

***Dedication Ceremony
in Honor of
Chief Master Sergeant
Denny Haun***

22 June 2007

Offutt Air Force Base, Nebraska

***Sequence of
Events***

Welcome

Arrival of Official Party

Remarks by

Lt Col Kenneth J. Bauer

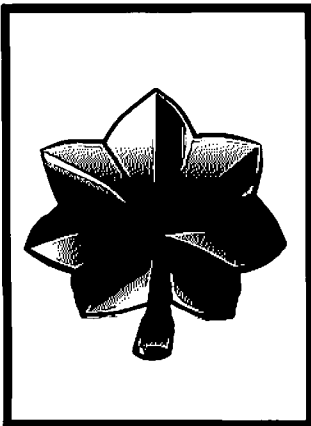
Unveiling of Marker

Remarks by

Chief Master Sergeant Denny Haun

Departure of Official Party

Reception to follow



Lieutenant Colonel Kenneth J. Bauer Commander, 45th RS

Lt Col Kenneth J. Bauer was born in Port Washington, WI on 25 Mar 1964. He graduated from High School in 1982. In 1986, he completed a Bachelor of Science Degree in Social Welfare from University of Wisconsin and earned his commission through the Air Force Reserve Officers Training program.

Lt Col Bauer attended Undergraduate Pilot Training at Vance AFB, OK, and was awarded his Pilot Wings in 1988. Following Pilot training, he attended the Strategic Air Command's Combat Crew Training School at Castle AFB, CA.

Lt Col Bauer's first operational assignment was in the 305th Air Refueling Squadron, Grissom AFB, IN, as a Co-pilot in the RC-135R/RTR. He flew combat support missions during Operations JUST CAUSE and DESERT SHIELD/STORM and completed Squadron Officer School in residence. In 1993, he was assigned to the 4952 Flight Test Squadron Wright-Patterson AFB, OH flying NKC-135 and NKC-18 research aircraft. Lt Col Bauer completed a Master's of Science Degree in Aeronautical Science through Embry Riddle University.

In 1997 Lt Col Bauer was by name requested to the Pentagon (AF/XOOT) to work CRM training as well as becoming the Program Element Monitor (PEM) for Global Mobility Training (\$5.7B program). During this time Lt Col Bauer finished Air Command and Staff College via Seminar.

Lt Col Bauer returned to fly in 2000 with the RC-135 aircraft of the 38th Reconnaissance Squadron. He served as Instructor Pilot, Flight Commander and Assistant Operations Officer. During his short tenure, he was asked to take over the DO position at Det 1 Naval Support Activity (NSA) Souda Bay Crete for a 1 year remote.

In 2001, at NSA Souda Bay, Lt Col Bauer managed all flight activity for 55th Wing aircraft. During 9/11, he coordinated and led the covert extraction of 62 military personnel from off base billeting in POVs and launched them with only 3 hours notice.

In 2002, he returned to the 45 RS as Chief of Plans and Tactics, managing short notice deployments for COBRA BALL, COMBAT SENT, Constant Phoenix, and OPEN SKIES aircraft.

In 2003, Lt Col Bauer was selected to lead the Operations Group Standardization and Evaluation Branch and in 2004 was assigned as Director of Operations for the 55th Operations Support Squadron.

In 2005, he was reassigned as the Director of Operations for the 45 Reconnaissance Squadron and after 3 months he was handpicked to his current position Director of Staff 55th Wing.

In Jul 06, Lt Col Bauer assumed command of the 45th Reconnaissance Squadron. Lt Col Bauer is a Master Pilot with nearly 3,000 flying hours. His decorations include the Meritorious Service Medal, the Aerial Achievement Medal, the Air Force Commendation Medal, Air Force Achievement Medal, Navy Meritorious Unit Commendation, Southwest Asia Service Medal, and the Kuwait Liberation Medals (Kingdom of Saudi Arabia and Kuwait).

Lt Col Bauer is married to the former Lisa Bratzke of Edgerton, WI. They have one child: Olivia, age 5.

Chief Master Sergeant Dennis M. Haun

Chief Master Sergeant Dennis M. Haun was the Squadron Maintenance Superintendent for the 45th Reconnaissance Squadron, Offutt Air Force Base, Nebraska. He retired from active service on 1 October 1996.

