



621st CRW Airmen ...

RETURN

PAGES 2 ▯

Step up: Don't be afraid to be leader

MAXWELL AIR FORCE BASE, Ala. — The U.S. Air Force is sitting at a nexus in which the world is becoming increasingly dangerous and complex, and our nation is asking us to do things that keep us busier now than ever before, yet we have fewer people now than at any point in our history — just over one-third of what we had in the 1950s.



Commentary by Lt. Gen. Steven Kwast
AIR UNIVERSITY COMMANDER AND PRESIDENT

and infrastructure — to produce the innovative and outspoken Airmen needed to meet the security challenges of today and the future.

Innovation and calculated risk taking are the Air Force's birthright. We can trace our lineage directly back to the Wright brothers when they brought together inspiration, education, innovation and perspiration to build a flying machine that

“blasted the world asunder,” changing the course of human history forever. AU's headquarters at Maxwell Air Force Base, Alabama, is situated on the very ground where these two brothers opened America's first civilian flying school. Today, AU continues to emulate their inventive spirit, while also taking cues from several

Commander's Commentary

exemplar Airmen whose innovativeness, risk taking and outspokenness in their times were crucial to meeting our nation's emerging challenges.

One such Airman is former General of the Air Force Henry “Hap” Arnold, who brought courage, vision and the importance of networking to create a mighty Air Force from the humble collection of Wright flyers that he had flown in 1911, with the Wrights as his instructors. He immediately became an instructor for other military flyers at the Signal Corps' aviation school, underscoring the important role that teaching has always had in an Airman's development. Soon, he ascended to positions in which he cooperated with civilian industry

and research institutions to build the forces and infrastructure that would later dominate the skies over Europe and the Pacific during World War II.

Arnold had a talent for understanding and articulating the crucial systemic connections between numerous organizations and fields, providing visionary statements — as revealed in numerous historic written documents preserved here at Maxwell AFB — that are as relevant today as when he first penned them. Above all, however, he had the ability to find and promote talent, mentoring and placing the best future leaders in the key developmental positions they needed to grow into the vanguard of a force that would fly, fight, and win against America's adversaries.

In 1918, Gen. William “Billy” Mitchell orchestrated the first large-scale coalition air

operation in support of the St. Mihiel Offensive. It validated much of his thinking on airpower employment. In the 1920s, Mitchell was an outspoken advocate for the offensive capabilities of airpower in war. He developed concepts for aerial attacks against ships that eventually spurred the U.S. Navy to develop its carrier-aviation capabilities that would prove decisive in the Pacific theater during WWII. While often controversial, Mitchell was courageous in capturing, sharing and even testing his cutting-edge concepts for air operations. He put himself and his reputation on the line time and again to push the critical innovations he envisioned in detail before others could even imagine the potential of airpower. One of his most revolutionary innovations — one that is clearly evident today — is our

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Invisible wounds can debilitate just like visible ones

Special Agent Patrick McGee

AIR FORCE OFFICE OF SPECIAL INVESTIGATIONS
DET. 631 COMMANDER

Commentary

my local area to plan events which bring our wounded together.

It's a concept of family helping family. We are all in this great big Air Force family and there are many of us who are still struggling with everyday life.

Getting off the couch and participating in life is not a reality for many of our family. Our members struggle with a sense of belonging and value. Many feel they have been cast aside and suicide is a daily thought.

This program has a unique way of combating behaviors where we suffer in silence. It's a program which shows love for others and a true sense of caring

by putting others needs above our own. Helping the person who is struggling with you greatly helps.

I originally thought the Air Force Wounded Warrior Program was one of those things where they parade severely injured folks in front of people to get attention. I also confused it with the

See **MCGEE Page 31**

Tailwind

Travis AFB, Calif.
60th Air Mobility Wing

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On the cover

Capt. Jacob Becker, 921st Contingency Response Squadron airfield operations officer, hugs and kisses his daughter Jan. 14 as he returns from a three-month deployment to Iraq in support of Operation Inherent Resolve at Travis Air Force Base, Calif.

U.S. Air Force photo/Tech. Sgt. Lilliana Moreno

AMC commander pays visit to Travis

Staff Sgt. Nicole Leidholm

60TH AIR MOBILITY WING PUBLIC AFFAIRS

Gen. Carlton D. Everhart II, Air Mobility Command commander, visited Travis Air Force Base, California, Jan. 17-20, to see firsthand how its three wings enable the mobility mission.

During his four-day visit, Everhart witnessed a Humvee combat-on-load during night vision goggles training, toured David Grant USAF Medical Center, and witnessed numerous examples of Total Force integration and community support. He also assessed the requirements Travis has and addressed concerns of Airmen.

Travis has a good pulse, said Everhart.

“I look to improve upon what's already a success,” he said. “The innovation going on here is unique, the Airmen here are thinking outside-of-the-box.”

During his tour of DGMC, Everhart looked at innovative research being performed there. One example is extending the ‘golden hour’ survival rate—i.e. the first hour after a traumatic injury—to 99 percent and saving lives with the resuscitative endovascular balloon occlusion of the aorta, or REBOA, catheter. He also witnessed innovation at the 60th Operations Group with the Graduate Training Integration Management System, which allows aircrew to optimize and manage all aspects of aviation operations and training.

Though Everhart spent most of his time with Airmen, he also spoke with community leaders at the Solano County Economic Development Corporation annual luncheon in Fairfield, California.

Everhart thanked the community for their support of Travis Airmen

See **EVERHART Page 29**



U.S. Air Force photo/Louis Briscose

Gen. Carlton D. Everhart II, right, Air Mobility Command commander at Scott Air Force Base, Ill., talks Jan. 19 with Amir Ghohremani during his tour of the 60th Communications Squadron at Travis Air Force Base, Calif. Everhart spent four days visiting with Airmen, observing operations and meeting with civic leaders.

WARRIOR OF THE WEEK

U.S. Air Force photo

<p>Name: Airman 1st Class Dillon Gulledege.</p> <p>Unit: 60th Aerial Port Squadron.</p> <p>Duty title: Ramp operations apprentice.</p> <p>Hometown: Dadeville, Alabama.</p>	<p>Time in service: Four years.</p> <p>Family: Parents, Randy Gulledege and Susan Barber.</p> <p>What are your goals? Complete bachelor's degree in engineering through University of Alabama.</p>	<p>What are your hobbies? Watching football and movies, playing poker, cooking and spending time on the water.</p> <p>What is your greatest achievement? Lauded with 15 coins and patches for outstanding performance from various units and commands.</p>
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United States service members march Jan. 20 down Pennsylvania Avenue during the Presidential Inaugural Parade in Washington, D.C. The parade was held to celebrate the inauguration of President Donald Trump.

U.S. Army photo/Sgt. George Huley

BOGW performs at Trump inauguration

2nd Lt. Sarah Johnson

60TH AIR MOBILITY WING PUBLIC AFFAIRS

WASHINGTON, D.C. — Eight musicians from the Band of the Golden West at Travis Air Force Base, California, performed at the Inauguration of President Donald Trump, the 45th president of the United States, Jan. 20 at the Capitol.

The members augmented the U.S. Air Force Band along with other regional bands to provide ceremonial music throughout the event.

“To be part of this ceremonial process is incredible,” said Staff Sgt. Melissa Rocha, BOGW flutist. “You read about it, but the more you’re in this job you gain appreciation for it. You are part of that military

customs and courtesies tradition.”

