

Augmentees train aircrew for ...

# SUCCESS

PAGES 16-17



**TW**

# Forces mark milestone in fight with ISIS

**Commentary by  
Lt. Gen. Jeff Harrigan**  
AIR FORCES CENTRAL COMMAND  
COMMANDER

**A**L UDEID AIR BASE, Qatar — In early 2014, people across the globe were horrified by images of a menacing force sweeping across the Middle East, overwhelming superior armies and brutalizing those unfortunate enough to fall beneath its black shadow of terror. Nearly a month after the Islamic State of Iraq and Syria announced the establishment of their so called caliphate, America struck back, delivering the first airstrike against ISIS on Aug. 8, 2014. In the three years since, coalition airmen and aircraft from 20 nations have delivered more

than 94,000 weapons against ISIS targets. Through around-the-clock planning and operations, this lethal air armada, led by American Airmen, has decimated ISIS' fighting capacity with precise strikes. These strikes have destroyed thousands of fighting positions, command and control facilities, vehicle borne improvised explosive devices and VBIED factories, and helped erase tens of thousands of fighters from ISIS rosters, many of those foreign fighters no longer pose the threat of returning to their home countries to carry out attacks. Who are the Airmen responsible for producing the lethal force delivered daily in support of our courageous partner forces on the ground? They're the 20 year-old mechanics turning wrenches on 60 year-old B-52

## Commander's Commentary

Stratofortress bombers in 120 degree heat to enable the delivery of precision munitions against targets in Syria, Iraq and Afghanistan to strike fear in our enemies and protect U.S. and partner ground forces. It's the captain serving as a targeting cell chief whose Airmen closely monitor enemy patterns of life with 24/7 persistent surveillance aircraft, developing and vetting targets so as to precisely remove our enemies from the battlefield, yet not harm the people we're trying to help. They are the aircrew I remind daily to exercise disciplined patience in an increasingly complex war zone where

a split-second decision at 400 knots, like shooting down a Syrian aircraft or dropping a precision guided weapon in an urban setting, can have strategic implications. I was fortunate to be raised in squadrons that brought up their junior members by quickly letting out the leash. We made mistakes and learned fast. I would argue that's a characteristic somewhat unique to the Air Force; operations at the speed of sound require us to learn fast and empower our people so they're confident when the stakes are high. Outside the commander's office at Headquarters, U.S. Central Command, an image adorns the wall of a young Airman who tragically died loading bombs for an F-15E Strike Eagle mission against ISIS. I

See **HARRIGAN Page 25**



**Commentary by Chief  
Master Sgt. Jayson Watson**  
45TH  
AERIAL PORT  
SQUADRON

# Mentoring others demonstrates true leadership

## Chief's Commentary

**R**ecently, I had the rare privilege of seeing a friend and counterpart retire after 36 years of service in the U.S. Air Force. Chief Master Sgt. Kirk Stewart retired effective July 25. He left with 36 years of knowledge and experience. The loss of such an irreplaceable trove of knowledge would certainly handicap the Air Force for years to come if it were not for Stewart's dedication to mentoring his team of Airmen. Although we will all miss

working alongside this man, I doubt, the team he leaves behind will struggle to meet the mission. The planes will fly and repairs will be made without missing a beat. How is it that in a single event we can lose such an asset yet the mission does not falter? The answer is simple: succession planning and mentoring. Each of us, whether we are junior enlisted Airmen, noncommissioned

officers or even the highest grade of officer are indebted to the Air Force, and the nation, for growing us into the leaders we are today. At some point, each of us will depart the service, whether through retirement or separation. Our knowledge and experience will be gone and the team we each leave behind will have to manage without the sergeants, chiefs and officers who led for a short time. The mission and the Air Force will go on. The truest measure of our success

and effectiveness is in the leaders we leave behind. Readiness numbers, inspection results or any other static measurement can only measure the past and present. Our truest measure of success is, and should be, in the Airmen that follow. I urge each of you to be like Stewart, make the leaders that will follow you successful. You may never know the impact you may have on a future chief or chief of staff. Thank you, Stewart, for all you have done for Team Travis, the USAF and our nation.

# Tailwind



Travis AFB, Calif.  
60th Air Mobility Wing

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60th Air Mobility Wing commander

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## On the cover

**Top: U.S. Air Force Survival, Evasion, Resistance and Escape students learn from an instructor during training July 17 near Travis Air Force Base, Calif. Center: Aircrew members from Travis train July 19 in San Pablo Bay, Calif. Bottom: Augmentee instructors prepare for training.**

U.S. Air Force photos/Heide Couch

# Airman dies in crash

60th Air Mobility Wing  
Public Affairs

An Airman assigned to the 60th Aerial Port Squadron at Travis Air Force Base was killed in a motor vehicle accident Aug. 4 on Interstate 680 near Benicia, California. Airman 1st Class Patricia E. Roy, a cargo apprentice, died as a result of injuries sustained in the crash. Roy, originally from the Philippines, lived with her parents in Concord, Calif. She enlisted in the U.S. Air Force in August 2015 and arrived to Travis AFB in April 2016. "Team Travis lost a great Airman," said Col. John Klein, 60th Air Mobility Wing commander. "She loved being in the Air Force and always had the best attitude. Our community will miss her deeply." Known as A1C Roy to her leaders, Patricia to her family, and Pat to her friends, Roy had plans to be a nurse and earn her commission in the USAF. The California Highway Patrol is investigating the cause of the accident. More details will be released as they become available. For additional inquiries, please contact 60th Air Mobility Wing publicaffairs at 707-424-2011 or 60amwpa@us.af.mil.

# Symbols We Stow: Captain carries coins

2nd Lt. Jessica Ward  
60TH AIR MOBILITY WING PUBLIC AFFAIRS

Editor's note: This article is the third in an ongoing series.

Capt. Leanne Babcock, 349th Logistics Readiness Squadron operations officer, carries a few things with her when she travels for the Air Force, including two coins and a laser engraved bracelet.

## Symbols We Stow

One coin is from Logistics Readiness Officer technical school graduation, a representation of her achievement of becoming an officer after five years of being an enlisted Airman. "The second coin represents the Veteran Alumni Organization at San Diego State," said Babcock. "I was the founding president and wanted to bridge that gap for student veterans between graduation and real world. We have an extremely active veteran community for all branches of service." The bracelet stands out most, as it shows a name of someone who has affected her life: Capt. David Lyon, who was a Logistics Readiness Officer for the 21st Logistics Readiness Squadron at Peterson Air Force Base in Colorado Springs, Colorado. "I'll rotate the coins in a few months," said Babcock, "But the bracelet will remain. It's a part of my uniform now. It feels strange not wearing it." Babcock met Dave at LRO technical school in January 2009 where they were in the same flight together. "Dave was a motivator and never quit, he was a true 'lion,'" said Babcock. They continued to work together for several years after attending LRO technical school. They worked for the 21st LRS,



U.S. Air Force photo/ Heide Couch

**Capt. Leanne Babcock, 349th Logistics Readiness Squadron operations officer, displays the tokens she keeps near on July 27 at Travis Air Force Base, Calif.**

as well as volunteered at the US Air Force Academy. Lyon was the first LRO killed in action during the Operation Iraqi Freedom and Operation Enduring Freedom campaigns. When Babcock heard the news of her fallen friend, she immediately began working alongside other LROs and friends to

See **SYMBOLS Page 23**

## WARRIOR OF THE WEEK

U.S. Air Force photo/Heide Couch

**Name:** Staff Sgt. Andres Posada.

**Unit:** 60th Security Forces Squadron.

**Duty title:** Working dog handler.

**Hometown:** Miami, Florida.

**Time in service:** Ten years.

**Family:** Spouse, Mallory; one son.

**What are your hobbies?** Basketball, car racing.

**What is your greatest achievement?** I was the first of my family to earn an associate's degree and I am pursuing my bachelor's degree in sociology.

