



Working dog competition sinks teeth into Travis

PAGES 16-17



Travis first in AF to receive birthing simulator

Louis Briscese

60TH AIR MOBILITY WING PUBLIC AFFAIRS

David Grant USAF Medical Center at Travis Air Force Base, California, is debuting a state-of-the-art birth simulator that will enhance the obstetric capabilities of its nurses, providers and technicians.

Providers and staff at DGMC's Maternal Child Flight, part of the 60th Inpatient Squadron, will now use the Complicated OB Emergency Simulator, which replaces the previous simulator, called the Mobile Obstetric Emergency Simulator. The COES is an improved training platform that will enhance the quality of analysis and feedback available from training sessions.

"The Defense Health Agency purchased five of the COES for the Department of Defense and chose Travis as the pilot base for the Air Force to provide the training and necessary feedback," said Maj. Jeanette Brogan, a clinical nurse specialist with the 60th IPTS.

If successful, the COES will be a standardized training platform that all clinical staff members can use to improve their obstetric skills.

One of the main capabilities of the new COES is the data reporting and tracking system it now features.

"We now can provide a standardized training platform for all clinical staff, which promotes a standardization for patient safety," said Theresa Hart, a nurse consultant and the program manager for perinatal, pediatrics and special medical programs within the DHA.

It will also help Travis document how they perform as a team.

"The computer instantly gathers data on how we work as a team and sends that information to the Air Force Medical Operations Agency and DHA," said Capt. Tamara Grimaud, the MCF commander and a clinical nurse specialist with the 60th IPTS.

The new equipment sends the data automatically, so evaluators get real-time updates on which providers are doing what tasks as well as an immediate



U.S. Air Force photos/Louis Briscese

Medical staff conduct training on the new Complicated OB Emergency Simulator April 11 at Travis Air Force Base, Calif. The Defense Health Agency selected Travis as one of five installations within the Defense Department to be a pilot base for the new system.

after action report, she added.

Under the MOES, data was sent manually through an email and contained information about the type of training conducted, who attended and training results. The new system helps providers and staff achieve the overall goal to increase patient safety while standardizing clinical processes.

The MCF conducts weekly trainings to hone their skills and prepare for emergencies. The scenarios are mandatory for all nurses and technicians assigned to the unit.

"All the scenarios we perform are considered high risk and low volume," said Brogan. "They're not things that happen every day but when they do, we need to know what to do and do it right away. It's important to know how the scenario

goes, how quickly we respond to the emergency, and the actions we've taken to resolve the emergency."

The COES also comes with an infant and birthing simulator, a feature not available with the previous MOES simulator. The advantage of this is that scenario-based training can now be conducted on newborns, such as respiratory failure and the amount of pressure being applied when providing care.

"The infant and birthing simulator enhances the system's capabilities by providing necessary training that wasn't possible under the MOES," said Lt. Col. Barton Staat, the Air Force Surgeon General consultant for obstetrics and maternal-fetal medicine. "You can actually record the amount of force and pressure being

applied during unusual birthing scenarios, like a shoulder dystocia delivery, for example."

The MCF has been at the forefront of advanced obstetrics training, even before receiving the COES. More frequent training by the flight led to the development of an improved algorithm used to help newborns breathe after delivery.

"We've had a lot of success with the training and improved the way we resuscitate babies by eliminating compressions," said Brogan. "Most of the time it is a respiratory issue that gives a newborn breathing problems; because of the frequency of the training and how skilled we've become, we don't even get to the compression stage anymore."

Because of these results, Travis plans to share

information and best practices with other OB units around the Air Force.

The DOD performs more than 50,000 deliveries every year in its medical facilities worldwide, with Travis performing 30 to 35 deliveries each month on average.

"Most of the patients we see at this facility are low risk," said Capt. Danielle Siler, an element leader with the 60th IPTS. "Occasionally you have an emergency situation, and those are the ones we practice for. It might not be something we're anticipating, but at delivery something shows up and we have to be ready to respond."

The new high-tech simulation equipment and training objectives are invaluable in helping prepare for each and every situation, said Siler.



U.S. Air Force photo/Tech. Sgt. James Hodgman

Senior Airman Ryan Laneville, left, and Staff Sgt. Daniel Vendetta, both members of the 60th Maintenance Squadron, break down flare mods April 5 at Travis Air Force Base, Calif. Laneville and Vendetta are part of the maintenance squadron's munitions team, responsible for munitions valued at over \$13 million.