The eight representatives from Travis play various instruments and have experience ranging from six months to 10 years.

Those selected to play at the event were given music to memorize and rehearsals began a week prior to the inauguration.

“We have to sound good, synchronize perfectly,” said Airman 1st Class Lee Jarzembak, BOGW tubist. “If we do really well, that’s a reflection on the Air Force but it’s also an accurate description of what the Air Force has to do to accomplish their mission. We have to work together perfectly in the right place at the right time.”

Despite the prestige of the moment, the group was committed to keeping the same thing at the forefront of their minds they do at every performance: their fellow Airmen missing from the audience.

“We have fun on stage... but whatever we do we’re also constantly reminded of the people who aren’t here to enjoy these kinds of experiences with us,” said Jarzembak. “We get the chance to let people know those people are sacrificing these kinds of experiences because they’re off accomplishing the mission.”

They also remember their friends and colleagues back home – those that don’t get an audience to perform for.

“People that don’t get put on stage... we represent

their hard work and their excellence too, not just ours,” said Airman 1st Class Candy Chang, BOGW flutist. “We represent what the Air Force as a whole is doing. It’s really moving to me to be able to represent them because behind the scenes, they’re doing a lot of hard work.”

With this at stake, the band played to a crowd of thousands watching from the National Mall as they witnessed Trump take the oath of office and deliver his inaugural address.

“This is a huge moment in history, (and) music makes a real impact in these big historical moments,” said Airman 1st Class Hilary Zirkle, BOGW clarinetist. “That’s something that I’m proud to be a part of.”

Disbrow to serve as acting SecAF

Secretary of the Air Force
Public Affairs

WASHINGTON — Under secretary of the Air Force Lisa S. Disbrow became the acting secretary of the Air Force Jan. 20, until President Donald Trump nominates and the Senate confirms a permanent replacement.

Under federal law, the under secretary automatically assumes the job of acting secretary until a replacement is confirmed. Disbrow succeeds Deborah Lee James, who served as secretary of the Air Force from Dec. 13, 2013, until Jan. 20.

“It is an honor to continue to serve our Airmen,” Disbrow said. “I look forward to ensuring continuity during the transition and will continue to partner with our civilian and military leaders to support Air Force priorities.”

The secretary is responsible for the affairs of the Department of the Air Force, including organizing, training, equipping and providing for the welfare of more than 660,000 active-duty, Guard, Reserve and civilian Airmen and their families. She also oversees the Air Force’s annual budget of more than \$139 billion.



U.S. Air Force photo

Disbrow

AMC enables international F-35B deployment

1st Lt. Erik D. Anthony
618TH AIR OPERATIONS CENTER

SCOTT AIR FORCE BASE, Ill. — Air Mobility Command Airmen helped mark a major milestone Jan. 18 by enabling the delivery of Marine F-35B Lightning II aircraft to Japan.

The transfer of the Marine Fighter Attack Squadron 121 aircraft from Marine Corps Air Station Yuma, Arizona, to MCAS Iwakuni, Japan, marks the first permanent international deployment of the joint strike fighter. Four KC-10 Extenders from Travis Air Force Base, California, and Joint Base McGuire Dix Lakehurst, New Jersey, participated in the operation. The teamwork ensured the effective international deployment of the F-35Bs, providing the right effects at the right place and time.

“The arrival of the F-35B embodies our commitment to the defense of Japan and the regional security of the Pacific,” said Maj. Gen. Russell Sanborn, the 1st Marine Aircraft Wing commanding general. “We are bringing the most advanced technology to the Pacific to respond to the wide range of missions we take part in and provide greater support to our regional allies.”

Aerial refueling aircraft enable worldwide missions through force extension, making combat operations and partner nation support possible.

“One of the Indo-Asia-Pacific theater challenges is the tyranny of distance,” said Maj. Gen. Mark Dillon, the Pacific Air Forces vice commander. “U.S. Pacific Command spans 51 percent of the globe and over 80 percent is ocean. This makes rapid global mobility absolutely vital to our daily operations. Whether it’s refueling U.S. Marine Corps fifth-generation fighter aircraft, resupplying National Science Foundation teams in



Courtesy photo

Two Marine Fighter Attack Squadron 121 F-35Bs Lightning IIs en route to Iwakuni, Japan, fly in formation after receiving fuel Jan. 18 from a KC-10 Extender from Travis Air Force Base, Calif.

Antarctica, or moving patients via aeromedical airlift, PACAF and the entire joint team in the USPACOM theater regularly rely on our partners in Air Mobility Command – and they deliver every time.”

The 618th Air Operations Center planned the critical aerial refueling support carried out by KC-10 crews from Travis AFB and JB McGuire-Dix-Lakehurst.

While the mission was being executed,

Maj. Ken Morris, the 618th AOC global operations director for air refueling operations, provided command and control for the KC-10s, ensuring the safe delivery of the Marine F35Bs.

“We oversee the execution of aerial refueling missions happening throughout the world” Morris said. “There’s no room for error in our line of work, we have to make sure the mission is successful by putting the tanker at the right place, at the right time to connect with

the receiver.”

In 2016, AMC Airmen flew more than 42,000 aerial refueling sorties, transferring 1.2 billion pounds of fuel to over 128,000 receivers.

Air refueling aircraft are the backbone of global reach, increasing coalition and U.S. aircraft’s range while mid-flight. AMC Airmen utilize these aircraft while working around-the-clock to execute rapid global mobility and enable global reach.



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Rain splashes base

A red-eared slider turtle sunbathes Jan. 13 on a rock at the edge of the Duck Pond at Travis Air Force Base, Calif. Recent rains in California have brought nature to life at Travis. For more photos of wildlife at Travis, see Page 38.



U.S. Air Force photo/Heide Couch



U.S. Air Force photo/Staff Sgt. Charles Rivezzo

An Airman assigned to Travis Air Force Base, Calif., talks May 22, 2016, with representatives from the Federal Aviation Administration during the Education and Career Fair at Travis Air Force Base, Calif. More than 110 people attended the fair with a handful being hired on the spot.

Travis to host education fair

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

The Airman and Family Readiness Center is set to host its first career and education fair of 2017 from 10 a.m. to 1 p.m. Jan. 27 inside the Delta Breeze Club at Travis Air Force Base, California.

The event, which is offered quarterly, provides military members, retirees and family members with access to more than 60 potential employers, 15 colleges and universities, as well as two vocational schools.

Military members and spouses are highly encouraged to attend the fair, said event

organizer Maria McIntosh, 60th Force Support Squadron employment manager.

"It's a great opportunity for spouses and service members to learn about employment opportunities or to make connections that could lead to employment down the road," McIntosh said. "Many organizations will be hiring on the spot."

It's also never too early for military members to plan for their next careers, McIntosh said.

"You need to know what you're going to do when you decide to transition and leave the military because military careers come to an end at some point," she said. "You need to prepare for that and take the time now to learn about all the opportunities available to you. It's also an excellent opportunity for military spouses or family members to find employment."

Fair attendees will have the chance to meet with employment representatives from federal and city governments, Solano County, law enforcement agencies and numerous companies seeking applicants in a variety of specialties.