# 621st CRW Airmen take part in exercise

## Mobility Guardian moves into phase two

**Tech. Sgt. Jodi Martinez**  
375TH AIR MOBILITY WING

JOINT BASE LEWIS-MCCHORD, WASH. — The second half of Exercise Mobility Guardian began Aug. 6 at Joint Base Lewis-McChord, Washington, and will focus on training aircrew on advanced tactical air operations.

Following the successful execution of the joint forcible entry, ground forces established control over Moses Lake, which enabled the transition to sustainment operations.

“Mobility Guardian has tested our ability to prepare and deliver the force,” said U.S. Air Force Gen. Carlton D. Everhart II, Air Mobility Command commander. “Now it will test our ability to sustain the force and, after the mission is over, ensure the joint force returns home.”

The 62nd Medical Brigade enabled the first step in the sustainment phase, said U.S. Air Force Lt. Col. Jeremy Wagner, Mobility Guardian director. The brigade executed humanitarian relief operations after the 82nd Airborne Division accomplished a joint forcible entry and seized the airfield at Moses Lake. From there, components of the 7th Infantry Division, Stryker Brigade Combat Team, took over the airfield and established their power projection.

These movements enabled the 621st Contingency Response Wing to begin air base opening operations at Fairchild Air Force Base, Moses Lake, and Yakima, Washington.

See PHASE TWO Page 25



U.S. Air Force photo/Staff Sgt. Robert Hicks

Royal Air Force Senior aircraftsman Tom Raven provides security for a New Zealand C-130H Super Hercules during Exercise Mobility Guardian Aug. 5 at Moses Lake, Wash. More than 650 international service members will work alongside more than 3,000 U.S. service members during Mobility Guardian across Washington state from July 31 to Aug. 12.

## Airmen test air base opening skills during Mobility Guardian

**Staff Sgt. Robert Hicks**  
621ST CONTINGENCY RESPONSE WING

MOSES LAKE, Wash. — The 621st Contingency Response Wing deployed an air base opening team of 99 Contingency Response Airmen here in support of Air Mobility Command's premier readiness Exercise Mobility Guardian.

“Mobility Guardian is the first of its kind,” said U.S. Air Force Maj. Clark Hall, 921st Contingency Response Squadron assistant director of operations and acting contingency response element commander at Moses Lake, Washington. “This exercise tests our ability to rapidly deploy, open and operate a logistical hub in a combat zone. It also allows the

contingency response forces to work with our coalition partners, building relationships for future combat missions.”

**“... We will use this opportunity to help strengthen partnerships, discovering, learning and improving together as an integrated team.”**

— Maj. Clark Hall, 921st Contingency Response Squadron

The contingency response groups in the CRW are self-sufficient and deploys with all personnel, equipment and supplies to execute the mission. The airbase opening team here includes personnel from 24 different Air Force Specialty Codes who provide airfield operations and base camp support. They bridge the gap

between seizure and sustainment forces, establishing and codifying airfield procedures and processes for continuous mobility operations, Hall said. Throughout the exercise 821st CRG Airmen will integrate with the Australians, Belgians and British forces, loading and offloading cargo, as well as providing base defense and intelligence to support combat training in a realistic environment.

“Every CR mission or exercise provides lessons learned,” Hall said. “The past two

“In an increasingly smaller

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Daily Republic photo/Josh Redsun

**Tech. Sgt. Jacob Thomas, center, an assistant flight chief from Travis Air Force Base who has been deployed in Kuwait since January, surprised his family Aug. 6 at Six Flags Discovery Kingdom in Vallejo, Calif., by returning early from his deployment.**

## Sergeant makes surprise return

**Susan Hiland**  
DAILY REPUBLIC

VALLEJO, Calif. — Shhh! The Thomas family got a surprise Aug. 6 with a very special day at Six Flags Discovery Kingdom in Vallejo, California.

It took some planning but Tech. Sgt. Jacob Thomas, an assistant flight chief from Travis Air Force Base who has been deployed in Kuwait since January, flew home early to surprise his family at the Vallejo park.

After arriving at the park, he was whisked secretly back behind the Sea Lion Stadium to wait for his big entrance.

His wife, Kristen, and four children sat in the front row of the stadium, waiting patiently to see the sea lions perform. Within a few minutes of starting the show, their dad came out on stage. The children's jaws dropped and Jacob Jr. began to cry.

“The hardest part was keeping a secret,” Jacob Thomas said.

Thomas and his wife, who also actively serves in the Security Forces, had planned this

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# Klein: Travis delivers every day

**Tech. Sgt. James Hodgman**  
60TH AIR MOBILITY WING PUBLIC AFFAIRS

Col. John Klein, 60th Air Mobility Wing commander, hosted his second series of commanders' calls in 2017 from Aug. 8-10 at Travis Air Force Base, California.

During the briefings, which were the first since March, Klein emphasized the strategic importance of Travis, the capabilities the base provides and asked every Airman in attendance to identify how he or she supports the wing's mission to rapidly project American power anytime ... anywhere.

“You need to understand how you connect to our mission,” said Klein. “You are engaged globally and you're doing that by deliberately developing

Airmen, forging pride and creating a team (atmosphere).

“We are a power projection platform for our great nation and we deliver for Air Mobility Command and our nation every day,” he said. “There are no bounds at Travis Air Force Base.”

Chief Master Sgt. Steve Nichols, 60th AMW command chief, shared how Travis Airmen have projected power and supported America's allies.

“An example of this power was displayed during Exercise Ultimate Reach, which was part of Talisman Saber (a biennial combined Australian and U.S. training activity),” said Nichols. “One of our squadron commanders was the lead

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U.S. Air Force photo/Louis Briscese

Col. John Klein, 60th Air Mobility Wing commander, gives a briefing during his commander's call Aug. 8 at Travis Air Force Base, Calif.

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# Travis C-5 enables bomber deployment

Tech. Sgt. Richard Ebensberger  
36TH WING PUBLIC AFFAIRS

ANDERSEN AIR FORCE BASE, Guam — A C-5M Super Galaxy assigned to Travis Air Force Base, California, enabled the deployment of six B-1B Lancers and 350 Airmen with the 37th Expeditionary Bomb Squadron, 28th Bomb Wing from Ellsworth Air Force Base, South Dakota, to Andersen AFB, Guam, at the end of July in support of U.S. Pacific Command's Continuous Bomber Presence mission.

The 37th Expeditionary Bomb Squadron is assuming responsibility for CBP operations from the 9th EBS, assigned to Dyess AFB, Texas, which arrived in Guam in February.