Munitions helps project power

Tech. Sgt. James Hodgman

60TH AIR MOBILITY WING PUBLIC AFFAIRS

About a dozen Airmen at Travis Air Force Base, California, are responsible for safeguarding \$13 million in munitions, including thousands of rounds of 5.56 mm and 9 mm ammunition, as well as flares for more than 30 C-17 Globemaster III and C-5M Super Galaxy aircraft.

The members of the 60th Maintenance Squadron's

Munitions Flight provide the 60th Security Forces Squadron with ammunition needed to protect nearly 10,000 people and resources in excess of \$8.5 billion. The team also manages 52 organizational accounts and ensures a large stockpile of munitions are ready when needed.

"We store, inspect and maintain a munitions stockpile to support the C-5, C-17 and 52 organizations with ammunition," said Senior Airman Jarred Cotter, 60th MXS.

"We assist the C-5 and C-17 with countermeasures," he said. "Without countermeasures, if the aircraft were to fly over a danger zone and be shot at, the aircraft would not be capable of maneuvering to miss the threat. Every time I see our aircraft come back it makes me feel good because we possibly saved lives. I can go home at night knowing that people are going back to their families safe

See **MUNITIONS** Page 23

DGMC sets take-back day

60th Air Mobility Wing
Public Affairs

Office, 520 Clay Street, in
Fairfield, California.

The David Grant USAF Medical Center at Travis Air Force Base, California, will join local law enforcement agencies to take back unused and outdated drugs April 22.

People with base access can take items to the pharmacy in the base exchange mini mall from 9 a.m. to 3 p.m. DGMC also will have people on hand to receive drugs at the Solano County Sheriff's

The disposal service is free with no questions asked. Needles, sharps, asthma inhalers and illicit drugs will not be accepted at the drop off locations.

This year, the drug take-back program celebrates its 13 anniversary. The U.S. Drug Enforcement Agency sponsors the day to reduce prescription drug abuse. To find other drop off locations, go to <http://bit.ly/2d9RNVt>.

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A danger sign and beacon simulate real safety precautions taken during laser operations April 10 at Travis Air Force Base, Calif. Travis was selected as one of the first bases to test the new Nd:YAG lasers for paint, primer, corrosion and rust removal.

Maintenance shop wields lasers

Senior Airman Sam Salopek
349TH AIR MOBILITY WING PUBLIC AFFAIRS

Looking much like a hand-held vacuum cleaner attached to an extra-large Shop-Vac, the technology that may revolutionize the aircraft structural maintenance shop does not scream “innovation” on first glance.

Despite appearances, the capabilities of the neodymium-doped yttrium aluminium garnet laser have the potential to cultivate a healthier and safer work environment, as well as be a more efficient tool to accomplish common shop tasks.

The Travis Air Force Base, California, 60th Maintenance Squadron received new Nd:YAG lasers designed to take away paint, primer, corrosion and rust more effectively than the old-school method of sanding and blasting, said Staff Sgt. Bennie E. Rizzo III, 60th MXS aircraft structural maintenance supervisor.

“One of the big pulls for getting the lasers was that it was marketed as being able to be used without a respirator,” said Rizzo. “We use a primer that has chromate in it. Chromate is a carcinogen; it causes cancer. One of the big things about these lasers is they minimize our waste stream significantly.”

Sanding and blasting knocks up carcinogens in the air, said Rizzo. The laser has a built-in vacuum. As it moves along and removes the substrate, it sucks up the particles, keeping them out of the air.

The aircraft structural maintenance shop at Travis was selected to test the capabilities of the lasers and develop a training plan as well as determine what personal protective equipment is required to operate the technology, said Rizzo.

The 60th MXS will be testing the new laser technology for the next two years.

“Because it’s new, we’re developing the training plan and we’re developing the personal protective equipment requirements,” said Master Sgt. Brian Horak, 60th MXS aircraft

See LASERS Page 23



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U.S. Air Force photo/2nd Lt. Sarah Johnson

60th Security Forces Squadron Phoenix Raven team members Senior Airman Joshua Wolf, left, Tech. Sgt. Brooke Williams, center left, Senior Airman Mayursinh Jadeja, center right, and Staff Sgt. Trevor Lopez stand behind the Phoenix Ravens seal April 6 at Travis Air Force Base, California. The Ravens recently completed a unique capstone mission in Africa Feb. 14-25.