See FAIR Page 27

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Refuelers enable Libya strike against ISIL

Master Sgt. Thomas J. Doscher
18TH AIR FORCE PUBLIC AFFAIRS

SCOTT AIR FORCE BASE, Ill. — KC-135 Stratotanker and KC-10 Extender crews from five bases on three continents provided aerial refueling support during the B-2 Spirit bomber mission which struck two Islamic State of Iraq and the Levant training camps in Libya Jan. 18, 2017.

Two B-2s dropped 500-pound GPS-guided bombs on the camps, which were being used to plan and train for attacks against U.S. and allied interests in North Africa and Europe.

Fifteen tankers participated in the operation, enabling the B-2s to fly more than 30 hours roundtrip to the target from their home base at Whiteman Air Force Base, Missouri. Planners at 18th Air Force and the 618th Air Operations Center at Scott AFB coordinated the tanker mission, ensuring the refueling aircraft were at the

right place at the right time to get the bombers to and from the ISIL training camps.

"Our goal was to find the aircraft to do the mission," said Lt. Col. James Hadley, the 18th AF operations planner. "The mobility enterprise flexed to put tankers from the U.S., U.S. European and U.S. Central Commands toward this effort. Everybody had a part in making this work, and it was very successful."

The 305th Air Mobility Wing at Joint Base McGuire-Dix-Lakehurst, New Jersey, was one of the units that contributed tankers to the refueling mission. Col. Darren Cole, the 305th AMW commander, said several units had to come together from different locations and commands and function together as a team to make this mission happen.

"It's a big team that has to execute things on time to make it work right," he said. "It's pretty impressive to be able to hit a target globally at a moment's notice with so many

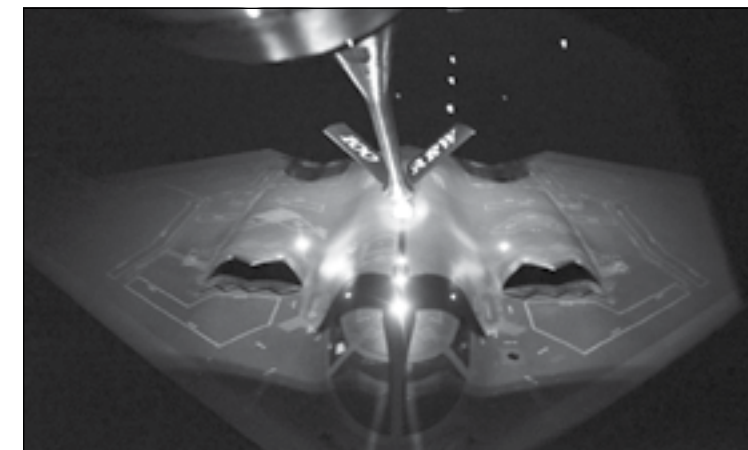
people participating."

Making sure the tankers and bombers meet at the right place and time is like choreographing a Broadway production, Hadley said.

"When you get the request, you have to look at the whole enterprise," he said. "Some tankers may already be in the right spot, some may have to be moved. The speed of the aircraft(s) are completely different, so they won't all take off at the same time, and it takes several mid-air refuelings to make an air bridge. If one person is off, the whole mission can go awry."

Col. Clint Zumbrunnen, the 305th Operations Group commander, said the 305th AMW keeps two aircraft on continuous alert just in case such a mission should come up. He said that, coupled with an efficient operations team, made sure the 305th OG would fly on time.

"The crews grow up here being conditioned for short-notice missions, to show up, plan and get the fuel to the fight,"



U.S. Air Force photo/Staff Sgt. Kate Thornton

A KC-135 Stratotanker from the 100th Air Refueling Wing refuels a B-2 Spirit from the 509th Bomb Wing in the late hours of Jan. 18 during a mission targeting the Islamic State of Iraq and the Levant camps in Libya.

Zumbrunnen explained. "Our current operations team is also particularly skilled at making operations happen on short notice. It makes us particularly well-equipped to do this sort of mission."

Hadley said the stakes can be high.

"If a tanker fell out you might have seen on the news

how a couple of bombers had to land somewhere in Europe," he said. "Or even worse, you might have seen a news report about two bombers lost in the North Atlantic. Our tanker fleet enables them to do what they do."

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See LIBYA Page 24

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12TH FLYING TRAINING WING

JOINT BASE SAN ANTONIO-RANDOLPH, Texas — Lt. Col. Jason Thompson, the 558th Flying Training Squadron commander, presented 2nd Lt. Kevin a certificate commemorating the 1,000th graduate of the Undergraduate Remotely Piloted Aircraft training program at Joint Base San Antonio-Randolph, Jan. 20, 2017.

The 558th FTS executes undergraduate instruction for all RPA pilots and sensor operators on their way to assignments in Air Combat Command.

“RPAs continue to prove their value to warfighting commanders in the intelligence, surveillance, reconnaissance, and kinetic fight,” said Col. Joel Carey, the 12th Flying Training Wing commander.

The Air Force called for increased output of qualified RPA pilots in 2015 and the 558th FTS responded by doubling the number of graduates in fiscal year 2017. Over \$3 million was invested in infrastructure and training simulators to support the effort and 24 new civilian and military instructors were assigned to the Air Force’s undergraduate RPA schoolhouse.



Courtesy photo

The Air Force Cross will be presented to former Staff Sgt. Christopher Baradat, now separated from the military, who had previously received the Silver Star medal April 6, 2013, for his role in rescuing 150 coalition members in Afghanistan.

Airman receives medal upgrade

Capt. Katrina Cheesman

24TH SPECIAL OPERATIONS WING
PUBLIC AFFAIRS

HURLBURT FIELD, Fla. — A combat controller will receive the Air Force’s highest combat medal for extraordinary

heroism, after a service-wide review of medals awarded since 9/11.

The Air Force Cross will be presented to former Staff Sgt. Christopher Baradat, now separated, who received the Silver

Star medal for his role in rescuing 150 coalition members in Afghanistan, April 6, 2013.

“Chris Baradat exemplifies the professionalism, courage and lethality of special tactics Airmen,” said Col. Michael E. Martin, the 24th Special Operations Wing commander. “Every day, special tactics Airmen like Chris willingly put themselves in harm’s way to fight and win our nation’s wars.”

While on his third deployment, Baradat was attached to a U.S. Army Special Forces team tasked to support pinned-down coalition forces flanked by enemy fighters in a valley in Kunar Province.

As the special forces convoy approached the steep valley, it became clear that the vehicles wouldn’t fit through the narrow mountain path.

Baradat and eight others dismounted and sprinted toward the embattled friendly forces, but came under heavy fire within 1,000 meters of their objective. Without hesitation, Baradat identified the enemy’s position and called in close air support from A-10 Thunderbolt II fighter

See **UPGRADE** Page 24

PAID ADVERTISEMENT

Free Workshop: Financial Planning For College

(Fairfield) - A free workshop is being held for the parents of college bound high school students at the Solano County Library in Cordelia on Thursday, February 2nd.

The workshop will focus on little-known ways of getting money for college, what you should be doing if you’re the parents of a freshman, sophomore, junior, or graduating senior, no matter how much income you make, or how good of a student you have, and what assets count against you for aid and what assets can help you get additional scholarship consideration.

The class will include such topics as how to double or triple your eligibility for free grant

money, the secret to sending your child to a private or UC school for less than the cost of a junior college, and the best strategies you can employ now to start a long term college funding plan. The workshop date is Thursday, February 2, from 6:30-7:30 pm. The workshop will be held at the Solano County Library in Cordelia, 5050 Business Center Dr., Fairfield.

