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Fairchild Air Force Base is home to a wide variety of units and missions, the most prominent is the air refueling mission. Fairchild has two wings, the 92nd Air Refueling Wing, and the 141st ARW. Other units include the Air Force Survival, Evasion, Resistance and Escape school, medical detachments, a weapons squadron and the Joint Personnel Recovery Agency.

92nd Air Refueling Wing

The 92nd Air Refueling Wing is the host unit to Team Fairchild comprised of the 141st Air Refueling Wing, the 336th Training Group, and other tenant organizations. Team Fairchild encompasses 11,868 active-duty, Air National Guard, tenant unit members, dependents, and civilian employees. Another major tenant organization is the Armed Forces Reserve Center, which opened in April '10, comprising approximately 869 Army Guard and Reserve personnel assigned to 18 units with various missions.

The 92nd ARW operates 68 KC-135 R/T Stratotanker aircraft with a weapon system value of \$3.2 billion. As the host unit to Fairchild Air Force Base, Wash., the wing controls 6,151 acres and 1,687 buildings.

The 92nd ARW is responsible for providing aerial refueling, as well as rapid and reliable passenger and cargo airlift and aero-medical evacuations. Fairchild's missions support U.S. and coalition conventional operations and U.S. Strategic Command strategic deterrence missions. Fairchild directly supports Air Mobility Command's mission, providing global reach airpower and deploying expeditionary combat support forces in support of worldwide contingency requirements. The 92nd ARW capability of aerial refueling enhances the Air Force's ability to accomplish its primary missions of Global Reach and Global Power.



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U.S. Air Force Survival School

The 336th Training Group, located at Fairchild Air Force Base, Washington, is home to the U.S. Air Force's Survival, Evasion, Resistance and Escape (SERE) school. The 336th TRG consists of three squadrons with geographically separated detachments at JBSA Lackland AFB, Texas, and Eielson AFB, Alaska. The Survival School teaches 19 different courses to approximately 20,000 students at the three locations annually. Their mission statement: To provide at-risk of isolation personnel with the skills and confidence to 'Return with Honor'.

The 36th Rescue Squadron

The 36th Rescue Squadron, which is part of the 58th Special Operations Wing, supports the 336th Training Group in the execution of all AETC syllabuses and provides evacuation of injured DoD personnel from remote training areas. Support operations include live rescue hoist training, para-drop demonstrations and combat rescue procedures training. The 36 RQS is on 24-hour standby, six days a week, 48 weeks a year to provide medical evacuation coverage for students and instructors. The 36 RQS also supports the National Search-and-Rescue (SAR) Plan by conducting SAR and medical evacuation missions in the Pacific Northwest, covering a four-state region. Since 2001, the 36th RQS has responded to over 250 requests for assistance and saved 141 lives. On average, the unit responds to five to 10 calls for assistance each year and is credited with saving 704 lives since its inception in 1971. In doing so, the 36 RQS is proud to uphold the motto of rescue personnel worldwide: "That Others May Live."



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KC-135 Stratotanker

The KC-135 Stratotanker is the linchpin of Fairchild Air Force Base's mission. It provides the core aerial refueling capability for the United States Air Force and has excelled in this role for more than 60 years. This unique asset enhances the Air Force's capability to accomplish its primary mission of global reach. It also provides aerial refueling support to Air Force, Navy, Marine Corps and allied nation aircraft. The KC-135 is also capable of transporting litter and ambulatory patients using patient support pallets during aeromedical evacuations.

Features

Four turbofans, mounted under 35-degree swept wings, power the KC-135 to takeoffs at gross weights of up to 322,500 pounds. A cargo deck above the refueling system can hold a mixed load of passengers and cargo. Depending on fuel storage configuration, the KC-135 can carry up to 83,000 pounds of cargo.

Nearly all internal fuel can be pumped through the flying boom, the KC-135's primary fuel transfer method. One crewmember, known as the boom operator, is stationed in the rear of the plane and controls the boom during in-flight air refueling.

A special shuttlecock-shaped drogue attached to and trailing behind the flying boom may be used to refuel aircraft fitted with probes. Some aircraft have been configured with the multipoint refueling system, which consists of special pods mounted on the wingtips. These KC-135s are capable of refueling two receiver aircraft at the same time.



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92nd Air Refueling Wing Commander

COLONEL CHESLEY L. DYCUS

Colonel Chesley L. Dycus is the Commander of the 92nd Air Refueling Wing, Fairchild Air Force Base, Washington. The Wing provides global reach airpower and deploys expeditionary forces in support of worldwide combat, contingency, and humanitarian requirements. The Wing operates 71 KC-135 Stratotanker aircraft performing refueling, airlift, and aeromedical evacuation missions supporting US and coalition contingency operations and USSTRATCOM strategic deterrence missions. As installation commander, Colonel Dycus is also responsible for activities and assigned functions of Fairchild Air Force Base and support for 18 associate units.