Ravens complete Africa mission

2nd Lt. Sarah Johnson
60TH AIR MOBILITY WING PUBLIC AFFAIRS

A team of six Phoenix Ravens from the 60th Security Forces Squadron at Travis Air Force Base, California, completed a unique mission in Africa February 14 through 25.

The Phoenix Raven team is an Air Mobility Command program open to all security forces personnel who meet the prerequisites of fitness, time in service, conduct and character. Travis is one of seven hubs within AMC for the Raven program.

The elite security forces team is tasked with providing close-in security for any AMC aircraft that transit high-risk or high-threat areas. The 60th SFS team's mission is Africa, called a capstone mission, makes up only 5 percent of their annual work.

The team escorted 19 newly appointed military generals, flag officers and general-equivalent civilians in a cultural field study through the continent, stopping in Accra, Ghana, Entebbe, Uganda, Algiers, Algeria

and Stuttgart, Germany.

These Capstone General and Flag Officer Courses are required for all military personnel who become generals as part of their enrollment at National Defense University in Washington, D.C. The course is also open to general-equivalent civilians from various governmental and non-governmental agencies, like United States Agency for International Development and Defense Intelligence Agency.

The capstone is the pinnacle of the course, and aims to make students more effective in planning and employing U.S. forces in joint and combined operations. While overseas, students examine major issues affecting national security decision making, military strategy, joint and combined doctrine, interoperability and key allied nation issues.

Often, the capstone mission takes students into potentially dangerous areas requiring top security.

"When (students) transit certain airfields that AMC has

deemed (as having) either inadequate security or unknown security, and not adequate to counter hostile threats, they send Phoenix Ravens in to stay with the aircraft and make sure no one tries to damage it (or) get onboard," said Staff Sgt. Trevor Lopez, 60th SFS Raven team leader at Travis and on the mission. "We provide overall security."

The Ravens must perform under long working hours, anywhere from 12 to 24-hour shifts. Once landed, the team focuses immediately on establishing protective measures for the C-17 Globemaster III aircraft while the passengers exit to lodging.

"Our first priority is to get out and make sure we post up security," said Lopez. "We'll get out of the jet, walk around, assess the area and see defensive areas (and) avenues of approach, things like that. Once we find out where everything is and who the normal people are that will be coming by, all

See RAVEN Page 13

Units join for active-shooter training

An Airman from the 60th Security Forces Squadron checks on a victim during a simulated mass shooting at the base theater April 7. The 60th SFS, 60th Civil Engineer Squadron fire emergency services, Fairfield Police Department and Fairfield Fire Department trained together during the simulations to allow emergency medical technicians into the buildings faster to save victims.

U.S. Air Force photo/Staff Sgt. Nicole Leidholm



Protecting Airmen helps improve lives

Sexual Assault Prevention and Response

The theme of the 2017 Sexual Assault Awareness and Prevention Month campaign is "Protecting Our Airmen Protects Our Mission" because family, friends, co-workers, key leaders and community stakeholders can facilitate crucial conversations with those who have not been traditionally reached.

These leaders' influence is necessary in achieving cultural change, not just in April, but all year long.

The success of "Protecting Our Airmen Protects Our Mission" demonstrates we're strongest when we raise our voices

together. This April, continue joining us. Let's ensure our reach will be more powerful than ever.

"Can you hear me, can you see me: I'm a survivor" are words by sexual assault survivors at Travis Air Force Base, California. It takes a great deal of courage for a victim of sexual assault to report an incident.

On average a victim may have to tell their story three to five times in a restricted report and up to 11 times in an unrestricted report. Can you imagine telling this traumatic event over and over, reliving it every time you tell the story?

The Sexual Assault Prevention and Response office at See PROTECTING Page 12

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Ear tube dilation system may keep crews airborne

Merrie Schilter-Lowe
60TH AIR MOBILITY WING PUBLIC AFFAIRS

When the U.S. Food and Drug Administration approved a dilation system to treat chronic Eustachian Tube Dysfunction in September 2016, Maj. (Dr.) Scott McCusker immediately understood the application.

"This new technology will keep pilots and crew members flying, which is ultimately why we are here in Air Force medicine," said McCusker, 60th Surgical Operations Squadron at Travis Air Force Base, California.