Taught by Bay Area College Planning, the nation’s leading expert on paying for college, the workshop is free, but limited by the size of the room. To reserve a seat, call (707) 410-9872 or register online at www.baycollegeplanning.com.

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AETC releases first live bombs from F-35A



An Air Force weapons load crew assigned to the 33rd Aircraft Maintenance Squadron loads a live GBU-12 into an F-35A Lightning II Jan. 18 at Eglin Air Force Base, Fla. The 33rd Fighter Wing loaded and released the Air Education and Training Command's first live bombs from an F-35A.

Staff Sgt. Peter Thompson
33RD FIGHTER WING

EGLIN AIR FORCE BASE, Fla. — The 33rd Fighter Wing loaded and released the Air Education and Training Command's first live bombs from an F-35A Jan. 17 at Eglin Air Force Base, Florida.

Six aircraft were loaded with armed GBU-12s, and two bombs were released over the Eglin Air Force Base range.

The GBU-12 is a 500-pound laser guided general-purpose bomb. The F-35 can carry a combined payload of 2,300 pounds of air-to-air and air-to-ground munitions internally, with an extended capacity of munitions on each wing.

"I'm incredibly proud of our maintainers and pilots for successfully loading and releasing bombs on the range this week," said Col. Lance Pilch, the 33rd FW commander. "This further proves our Airmen and Sailors are the lethality behind this weapons system."

While this is the first live

bomb to be loaded into an F-35A here, weapons personnel also regularly load the 2,000-pound GBU-31 Joint Direct Attack Munition and the AIM-120 AMRAAM as part of their training and readiness.

"It's no accident that our load crews are good at what they do," said Senior Master Sgt. Jennifer Dunn, 33rd FW wing weapons manager, "Each weapons loader hones their loading skills under the scrutiny of evaluators, strict adherence to technical orders and up against stringent time standards on a monthly basis. I am very proud of every weapons loader in the 33rd FW. Each and every one played an integral role in making this week's events successful. They worked hard for this achievement and they all earned it."

The first F-35A weapons load crews here were certified just over two years ago. For several of the former students, who are as young as 21 years

See F-35A Page 30

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EC-130s maintain constant presence in Afghanistan

Staff Sgt. Katherine Spessa
455TH AIR EXPEDITIONARY WING
PUBLIC AFFAIRS

BAGRAM AIRFIELD, Afghanistan — All around the dimly lit tent are enduring symbols of a constant presence. A name scrawled across a wooden wall, a lengthy list of deployment dates written underneath, updated year after year. A library stacked with books and games to pass the time. A built-in couch labeled “Snooze Town.”

All the things people do to make a place feel like home are apparent in this place where its inhabitants often spend half their time each year.

The 41st Electronic Combat Squadron and the 755th Aircraft Maintenance Squadron, based out of Davis-Monthan Air Force Base, Arizona, have been continuously deployed in support of Operation Enduring Freedom, and now the Resolute Support Mission, since 2002. They’ve called Bagram Airfield their deployed home since 2004.



U.S. Air Force photo/Staff Sgt. Katherine Spessa

Staff Sgt. Kyle Poston, 455th Expeditionary Aircraft Maintenance Squadron crew chief, oversees engine maintenance on an EC-130 Compass Call Jan. 18 at Bagram Airfield, Afghanistan.

They are the longest continuously deployed Air Force unit in Afghanistan.

The unit operates the EC-130H Compass Call, a modified version of the C-130H Hercules airframe. It serves as an

airborne weapons system capable of disrupting enemy command and control communications and limiting adversary coordination essential for enemy force management.

This capability is known

colloquially as “jamming” and ensures that when a U.S. or coalition unit goes on a mission, the enemy is unable to communicate with one another.

The effect is an indispensable asset to ground forces and

has led to 2,193 terrorists removed from the battlefield since 2014.

“The special forces guys will come by after a mission we supported and say thanks,” said Tech. Sgt. Michael Meredith, a 455th Expeditionary Aircraft Maintenance Squadron expeditor.

Many of their maintainers have been with the unit since the beginning. The members of the 455th EAMXS’s EC-130 Compass Call aircraft maintenance unit currently deployed to Bagram Airfield have 146 deployments among them.

“I’ve been on 13 deployments, nine of them here (at Bagram) and all of them have been with this unit,” Meredith said.

These numbers are not unusual, and individuals throughout the unit often have deployments in the double digits, with months out of each year spent away from home.

“His kid just started walking and he shows us videos all

See PRESENCE Page 23

Mod program closes out year with magic number

Staff Sgt. Katherine Spessa
455TH AIR EXPEDITIONARY WING
PUBLIC AFFAIRS

TINKER AIR FORCE BASE, Okla. — The KC-135 Block 45 upgrade program reached a milestone by closing out 2016 with the 45th aircraft in the modification line here.

Block 45 completely remodels the inside of the flight deck with new liquid crystal displays, radio altimeter, autopilot, digital flight director and other computer module updates, according to information provided by the Legacy Tanker Division located here.

Reaching milestone number 45 can be attributed, in part, to innovations taking place in the back-shops of the 564th Aircraft Maintenance Squadron. Belinda Schantz, Block 45 unit chief, said her people helped improve the process.

“One person started it,” said Schantz. “Then everyone started getting ideas.”

“This is the capstone modification that takes your 1950s/1960s-era tanker and

makes it a 21st century asset that’s as modern as any flight deck we have in the Air Force,” said Col. Mark Mocio, the Legacy Tanker Division commander with the Air Force Life Cycle Management Center. “It enables us to meet all the global rules we have on air traffic navigation now and for a long time to come.”

Innovations have taken place from the ground up through empowered workers who established a speedline to shave off 30 program days.

The speedline has been the key to success as it removes a large portion of work that took place on the aircraft in cramped, poorly lit spaces while trying to work around others and brings it into well-lit shops where a majority of the work can be done in a “kitting” process.

The \$910 million program began almost seven years ago as part of the Air Force’s continuing efforts to keep the aging C-135 and KC-135 series aircraft, the last of which were delivered in 1961, viable for

See NUMBER Page 23



U.S. Air Force photo/Greg L. Davis

Trey Wilson and Nhan Le, both 564th Aircraft Maintenance Squadron Block 45 avionics technicians, work together to route wire strands while building an integrated flight management system kit for the KC-135 Stratotanker aircraft in building 986 Nov. 15, 2016, at Tinker Air Force Base, Okla.

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Air-launched cruise missile passes tests

Leah Bryant

AIR FORCE NUCLEAR WEAPONS CENTER
PUBLIC AFFAIRS

KIRTLAND AIR FORCE BASE, N.M. — Air Force B-52H Stratofortress aircrews recently tested three unarmed AGM-86B air-launched cruise missiles, demonstrating the bomber force's ability to configure, load, fly and deliver the nation's only nuclear cruise missile.

The B-52H aircrews departed Minot Air Force Base, North Dakota, for the Utah Test and Training Range, about 80 miles west of Salt Lake City, and launched the unarmed ALCMs during three separate sorties.

The ALCM is a key air component of the nuclear triad, providing the nation a strategic capability to assure our allies and deter potential adversaries. It provides a clear, visible and tailorable deterrent effect, and denies geographic sanctuaries to potential adversaries.