"It took every Airman at Andersen AFB to make this deployment and redeployment a success," said Col. Scott Hurrelbrink, 36th Wing vice commander. "From our logisticians and support professionals that moved equipment



U.S. Air Force photo/Tech. Sgt. Richard P. Ebensberger

**A C-5M Super Galaxy assigned to the 22nd Airlift Squadron at Travis Air Force Base, Calif., arrives July 24 at Andersen AFB, Guam. The C-5 transported equipment and personnel assigned to 37th Expeditionary Bomb Squadron, deployed from Ellsworth AFB, S.D.**

and processed personnel, to our medical staff who provided care, to all our maintainers and operators who fixed, loaded and flew the jets, everyone worked tremendously hard to make this happen. It's the Airmen of Andersen, whose commitment and

abilities help assure our allies, deter our adversaries and keep us ready to 'Fight Tonight.'"

For the duration of this current deployment, the 37th EBS will operate a fully upgraded fleet of Block 16 B-1s. The Block 16 update includes a

particular value in a region as vast and diverse as the Indo-Asia-Pacific, as demonstrated by the departing 9th EBS, who executed the first-ever all-Block 16 B-1 deployment during their deployment to Andersen.

The 9th EBS crews relied heavily on this state-of-the-art equipment while conducting a series of integration and bilateral training missions with the U.S. Navy, Japan Air Self-Defense Force, Republic of Korea Air Force and Royal Australian Air Force Joint Terminal Attack Controllers.

In July alone, the 9th EBS conducted missions that spanned from Guam to the East and South China Seas, Korean Peninsula and down to Australia. One of these missions was a bilateral mission with JASDF F-15s at night, marking the first time U.S. PACOM directed B-1s have conducted combined training with JASDF fighters at night.

In addition to this milestone, the squadron was also part of

series of improvements to the B-1s avionics, data-link equipment and other systems, all of which improve aircrew situational awareness, interoperability with other aircraft, and overall mission efficiency.

These upgrades are of

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# DGMC celebrates completion of construction phase

Staff Sgt. Nicole Leidholm  
60TH AIR MOBILITY WING PUBLIC AFFAIRS

The 60th Medical Group held a ribbon cutting ceremony marking the end of the Phase III Modernization Project at David Grant USAF Medical Center Aug. 4.

For the past nine years, DGMC has undergone three different phases of improvements and modifications spanning 3,000 square feet and totaling more than \$140 million.

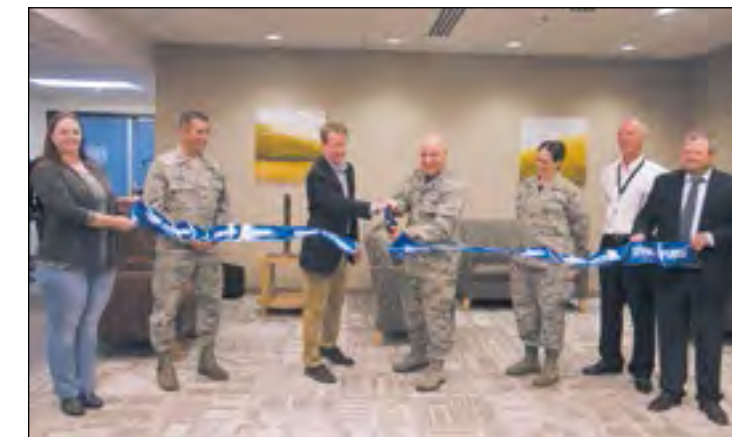
Phase I of DGMC's structural improvements and modernization program started in 2008 marking the first large-scale facelift to the Air Force's flagship medical center since it opened in 1988. Phase I was completed in June 2011.

Phase II started in December 2012, which included multi-departmental enhancements in

diagnostic imaging, optometry, allergy and immunization clinic, ear, nose and throat clinic and musculoskeletal clinic. Phase II was finished in 2014.

The \$54 million Phase III renovations began in the spring of 2014 with labor and delivery, operating room administrative and support services, mental health clinic and education departments being the first areas to see extensive healthcare design improvements.

A state-of-the-art surgery center added two operating rooms, increasing the hospital's surgical capabilities by 25. Additionally, the oral surgery clinic, women's health clinic, heart lung vascular clinic, minor procedure surgical clinics and intensive care unit have all been updated as apart of these modernization efforts.



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

**Col. Michael Higgins, 60th Medical Group commander, and Mark Benne, United Excel project manager, center, were among the members of base and community leadership on hand to cut the ribbon for the grand opening of the newly renovated surgical center Aug. 4 at David Grant USAF Medical Center at Travis Air Force Base, Calif.**

"We've increased our surgical capabilities here," said Lewis Martin, Air Force Surgeon General, Air Force

Medical Support Agency, health facilities project director. "By consolidating the clinics, we don't have nurses

running all over taking care of patients, we only need one or two."

Martin added that these improvements help give DGMC new abilities in surgical procedures, thus enhancing patient care.

The project also received Leadership in Energy and Environmental Design silver certification in energy conversation such as water and energy usage and air quality.

"This provides us the ability to deliver on our long term promises," said Col. John Klein, 60th Air Mobility Wing commander. "We make a promise to our veterans, their families and our military members that they're going to be taken care of. This allows us to do that better."

DGMC is the first thing See **CONSTRUCTION Page 21**

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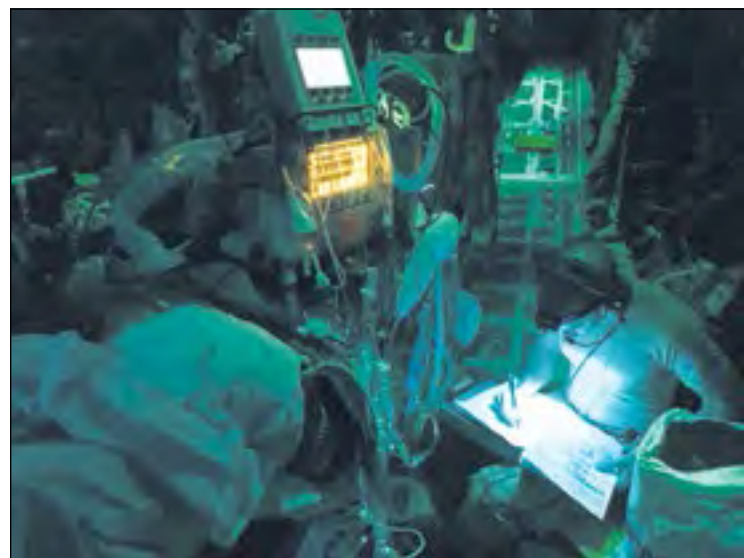


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Courtesy photo

Members of the 455th Expeditionary Aeromedical Evacuation Squadron provide care for U.S. Army Soldiers who were wounded in a rocket propelled grenade attack in a C-130J Super Hercules during a June 17 flight to Bagram Airfield, Afghanistan.

# Travis aircrew moves injured

**Tech. Sgt. James Hodgman**  
60TH AIR MOBILITY WING PUBLIC AFFAIRS

the northern city of Mazar-i-Sharif.

Six aircrew members from Travis Air Force Base, California, flew a C-17 Globemaster III into Bagram Airfield, Afghanistan, June 18 to medevac five U.S. Army special operators who were wounded in an insider attack at Camp Shaheen, in

the northern city of Mazar-i-Sharif. The attack occurred when an Afghan commando, loyal to the Taliban, fired upon Soldiers with a rocket propelled grenade launcher, killing a member of the Afghan National Army and severely wounding seven U.S. Army Soldiers.