In 2013, the Air Force disqualified 15 of 38 pilots and 73 of 103 enlisted aircrew members with ETD, said Maj. (Dr.) Brian Davis, 6th Air Refueling Squadron flight surgeon. Additionally, five of seven pilot applicants were disqualified.

The Eustachian tube connects the middle ear to the back of the throat. During flight, or situations where altitude or pressure changes rapidly, the Eustachian tube allows people to "pop" their ears.

If the tube does not function properly, a person may feel a sense of fullness or clogging in the ear. They also may experience earache, ear infection or hearing loss, said McCusker.

Doctors aren't sure what causes ETD.

"In some patients, it's

related to allergies and inflammation around the opening of the Eustachian tube," said McCusker.

Some patients may have a mass or tumor in front of the Eustachian tube, which must be treated or removed, he said.

"Most of us, at some time, will have ETD, like when you have a bad cold and can't clear your ears," said McCusker. "You may feel like you're underwater."

Before the FDA approved the new rigid plastic balloon dilation device for ETD, doctors prescribed nasal steroids as a first course of action to help drain the ear.

"If that didn't work, we had to think about other options," said McCusker.

The traditional option was an ear tube placed through the eardrum to bypass the Eustachian tube and equalize the pressure, he said.

"Ear tubes are safe and they don't cause a lot of complications for patients," said McCusker. "It's an easy surgery."

Traditional tubes fall out in about a year and must be replaced, said McCusker.

"People who need an ear tube, need it long term," he said.

Doctors perform about 100,000 ear tube surgeries annually in the United States. Travis ear, nose and throat

See **SYSTEM Page 22**

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Base garners environmental award



U.S. Air Force photo/Heide Couch

The 2016 U.S. Air Force General Thomas D. White Environmental Restoration Award was presented during the 60th Air Mobility Wing Stand Up briefing April 12 at Travis Air Force Base, Calif. The 60th Civil Engineer Squadron used a natural bacterial process over a period of time to eliminate hazardous material from areas of the base.

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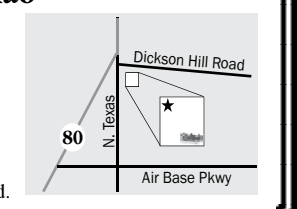
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Protecting

From Page 9

Travis offers all victims tools for their uniquely designed tool box: empowering victims by giving control, decision making and offering available resources on and off base.

If you know someone struggling with sexual assault, tell them to contact the Travis SAPR office at its 24/7 hotline, 707-424-7272 (707-424-SARC) or from 7:30 a.m. to 4:30 p.m. Monday through Friday at 707-424-1098 or 707-424-1105.

Poem

By: Survivors

Can you hear me, can you see me: I'm a survivor

Did you hear me when I said no? Did you hear me when I screamed, "No!"

Did you see me as a son, daughter, sister, brother, aunt, uncle, friend? Did you even see me as a human being?

Was I just a source for you to abuse your power, to exert your will over mine, to control and manipulate?

I came to the military to get an education, to earn a steady paycheck, to help my family, to see the world, to be a part of something bigger than myself, to make a contribution to the greater good.

I left behind family, friends, memories, pain, struggles. I

may have even left behind abuse, poverty, and God only knows what else for a better life, a new beginning.

How did you find me, why did you stalk me, why did you befriend me?

You're a thief, a coward, a liar, a weakling, a prowler, an attacker, a marauder and more...

You were a co-worker, acquaintance, Airman, sailor, soldier, Marine. More often than not, you knew me and saw me frequently around the base or town.

Can you hear me now? I'm saying, "YES." I will report you, testify against you, endure the retelling of my story.

Can you see me now? When charges are filed against you, you will have to tell everyone why you did this to a human being.

Can you see me now as I sit on the witness stand describing every detail in front of you?

I'm a survivor; I'm not going to give up! I'm more than a conqueror!

I may have battle scars, but the wounds have healed.

Thank God for His love for me; I am still standing. With Him I can do all things.

I am able to give back to those who suffer in silence until they regain their strength.

I'm a survivor, I'm not going to give up! I'm more than a conqueror!

VLPAD program adds 51 new jobs

Kat Bailey

AIR FORCE PERSONNEL CENTER
PUBLIC AFFAIRS

JOINT BASE SAN ANTONIO-RANDOLPH, Texas — The Air Force has expanded the Voluntary Limited Period of Active Duty program, adding 51 additional Air Force specialty codes for select air reserve component officers.