Colonel Dycus received his commission from the United States Air Force Academy in May 2000. He is a mobility pilot with world-wide operational experience, including service in support of Operations Southern Watch, Enduring Freedom and Iraqi Freedom. His assignments include multiple positions in operational units, squadron command and staff officer duties at Headquarters Air Mobility Command and The White House.



Prior to his current assignment, Colonel Dycus served as the Vice Commander, 22nd Air Refueling Wing, McConnell Air Force Base, Kansas, one of the Air Force's three core tanker wings.

Colonel Dycus is a Command Pilot, having logged more than 3,800 hours in the KC-135, KC-46, C-17 and C-5.



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141st Air Refueling Wing Commander

COLONEL JAMES T. MCGOVERN

Colonel James T. McGovern is the Commander of the 141st Air Refueling Wing, Washington Air National Guard located at Fairchild Air Force Base, Washington. The 141st Air Refueling Wing has both a Federal and State mission and is Classically Associated with the 92nd Air Refueling Wing sharing 63 KC-135 aircraft valued at \$3.5 billion. When gained by Air Mobility Command, the federal mission is to train, equip, and deploy quality mobility forces to forward operating locations in support of specific contingency plans and other short notice taskings. Under order of the Governor of the State of Washington, the wing provides protection of life and property while preserving peace, order, and public safety.

Col. McGovern began his career as an enlisted member of the United States Air Force in 1995. He was selected from 500 candidates to participate in the Survival Evasion Resistance and Escape Instructor Technical School. He was one of twelve graduates and completed training as the Distinguished Graduate and Cadre Award winner in December 1995. Col.

McGovern served for four years as a SERE Specialist. During his time as a SERE Specialist, he taught over 800 Aircrew members, accumulated over 40 parachutes jumps, and earned his Bachelor Degree from Park University. He joined the Washington Air National Guard in January 1999, and served as a drill status guardsman Life Support Technician until he earned his commission from the Air National Guard's Academy of Military Science in 2001. He completed undergraduate pilot training at Columbus AFB, Miss., in May 2002 and returned to the 116th Air Refueling Squadron, Fairchild AFB. Col. McGovern served as a drill status pilot from October 2002 until January 2011 while working full-time for the USAF SERE School. He began his full-time National Guard service in January 2011 and served as Evaluator Pilot, Instructor Pilot, Pilot Scheduler, Chief of Scheduling/Current Operations, and Chief of Special Plans. Col. McGovern was a by-name selection of U.S. Pacific Command Senior Enlisted Advisor and the J358 Chief to stand up the Joint Personnel Recovery Center and earned the Joint Service Achievement medal for his efforts from January – September 2015 while serving at Camp H.M. Smith, Hawaii. He assumed the position as the Chief of Wing Plans in October 2015 upon his return to the 141st and served in this position until assuming Command of the Operations Support Squadron in March 2017- June 2020. Most recently Col. McGovern served as commander of the 141st Maintenance Group.





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Air Mobility Command

Air Mobility Command was activated June 1, 1992, with headquarters at Scott Air Force Base, Illinois, and is one of 11 major Air Force commands. On Oct. 1, 2016, AMC consolidated with Military Air Command making AMC the oldest major command in the Air Force tracing its history to the establishment of the Air Corps Ferrying Command on May 29, 1941. As the air component of the U.S. Transportation Command, AMC is comprised of a Total Force effort to execute Rapid Global Mobility and enable Global Reach –the ability to respond anywhere in the world in a matter of hours. This is accomplished through AMC’s four core mission areas – Airlift, Air Refueling, Air Mobility Support and Aeromedical Evacuation. AMC also provides support to the nuclear enterprise.

Airlift provides the capability to deploy U.S. armed forces anywhere in the world within hours and help sustain them in a conflict. AMC also supports presidential and senior leader airlift. Air Refuelers are the backbone of Global Reach, increasing coalition and U.S. aircraft’s range mid-air. Aeromedical evacuation ensures the wounded warriors get the care they deserve and today have sustained the survival rate of 97 percent. In addition to enabling the force to respond to an enemy attack and sustain operations, Rapid Global Mobility brings humanitarian supplies and assistance to those in need who may live in austere locations.

Mission

Rapid Global Mobility ... Right Effects, Right Place, Right Time!

Air Mobility Command provides unrivaled airlift, air refueling, aeromedical evacuation, global air mobility support and Global Mobility Mission Command to project, connect, maneuver and sustain the Joint Force to achieve national objectives.