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## Secretary of State stops at Travis



U.S. Air Force photo/Louis Briscese

Secretary of State Rex Tillerson, left, speaks with Col. John Klein, center, 60th Air Mobility Wing commander, and Chief Master Sgt. Steve Nichols, 60th AMW command chief, during an Aug. 3 visit to refuel at Travis Air Force Base, Calif. Tillerson stopped at Travis before heading to Manila, Philippines, to attend the Association of Southeast Asian Nations Summit.

## Exchange expands layaway

**Army & Air Force Exchange Service Public Affairs**

The Travis AFB Exchange is expanding its layaway program to include computers and tablets.

Through Aug. 31, just in time for back-to-school season, shoppers can use layaway to hold computers, notebooks, tablets and iPads, items that are not typically eligible for the program.

"Starting off the school year with the right laptop or tablet can be critical to academic success," said Paula Bradford, Travis AFB Exchange store manager.

"The Exchange's layaway program is a great choice to not only manage expenses for clothes, shoes and backpacks, but computers as well."

A \$3 service fee and a deposit of 15 percent are required to hold items on layaway. Items must be picked up by Aug. 31. Shoppers can visit customer service at the Travis AFB Exchange for complete details.

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

**Beverly Sterling, one of the first women to join the U.S. Air Force, speaks to members of the 60th Maintenance Squadron during a lunch-and-learn event Aug. 1 at Travis Air Force Base, Calif. Sterling shared stories about her experiences joining the Air Force in 1951 and how she played a key role in shaping Air Force culture today.**

## Pioneer shares story with Travis

**2nd Lt. Jessica Ward**

60TH AIR MOBILITY WING PUBLIC AFFAIRS

By the end of her Aug. 1 discussion with several active duty Air Force members from the 60th Maintenance Squadron at Travis Air Force Base, California, Beverly Sterling expressed that she was nervous to be speaking about her career in front of a crowd.

However, it went unnoticed due to the energy and passion she put into telling her story as one of the first female officers in the U.S. Air Force.

"We had a unique opportunity here to speak to Ms. Bev," said Lt. Col. Claudio Covacci, 60th MXS commander.

In 1951, Sterling was working in retail and heard about

a new Air Force program that opened up to give women direct commissions into the Air Force. She was one of 50 women to enroll in the program.

"It was an open enrollment and you applied, the basic qualifications were that you had four years of college and some experience in your given field," said Sterling.

While the women she commissioned with all had separate reasons for wanting to be a part of the military, Sterling spoke of the challenge of many men believing that women joined the military to meet a man.

For Sterling, her reasons were quite the opposite. She was working in Houston, Texas, when she noticed that her male counterpart was getting

paid more than she was.

"I'll tell you why I went in, and it wasn't to find a guy," said Sterling. "I wanted equal pay, so I applied for this program because the women got the same pay as the men."

Sterling said that it was not typical of women to graduate high school and enter the workforce right away at the time.

Most women would get married, start a family and then start thinking of the possibility of a career. In her case, she was one of two women in her high school graduating class that did not get married, but started working first instead.

"There were other people that didn't want that kind of life, so they went out into the world," said Sterling. "I just did it a little earlier than most."

After receiving a letter in the mail telling her that she received a commission, Sterling went to Great Lakes Naval Training Station, Illinois, to be tested on her mental and physical fitness. Then she was sent to Lackland Air Force Base, Texas, to continue training and finally to Barksdale Air Force Base, Louisiana, to start her job as a second lieutenant.

There were growing pains

See **PIONEER** Page 19



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# KC-10 AMU Airmen soar beyond expectations



U.S. Air Force photo/Senior Airman Preston Webb

**Senior Airman Preston Webb**  
380TH AIR EXPEDITIONARY WING  
PUBLIC AFFAIRS

AL DHAFRA AIR BASE, United Arab Emirates — Although the KC-10 Extender's primary mission is aerial refueling, it can combine the tasks of tanker and cargo aircraft by refueling fighters, while simultaneously carrying the fighter support personnel and equipment on overseas deployments.

Its mission relies on much more than pilots and boom operators, however. Executing a successful mission in which the KC-10 delivers much-needed

gas to help defend the region begins with hard working Airmen made up of a team of crew chiefs and specialists.

That team belongs to the 380th Expeditionary Aircraft Maintenance Squadron Extender Aircraft Maintenance Unit, working around the clock to keep the 908th Air Refueling Squadron's fleet of Extenders in the air — and in the fight.

Since April, maintenance Airmen have overcome austere weather and working conditions to enable approximately 5,300 strikes during 1,200 sorties and supported the offload of 96 million pounds of fuel to more than 8,000 aircraft.

"Weather and heat in general are our biggest challenges. The tarmac and all the equipment gets almost superheated,"

said 1st Lt. Scott, 380 EAMXS Extender AMU officer in-charge. "We take our work-rest cycle very seriously, and make sure everyone is properly hydrated. The last thing we want is to lose someone on the job."

The squadron has less people and a higher operations tempo than a typical U.S. unit Scott said, but they are still required to keep the Extenders safe and reliable for operations.

"Simply put, fixing aircraft is what we do," said Senior Airman Joseph, 380 EAMXS Extender AMU fuels systems journeyman, from McGuire Air Force Base, NJ. "We always try to leave the aircraft in a better state than when we got it."

Every maintainer assigned to the 380 EAMXS KC-10 AMU

See AMU Page 13

Airmen with the 380th Aircraft Maintenance Squadron Extender Aircraft Maintenance Unit push a set of air stairs into position to offload aircrew from a KC-10 Extender from Travis Air Force Base, Calif., Aug. 3 at Al Dhafra Air Base, United Arab Emirates. Since April, maintenance Airmen made it possible to offload 96 million pounds of fuel to more than 8,000 refuelers.

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# Vacaville native is first female enlisted RPA pilot

**Tech. Sgt. Ave I. Young**  
502ND AIR BASE WING PUBLIC AFFAIRS

*Editor's note: Last names withheld for security purposes.*

JOINT BASE SAN ANTONIO-RANDOLPH, Texas — The Air Force's first female enlisted pilot completed Undergraduate Remotely Piloted Aircraft Training Aug. 4 at Joint Base San Antonio-Randolph, Texas.

Tech. Sgt. Courtney, a Vacaville, California, native, is part of the Enlisted Pilot Initial Class.

In its 70 years as a separate military service the Air Force has relied almost exclusively on commissioned officers to pilot its aircraft. In December 2015, the Air Force announced it would begin including enlisted Airmen in its training to pilot RPAs. Twelve were selected and incorporated in the training program beginning October 2016. The first three EPIC students graduated from training May 5.

"Tech. Sgt. Courtney doesn't do this because she's a girl, she



U.S. Air Force photo/Tech. Sgt. Ave I. Young (photo edited for security purposes)

**Tech. Sgt. Courtney has her remotely piloted aircraft pilot wings pinned on by her sons during the 558th Flying Training Squadron's Undergraduate RPA Training Course graduation Aug. 4 at Joint Base San Antonio-Randolph, Texas.**

just gets up every day and puts her uniform on and comes to work and kicks butt because that's what she does," said Maj. Natalie, an instructor pilot with the 558th Flying Training Squadron. "That's who she is. She's not a woman pilot, she's a pilot."

The 558th FTRS is the sole source of undergraduate RPA training in the Air Force.

"It's great to fill that role as the first female," Courtney said. "It's awesome and humbling, but our units don't care if you're male or female, they just want you to be a good pilot."

## AMU

From Page 12

is a fully qualified journeyman or craftsman. They know the steps for each scenario and by using technical orders, they can solve problems quickly.

