)

1.10.1. It is possible to travel to such events if it takes place in conjunction with already scheduled training missions. Training missions scheduled to transport National Guard members to non-mission readiness training events such as conferences, conventions, meetings, or MWR events are prohibited. Space available or opportune travel on training missions is only permitted if:

1.10.1.1. The aircraft is already scheduled for an official purpose.

1.10.1.2. Travel is on a non-interference basis.

1.10.1.3. The non-interference travel does not require a larger aircraft than needed for the official purpose.

1.10.1.4. Already scheduled official travelers or cargo is not displaced.

1.10.1.5. The travel results in negligible additional cost to the Government. Such travel is funded by the aircraft operator's organization.

1.10.2. It is important the travel is done in conjunction with already scheduled training rather than "training" missions being flown primarily for their transportation by-product. Flying hours flown should not exceed those required to meet legitimate training requirements. (Ex 24:9-10)

ANALYSIS.

Although ANGI 10-201 specifies in reference to opportune airlift that "*it is important the travel is done in conjunction with already scheduled training rather than 'training' missions being flown primarily for their transportation by-product,*" the IO found an almost universal belief among witnesses that training missions were routinely scheduled to accommodate travel to specific locations at specific times – at Eielson and any other base for that matter. There was, however, a significantly different perception of abuse between missions that were scheduled well in advance, incorporated robust training opportunities, and transported groups of passengers versus those added on at the last minute, facilitating little or no training, and transporting a single passenger. Indeed, ANGI 10-201 seems to anticipate circumstances of the former. There are four specific flights or sets of flights highlighted by the complainant as being directed by Brig Gen Scott which violate the above regulations. Brig Gen Scott personally flew on three of these and Col [REDACTED] on the fourth. Two of these were of the type that were scheduled well in advance, and two were arranged on short notice. For purposes of this analysis, the IO has chosen to concentrate on the two "add-on" flights taken by Brig Gen Scott to and/or from McChord AFB for duties relating to the RODEO 05 competition.

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The first of these flights occurred on 7 Apr 05. A 168 ARW crew with Brig Gen Scott aboard flew from Eielson AFB to McChord AFB and back. The aircraft was on the

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ground at McChord for approximately 3.4 hours. (Ex 14:2,6) Brig Gen Scott testified that for a portion of this time he performed duties regarding the upcoming RODEO. (Ex 44:7) Other testimony indicates the crew ate lunch during this interval. (Ex 35:15; Ex 42:11) The IO was unable to accurately discern the specific training goals of the mission. According to Col Wenke's testimony the mission was scheduled for off station traffic pattern training. (Ex 42:11) Brig Gen Scott testified that an aerial refueling had been scheduled for the mission, but was not accomplished. (Ex 44:7,9) In fact, records indicate that each leg was flown to a full stop landing with no other training accomplished. (Ex 14:3-5; 7-9)

The origination of this specific mission was also open for debate. Brig Gen Scott testified that he was called by the scheduling shop and offered the ride to McChord; "...because scheduling called me and said, 'Hey, we've got a refueling going, do you want to... and you need to go to McChord, do you want to go?'" (Ex 44:7)

When asked how the scheduling shop would be aware that he had a need to travel to McChord, Brig Gen Scott testified that he had been attempting to get more ANG tanker participation in the RODEO and in prior conversations with the wing commander had asked about the possibility of the 168 ARW participating. Brig Gen Scott's testimony continued...

...and he said, "Well I'll check around," and when I get a call from scheduling offering me a ride to McChord and back, I'm not going to sit there and say, "Well now have you looked at the regs, is this legit, can you do this?" When I can go down, when I can take a three hour, a three hour flight to McChord, sit down, sit through a meeting and come back on the same day, and save a fifteen hundred dollar round trip ticket and two days of travel, hell yeah I'll do it, I'll do it in a heartbeat. But did I pick up the phone and talk, call the scheduler and say, "Hey, launch an airplane to McChord and put my happy butt on it"? You're smoking dope if you think I did that. (Ex 44:8)

In a follow-up exchange Brig Gen Scott added the following:

IO2: ...have you ever or have you not ever called the scheduling shop directly to ask for mil air?

W: I've asked for the availability.

IO2: Okay, but you, and it's your testimony then that you've never said, "I need a plane to go, you know come pick me up down here or go there"?