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AMC Commander

GENERAL MIKE MINIHAN

Gen. Mike Minihan is Commander, Air Mobility Command, Scott Air Force Base, Illinois. The command serves as U.S. Transportation Command's air component, executing the air mobility mission in support of the joint force, allies and partners with a fleet of nearly 1,100 aircraft. The command encompasses Eighteenth Air Force, the U.S. Air Force Expeditionary Center, the 618th Air Operations Center, 17 wings and two groups, which provide rapid global mobility from more than 100 locations worldwide. Nearly 107,000 active-duty, Air National Guard, Air Force Reserve Airmen and civilians comprise the air mobility Total Force, providing command and control of inter-theater and intra-theater airlift, air refueling, aeromedical evacuation, global air mobility support, and presidential and senior leader air transport in support of national interests.

Gen. Minihan entered the Air Force in April 1990 after receiving his commission through the ROTC program at Auburn University. He completed undergraduate pilot training in 1991 and served as an aircraft commander, instructor pilot and evaluator pilot in the C-130 Hercules. He has commanded in garrison, crisis and combat, and at the squadron, wing and task force levels. He also held numerous joint, combined and Air Force staff assignments.

Prior to his current position, Gen. Minihan served as Deputy Commander for U.S. Indo-Pacific Command.

Gen. Minihan is a command pilot with more than 3,400 flying hours and qualifications in C-130, KC-10, and C-32 aircraft.





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Skyfest Air Show 2024

Fairchild Air Force Base's Skyfest air show is the premier Inland Northwest air show and open house. Skyfest allows communities within the Inland Northwest to witness U.S. military air capabilities from the flightline. In conjunction with Skyfest, 141 Air National Guard is celebrating 100 years of Aviation. We thank Spokane civic leaders for 100 years of continued support of all our services across Fairchild.

Skyfest 2024 features several air acts coming from across the country, including an A-10 and C-17 demo team highlighting the unmatched air power we bring to the skies.

Military Air Performances

- A-10 Thunderbolt II Demonstration Team
- U.S. Air Force Academy Wings of Blue Parachute Team
- P-51 Mustang Heritage Flight
- KC-135 Stratotanker and B-52 Stratofortress Demonstration
- C-17 Globemaster III Demonstration Team
- UH-1N Huey Demonstration

Static Aircraft Displays

- KC-135 Stratotanker
- F-35 Lightning II
- T-33 Shooting Star
- C-130 Hercules
- KC-46 Pegasus
- T-1 Jayhawk
- CT-156 Harvard II



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A-10 Thunderbolt II Demo Team

The A-10 is the Air Force's premier close air support aircraft, providing invaluable protection to troops on the ground. The Air Combat Command A-10 Thunderbolt II Demonstration Team, stationed out of Davis-Monthan Air Force Base, Arizona, brings the aircraft to air shows around the country to showcase the unique combat capabilities of the A-10 "Warthog." They perform precision aerial maneuvers while highlighting the mission and professionalism of the men and women of the United States Air Force. Additionally, the team brings attention to the air force's proud history by flying formations with historical aircraft in the Air Force Heritage Flight.

Background

The A-10 Demo Team originally consisted of two East and West counterparts before both were deactivated in 2011. The A-10 flew in heritage flight formations in 2012 and 2017 before reactivating as a single-ship demonstration in 2018. The 10-member team consists of one pilot, a superintendent, a noncommissioned officer in-charge, three crew chiefs, an avionics systems specialist, an electrical and environmental technician, an engine specialist and a public affairs specialist.



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B-52 Stratofortress

The B-52H Stratofortress is a long-range, heavy bomber that can perform a variety of missions. The bomber is capable of flying at high subsonic speeds at altitudes of up to 50,000 feet (15,166.6 meters). It can carry nuclear or precision guided conventional ordnance with worldwide precision navigation capability.

Features

In a conventional conflict, the B-52 can perform strategic attack, close-air support, air interdiction, offensive counter-air and maritime operations.

During Desert Storm, B-52s delivered 40 percent of all the weapons dropped by coalition forces. It is highly effective when used for ocean surveillance and can assist the U.S. Navy in anti-ship and mine-laying operations. In two hours, two B-52s can monitor 140,000 square miles (364,000 square kilometers) of ocean surface.

All B-52s can be equipped with two electro-optical viewing sensors, a forward-looking infrared and advanced targeting pods to augment targeting, battle assessment and flight safety, further improving its combat ability.

Pilots wear night vision goggles, or NVGs, to enhance their vision during night operations. Night vision goggles provide greater safety during night operations by increasing the pilot's ability to visually clear terrain, increasing the peacetime and combat situational awareness of the aircrew and improving their ability to visually acquire other aircraft.