Reserve and Air National Guard Airmen from select Air Force officer and enlisted specialties may now serve on active duty in vacant positions for three years and one day.

Rated opportunities have expanded to include 11X-pilot, 12F-fighter combat systems officer and 18X-remotely piloted aircraft pilot, to name a few.

Non-rated opportunities were also expanded to include 15W-weather, 21A-aircraft maintenance, 35P-public affairs, BSC-biomedical science corps and NC-nurse corps. 13C-special tactics and 13L-air liaison officer were also added to the list of Battlefield Airman AFSCs.

Special duty opportunities still remain open for Air University and U.S. Air Force Academy faculty in addition to mission support group deputy commanders. Instructor opportunities also exist for the Air Force Reserve Officer Training Corps, Officer Training School, Air Command and Staff College and the Profession of Arms Center of Excellence.

Opportunities are also available for enlisted Airmen in more than 60 career fields, which include maintenance, aircrew operations, command control systems operations, personnel, aerospace medical services and medical lab technicians.

During their tour, the select Airmen will receive active

See VLPAD Page 22

Raven

From Page 8

the passengers and crew get off the jet."

Then the shift work begins.

"The Ravens will figure out a work/rest cycle, about 12 hours if the trip is multi-day," said Lopez. "Usually we'll coordinate with a member from the U.S. Embassy there. Half of us stay out there staying vigilant and making sure nothing happens. Then 12 hours later the other half comes, we swap out, give them a quick rundown, and then we'll go back and we'll do the same thing."

In addition to being rare and demanding, capstone missions are extremely high-profile due to the rank of the passengers on board, said Lopez.

"At first, I would have to say I was a little intimidated," said Tech Sgt. Brooke Williams, 60th SFS former Raven team lead and team member on the capstone mission. "I've been on high profile missions, but I've never been on a mission where I was integrated with the personnel."

The generals on the trip took interest in the Ravens' mission and interacted with them throughout the trip, she said.

This was Williams' first capstone mission, along with another member of the Raven team.

"It was a really good experience," said Senior Airman Joshua Wolf, 60th SFS Raven team member on the capstone mission. "It was definitely eye-opening to have so many generals. Going on a capstone like that that's so high-visibility and maintaining our professionalism really kind of blew my mind a little bit."

Capstone missions also tend to have their fair share of challenges, and Ravens must

operate in a new location to the same caliber as they would at their home station.

"The hardest part on missions like this, especially when we go to countries we're not familiar with, is the coordination of getting in and out of the airports," said Senior Airman Maysurinh Jadeja, 60th SFS Raven team member on the capstone mission. "When we were in Uganda, we were having trouble getting through security. That's usually the hardest part is transportation, getting a taxi (and) getting through customs."

However, the Africa capstone went smoothly and the mission was considered a success.

"I couldn't be more impressed with these (Airmen)," said Williams. "It was so good knowing that even though I left (the section), they're doing what they're supposed to be doing (and) they're maintaining their professionalism to the best of their ability. The biggest take-away was seeing how well they do their jobs."

All security forces personnel interested in becoming Ravens go through a two-week apprentice course at Travis, where they are screened for ability and introduced to the demands of training. If they are deemed to have potential, they attend the three-week Phoenix Raven Qualification Course at Joint Base McGuire-Dix-Lakehurst, New Jersey. During the qualification, attendees are taught verbal judo, unarmed self-defense, airfield survey techniques, cross-cultural awareness and more.

"We're looking for people who aren't selfish and who are going to take care of the team," said Williams.

Once a member becomes a Raven, they serve a minimum two years of service on the team.



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Travis hosts regional working dog competition



Senior Airman Sam Salopek
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The 60th Security Forces Squadron hosted their fourth annual working dog competition April 14-15 at Travis Air Force Base, California.

The two-day competition had 42 handlers from 26 police departments that completed tasks in narcotics and explosive detection, agility, obedience, search and aggression stages.

“Our overall goal is training,” said Staff Sgt. James Miller, 60th Security Forces Squadron military working dog handler and competition organizer. “It is a competition. We do hand out trophies, but we’re here to learn from each other. Different police departments have different tactics. We’re there to learn their tactics and they’re there to learn from us.”

Day one was strictly detection, said Miller. Teams were tasked to find narcotics and explosives. Day two was built-in with agility, obedience, search and aggression stages.