W: Never. (Ex 44:9)

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This testimony is at variance with that of five members of the scheduling office:

IO: I don't want to beat a dead horse, but I do need to ask this question again just so that I understand, when you say that it [the request for the 7 April mission to McChord] came in and it came in late, where does that come from in that case?

W2: ...I'm trying to remember a year ago who took that call. It's not out of the ordinary for [Brig Gen Scott] to call straight into the scheduling shop.

W3: Or walk in.

IO2: And, and let me just narrow you in even further now, and I understand that it's not atypical for a General officer to call here and say, "Hey, have you got any opportune airlift?" But we're actually kind of focusing on the opposite. Because we have evidence to suggest, some testimony, that you all here called a particular person and said, "We have a planned mission on the 7th of April, would you like a ride?"

Unison: No, no way.

IO2: That's what I'm trying to focus in on.

W2: No.

Unison: No way.

IO2: Did that happen?

W2: No.

W4: Definitely not. (Ex 41:9-10)

Continuing on later in the testimony regarding whether anyone in the scheduling office called Brig Gen Scott to offer a ride on a previously scheduled training mission on 7 April, the schedulers stated:

W2: Yeah, I would say the truth is, it's exactly 180 degrees out. That was, "You will take a plane to McChord..."

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W2: The 7th was prior to the RODEO, it was a RODEO meeting I believe.

W4: This was a planning meeting and this was definitely not that we were going to McChord. We had nothing going to McChord.

W2: No, we had no intention of going to McChord.

W4: This was "You will go to McChord and you will..."

W1: ...as I said, our monthly product, which is created the month before, it is not in it and it is handwritten in there that McChord is added. (Ex 41:11:12)

Returning to the same general line of questioning later in the interview, members of the scheduling shop reiterated:

IO2: This goes back to whether Gen Scott has ever called the scheduling shop to ask for airlift to come and pick him up or do other things and you all have already testified that he's stopped in on occasion and looked at the board and utilizes the phone quite a bit to call. Dig back in your memory banks, specifically back to 2005 and give us kind of an indication on an average, how many times you estimate he may have called directly to the scheduling shop and/or stopped in to look at the board and say, you know, "Add me here, I need, you know I have something going on, on such and such a date."

W1: Well around those April, May, June timeframe, it was a couple of times a month, but then you wouldn't see him for like three months...

IO2: Okay so if someone, if, if for example, hypothetically if he were to say, you know, "I've never called the scheduling shop and asked for airlift," would that be something that would be...

W1: Incorrect?

W1: Absolutely incorrect

W2: That would be wrong.

W3: And laughable.

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W1: And our long range planner has talked to him quite often. As a matter of fact when he calls, it's like "[REDACTED]! Scott's on the phone!"

W1: A lot of times he'll ask for him.

W1: Yeah, he works pretty close with Sgt [REDACTED]. (Ex 41:22-23)

One of the other points brought out by the scheduling shop involved the timing of the 7 Apr 05 mission. There are two large white boards on the walls of the scheduling office, each depicting planned missions for the calendar year. Photographs are taken of these boards at the end of the year for archival purposes. (Ex 25) Additionally, monthly and weekly schedules are published. The 7 Apr mission was never reflected on the planning board, nor did it originally appear in the monthly schedule. There is a handwritten margin note for that date on the monthly schedule stating, "McChord added." (Ex 26:2; Ex 41:12) The first positive reference to the mission appears in the weekly schedule, distributed on 31 Mar 05, but even in that case it was not listed in the cover letter listing Space Available opportunities. (Ex 27:2) It does, however list "DV PAX: BGen Scott" on the specific mission line. (Ex 27:3) All this, according to the schedulers' testimony, indicates that this mission was never contemplated in the long-range plan; but, rather, was added on by short notice request. Additionally, no evidence was found that there was any coordination accomplished with a potential air-refueling receiver, as would be necessary if the mission had been planned as an aerial refueling training sortie. (Ex 41:14)

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Finally, regarding the lack of apparent aerial refueling coordination, Lt Col [REDACTED] testified:

W2: Yeah, there was never any plan to have an air refueling on that. We were told "13:00, I want to step on the ramp at McChord. I have a three hour meeting. Three hours later, the plane will depart back here," and I'm like...

IO2: And let's, let's, I guess, cut to the chase on that, who were you told to make that happen? Who told you to make that happen?