The AGM-86B is designed to deliver a nuclear payload on target, destroying it on impact. As a standoff weapon, the ALCM can be launched from outside the combat area, allowing aircrews to strike distant targets with a high degree of accuracy without exposing



U.S. Air Force photo/Staff Sgt. Roidan Carlson

An unarmed AGM-86B air-launched cruise missile is released from a B-52H Stratofortress Sept. 22, 2014, over the Utah Test and Training Range during a Nuclear Weapons System Evaluation Program sortie.

themselves to potentially deadly enemy fire. A B-52H can carry six ALCMs on each of the two externally mounted pylons and eight internally on a rotary launcher, giving the B-52H a maximum capacity of 20 missiles.

The ALCM sustainment program is managed by the Air Force Nuclear Weapons Center and the tests were conducted under Air Force Global Strike

Command's Nuclear Weapon System Evaluation Program, part of the Air Force's ongoing effort to test weapons systems in training missions and prepare aircrews for future mission requirements. The integrated test team also included personnel, assets and aircraft from AFGSC's 5th Bomb Wing at Minot AFB; its 2nd BW at Barksdale AFB,

Louisiana; and Air Combat Command's 53rd Wing at Eglin AFB, Florida.

The ALCM was initially designed with a 10-year life span but has been in use for about 35 years, largely due to successful sustainment programs. While the current ALCM remains a safe, secure, effective and viable

See TESTS Page 30

Crews arrive at Nellis for Red Flag

Staff Sgt. Natasha Stannard

633RD AIR BASE WING PUBLIC AFFAIRS

NELLIS AIR FORCE BASE, Nev. — The 1st Fighter Wing's aircrews and support personnel out of Joint Base Langley-Eustis, Virginia, arrived at Nellis Air Force Base, Nevada, Jan. 17 and 18, to participate in Red Flag 17-1, as the exercise's core unit.

Red Flag, a three-week combat training exercise involving U.S. and allied forces' air, space and cyber domains, kicked off Jan. 22, on a simulated battlefield over the skies of the Nevada Test and Training Range north of Las Vegas. Throughout the training exercise, Airmen support their units in defeating aggressors including realistic threat systems and opposing enemy forces, providing all domains the ability to train collectively for contingencies in a safe environment to increase the combat capabilities for any future combat situation.

"This year we are the core unit, meaning we are the heartbeat for Red Flag," said Capt. Matthew Siverio, the Red Flag 17-1 core unit project officer. "Each member that is attached to the core unit will utilize their expertise to match the expectations of the Red Flag Air Expeditionary Wing commander to ultimately make this the most successful Red Flag we can."

According to Master Sgt. Erick Matos, the Red Flag 17-1 superintendent, as the exercise's core unit, the 1st FW has the added challenge of not only conducting its own air-to-air and cyber mission taskings, but also supporting Red Flag's U.S. and allied forces.

Siverio anticipates that facilitating successful countering of air, space and cyber threats by all participating units will take a team effort lead by the 1st FW.

See RED FLAG Page 23

Airmen, Soldiers test their fighting skills in Asia

Tech. Sgt. Kenneth McCann

386TH AIR EXPEDITIONARY WING
PUBLIC AFFAIRS

SOUTHWEST ASIA — Former General of the Army Gen. Douglas MacArthur once said, "On the fields of friendly strife are sown the seeds that on other days, on other fields will bear the fruits of victory."

Deployed Soldiers and Airmen put this mantra to the test in a friendly combatives tournament at an undisclosed location in Southwest Asia Jan. 22. The event was hosted by the 368th Engineering Battalion and tested deployed service member's abilities in mixed martial arts including wrestling, Brazilian jujitsu, muay thai and judo.

Airmen of the 386th Air Expeditionary Wing and a Soldier from Delta 144th Air Defense Artillery, prepped for the event by training together daily under the guidance of Master Sgt. Royce Kerbow, the 386th AEW command post superintendent. The coaching and training proved successful because two of Kerbow's students ended the tournament as victors in their weight divisions.

The intense training sessions before the tournament consisted of learning and

repeating techniques including "rolling" so the students could get a feel for a real match.

"The competitors trained six days a week, two to three hours a night," Kerbow said. "Our guys won two out of the four weight divisions, so I think we did a good job."

Staff Sgt. Jeffrey Zastrow, a 386th Expeditionary Medical Group bio-environmental technician, trained and fought his way to become the heavyweight division winner. Zastrow had eight years of wrestling experience with the Air Force World Class Athlete Program.

"The competition was tough and the Army ran a great show," Zastrow said. "I was impressed."

Zastrow's victory did not come without dedication and hard work during his Middle East deployment.

"We did a lot of awesome combative training here," Zastrow said. "For the last couple of weeks before the tournament, we were in there every night."

The lone Army deployer to train with Kerbow's Airmen, Pfc. Phan Viet, a Delta 144 ADA wheel mechanic, earned his way to become the lightweight division winner.



U.S. Air Force photo/Tech. Sgt. Kenneth McCann

Senior Airman Dominic Rivera, a 386th Expeditionary Maintenance Squadron craftsman, top, battles Spc. James Holder, a member of the 518th Tactical Installation Network Jan. 22 during an Army combatives tournament at an undisclosed location in Southwest Asia.

"It felt good to win considering how well we trained over the past few months," Viet said. "The training here was tough."

Viet and his fellow mixed martial art students didn't let

inter-service rivalry get in the way of preparing for the fight. Though Viet was the only Soldier to train and fight with the Airmen, he said they took him in as one of their own.

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Deployed wounded warrior completes tours

Staff Sgt. Katherine Spessa
455TH AIR EXPEDITIONARY WING
PUBLIC AFFAIRS

BAGRAM AIRFIELD, Afghanistan — “Being here, you get treated like a normal person, not like an amputee. Not like an injured guy,” said Tech. Sgt. Jason Caswell, as he added more 45-pound plates to his barbell.

In the crowded 455th Expeditionary Aircraft Maintenance Squadron “prison gym” at Bagram Airfield, Caswell is outlifting most. He should be — he showed many of them the ropes.

After a sports injury in 2010, Caswell underwent a year of surgeries, two years of painful limb-recovery therapy, followed by physical therapy. In October 2014, his limb still hadn’t healed and began to worsen. Caswell elected to amputate his injured leg.

It has since been replaced with a prosthetic, which allows him the mobility he needs to get back to work and stay fit.

Though he can now squat 405 pounds, his deployment didn’t start out that way.

“I was a chubby lumpkins,” he said jokingly.

Caswell weighed in at 272 pounds before leaving for

his deployment in May 2016. He has dropped down to 226 pounds and has used his success to help others in the unit.

As a group of lifters stands in front of a C-130 Hercules they share their workout area with. They encourage one another to deadlift the weight — 365 pounds.

“I’ve seen Caswell do it and he’s just got one leg. You can do it,” one of them said.

“The guys see it as motivation,” Caswell said. “I’ve been able to come in and show them how to do the lifts, give them tips and help them develop workouts.”

“Jason has lifted not only over 1,000 pounds but the spirits of several across the ‘Vulture Nation,’” said Lt. Col. Richard Boatman, the 455th EAMXS commander. “His drive and character never let anything get in the way of his goals. He is motivated by his loving family and an internal fire to better himself and those around him.”