"Without AMXS, the (KC-10s) wouldn't get in the air. Without the KC-10, our capabilities wouldn't reach as far or be nearly as powerful," Scott said. "We wouldn't be able to deliver the fight, or bring our people home nearly as effectively."

As an oft-quoted, anonymous maintainer once said, "Maintainers were created so pilots can have heroes too."

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# Airmen train with US foreign allies

Pacific Air Forces Public Affairs

JOINT BASE PEARL HARBOR-HICKAM, Hawaii — Two U.S. Air Force B-1B Bombers, under the command of the U.S. Pacific Air Forces, joined their counterparts from South Korean and Japanese air forces in sequenced bilateral missions, Aug. 7.

This serves as the first mission for the crews and aircraft recently deployed from Ellsworth Air Force Base, South Dakota, in support of U.S. Pacific Command's continuous bomber presence missions.

After taking off from Andersen AFB, Guam, the B-1s assigned to the 37th Expeditionary Bomb Squadron, flew into Japanese airspace, where they were joined by Koku Jieitai (Japan Air Self Defense Force) F-2 fighter jets.

The B-1s then flew over the Korean Peninsula where they were joined by South Korean air force KF-16 fighter jets.

The B-1s then performed a pass over the Pilsung Range before leaving South Korean

airspace and returning to Guam.

Throughout the approximately 10-hour mission, the aircrews practiced intercept and formation training, enabling them to enhance their combined capabilities and tactical skills, while also strengthening the long standing military relationships in the Indo-Asia-Pacific region.

Ellsworth AFB B-1s were last deployed to Guam in August 2016 when they took over CBP operations from the B-52 Stratofortress bomber squadrons from Minot AFB, North Dakota, and Barksdale AFB, Louisiana.

Aircrews, maintenance and support personnel, will continue generating B-1 bomber sorties to demonstrate the continuing U.S. commitment to stability and security in the Indo-Asia-Pacific region, providing commanders with a strategic power projection platform and fulfilling the need for anytime mission-ready aircraft, an important part of national defense during a time of high regional tension.

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# Road projects set to start

## 60th Air Mobility Wing Public Affairs

Here's a look at two upcoming construction projects that will affect travel on roads at Travis Air Force Base, California.

### Hangar Avenue construction impact

This project includes an overlay on Hangar Avenue and an overlay at the intersection of Hangar Avenue and Ragsdale Street. Patch repair work will also be completed on Ragsdale Street south of the intersection.

Phase one and two construction is scheduled from 6 a.m. to 5 p.m. Aug. 21-31. During this

See **PROJECTS** Page 19



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# Augmentees ensure SERE program success



1) Survival, Evasion, Resistance, and Escape instructors launch a pontoon boat loaded with equipment July 19 at San Pablo Bay, Calif. 2) U.S. Air Force Survival, Evasion, Resistance and Escape instructors and augmentees prepare for a training session in a remote area July 17 near Travis Air Force Base, Calif. 3) SERE students learn land navigation skills.

**Staff Sgt. Nicole Leidholm**  
60TH AIR MOBILITY WING PUBLIC AFFAIRS

Pilots, aircrew and other individuals deemed at high risk of isolation during a mission must undergo an initial Survival, Evasion, Resistance and Escape course at Fairchild Air Force Base, Washington.

The training includes survival, combat survival, conduct after capture, water survival and emergency parachute training. The course gives pilots and other aircrew members the tools needed to survive if they were to get captured during a mission.

Afterwards, students complete attend refresher training every three years to stay proficient in those skills.

To assist with the training and make it as realistic as possible, the SERE team at Travis Air Force Base, California, utilizes an augmentee program.

"The augmentee program on other bases was first opened to those directly involved in aircrew, intel, aircrew flight equipment, so they could see how they contribute to the aircrew, such as the equipment AFE puts in the survival kits or how the aircrew utilizes the information from the intel at their final briefing," said Staff Sgt. Emanuel Espino-Mata, 60th Operations Support Squadron SERE specialist.

The augmentee program is now open to all ranks and Air Force specialty codes and allows SERE specialists to put on more realistic training to help train pilots and aircrew how to survive, if their aircraft were to ever go down behind enemy lines.

"SERE training prepares aircrews by challenging us to survive and evade in realistic scenarios," said Maj. Virgil Steele, 60th Air Mobility Wing deputy inspector general and C-17 Globemaster III

pilot. "They go beyond classroom instruction by providing field based scenarios that let us apply the lessons learned in the classroom. Being in the field with the instructors helps reinforce proper procedures so we can easily recall them from memory should we have to bailout, ditch or crash land."

The instruction given by the SERE specialists prepared pilots to survive in a hostile environment and return safely to fight another day, said Steele.

"It's as real as it can get," said Espino-Mata. "The more augmentees we have, the more realistic training we can put on. The aircrew are out on their own, communicating via radio and they are expected to navigate to specific points."

Espino-Mata added that augmentees help ensure the jet skis and the all-terrain vehicles are fueled before a training event. They also ensure the pontoon has been checked and secured on the trailer and all the medical and role-play equipment has been loaded into the trucks.

"Depending on your rank, we look at how much responsibility can we give (the augmentees) or how they can manage each other," said Espino-Mata. "Those that come several times, we give them a different level of responsibility. It doesn't matter if you've been in 12, 13 years or six months, everyone can contribute in some way, shape and form."

Once at the training sites, the augmentees help set up for the scenarios and play an active role in the training such as tracking down the aircrew and acting as aggressors.

"The augmentees are a critical component of adding realism to the training," said Steele. "Many of them role play as enemy forces seeking to capture us while we are out in the field. Their participation allows trainees to apply

evasion and concealment techniques to avoid capture. It also raises the stakes for trainees and adds a level of stress to the scenario."

Airman 1st Class Otari Mgvdiashvili, 60th Medical Support Squadron, said he enjoys being an augmentee because of the vital training they provide to pilots and aircrew.