W2: Gen Scott. (Ex 41:15)

The second short-notice training flight in question regarding this allegation was in conjunction with Brig Gen Scott's participation in the RODEO competition at McChord in Jun 05. Brig Gen Scott utilized a 168 ARW KC-135 as his transportation from Eielson to McChord, but in that case the crew and aircraft flew on to Luke AFB after dropping Brig Gen Scott off and conducted several nights of joint aerial refueling training with a unit there. (Ex 15:1-2) Testimony indicated that this training was particularly valid due to the limited hours of nightfall available in Alaska during the summer. Additionally, this mission was planned well in advance

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and the senior leader travel did not interfere with the significant training accomplished, therefore it is not a focus of this investigation. Brig Gen Scott's return flight to Eielson on 25 Jun 05 at the conclusion of the RODEO, however, did not meet this same standard.

Testimony indicated that the 168 ARW made several attempts to arrange a suitable training profile that would accommodate Brig Gen Scott's return from McChord, with each ultimately deemed unworkable due to the disruption at McChord caused by RODEO events. One of these involved an attempt to bring in a KC-135 on Thursday, 23 Jun, to conduct aerial refueling training with a McChord-based C-17. The plan was for it to return to Eielson on Saturday, 25 Jun, with Brig Gen Scott. (Ex 41:16; Ex 42:13) All the C-17s not participating in the RODEO, however, had been flown to alternate locations to free up aircraft parking ramp space for RODEO participants. Additionally, all lodging within a reasonable distance was saturated with RODEO competitors. (Ex 44:14) For these reasons, officials at McChord would not permit transient aircraft traffic. Another factor arguing against an Eielson based KC-135 remaining overnight during the week was that the 168 ARW was substantially involved in COPE THUNDER exercises in Alaska, and the wing could not spare the aircraft. (Ex 41:18)

As the departure date approached, several electronic mails (e-mails) were exchanged between Brig Gen Scott, Lt Col [REDACTED], and officials within the 168 ARW. One sent to Lt Col [REDACTED] from Brig Gen Scott on Thursday, 16 Jun, stated: *"Does scheduling have some arrival and departure times for McChord? The ramp is filling up and the majority of competitors are departing Saturday. Please have them work it and let me know. t"* Lt Col [REDACTED] forwarded this to the 168 ARS commander, Lt Col [REDACTED], asking him *"could you work this?"* Lt Col [REDACTED] passed the action to Lt Col [REDACTED], then the [REDACTED]. (Ex 16) Lt Col [REDACTED] testified that at that point there still was no suitable mission planned due to the inability to get permission to land at McChord, but if they could obtain landing permission, the wing would plan for an operational stop on Saturday, 25 Jun. He brought this to Lt Col [REDACTED] attention who relayed it to Brig Gen Scott. According to Lt Col [REDACTED] testimony, Brig Gen Scott's RODEO staff at McChord then coordinated an exception to the transient prohibition in place at McChord. (Ex 36:17) As he was working this issue, Brig Gen Scott responded to Lt Col [REDACTED] e-mail requesting the time he should be picked up: *"I need a Saturday pick up with a noon-ish departure. Let me know who is working this and I'll put them in contact with the Rodeo schedulers. t"* (Ex 16)

The schedulers reported significant difficulty finding an available crew to fly the mission due to the workload created by participation in the COPE THUNDER exercise. (Ex 41:19) The complainant testified that there were no volunteers because it was widely recognized that this was not going to be a legitimate training mission, and crews therefore wanted no part of it; however, the IO was unable to confirm this. Both the complainant and the chief scheduler each testified that they individually protested to Col Wenke that the mission as proposed violated ANGI 10-201. (Ex 35:3; Ex 36:7) Col Wenke's testimony acknowledged this encounter with the complainant, and added that he told the complainant that he disagreed. At that point, Col Wenke

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volunteered to take the mission himself, and an instructor pilot was found so that Col Wenke could accomplish a M010 training sortie during the mission. Col Wenke testified that this would be valid training since he rarely got an opportunity to fly off-station missions to unfamiliar fields. (Ex 42:10-11, 13-14)