Chief Haun was born in Brooklyn, New York on January 14, 1949. He graduated in 1966 from Massapequa High School, Massapequa, New York, where he excelled in academics and athletics. He earned an Associate of Arts Degree in Aircraft Maintenance Technology from the Community College of the Air Force in 1992. The chief completed the Non-Commissioned Officer Leadership School in 1976, and is a distinguished graduate of the NCO Academy (1981), and the Senior NCO Academy (1986).

Chief Haun enlisted in the Air Force in May 1967. Following completion of Basic Military Training at Amarillo AFB, Texas, he attended the Aircraft Maintenance Training Course at Sheppard AFB, Texas. His first operational assignment was with the 19th Military Airlift Squadron, Kelly AFB, Texas, where he was a C-124 assistant crew chief and flight mechanic. In 1968, he was assigned to Vung Tau AAF, Republic of Vietnam, flying 116 combat sorties with the 535th Tactical Airlift Squadron as C-7 Caribou crew chief.

In 1970, Chief Haun was reassigned to the 416th Organizational Maintenance Squadron (SAC), Griffiss AFB, New York as a B-52G crew chief, flight line expeditor, and alert controller. In this capacity, he deployed to Andersen AFB, Guam supporting the Linebacker II bombing campaign in December 1972.

In 1979, Chief Haun reported to the 4200 Test and Evaluation Squadron (SAC), Edwards AFB California, to develop the Air Launched Cruise Missile (ALCM) Test Program. Upon completion of the ALCM test, he was assigned to the high-visibility B-1 Test program. During this timeframe, the chief also worked several "Black World" test programs. Chief Haun was then assigned to the newly formed B-1B Logistics Acquisition Division, Headquarter Strategic Air Command, Offutt AFB, Nebraska as the B-1B Maintenance Superintendent.

In 1986 the chief became a member of HQ SAC's Maintenance and Standardization and Evaluation Team (MSET), performing duties as command evaluator and technical data acquisition manager for the B-1B and B-2A programs.

In 1990, the chief was assigned to Osan AB, Republic of Korea, as the Seventh Air Force Director of Logistics, Maintenance Superintendent and Senior Enlisted Advisor. Upon returning to Offutt AFB in 1991, he was again assigned to HQ SAC MSET.

In 1992, Chief Haun transferred to the 55th Reconnaissance Wing and became the Superintendent, Quality Assurance and then Squadron Maintenance Superintendent for the 45th Reconnaissance Squadron in March 1994.

Chief Haun is married to the former Cheryl Ankin of Rome, New York. They have two children, Brian and Shannon.

REMEMBERING THE FORGOTTEN MECHANIC

Through the history of world aviation,
Many names have come to the fore~
Great deeds of the past in our memory will last,
As they're joined by more and more~

When man first started his labor in his quest to conquer the sky, he was
designer;

Mechanic and pilot, and he built a machine that would fly~
But somehow the order got twisted, and then in the public's eye, the only
man that could be seen was the man who knew how to fly~

The pilot was everyone's hero, he was brave, he was bold, he was grand, as
he stood by his battered old biplane with his goggles and helmet in hand~
To be sure, these pilots all earned it, to fly you have to have guts~
And they blazed their names in the hall of fame on wings with bailing wire
struts~

But for each of these flying hero's, there were thousands of little reknown,
And these were the men who worked on the planes, but kept their feet on
the ground~

We all know the name of Lindbergh, and we've read of his flight to fame~
But think if you can, of his maintenance man, can you remember his
name?

And think of our wartime heroes, Gabreski, Jabara, and Scott~
Can you tell me the names of their crew chiefs?
A thousand to one you cannot~

Now pilots are highly trained people, and wings are not easily won~
But without the work of the maintenance man, our pilots would march with
a gun~

So when you see mighty jet aircraft as they mark their way through the air,
The grease stained man with the wrench in his hand is the man who put
them there~

ANONYMOUS

Aircraft Mechanic's Creed

Upon my honor...I will hold in sacred trust the rights and privileges conferred upon me as a certified aviation mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgement, I will never subject others to risks that I am not willing to assume.

I pledge never to undertake or approve work that I feel is beyond the limits of my knowledge, nor will I allow an unqualified person to persuade me to approve aircraft or equipment as airworthy against my better judgment. I will not be influenced by personal gain, nor shall I pass as airworthy, aircraft or equipment about which I am in doubt either as a result of my inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I realize the grave responsibility that is mine - to exercise my judgment on the airworthiness of aircraft and equipment. I pledge unyielding adherence to these precepts for the advancement of aviation and the dignity of my profession.

Adapted through the courtesy of the Flight Safety Foundation