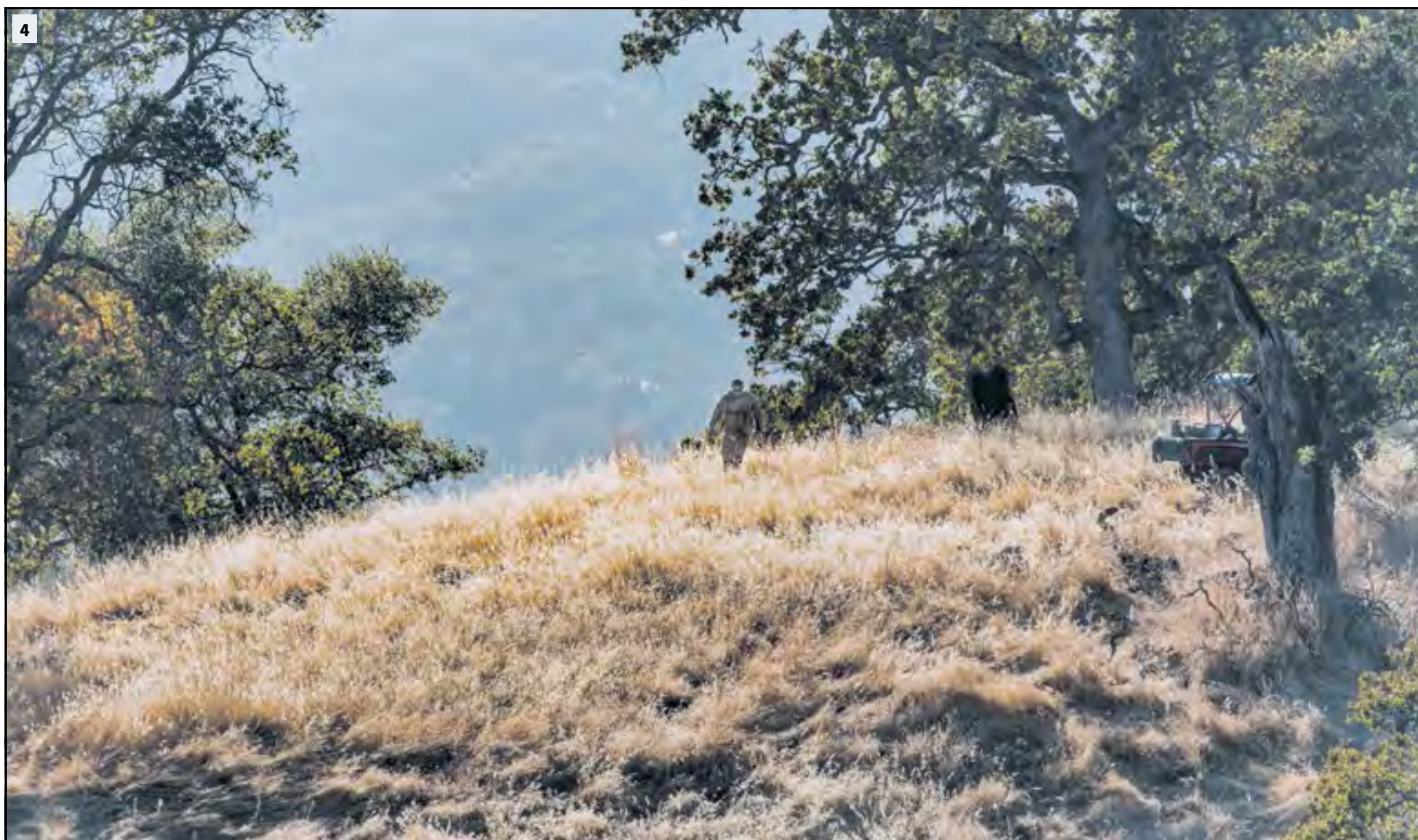
"It gives us a direct impact training aircrew to do something you hope they never have to use," said Mgvdiashvili. "You want to make it as realistic and as academically accurate of an environment to give them the best learning environment as possible."

Staff Sgt. Glen Villegas, 60th Aerospace Medicine Squadron public health, said the biggest take away from the augmentee program is the critical thinking, communication and teamwork skills he's gained.

"When you utilize those skills out in the field it makes for a much better experience for the aircrew and for yourself as well and also brings that realism back over to them," said Villegas. "You can translate all those skills back to your work center whether as a logistics person or an (aerial porter) or fixing planes, you can bring it back because you've exercised those critical thinking skills, communication, leadership and teamwork skills, and been put into an uncomfortable situation and made to be comfortable with it."

Individuals interested in becoming augmentees receive all required training from SERE specialists.

To join the SERE Augmentee Program, visit <https://eim.amc.af.mil/org/60oss/sere/default.aspx> and click on the SERE Augmentee tab. Then, follow the step-by-step instructions on how to become an augmentee and how to volunteer for a training event.



4) A U.S. Air Force Survival, Evasion, Resistance and Escape instructor hides a cache of water, food and a map for students to locate while learning land navigation skills July 17 during SERE training near Travis Air Force Base, Calif. 5) SERE instructor augmentees, playing the role of aggressor, begin their mission to find the Travis aircrew members hiding from them in the woods. 6) A team of Travis aircrew members share the contents of the cache. 7) A SERE augmentee prepares for a training session.



## Deployment

From Page 6

In addition to this milestone, the squadron was also part of a collective military response to a series of increasingly escalatory actions by North Korea, including a launch of an intercontinental ballistic missile when two B-1s launched from Andersen AFB and conducted a 10-hour sequenced bilateral mission with South Korean and Japanese fighter jets.

Much of the success of these missions can be credited to the maintenance personnel that worked round the clock to keep the B-1s mission ready. While here, Airmen from the 7th Expeditionary Aircraft Maintenance Squadron and the 36th Maintenance Group directly contributed to the B-1's accomplishing 100 percent of all U.S. Pacific Command's directed missions.

"The accomplishment of these missions is a direct reflection of our maintainer's dedication and determination in ensuring their B-1s are ready to employ combat airpower at any given time," said Col. Mark Sotallaro, 36th MXG commander. "Each maintainer brings with them a unique expertise acquired through years of training and experience gained from deployments, such as this, which keeps us mentally agile and mission focused."

The 9th EBS B-1 crews were not alone in the sky; they relied on the dedicated support of KC-135 Stratotanker crews from the 506th Expeditionary Air Refueling Squadron to ensure they had the fuel needed to reach their mission objectives.

Ellsworth B-1s were last deployed here in August 2016 when they took over CBP operations from the B-52 Stratofortress bomber squadrons from Minot AFB, North Dakota, and Barksdale AFB, Louisiana.

Pacific Air Forces is tasked with providing combat ready, airpower capabilities in support of any contingency response that may arise in this dynamic region. As Dyess' Airmen depart Guam, it now falls upon Ellsworth's B-1s, working side-by-side with their tanker counterparts and all of team Andersen, to be ready if called.

## Pioneer

From Page 10

as the Air Force added female officers to the service. The women had to walk a mile to work from their barracks, worked in buildings that were separated from men and often did not have facilities to use when they traveled to other Air Force bases that did not have women. So it was difficult to have any career aspirations, said Sterling.

"I would do my work as best as I could and survive. I think my energy was focused more on just getting through it. It wasn't easy,"

said Sterling.

After being in the Air Force for almost two years, she received orders to go to Wisconsin but ended up getting married and separating instead.

"I did survive, and I got old after that. Therefore, I'm happy," said Sterling.

Though her time in the Air Force was short, she is very proud of being able to serve and stressed the importance of the military continuing to innovate and grow around its people.

"We should open our minds and take advantage of all the educational opportunities and verbal interaction," said Sterling.

## Projects

From Page 14

timeframe, no through traffic will be permitted to include people driving to David Grant USAF Medical Center. Facilities located within the construction zone will have full access however, access will be controlled by a flagman.

A detour for through traffic will be available via Hickam Avenue.

Phase three and four construction will be completed on weekends through September 3 beginning Aug. 19. Work will begin each day at 5 a.m. and end at midnight.

Emergency response vehicles will have access at all times.



### Collins Access Road construction impact

Project includes an asphalt overlay only on Collins Drive.

Work is scheduled for weekdays from September 4 - 22 from 6:30 a.m. and 5 p.m.

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Emergency response vehicles will have access at all times.

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## Helps

From Page 8

According to witness accounts of the attack, one of the Soldiers charged the attacker while firing his pistol, killing him and ending the assault. From there, the Soldiers received urgent medical care at a German military hospital, Craig Joint Theater Hospital at Bagram and later, the U.S. military Landstuhl Regional Medical Center in Germany for a variety of injuries including a collapsed lung, as well as blast and shrapnel injuries.

Capt. Michael Schwartz, 21st Airlift Squadron C-17 pilot and the aircraft commander on the mission that flew the Soldiers from Bagram to Ramstein Air Base, Germany, said everyone on the aircrew stepped up in every way possible to support the Soldiers.