It is clear from the evidence that the driving purpose of the mission was to facilitate Brig Gen Scott's return to Eielson. Though Col Wenke's point about unfamiliar pattern work being valuable for him is noted, it is also clear that absent the desire to pick up Brig Gen Scott, McChord was perhaps the least desirable location to attempt pattern work that day due to the difficulty obtaining landing clearance and the high volume of RODEO participant departures planned during that period. Indeed, according to Col Wenke's testimony the reason so few of the desired M010 training events were accomplished was that the McChord air traffic control tower directed his aircraft to land due to pattern congestion. (Ex 42:18) No attempt was made to conduct these events at other nearby airfields that would have been equally unfamiliar. Col Wenke further testified that he was unable to continue the practice emergency procedures upon arrival back at Eielson because these maneuvers are prohibited with a passenger (Brig Gen Scott) aboard. (Ex 42:22)

The preponderance of evidence indicates that both the 7 Apr 05 and 25 Jun 05 training missions to McChord AFB were added on the flying schedule at the last minute, accomplished minimal training, and were designed primarily to accommodate Brig Gen Scott's travel. There is evidence to suggest that Brig Gen Scott requested both flights. In the case of the 25 Jun mission, intervention, potentially on Brig Gen Scott's part, was required to obtain landing clearance from McChord officials.

CONCLUSION.

By a preponderance of evidence, based upon the findings of fact and sworn testimony, the allegation that Brig Gen Scott committed fraud, waste, and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, 8 Feb 05, by wrongfully directing and/or allowing KC-135 missions be flown primarily for his personal convenience, was **SUBSTANTIATED.**

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ALLEGATION 2. That Col [REDACTED] committed fraud, waste, and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, 8 Feb 05, by wrongfully directing and/or allowing KC-135 missions be flown primarily for the personal convenience of Brig Gen Scott and/or himself.

FINDINGS OF FACT.

- On or about 17-18 Oct 05, Col [REDACTED] and party flew from Eielson to Hickam AFB via Elmendorf AFB on a 168 ARW KC-135 to attend the PACAF regional warfighter's conference. (Ex 1:4; Ex 43:12)
- On or about 19 Oct 05, the 168 ARW crew flew a refueling training mission out of Hickam. Crew and aircraft returned to Eielson on 20 Oct 05. (Ex 1:4)
- On or about 23 Oct 05, another 168 ARW KC-135 flew from Eielson AFB to Hickam AFB. (Ex 1:4)
- On or about 24 Oct 05, the 168 ARW crew attempted to fly previously scheduled multi-unit formation tactics mission with a Hawaii ANG unit, but were forced to sympathetically cancel when the Hawaii ANG aircraft broke at takeoff time. (Ex 36:10)
- On or about 25 Oct 05, Col [REDACTED] and party returned from Hickam to Eielson via Elmendorf aboard 168 ARW KC-135. (Ex 1:4)

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STANDARDS.

See allegation 1 above.

ANALYSIS.

[REDACTED]

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[REDACTED]

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CONCLUSION.

By a preponderance of evidence, based upon the findings of fact and sworn testimony, the allegation that Col [REDACTED] committed fraud, waste, and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, 8 Feb 05, by wrongfully directing and/or allowing KC-135 missions be flown primarily for the personal convenience of Brig Gen Scott and/or himself, was **NOT SUBSTANTIATED**.

⁸ In the case of the KC-135, units requiring refueling as a receiver put in requests that are advertised widely through the AMC refueling "Horse Blanket" scheduling system. Refueling units can select from these requests to arrange training events that are mutually beneficial to both provider and receiver.

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ALLEGATION 3. That Col Wenke committed fraud, waste, and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, 8 Feb 05, by wrongfully directing and/or allowing KC-135 missions be flown primarily for the personal convenience of Brig Gen Scott and/or Col [REDACTED].

FINDINGS OF FACT.