B-52s are equipped with advanced targeting pods. Targeting pods provide improved long-range target detection, identification and continuous stabilized surveillance for all missions, including close air support of ground forces. The advanced targeting and image processing technology significantly increases the combat effectiveness of the B-52 during day, night and less than ideal weather conditions when attacking ground targets with a variety of standoff weapons (e.g., laser-guided bombs, conventional bombs and GPS-guided weapons).

The use of aerial refueling gives the B-52 a range limited only by aircrew endurance. It has an unrefueled combat range in excess of 8,800 miles (14,080 kilometers).



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C-17 Globemaster III

The C-17 Globemaster III is the most flexible cargo aircraft to enter the airlift force. The C-17 is capable of rapid strategic delivery of troops and all types of cargo to main operating bases or directly to forward bases in the deployment area. The aircraft can perform tactical airlift and airdrop missions and can transport litters and ambulatory patients during aeromedical evacuations. The inherent flexibility and performance of the C-17 force improve the ability of the total airlift system to fulfill the worldwide air mobility requirements of the United States.

The ultimate measure of airlift effectiveness is the ability to rapidly project and sustain an effective combat force close to a potential battle area. Threats to U.S. interests have changed in recent years, and the size and weight of U.S.-mechanized firepower and equipment have grown in response to improved capabilities of potential adversaries. This trend has significantly increased air mobility requirements, particularly in the area of large or heavy outsize cargo. As a result, newer and more flexible airlift aircraft are needed to meet potential armed contingencies, peacekeeping or humanitarian missions worldwide. The C-17 is capable of meeting today's demanding airlift missions.

Features

Reliability and maintainability are two outstanding benefits of the C-17 system. Current operational requirements impose demanding reliability and maintainability. These requirements include an aircraft mission completion success probability rate of 92 percent, only 20 aircraft maintenance man-hours per flying hour, and full and partial mission availability rates of 74.7 and 82.5 percent, respectively. The Boeing warranty assures these figures will be met.

The aircraft is operated by a crew of three (pilot, co-pilot and loadmaster), reducing manpower requirements, risk exposure and long-term operating costs. Cargo is loaded onto the C-17 through a large aft ramp and door system that accommodates virtually all of the Army's air-transportable equipment such as a 69-ton M1 Abrams main battle tank, armored vehicles, trucks and trailers. Additionally, the cargo floor has rollers that can be flipped from a flat floor to accommodate wheeled or tracked vehicles to rollerized conveyers to accommodate palletized cargo. The C-17 is designed to airdrop 102 paratroopers with their accompanying equipment.

The design of the aircraft (high-lift wing, slats, and externally blown flaps) allows it to operate through small, austere airfields. The C-17 can take off and land on runways as short as 3,500 feet (1,064 meters) and only 90 feet wide (27.4 meters). Even on such narrow runways, the C-17 can turn around using a three-point star turn and its backing capability.



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UH-1N Huey

The UH-1N is a light-lift utility helicopter used to support various missions. The primary missions include: airlift of emergency security forces, security and surveillance of off-base nuclear weapons convoys, and distinguished visitor airlift. Other uses include: disaster response operations, search and rescue, medical evacuation, airborne cable inspections, support to aircrew survival school, aerial testing, routine missile site support and transport.

Features

The UH-1N has a crew of three (pilot, co-pilot and flight engineer) and is capable of flight in instrument and nighttime conditions. When configured for passengers, the UH-1N can seat up to 13 people, but actual passenger loads are dependent on fuel loads and atmospheric conditions (may be less). The medical evacuation configuration can accommodate up to six litters. Without seats or litters, the cabin can carry bulky, oversized cargo. Access to the cabin is through two full-sized sliding doors.

Background

The UH-1N entered the Air Force inventory in 1970 to provide search and rescue capabilities. The missions expanded to include missile security, distinguished visitor, survival school and test support. HH-1H's and UH-1F's supporting missile wings were eventually replaced by the UH-1N due to the greater safety and capability offered by the twin engine.

Manufactured by Bell Helicopter/Textron Inc., the UH-1N is the military version of the Bell 212, one of the numerous variants of the original "Huey" first designed and flown in 1956.

The helicopter is assigned worldwide. Within Air Force Global Strike Command, UH-1N's are located at the 90th Missile Wing, F.E. Warren AFB, Wyoming, the 341st Missile Wing, Malmstrom AFB, Montana, and the 91st Missile Wing, Minot AFB, North Dakota

Other units include: 1st Helicopter Squadron, Andrews AFB, Maryland.; 36th Rescue Flight, Fairchild AFB, Washington; 459th Airlift Squadron, Yokota AB, Japan; 40th Flight Test Squadron, Eglin AFB, Florida; and 512th Rescue Squadron, Kirtland AFB, New Mexico.