“Agility is our basic obedience course,” said Miller. “It incorporates some daily activities we might see in the field. We have stairs, tunnels, A-frames and catwalks just to make sure the dogs can complete the tasks.”

Agility guarantees the dog is capable of performing the task and to verify the dog will listen to the commands it’s given, said Miller.

“Obedience is everything you learned in basic,” said Miller. “You did marching movements in basic training. We do that same thing with our dogs: left-face, right-face and about-face.”

For the search phase of the competition, efforts were made for a real-world feel.

“When we get a dispatch of a suspect that’s hiding in a vehicle lot, at that point you’re going to cut your dog off leash,” said Miller. “Your dog should go out and search the vehicles and alert on the vehicle that the decoy, or in this case the bad guy, is in.”

During the aggression stages task, the dogs faced distractions.

“For distractors, we had a decoy out there with a bunch of toys,” said Miller. “A lot of our dogs are toy driven. We literally threw a bunch of toys out for the dog and made sure the dog would run past and attack the decoy.”

The competition ended with a catered award ceremony.

“Western States Police Canine Association has rules,” said Miller. “Whichever county or department that hosts the competition cannot compete, to make it fair. However, we were able to have our explosive dogs compete; and they won first place overall.”

Handlers strive to bring new and innovative training to their four-legged teammates.

“There is more than one way to train a dog,” said Miller. “Every dog is different. Every dog learns different. If you can find out something that works for their dogs, we can definitely bring it back to home station, and try it with our dogs to see if we can develop our dogs to get better.”

The next working dog competition is scheduled to be held in Stanislaus County on May 20.

U.S. Air Force photo/T.C. Perkins Jr.

U.S. Air Force photo/T.C. Perkins Jr.

U.S. Air Force photo/Louis Briscese

4) The Western States Police Canine Association held its fourth annual K9 Trial in a two-day competition hosted April 14-15 by the 60th Air Mobility Wing at Travis Air Force Base, Calif. Forty-two competitors from 26 police departments competed. Judges came from varied law enforcement and K9 training backgrounds. 5) Rachel Mally and her sons greet K9 Officer Rohan and Officer Dennis Mally from the San Leandro Police Department in San Leandro, Calif. The K9 team just completed the search portion of the competition. 6) Chris Oliver from the Placer County Sheriff’s Office runs his dog, King, during the trials. The two-day event featured competition in bomb and drug detection that stresses the importance of control, as well as safety tactics while encountering scenarios that mimic encounters on the street.

1) K9 Officer Enzo and Officer James Middleton from the Sutter County Sherriff’s Office perform a search exercise where a dog has to find a person inside one of three Humvees during the Western States Police Canine Association K9 Trial. The competition took place April 14-15 at Travis Air Force Base, Calif. 2) George Negrete from the San Joaquin County Sheriff’s Office runs his dog, Maximus, during the Western State Police Canine Association trials. 3) Carrie Loechlar with the San Joaquin County Sheriff’s Office runs her dog, Skye, during the trials.

U.S. Air Force photo/Louis Briscese

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System

From Page 10

surgeons perform 50 to 100 of these surgeries, mostly in children, said McCusker.

Although getting an ear tube is not a big deal for most patients, aircrew who require a tube ultimately lose their pilot qualifications, said McCusker.

"I think this is really going to benefit (the Air Force)," said McCusker of the new treatment. "Pilots and enlisted crew members spend a lot of time in a plane. We've spent a lot of money for their training. It's awful to have to say, 'You can't fly anymore.'"

After hearing about the dilation device at an otolaryngology scientific conference last year, McCusker began researching the technology. In February, he became one of only two Air Force physicians certified to perform the delicate operation.

During the surgery, a doctor uses a

catheter to insert a small rigid balloon through the patient's nose and into the Eustachian tube. Once inflated, the balloon opens up a pathway for mucus and air to flow through the tube, which may help restore proper function. After the Eustachian tube is dilated, the doctor deflates and removes the balloon.

Although the procedure itself takes about five minutes, McCusker was required by the company that manufactures the device to complete an eight-hour course, which included hands-on cadaver dissections.

"The procedure is minimally invasive and patients recover very quickly - most are back to normal the next day," said McCusker. "There's no external incisions or scars because everything is done with cameras through the nose."

However, the surgery does require the patient to be under a general anesthesia, he said.