- On or about 7 Apr 05, Brig Gen Scott flew from Eielson AFB, AK, to McChord AFB, WA, aboard a 168 ARW KC-135, attended a RODEO meeting, and returned to Eielson several hours later via the same 168 ARW aircraft. (Ex 14:1-2,6)
- During the period of 16-25 Jun 05, 168 ARW schedulers made multiple attempts to arrange a training mission into McChord AFB, but were repeatedly prevented due to congestion created by the ongoing RODEO competition. (Ex 36:17)
- Intervention by Brig Gen Scott's RODEO staff was required to obtain permission for a 25 Jun 05 168 ARW training mission to McChord due to the intense air traffic congestion created by scheduled RODEO participant departures. (Ex 36:17; 28:2)
- At least two members of the 168 ARW protested to Col Wenke that the 25 Jun 05 mission, as proposed, violated several Air Force regulations, including ANGI 10-201. (Ex 36:7; Ex 35:3)
- On or about 25 Jun 05, Col Wenke flew a 168 ARW KC-135 on a training mission from Eielson AFB to McChord AFB, remained on the ground approximately 1.6 hours, then returned to Eielson. Brig Gen Scott returned to Eielson from the RODEO on this aircraft. (Ex 17:1-3)
- Logging a total of 6.7 hours of flight time, Col Wenke accomplished the minimum number of training events possible to credit a M010 sortie. (Ex 17:3, 5)

STANDARDS.

See allegation 1 above.

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ANALYSIS.

This allegation is essentially an extension of allegation 1, insofar as the complainant alleges that Col Wenke directed that certain 168 ARW training missions be flown primarily to facilitate the travel requests of Brig Gen Scott. Again, the IO will focus exclusively on the 7 April and 25 Jun 05 missions for this analysis.

There is little evidence to outline Col Wenke's involvement in the planning of the 7 Apr mission other than his role as Operations Group commander in approving the weekly flying schedule. This is consistent with the analysis in allegation 1 that indicates the mission originated with direct contact between Brig Gen Scott and the 168 ARW scheduling office. Col Wenke testified that the mission, as he approved it, included unfamiliar field transition training for the copilot, and that he was unaware that this had not been accomplished until the day prior to his testimony. (Ex 42:11)

When asked how he handled requests for airlift from senior leaders, Col Wenke described a process utilizing a locally produced request worksheet. (Ex 42:7-8) This form includes review/approval by the AKARNG Plans, Operations and Military Support Officer, the AKANG Director of Operations, the Operations Group Commander and ultimately the Wing Commander. The form is designed so that it may be utilized by either the 168 ARW or its sister wing in the AKANG, the 176 Wing. (Ex 29:1-3) Individuals in the 168 ARW scheduling office, however, testified that this form was utilized primarily by groups and individuals outside the AKANG. That testimony further asserted that senior leaders within the AKANG were never required to utilize this approval process. (Ex 41:4-5,22)

In contrast to the 7 Apr mission, Col Wenke's involvement in the planning, approval, and execution of the 25 Jun mission was indisputably significant. Though it is undetermined how active he was in the initial unsuccessful attempts to arrange a training mission to McChord that could be utilized by Brig Gen Scott for his return to Eielson, it is clear that he became increasingly involved as initial planning efforts failed. Ultimately, he flew the mission himself when schedulers experienced difficulty finding volunteers to take the mission. (Ex 42:13; Ex 36:17; Ex 35:5)

Both Col Wenke and the complainant agreed in individual testimony that the complainant protested to Col Wenke that the mission, as conceived, violated Air Force regulations, including ANGI 10-201. Col Wenke added in his testimony, however, that he disagreed with the complainant's interpretation of the regulations, and that he felt the mission met regulatory guidance. (Ex 42:10; Ex 35:3) Lt Col [REDACTED], then the [REDACTED], testified that he also protested to Col Wenke that the mission could not be accommodated within existing regulations. He added that when this protest was unsuccessful, he wasn't "going to color this any other color" (Ex 36:16) and used as justification for the off-station trainer when requesting the mission number from NGB headquarters: "We need an ANG Mission Number to

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land at McChord AFB and pick up BG Tim Scott. He's been heading up the RODEO Exercise there at McChord. Depart Saturday, 25 Jun, return 25 Jun 2005." (Ex 28:1) Lt Col [REDACTED] testified that it was his hope in doing this that NGB would refuse the mission number, and expressed dismay when the mission number was provided. (Ex 36:16)

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As discussed in the analysis for allegation 2, the flights involving Col [REDACTED] do not appear to reach the threshold for FW&A. Therefore, there is insufficient evidence to support a conclusion that Col Wenke committed FW&A in directing flights for Col [REDACTED] personal convenience. This is not the case, however, regarding flights directed for Brig Gen Scott's benefit. As discussed in the analysis of allegation 1, the preponderance of evidence supports the conclusion that the driving reason for planning the 25 Jun mission to McChord was to accommodate Brig Gen Scott's return to Eielson. This conclusion is bolstered by the choice of McChord as the training location despite the difficulty in obtaining prior landing clearance due to the air traffic congestion anticipated with numerous scheduled RODEO participant departures during the same timeframe. Indeed, Col Wenke cited direction from the McChord air traffic control tower to land as the primary reason he was unable to accomplish more than the minimum training events required for the M010 sortie despite logging 6.7 hours of flying time. Additionally, evidence indicates that at least two senior members of his staff cautioned Col Wenke about the apparent regulatory impropriety of the mission.