Eight months and 46 pounds later, Caswell is finishing up his second rotation at Bagram Airfield. Originally tasked with a single four-month deployment, because the person originally tasked suffered an injury, Caswell volunteered to extend for



U.S. Air Force photo/Staff Sgt. Katherine Spessa
Tech. Sgt. Jason Caswell, the 455th Expeditionary Aircraft Maintenance Squadron C-130 Hercules debrief NCO in charge, stands in a C-130 hangar Jan. 5 at Bagram Airfield, Afghanistan.

another tour.

“Being here, I’ve missed a lot — Mother’s Day, my wife and kids’ birthdays, my birthday, all the holidays,” Caswell said. “But I wasn’t finished with what

I needed to do.”

According to Caswell, what he needed to do was prove that he still belongs in the military.

“It was time for me to deploy,” he said. “There was a

whole lot of ‘well, he’s hurt, he can’t do this, he can’t do that.’ And it was ‘he can’t,’ not ‘I can’t.’ I’m still 100 percent. I fought to stay on active duty and

See TOURS Page 27

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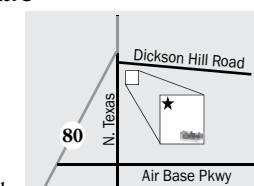
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Air Force faces fighter pilot shortage

Airman 1st Class Nathan Byrnes

99TH AIR BASE WING

NELLIS AIR FORCE BASE, Nev. — The Air Force is in the midst of a pilot shortage. While most platforms are affected by the shortage, the fighter pilot community has been hit the hardest.

In September 2015, the Air Force chief of staff directed a fighter enterprise redesign to focus on developing a strategy and implementation plan to ensure the Air Force has an enduring, proficient and sufficient fighter pilot force.

Senior Air Force leaders took time to discuss the topic during the annual Weapons and Tactics Conference at Nellis Air Force Base from Jan. 9-13.

“The health of the fighter pilot community is bad,” said Lt. Gen. Chris Nowland, the Air Force deputy chief of staff for operations, plans and requirements (AF/A3). “We focus on fighter pilots, but it’s not just [them]. We have a national pilot crisis. Essentially the Air Force, when it comes to pilot production, is going to have to change.”

The past 25 years of continuous combat operations has taken a toll on the Air Force fighter community. Compounding the problem since fiscal 2014, losses of fighter pilots have exceeded the Air Force’s annual



F-22 Raptors and T-38 Talons perform a flyover April 24, 2016, during the AirPower over Hampton Roads Open House at Joint Base Langley-Eustis, Va. The Golden Knights parachute team presented the American flag during the flyover.

U.S. Air Force photo/Senior Airman Kayla Newman

production capacity.

“Recruiting and getting people on to fly is not a problem,” Nowland said. “If you look across the Air Force, the quality of the individuals coming into the Air Force are some of the highest we ever had. That goes for the enlisted and officer force.

“Our problem is capacity. It’s how do we get the throughput up to produce the number of pilots we want. It’s a supply and demand problem,” Nowland continued. “Air Education and Training Command is working hard on this problem, but it’s not something that can change overnight. There is a lot of infrastructure associated with it and the problem becomes complicated as you

consider how to man to the increased capacity that we want to build.”

While a complete fix of the shortage will be a long process, senior leadership have already begun aggressively attacking the problem and have several initiatives that will help fix some of the current issues as well as developing a long-term plan to rebuild

See **SHORTAGE** Page 29

Airmen, F-16s train in Greece

Staff Sgt. Austin Harvill

31ST FIGHTER WING PUBLIC AFFAIRS

SOUDA BAY, Greece — From Jan. 20 to Feb. 3, the 31st Fighter Wing’s 555th Fighter Squadron and Arizona Air National Guard’s 161st Air Refueling Wing are participating in a flying training deployment to Souda Bay, Greece.

Fourteen F-16 Fighting Falcons, one KC-135 Stratotanker and 280 Airmen are partnering with their NATO ally, Greece, to evaluate aircraft and personnel capabilities, and to train with Greece’s Hellenic Air Force.

These training engagements are planned in advance to strengthen military-to-military relationships and increase NATO ally interoperability. The scenarios involve combined flying operations between countries to identify and work through coordination concerns that may arise during real-world events.

“Training here at Souda Bay prepares us for any upcoming deployments,” said Lt. Col. Rob Faustman, the 555th FS director of operations. “Access to their ranges allows us to drop live ordnance ... and utilize other combative tools on our jets.”

Engagements such as these strengthen relationships between the US, allies and partners, and demonstrate the United States’ shared commitment to a safe and secure Europe.

“Our Greek counterparts have been extremely accommodating – we wouldn’t be able to do any of this without them,” Faustman said. “We look forward to continuing to work with them during an already-stellar FTD.”

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621st CRW Airmen returns from Iraq deployment



1) Defenders from the 621st Contingency Response Wing are greeted by wing leadership as they return Jan. 14 from a three-month deployment to Iraq, in support of Operation Inherent Resolve at Travis Air Force Base, Calif. The CRW played a crucial role in reopening Qayyarah West Airfield and moving more than 1,423 short tons of cargo in and out of the region. 2) Family and friends await the return of Airmen from the 621st CRW.

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



U.S. Air Force photo/Tech. Sgt. Liliana Moreno

Staff Sgt. Robert Hicks

621ST CONTINGENCY RESPONSE WING PUBLIC AFFAIRS

Family and friends, many holding welcome-home signs, filled the room to greet Airmen from the 621st Contingency Response Wing as they returned earlier this month to Travis Air Force Base, California, after a three-month deployment to Iraq.

The 621st CRW Airmen operated out of Qayyarah West Airfield, Iraq, where they enabled and sustained air operations at the Coalition airfield.

The airfield, situated just 30 miles south of Mosul, was recaptured from Da'esh by Iraqi forces in July 2016, and has been refurbished by Coalition engineers to allow the commencement of air operations. It is now a strategic launching pad and frontline resupply depot.

During the 621st CRW time at the airfield, the air traffic control team coordinated with and controlled anywhere from 40 to 50 aircraft a day.

"This is unique because we did not have an established air traffic control tower to operate out of," said Capt. Jacob Becker, 921st Contingency Response Squadron airfield operations officer. "We were not only coordinating with our sister services, but other countries as well to ensure the airspace was safe."

Once the 621st CRW arrived, they worked hand-in-hand with Coalition forces for approximately 10 days to establish command and control centers, configuring the runway to support fixed-wing mobility aircraft and de-conflicting a congested and compressed airspace.

"The leadership along with the airfield operations team and the air traffic controllers developed an airfield de-confliction plan that identified certain parts of the airfield to be sector off to ensure the different aircraft were separated and had their own airspace to operate away from artillery fire," said Lt. Col. Blaine Baker, 821st CRG Contingency Response Element commander. "We also made sure we had a radio communication process where everyone from the aircraft, air traffic controllers and a number of other entities knew what aircraft were operating in what airspace to keep things separated and de-conflicted."

Baker added that the CRG knew how vital the airfield was to the fight and wanted to get operations going as fast as possible.

"Qayyarah West Airfield is a key staging base for the Coalition in order to conduct operations against Da'esh in Mosul," Baker said. "Being a part of opening an airfield to provide such critical support and giving our Coalition a tremendous advantage and the commanders more flexibility in conducting operations is a great feeling."