"The data says that once the patient heals, 50 to 70 percent are completely cured with this one simple treatment,"

said McCusker. "Of the 30 to 50 percent who are not cured, almost all improve. Now, for people who had no other option, like pilots, this makes a huge difference."

From all indications, the treatment is permanent and patients only need one treatment. But the technology is new, said McCusker. Patients may need another surgery in five to 10 years.

David Grant USAF Medical Center has three otolaryngology surgeons who can treat patients with ETD. Adults who have had traditional treatments and are still suffering can get evaluated for the dilation procedure with a referral from their primary care provider.

"This is a way to address the issue instead of bypassing it," said McCusker. "I think this is going to be a big part of our business when word gets out and people realize how powerful this technology is."

DGMC has everything needed to perform the new procedure.

"We just need a qualified patient," said McCusker.

VLPAD

From Page 12

duty benefits but remain on the Reserve Active Status List and meet Reserve promotion boards when eligible.

VLPAD information is available and continuously updated on myPers. Click "Officer/Enlisted Voluntary Limited Period of Active Duty Program" from any Air Reserve component assignment landing page to find the complete VLPAD AFSC list, detailed eligibility criteria and application procedures for each specific VLPAD program.

The VLPAD program, launched in early 2016, provides an opportunity for Air National Guard and Air Force Reserve officers to become active-duty Airmen for a period of time.

For more information about Air Force personnel programs, go to myPers. Individuals who do not have a myPers account can request one by following these instructions.

Munitions

From Page 5

and sound."

The countermeasures Cotter speaks of consist of hundreds of flares positioned at specific points on C-17 and C-5 aircraft. Each flare burns at 2,000 degrees Fahrenheit, producing a heat signature that mimics the heat signature of the aircraft.

If a C-17 or C-5 were to be fired upon, the aircrew could deploy one or several flares to avoid getting hit. In 2016, Travis aircrews flew 8,956 sorties and amassed 45,929 flight hours, delivering more than 37,000 tons of cargo and 32,000 personnel to a variety of locations around the world.

The munitions flight helps Travis project American power, anytime, anywhere; ultimately advancing Air Mobility Command's rapid global mobility and global reach capabilities, said Lt. Col. Claudio Covacci, 60th MXS commander.

"The Travis ammo flight has AMC's largest munitions inventory and supports all three Travis aircraft; the C-5, C-17, and KC-10 Extender while sustaining 100 percent accountability, 99 percent scheduling effectiveness and 100 percent quality assurance pass rates," said Covacci.

"I am very impressed with our munitions specialists' high

level of attention to detail and extreme care with the handling, storage, transportation and inspection of ammunition and explosives," he said. "Our ammo Airmen provide Travis with pyrotechnic flares for aircraft on the flightline, smoke signal flares for aircrew survival kits, C-4 for explosive ordnance disposal teams and small arms ammunition for organizations like security forces, the Air Force Office of Special Investigations and the Contingency Response Wing. This small, yet significant unit ensures the safety of our Airmen and mission success."

Tech. Sgt. Anthony Castillo, 60th MXS NCO in charge of stockpile management and a senior munitions inspector, oversees munitions flight operations.

"We follow a weekly schedule, but every day is different," said Castillo. "We may be required to provide munitions for security forces, assist the 60th Civil Engineer Squadron's Explosive Ordnance Disposal Flight or the 621st Contingency Response Wing with emergency issue of ammunition because they frequently leave on short-notice missions."

Everyone on this team is fully qualified to do what's asked of them, whether that's inspecting munitions, taking accountability of munitions or transporting those munitions to the

flightline, he said.

Accountability of the 60th MXS munitions stockpile is taken daily and inspections are conducted on all munitions pulled from one of 22 storage facilities prior to delivering those munitions to customers.

Castillo also said his team maintains a large supply of flares as they may be required to replace them at a moment's notice. From January 1 to April 6, the munitions flight has performed 129 flare movements, nearly 25 percent of all such movements in 2016.

"We maintain a surplus of flare because when an aircraft needs flare, we need to provide it quickly," said Castillo. "An aircraft may only have one hour on the ground and we need to replace the flares in that hour so we always have flare available for our aircraft."

He said his Airmen have a significant impact on the mission every day.

"Ensuring the safety of our brothers and sisters of arms and knowing that with what we do, we are supporting the fight, that's a big deal," he said. "Our mission has a big impact."