CONCLUSION.

By a preponderance of evidence, based upon the findings of fact and sworn testimony, the allegation that Col Wenke committed fraud, waste, and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, 8 Feb 05, by wrongfully directing and/or allowing KC-135 missions be flown primarily for the personal convenience of Brig Gen Scott and/or Col [REDACTED], was **SUBSTANTIATED**.

ALLEGATION 4. That Col Wenke made a false official statement on an aircrew Mission Activity Report by documenting that he had completed a pilot proficiency sortie when in fact he had not, in violation of Article 107 of the Uniform Code of Military Justice.

FINDINGS OF FACT.

- On 25 Jun 05, Col Scott Wenke flew a KC-135 from Eielson AFB, AK, to McChord AFB, WA, logging 3.2 hours flying time enroute. After approximately 1.6 hours ground time, Col Wenke flew back to Eielson from McChord logging 3.5 hours enroute. Both sorties were conducted under the supervision of an instructor pilot. (Ex 17:3)
- On or about 25 Jun 05, Col Wenke filed a Mission Activity Report (MAR) for each of the sorties he flew to/from McChord on that day. Among the items logged on the first sortie were: B001, Boldface; P100, Precision Instrument Approach (x2); and P160, Missed Approach. Items logged on the second sortie included: B001, Boldface; and P110, Non-precision Instrument Approach. Additionally, Col Wenke credited himself with accomplishment of a M010 Proficiency Sortie on the second MAR. On neither of these MARs was a Visual Flight Rules (VFR) traffic pattern logged. (Ex 17:4-5)
- Observed weather was not suitable for VFR operations upon arrival at McChord. Ceiling and visibility was sufficient for VFR operations upon arrival back at Eielson, but the presence of thunderstorms within 7 miles of the base was noted in the observed weather closest to the actual Eielson arrival time. (Ex 30:1-2)

STANDARDS.

Under the Uniform Code of Military Justice (UCMJ) the Manual for Courts-Martial discusses false official statements in Article 107:

Article 107—False official statements

b. Elements.

- (1) That the accused signed a certain official document or made a certain official statement;
- (2) That the document or statement was false in certain particulars;
- (3) That the accused knew it to be false at the time of signing it or making it; and
- (4) That the false document or statement was made with the intent to deceive.

c. Explanation.

- (1) *Official documents and statements.* Official documents and official statements include all documents and statements made in the line of duty.

(2) *Status of victim of the deception.* The rank of any person intended to be deceived is immaterial if that person was authorized in the execution of a particular duty to require or receive the statement or document from the accused. The government may be the victim of this offense.

(3) *Intent to deceive.* The false representation must be made with the intent to deceive. It is not necessary that the false statement be material to the issue inquiry. If, however, the falsity is in respect to a material matter, it may be considered as some evidence of the intent to deceive, while immateriality may tend to show an absence of this intent.

(4) *Material gain.* The expectation of material gain is not an element of this offense. Such expectation or lack of it, however, is circumstantial evidence bearing on the element of intent to deceive.

(5) *Knowledge that the document or statement was false.* The false representation must be one which the accused actually knew was false. Actual knowledge may be proved by circumstantial evidence. An honest, although erroneous, belief that a statement made is true, is a defense. (Ex 31:1-2)

AFI 11-2KC-135, Volume 1 defines an M010 pilot proficiency sortie as:

7.8.5.1. **Pilots** Must be accomplished with an IP (formal school instructors are exempt from the IP requirement). An IP should accomplish M010 with another IP on board the aircraft. Once the exercise commences, it should not be disrupted for any other type of training. A minimum of 1.5-hours (or as specified in MAJCOM supplement) should be scheduled for this event. As a minimum, a pilot proficiency sortie will consist of: Review of boldface emergency procedures; Three instrument approaches; missed approach; and VFR traffic pattern (weather permitting). In addition, the following events should be accomplished when available: Holding pattern or procedure turn (to include entry); Circling approach; Simulated engine-out landing (if applicable to aircraft type and weather permitting, not applicable to restricted copilots); Simulated engine-out go-around or missed approach (if applicable to aircraft type and weather permitting, not applicable to restricted copilots); Partial flap landing (if applicable); and Engine Failure Take-Off Continued.