"We made a checklist of everything that had to be accomplished to execute the mission safely and effectively," he said. "We had to get new diplomatic clearances, updated tactical publications, a new intelligence brief, plan sleep cycles and retrieve enough food for our crew who were going to fly an extra 10-hour duty day."

"The loadmasters helped the AE (aeromedical evacuation) team wherever they could; the crew chief serviced the engine

and fueled the jet and the pilots prepared for departure, so we were ready the moment the patients were loaded and settled," he said.

The mission, while challenging, was the greatest of his career, Schwartz added.

"It was an honor to lead a team of consummate professional aviators and medics to rescue special operators who, if the tables had been turned, would've been there to rescue us," he said. "I was proud and grateful we were in the best position, being that we were already airborne, to execute the AE mission.

"The support we had from the Tanker Airlift Control Center and en-route facilities was second to none and everyone up and down the chain of command ensured we had premier support to expedite the five injured Soldiers to a higher echelon of care in Germany less than 24 hours after the attack," said Schwartz.

The Travis C-17 was on a mission to deliver two UH-60M helicopters and about 70,000 pounds of cargo to undisclosed base in Southwest Asia in support of Operation Inherent Resolve when it received a call from TACC approximately two hours before arriving. The crew was instructed to quickly download their cargo and fly to Bagram as quickly as possible to evacuate the Soldiers.

"We were able to help people who gave all they had to the fight," said Staff Sgt. John Ledford, 60th Operations Support Squadron C-17 wing training manager, and one of two loadmasters who configured the aircraft into an airborne ambulance.

"As loadmasters we deliver people and goods and we often don't see the impact of those actions," he said. "I was proud to be a part of that mission. To be called upon at the very last minute to get those Soldiers the help they needed."

Before making it to the C-17, the Soldiers received care at Camp Shaheen from German doctors. Later, AE and Critical Care Air Transport Teams from the 455th Expeditionary Aeromedical Evacuation Squadron flew them to Bagram in a C-130J Super Hercules providing additional care throughout the trip.

Maj. (Dr.) Drew Shiner, 455th EAES physician, was one of the doctors who cared for the Soldiers.

"Everything happened very quickly," he said. "We received an initial report that there were Americans wounded at Mazar-i-Sharif, and our Aeromedical Evacuation Operations Team immediately got to work on configuring a C-130 for the mission. Right before the ramp went up I was handed a piece of paper that told me the number

of patients to expect and a cursory overview of their injuries. My team and I spent the trip up there running through scenarios in our heads and came up with our plan of action."

Upon landing, the CCATT teams loaded their equipment and litters in a van then sped off to the hospital.

"I can't thank our German partners enough for the excellent job they did stabilizing our Soldiers and providing critical care interventions until we arrived," said Shiner.

However, receiving the Soldiers from a foreign facility presented some challenges.

"Since they used syringe pumps for intravenous medications, all of the infusions they were giving were incompatible with our equipment," said Shiner. "Luckily, my CCATT nurse, Capt. Kara Granroth, (455th EAES) had extensive experience flying CCATT missions in the Pacific theater and was used to having to mix up new drips on the fly. She efficiently transitioned the patient to our pumps and we continued to prepare the Soldiers for the flight."

After overcoming numerous other challenges, including incompatible oxygen bottles, the Soldiers were loaded into an MRAP ambulance and transported to the C-130.

Along the way one Soldier began to retain too much carbon dioxide, which is a serious concern for anyone suffering from a traumatic brain injury, said Shiner. The crew worked to optimize the Soldier's oxygen intake by using a ventilator while providing care for the others over the course of the short flight.

Upon arriving at Bagram, the wounded warriors underwent trauma care for 12 hours at Craig Joint Theater Hospital. Maj. (Dr.) Eric Ball, 455th EAES CCATT physician, helped care for the Soldiers at CJTH. He also flew on the AE/CCATT mission that transported them to Germany.

"One Soldier, I'll call him Patient 1, had a severe TBI with an intracranial metal fragment," he said. "He required multiple medications to reduce his brain pressure and control sedation. After a CT scan, we discovered multiple areas of bleeding in his brain. Later that

night he (underwent) a craniotomy (a procedure that removes part of the skull to release pressure). He also lost a lot of blood which required transfusions."

"Another Soldier, Patient 2, received treatment for a severe brain injury, as well as a collapsed lung and hemothorax (a collection of blood in the space between the chest wall and the lung)," said Ball. "He received chest tube care overnight and was placed on a ventilator. Patient 3 suffered a blast injury to his face which broke a bone in his right cheek and injured his right eye. Patients 4 and 5 were treated for shrapnel wounds, while patients 6 and 7 were treated for mild concussions."

After receiving care through the night of June 17, the Soldiers were prepped to fly on the C-17 to Ramstein AB. The Travis aircrew and the CJTH En Route Patient Staging System crew assisted the 455th EAES AE/CCATT team with the loading of each patient and more than 600 pounds of medical equipment into the aircraft. ERPSS personnel are responsible for all patient movement from the hospital to the aircraft and also provide patient loading assistance.

During the flight, CCATT and AE members continued to care for the Soldiers.

"One patient required constant attention due to brain swelling," said Ball. "He required multiple medications as well as transfusions of blood in flight due to so much blood loss."

This also required Schwartz to fly the C-17 no higher than 32,000 feet to prevent increases to any of the patients' brain pressure.

Ball said he's proud of everyone who supported the AE/CCATT mission.

"We are able to take Soldiers wounded in a remote area of Afghanistan and transport them from point of injury, to a forward operating base, to a Role 3 (hospital) (and finally) to Germany in less than 24 hours," he said. "Along the way they receive ICU level care and multiple damage control surgeries without a drop in the level of care. They can be back to the United States within 48 hours. Never in our history have we been able to provide this level of definitive care."

## Symbols

From Page 3

contact the right people to get Lyon's wife home from deployment.

"The announcement hadn't been made public yet so we were working off little information," said Babcock. "LROs are networked and move quickly to provide support."

Now, Babcock believes it is important to keep the memory of her fallen friend vivid.

"When someone asks me who the person on the bracelet was, it is an opportunity to share a story about a friend and a fellow Airman," she said.

Babcock uses the memories that come with the bracelet and coins to motivate her to do more outside of her Air Force career. She is in the nation's top 25 female veterans for Ms. Veteran America and advocates for homeless female veterans, a growing issue in the United States that she is working hard toward fixing.

"What she's trying to do is raise awareness for the problem with those that deal with them regularly, but may not even know about it," said Tech. Sgt. Ryan

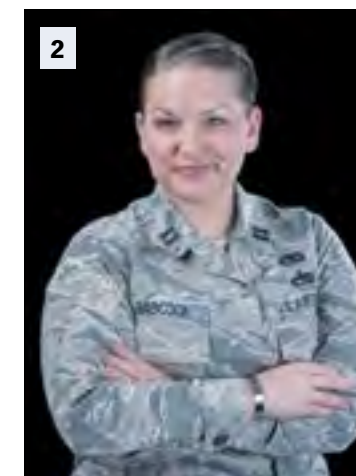


U.S. Air Force photos/Heide Couch

**1) Capt. Leanne Babcock, 349th Logistics Readiness Squadron operations officer, displays tokens she keeps near on July 27 at Travis Air Force Base, Calif. 2) Babcock poses for a photo July 27 at Travis.**

Padgett, 821st Contingency Response Squadron ramp coordinator.