"Safeguarding the aircraft that are transporting munitions to service members on the ground makes me feel like I'm in the fight, even though I'm stateside," said Staff Sgt. Philip Downs, 60th MXS munitions inspector.

Lasers

From Page 6

structural maintenance section chief.

"We have to fill out documentation every time we use a laser on a piece of equipment, then we use the traditional way on another piece of equipment," said Horak. "We document what we save for hazardous waste and how much time we saved, if we saved anything at all, and then send that up to the Air Force."

The lasers offer the Air Force other capabilities on top of a healthier and safer work environment.

"In the past, we really didn't have an effective way to

take rust off and this addresses that need to extend the life of equipment," said Horak.

Currently, the 60th MXS is not using the lasers to accomplish work tasks until the results from initial testing come back detailing information to determine safety and operational requirements, said Rizzo.

"I'm optimistic in the fact that it gives us another capability that we didn't have before, and addresses a lot of needs specific to Travis," said Horak.

"The lasers far surpass the old methods in the hazardous waste arena," said Rizzo. "I think the laser systems are going to be the way of the future."



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Espinosa

From Page 2

to soften the question by explaining that he had a son with the disorder. That's why he was better able to see the signs. He knew what to look for.

Girls with autism are much harder to diagnose correctly because they often do not fit the stereotype of autism. Rebekah had already been learning everything through mimicry and could fool a lot of people. But, for the first time, she did not fool her doctor.

The next few months were stressful for my family. Rebekah began her testing for autism spectrum disorder. She had to see a psychologist, neurologist,

physical therapist, occupational therapist and a speech therapist to be evaluated.

At the end of testing, Rebekah was diagnosed with autism spectrum disorder without intellectual impairment. She also received a secondary diagnosis of combined Attention Deficit Hyperactivity Disorder. All I could feel at this diagnosis was relief. We finally knew what was keeping Rebekah from speaking and understanding social situations.

With the diagnosis came resources we could finally use for Rebekah's development. We were enrolled in the Exceptional Family Member Program and Extended Care Health Option. The Airman and Family Readiness Center offered programs for her and an advocate to help

us work with her schools and develop her Individualized Education Plan.

Being in the Air Force family has made all the difference for my daughter's care. The medical care has been great. She can go to different therapies to help her advancement. She is getting excellent education. We can always depend on the A&FRC for assistance with her school if we ever need it.

As we reach the one-year anniversary of Rebekah's diagnosis, she is in kindergarten and making lots of friends. The other kids do not mind that she will often flap her hands and squeeze them. This is one of her stimulations, or stims, that she does to show she is excited. Because of this, you will always know when



Courtesy photo

Shellie-Anne Espinosa, 21st Space Wing public affairs specialist, helps her daughter, Rebekah, celebrate Halloween in 2015 in Las Vegas.

Rebekah is truly happy.

We still have lots of roadblocks ahead of us as Rebekah grows up. She does not understand that she thinks differently than other people. Someday I will have to explain what autism is to her.

For now, though, Rebekah is happy, sweet and will always have a hug ready for anyone who

needs it. Autism has changed my family's life, but with the right tools and attitude, Rebekah has shown that it will not define who she will become.

And the best part about Rebekah's progression as she comes into who she is – she tells me she loves me at least five times a day, as if she were making up for her silent years.

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1) Children of 9th Air Refueling Squadron members pose for a photo and display their certificates and dog tags during "Bring Your Kid to Work Day" April 14 at Travis Air Force Base, Calif. The annual event aims to celebrate the families of the 9th ARS and thank children for supporting their parents.

9th Air Refueling Squadron celebrates ... FAMILIES

U.S. Air Force photos by 2nd Lt. Sarah Johnson

2) Lt. Col. Daniel Mollis, 9th Air Refueling Squadron commander, poses with the child of a 9th ARS squadron member during "Bring Your Kid to Work Day" April 14 at Travis Air Force Base, Calif. Each child received a dog tag and certificate at an awards ceremony as well as a pizza party afterward. 3) The child of a 9th ARS squadron member salutes Mollis after receiving her honorary "Little Guccis" dog tag and certificate. The 9th ARS "Bring Your Kid to Work Day" celebrated children and families of squadron members, who are known as Guccis.



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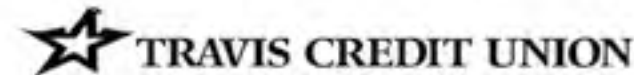
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