NOTE: If circumstances prevent completion on one sortie, credit may be taken after a second IP-supervised sortie, provided the combined activity fulfills the intent of this event. Instructors should tailor each M010 to the individual pilot's needs. Particular emphasis should be placed on simulated systems malfunctions, simulated-engine out operations and instrument procedures. (Ex 32:2-3)

ANALYSIS.

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CONCLUSION.

By a preponderance of evidence, based upon the findings of fact and sworn testimony, the allegation that Col Wenke made a false official statement on an aircrew Mission Activity Report by documenting that he had completed a pilot proficiency sortie when in fact he had not, in violation of Article 107 of the Uniform Code of Military Justice, was **NOT SUBSTANTIATED.**

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ALLEGATION 5. That between on or about Nov 01 and Sep 02, Brig Gen Scott committed fraud, waste, and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, 8 Feb 05, when he directed the 168th Operations Group Commander to enter another military member into KC-135 navigator re-qualification training when there was no longer a valid flying navigator requirement within the 168th Air Refueling Wing.

FINDINGS OF FACT.

- Approximately Sept 00, the 168 ARW completed an avionics modernization program on its KC-135 fleet called Pacer CRAG. A major component of this aircraft upgrade is that the navigator position was no longer required on modified aircraft. (Ex 4:1; Ex 44:17)
- The 168 ARW was given a transition period of approximately four years to reassign or otherwise draw down its personnel occupying flying navigator positions. (Ex 33)
- On or about 10 Oct 01, Lt Col ██████████ was assigned to a flying navigator billet within the 168 ARS. At the time, she was a current and qualified navigator in the C-130 flown by her former unit, but not in the KC-135 flown by the 168 ARS. (Ex 9:4,7)
- In the Oct-Nov 01 timeframe the 168 OG requested and received from National Guard Bureau approval to requalify Lt Col ██████████ as a KC-135 navigator through local training. (Ex 11)
- On 27 Nov 01, a training folder was opened to requalify Lt Col ██████████ as a KC-135 navigator and train her on the Pacer CRAG system. (Ex 12:1)
- Between Mar and Jul 02, Lt Col ██████████ flew a total of nine training sorties. (Ex 12:2-10)
- On or about 31 Jul 02, Lt Col ██████████ apparently received a qualification checkride, though no supporting AF Form 8 was filed in her flight evaluation folder. (Ex 9:1; Ex 12:17)
- On or about 2 Aug 02, 168 ARS/DOT published a qualification and certification letter listing Lt Col ██████████ qualification as "FN." (Ex 12:17)
- Between 18 Aug and 18 Sep 02, Lt Col ██████████ flew three sorties as "FN." Flight records indicate that 18 Sep 02 was her last flight. (Ex 13:2,6)

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- On or about 21 Oct 02, Lt Col [REDACTED] was assigned as the commander of the 168 LRS, a non-flying position. (Ex 45:19)
- On or about 15 Dec 05, Aeronautical Orders were cut by 168 ARW Flight Records authorizing continuous flight pay for Lt Col [REDACTED] until she reached 22 years of aviation service. (Ex 13:7, Ex 38:8-9)

STANDARDS.

AFI 90-301 definitions of the terms fraud, waste, and abuse are the same as articulated in allegation 1 above.

AFI 11-401 establishes criteria for aviation management and specifically eligibility requirements for receipt of Aviation Career Incentive Pay (ACIP), commonly referred to as "flight pay." Paragraph 1.10.1.1 states in part, "...Flying solely for the purpose of qualifying for incentive pay or Operational Flying Duty Accumulator (OFDA) credit is not authorized..." (Ex 23:21)

Table 2.3 of this regulation outlines flying requirements, or "gates" that must be met in order to be entitled to continuous ACIP. Notably for this case, it states that an aviator who falls under the Aviation Career Improvement Act of 1989, as Lt Col [REDACTED] does, must perform operational flying duties for 10 of the first 18 years of aviation service (or 120 months of OFDA credit) in order to be entitled to continuous ACIP until the 22nd year of aviation service. This is commonly referred to as the "2nd gate." (Ex 23:30, 42,44-45)

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ANALYSIS.