Her goal is to make connections with first responders in the area and educate them on how to bridge the gap between homeless female veterans and the resources they can use for help.



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# Klein

From Page 5

for the tanker mission package. We ensured the successful air drop of more than 300 U.S., Australian and Canadian paratroopers into Australia. We also ensured 700,000 pounds of fuel was offloaded supporting coalition aircraft.”

“The message that sends to our allies is we can be wherever we want to be in 24 hours and we can bring whatever we need with us,” said Nichols. “The message to our adversaries is, you better think twice before you mess with us.”

Travis has also played a significant role in Mobility Guardian, AMC’s largest exercise in its history featuring more than 3,000 service members from 25 nations, said Klein.

“This exercise allows us to train with our sister services and 25 international partners,” said Klein. “Ultimately, the exercise is about communicating that we put the reach in global

reach. We have one KC-10 and one C-17 crew there and much of the heavy lifting in support of the exercise happened here at Travis.”

“We originally had two C-5s and three C-17s that were scheduled to transport about 240 Airmen from the 60th AMW and 821st Contingency Response Group to Joint Base Lewis-McChord, Washington (where MG is taking place),” said Klein. “About the time we were making that major movement, we got word the C-5 fleet was grounded due to an issue with the (nose landing gear ball screw drive assembly).”

However, thanks to the hard work of the Airmen in the 60th Operations Group and 60th Maintenance Group, the cargo and personnel that were originally supposed to fly to JBLM in C-5 aircraft were transferred to C-17 Globemaster IIIs overnight, the colonel said. This ensured the flights left Travis and arrived at JBLM on time.

“We’re also working to replace the nose landing gear ball screw drive assemblies on

all of our C-5s and our maintenance Airmen are working this hard,” he said.

Klein stressed that Travis projects American power in a variety of ways, not only with airpower or rapid global mobility.

Often, the power projected from Travis comes in the form of a promise, he said.

“It could be the promise that our KC-10s will be where and when we say they’re going to be to refuel five C-17s with more than 300 paratroopers in the back on a 6,000 mile journey from one continent to another,” said Klein. “That promise is pretty important. It could also be a long-term promise like providing care for our veterans and their families. Not everybody can do that. David Grant USAF Medical Center does it every day.”

During the event, Klein and Nichols also discussed international threats, shared insight on professional military education changes and details of the base’s response to a false report of an active shooter in July.



Daily Republic photo/Josh Redsun

**Tech. Sgt. Jacob Thomas, right, and his 7-year-old daughter hug Aug. 6 at Six Flags Discovery Kingdom in Vallejo, Calif.**

# Return

From Page 5

special surprise for their children with the help of Operation Care and Comfort, which contacted Six Flags to do this event.

“I was talking with my sister and then I saw my dad and I was crying,” said Jacob Jr. “I had no idea.”

He wasn’t sure what he and his dad would be doing over the next few weeks, maybe play video games.

“I think I’m taller than my dad now,” he said.

“This was for the kids,” said Kristen Thomas. “Not us. We’re going to hang out at the

park today, then I go back to work tomorrow.”

This was the first time Six Flags Discovery Kingdom has done a surprise homecoming for a military family. Everyone felt a bit teary-eyed seeing the family united again. The crowd gave Thomas a few hearty cheers of welcome before the family sat down to watch the show.

“This was a great moment. I really appreciated being able to help out,” said Marc Merino, a supervisor at Six Flags. “The kids really had no clue what was happening here.”

Afterward, dad held his little girl in his arms and they all went to enjoy the evening together as a family.

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# Harrigan

From Page 2

think of her family’s sacrifice and I’m reminded of a hot July day 21 years ago, when 12 of my wingmen and seven other Airmen died in the Khobar Towers bombing in Saudi Arabia. These memories forever remind me the stakes are high and the sacrifice real when we step up to the plate in this game.

Some may question if our efforts are making a difference after three years fighting. I have no doubts. I’ve watched my Airmen pummel ISIS into a remnant of its former self, unable to focus because of a daily forecast of punishing airpower that has played a decisive role at reclaiming 27,000 square miles – nearly 80 percent of the territory ISIS once controlled in Iraq and 60 percent in Syria.

For the thousands of innocent civilians still suffering at the hands of ISIS, they can be confident knowing they have a formidable force in their corner in America’s Air Force and the coalition airmen I command.

Today marks three years since we delivered our first blow against ISIS. We’ve learned a lot and have them on the ropes. We owe our best performance, not only to our joint and coalition partners courageously carrying the fight on the ground, but to those who have perished at the hands of a heartless enemy in attacks around the globe, from London to Paris to Egypt. This is why American and coalition airpower will continue to annihilate ISIS and prevent them from fighting another day.

# Skills

From Page 4

missions highlighted our need to train with coalition forces under combat conditions. We have also upgraded some of our equipment in order to be successful in an austere environment – lighter, leaner, and more effective.”

During most exercises, the CRG is required to simulate aircraft operations. Sometimes relying on pallets placed

on semi-trucks to simulate mobility aircraft.

The airlift in this exercise is unprecedented, Hall said. The CRG rarely test their maximum mission capability; at Mobility Guardian the team can finally put the Airmen to the test.

Before the CRG arrival here, the U.S. Army’s 82nd Airborne Division and 62nd Medical Brigade exercised a forcible entry training scenario where they seized the airfield and held it until the arrival of the ABO team.

# Phase two

From Page 4

International teams working with ground forces will also provide force protection during the sustainment phase. The Number 2 Squadron Royal Air Force Regiment, one of

the international teams, will provide airfield security for the 621st CRW.

“They are force multipliers,” said Wagner. “They’ve been very involved and have shown how capable they are as our partners.”

International teams will remain integrated during

“Seldomly do we get the opportunity to train with the Army on the transition between seizure forces and air base opening, which is unfortunate because it is the most challenging,” Hall said. “The opportunity to train to this phase of operations is a huge benefit. It tests our ability to communicate effectively with joint forces, ensuring command relations are understood and the joint mission is accomplished.”

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training in a dynamic environment focusing on all four AMC core competencies: airlift, air refueling, aeromedical evacuation and air mobility support.

“I’m excited for our Airmen,” said U.S. Air Force Col. Justin Niederer, 821st CRG commander and the senior airfield authority here. “Our Airmen get the opportunity to showcase their capability in a similar terrain and environment as the one they operated in during their recent missions to Mosul, Iraq, and Kobani, Syria.”

“We’ve been airdropping an incredible amount of equipment to some of the displaced humanitarian relief operations” said Wagner. “Now it mostly focuses on getting advanced tactical training for our aircrews. When we’re done with that, we can start heading home.”

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1) A child climbs the rock wall Aug. 4 at the Rock the Block Festival at Travis Air Force Base, Calif. Patrons were treated to a variety of events to include live bands, a kids' fun zone and food trucks. 2) A child plays inside a giant hamster ball Aug. 4 at the festival.

# Travis rocks out with ... BLOCK PARTY

U.S. Air Force photos by Louis Briscese

3) Family and service members attend the Rock the Block Festival Aug. 4 at Travis Air Force Base, Calif. Numerous food trucks were on hand in front of the Delta Breeze Club. 4) A musician sings and plays guitar during the festival. Numerous musicians performed throughout the afternoon, including Mobility, the U.S. Air Force Band of the Golden West rock group.



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