While the Airmen of the 621st CRW were operating out of the airfield, they made sure to include their Iraqi counterparts to ensure they were getting the knowledge they needed.

"We worked very closely with the Iraqi forces to help them understand what our operations were and have them look at the processes we were using to communicate and to make sure as they generate their capabilities that they can do it safely and effectively," Baker said. "We want to do everything we can to make sure there is a smooth transition to the Iraqis once they're ready to take over the airfield."

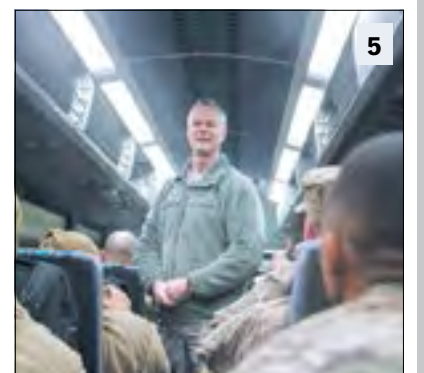


U.S. Air Force photo/Staff Sgt. Robert Hicks

3) Lt. Col. Blaine Baker, 821st Contingency Response Element commander, hugs his daughter Jan. 18 as he returns from a three-month deployment to Iraq, in support of Operation Inherent Resolve at Travis Air Force Base, Calif. 4) Master Sgt. Matthew Ogan, 921st Contingency Response Squadron Force Protection flight chief, poses for a picture with his wife as he returns from a three-month deployment to Iraq. 5) Col. Charles Henderson, 621st Contingency Response Wing commander, greets Airmen as they return from a deployment to Iraq.



U.S. Air Force photo/Tech. Sgt. Liliana Moreno



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

Number

From Page 13

many years to come. The Block 45 modification enhances the previous PACER CRAG cockpit and fuel management systems upgrade accomplished between 1997 and 2001.

In 2015, the Legacy Tanker Division within the Air Force Life Cycle Management Center in conjunction with the Oklahoma City Air Logistics Complex, both headquartered at Tinker AFB, returned outsourced modification work to the OC-ALC workforce where the concentrated experience for the C/KC-135 aircraft is located. This move enhanced OC-ALC's ability to produce by leveraging the fact a majority of maintenance, repair and overhaul functions were already taking place at the base. Just moving the modification program back to Tinker AFB saved an

estimated five production days.

Upon moving the modification work to Tinker AFB and the 564th AMXS, low-rate initial production, aka LRIP, I began where efficiencies were realized as they began using the "Art of the Possible" to innovate through the speedline described earlier.

Once the Block 45 modification work was given to OC-ALC and the 564th AMXS, they began innovating with the establishment of a speedline. "Moving it from the contractor to here, we were confident we could reduce the flow days," Mocio said. However, he said he recognized "a lot of innovation had to be done to allow for that. There was kitting and technical innovation which allowed the maintenance folks to get it from the 120 days down to below 50 days. That initiative is pretty incredible. It's a challenge."

Allan Lee, Legacy Tanker contracting chief, said another advantage of the

speedline was to include small business in the process.

"They installed a speedline that takes kits from Rockwell Collins and various small business contractors," he said. "Then we do it here organically. About 50 flow days to install using the 50/50 rule, 50 percent organic with 50 percent contracted out."

The modification is time consuming. The Block 45 modification is intensive, frustrating work fraught with opportunities for mistakes, Schantz explained. During LRIP I most of the actual work took place on the aircraft in cramped spaces with poor lighting.

"Gutting old wiring and then reinstalling new kits, liquid crystal display screens and supporting equipment is a multi-person job," said Schantz. "Complicating the installation is having to work around installed controls such as the throttle quadrant and trim wheel located

in the middle of the flight deck."

The avionics rack presents its own challenges because it is a four-shelf rack with important components mounted on the shelves and the sides with thousands of wire connections. Schantz summed up the biggest challenge of working onboard the aircraft.

"Art of the possible" empowered Block 45 avionics technicians, mechanics and even supply personnel to find ways to innovate. The 564th AMXS now builds kits using supplies from the prime contractor and small businesses in their back shops. Here they can complete a majority of the work with ease while making thousands of connections which are also tested and verified before the entire thing is bundled and kitted for delivery to the airplane. Once at the jet, the kit ensures a relatively quick installation and allows the technicians to move on to the next step in the process.

Red Flag

From Page 14

"We're here as a core unit to help all other participating units by lending our expertise and ensuring they have all the necessary resources they need to meet the objectives set out by Red Flag staff and their

respective units," Siverio said, adding that such groundwork can range from augmenting core members to fill duty gaps and tasking others to units to achieve exercise needs.

For Matos, succeeding as the core unit is simple; ensure all duty requirements are met and support wherever help is needed.

Presence

From Page 12

the time - but he doesn't get to see it," said Senior Airman Richard Marshall, an Aircraft Electrical and Environmental Systems journeyman with the 455th EAMXS, about a fellow squadron member.

For those with families back home, they say the key is to make the most of the time they have. Tech. Sgt. Tony Rivera, a 455th EAMXS crew chief, has two sons and said he spends the time he has with his boys participating in their lives and making every moment count.

Despite the strain of an undeniably high operations tempo, the mood in the unit remains positive. When they're not working out on the flightline, they play sports or video games together and work out in their "prison gym" in front of a vividly painted "Muscle Beach" sign.

"We just call it high-fiving. You don't skip a beat,"

Meredith said about the constant changeover.

"I've been deployed 13 times in my career and the last two since I've been with this unit have been the best by far," said Rivera, who just arrived at Bagram for his third deployment in the two years since joining the EC-130 AMU. "This is without a doubt the tightest group of folks I've ever worked with."

To date, 41st ECS crews have flown over 39,000 hours during 6,800 combat sorties in these operations. The unit has broken the monthly flying records for three consecutive months since October 2016 - something that has never been done before.

The unit's mission capable rate, the maintenance term for the number of functioning aircraft, hit a 27-month record high in November 2016 - 96.5 percent. This has led to the 455th EAMXS winning the 2016 Air Combat Command Maintenance Effectiveness Award.



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Upgrade

From Page 8

jets and AC-130 gunships - eliminating the immediate threat.

The team pressed toward the friendly forces when they were again pinned down by an avalanche of enemy gunfire from the ridgelines above.

They took cover in a small compound nearby, but the thick walls limited the radio signal, interfering with the ground force's link to aircraft above.

The team was outnumbered and outgunned, Baradat knew it would only be a matter of time before the enemy had them surrounded.

With complete disregard for his own personal safety, Baradat left cover and exposed himself directly to enemy gunfire to communicate with aircraft above and protect the team.

"That was where I needed to be standing to communicate with the aircraft and to get the mission done," he said in an interview from 2014.

Although his team shouted at him to take cover, he systematically began

engaging the enemy.

"I remember repeatedly yelling at him to get behind cover, yet he ignored the warnings, choosing instead to keep fires on the enemy positions," wrote one of his Army Special Forces teammates about the event.

Baradat controlled multiple aircraft while he stood in the open courtyard - sprayed by dirt as rounds impacted the ground near him - relaying targets he spotted to aircraft above.

"Throughout the next two hours, I witnessed (Staff) Sgt. Baradat call for fire and utilize eight different aircraft [six A-10s and two AC-130s] to eliminate the enemy threatening both his team and the friendly forces they were sent to rescue," wrote one of the AC-130 pilots in an after action report.