[REDACTED]

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CONCLUSION.

By a preponderance of evidence, based upon the findings of fact and sworn testimony, the allegation that between on or about Nov 01 and Sep 02, Brig Gen Scott committed fraud, waste, and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, 8 Feb 05, when he directed the 168th Operations Group Commander to enter another military member into KC-135 navigator re-qualification training when there was no longer a valid flying navigator requirement within the 168th Air Refueling Wing, was **NOT SUBSTANTIATED**.

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VI. SUMMARY

ALLEGATION 1, that Brig Gen Scott committed fraud, waste, and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, 8 Feb 05, by wrongfully directing and/or allowing KC-135 missions be flown primarily for his personal convenience, was **SUBSTANTIATED**.

- The preponderance of evidence indicates that both the 7 Apr 05 and 25 Jun 05 training missions to McChord AFB were added on the flying schedule at the last minute, accomplished minimal training, and were designed primarily to accommodate Brig Gen Scott's travel. Evidence suggests that Brig Gen Scott requested both flights. In the case of the 25 Jun mission, significant intervention, potentially on Brig Gen Scott's part, was required to obtain landing clearance from McChord officials.

ALLEGATION 2, that Col [REDACTED] committed fraud, waste, and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, 8 Feb 05, by wrongfully directing and/or allowing KC-135 missions be flown primarily for the personal convenience of Brig Gen Scott and/or himself, was **NOT SUBSTANTIATED**.

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ALLEGATION 3, that Col Wenke committed fraud, waste, and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, 8 Feb 05, by wrongfully directing and/or allowing KC-135 missions be flown primarily for the personal convenience of Brig Gen Scott and/or Col [REDACTED], was **SUBSTANTIATED**.

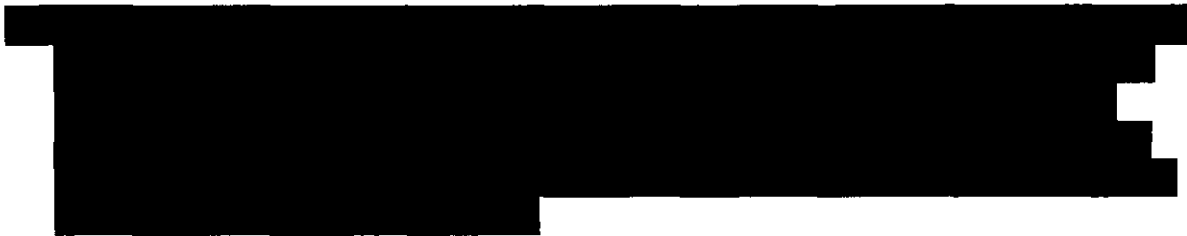
- The preponderance of evidence supports the conclusion that the driving reason for planning the 25 Jun mission to McChord was to accommodate Brig Gen Scott's return to Eielson. This conclusion is bolstered by the choice of McChord as the training location despite the difficulty in obtaining prior landing clearance due to the air traffic congestion anticipated with numerous scheduled RODEO participant departures during the same timeframe.

ALLEGATION 4, that Col Wenke made a false official statement on an aircrew Mission Activity Report by documenting that he had completed a pilot proficiency sortie when in fact he had not, in violation of Article 107 of the Uniform Code of Military Justice, was **NOT SUBSTANTIATED**.

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ALLEGATION 5, that between on or about Nov 01 and Sep 02, Brig Gen Scott committed fraud, waste, and abuse as defined by AFI 90-301, *Inspector General Complaints Resolution*, 8 Feb 05, when he directed the 168th Operations Group Commander to enter another military member into KC-135 navigator requalification training when there was no longer a valid flying navigator requirement within the 168th Air Refueling Wing, was **NOT SUBSTANTIATED**.

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- No evidence supported a connection between Brig Gen Scott and the decision to requalify Lt Col [REDACTED] in the KC-135; and, likewise, no evidence supported improper motives for the timing of Lt Col [REDACTED] subsequently ceasing flying.

[REDACTED] Colonel, USAF
Investigating Officer
Directorate of Senior Official Inquiries

RONALD F. SAMS
Lieutenant General, USAF
The Inspector General

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