This overwhelming barrage of airpower allowed the three trapped U.S. and Afghan coalition forces to rally and exit from the valley. Baradat continued calling in controlled bomb drops and gun runs - some as close as 200 meters from friendly forces.

But enemy fire intensified as the single element navigated through the narrow terrain in their armored vehicles,

vulnerable to the enemy.

Baradat's radio connection was limited inside the vehicle, so with no hesitation, he positioned himself on the vehicle's running board outside the safety of the vehicle's armor ... secured only by a teammate holding onto his belt.

With his body scraping the narrow canyon walls, peppered by falling rocks knocked loose from the heavy machine gun fire, Baradat directed precise strafing runs and bomb drops until the entire team was clear of enemy fire.

"You never know what to expect going into any combat situation, but I do feel that the intense and diverse training that I received from ... the special tactics community, set me up to handle the stress of the situation," Baradat said of the battle. "I was only one piece of the puzzle that day; if it wasn't for the extreme professionalism and fearless intensity of my Army Special Forces team, the mission could have turned out a lot differently."

In the end, Baradat precisely directed 13 500-pound bombs and over 1,100 rounds of ammunition during three hours of intense fighting, contributing to the safety of 150 troops and destruction of 50 enemy fighters and 13 enemy

fighting positions.

"He is an American hero who did an outstanding job under incredible circumstances, seamlessly integrating air power into a complex and dangerous ground mission," Martin said.

The Air Force Cross is presented for extraordinary heroism while engaged in military operations against an enemy of the United States. This is the ninth Air Force Cross to be awarded since 9/11; all have been awarded to special tactics Airmen.

The upgrade was due to a Defense Department-directed review of medals from recent conflicts in Iraq and Afghanistan to ensure service members are appropriately recognized for their actions.

Air Force Secretary Deborah Lee James approved nine medal upgrades for eight Airmen, Jan. 17, including Baradat and Keary Miller, a retired pararescue man from the Air National Guard's 123rd Special Tactics Squadron.

"I am extremely humbled to receive this award," Baradat said. "The men who have previously been awarded the Air Force Cross have done amazing things on the battlefield, and it is an honor to be a part of that group."

Libya

From Page 7

Hadley said.

"They affect things on a global scale," he said. "They tell our forces that we can support them where ever they are, and it tells our adversaries that we can find you and touch you on a moment's notice."

Cole said he's proud of the role his Airmen played in this mission.

"As always, they do an outstanding job when their nation calls upon them to do the tough tasks," he said. "And it came off extremely well. It's air refueling that puts the 'global' in 'global strike.'"

The Libya strike is just one example of how the command

facilitates the tanker war against ISIL, said Brig. Gen. Lenny Richoux, the 18th AF vice commander.

"The air bridge our planners and tanker crews create enable U.S. and allied strike aircraft to continuously hit (ISIL), or any enemy, no matter where they hide," Richoux said.

"Missions like this one are merely one of many executed every day," he added. "The mobility enterprise conducts a massive amount of planning every single day, and we coordinate with customers around the globe for each mission. America's air refueling tanker (capabilities) are one of the key missions that set us apart from every other Air Force in the world. Everyone needs air refueling and we deliver it."



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Tours

From Page 17

I fought for a reason. I didn't fight to stay home."

It was a long journey for Caswell to remain on active duty, and another to get medically cleared for a deployment, let alone two.

"I wouldn't be here if it weren't for all the chiefs and captains and first sergeants that helped me fight for this," he said. "Whatever they need

me to do in the military, I'm going to do it and nothing is going to stop me."

Back in the maintenance debrief office where Caswell works, people walk by to say "hey" or stop in to talk, play with Hot Wheels, put together puzzles or other things to pass the time while not on shift.

"While you're here, this is who you have. This is your family," Caswell said about the squadron he's become a part of during his second four-month tour here.

Fair

From Page 6

The fair is a central location to make it easier for the Travis community from active-duty service members, to reservists and family members to get everything they need from an employment or educational perspective in one spot, said Joan Miller, 60th FSS work life specialist.

The Airman and Family Readiness Center also offers

a wide range of classes to help potential applicants prepare, such as resume writing and how to master the interview, Miller said.

It's also important that attendees come prepared, Mcintosh said.

"Everyone attending the career and education fair is encouraged to bring several copies of their resume and come dressed for success so they make a superb first impression," she said.

While military uniforms

will be permitted, Mcintosh said, it's best if attendees wear a suit or similar professional business attire.

For those interested in learning about educational opportunities, Mcintosh said, the schools at the fair will provide information on degree programs from the associates to master's level, as well as technical training programs.

For more information about the career and education fair or classes the A&FRC provides, call 707-424-2486.

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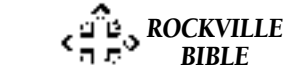
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U.S. Air Force photo/T.C. Perkins Jr.

Several Airmen from Travis Air Force Base, Calif., had a chance to meet with Gen. Carlton D. Everhart II, Air Mobility Command commander at Scott Air Force Base, Ill., during his Jan. 19 to base.

Everhart

From Page 3

and for recognizing the critical role Travis plays in national defense. Earlier in the week the community learned that the base was selected as a preferred location for the KC-46A Pegasus.

The addition of the KC-46A will increase the effectiveness of Travis' mission and support provided to joint and Coalition forces because of the aircraft's enhanced air refueling capabilities, improved efficiency as well as an ability to perform aeromedical evacuation, said Everhart.

"We project hope, fuel the fight, we do aeromedical evacuation out of here, and global enroute support," he said. "Our Airmen are first in and last out across a broad spectrum supporting nine combatant

commanders."

Everhart also held an all call with several hundred Airmen on the final day of his visit. He explained where AMC is going in the future and defined Rapid Global Mobility-Now as ensuring readiness, developing Airmen, modernizing the force and advancing the nuclear mission.

"We will continue to focus on RGM-Now with emphasis on how mobility Airmen contribute to the joint war fight," said Everhart.

Before his departure, Everhart thanked Col. John Klein Jr., 60th Air Mobility Wing commander, and expressed his appreciation for the 60 AMW Airmen and the many jobs they perform to ensure mission accomplishment.

"I couldn't be more proud of you all," said Klein. "Continue to make excellence our standard here at Travis."

Shortage

From Page 18

the career field.

"Senior leadership is extremely engaged," said Col. Jason Cockrum, the AF/A3 director of staff. "They care deeply and are taking this very seriously. They know and appreciate the high operations tempo that our fighter forces have been operating at for the past 25 years, and recognize the new and emerging threats in the Pacific, Europe and the ongoing operations in the Middle East. They understand those demands and the requirements for a strong sustainable fighter force in the future."

According to Cockrum, the Air Force is taking a three-fold approach to solving this

problem by reducing the number of fighter pilot requirements, increasing retention of pilots currently serving and increasing the production of new fighter pilots.

Cockrum engaged in an open Q-and-A session with the pilot community that were in attendance at WEPTAC to get feedback on the issues causing the retention rate of pilots to decrease and how they can go about solving those issues.

"Every time we go out and meet with pilots we learn something new," Cockrum said. "We lean on our Airmen to give us feedback and provide us with the changes they would recommend."

For example, we had a really good idea from the group we met with (during WEPTAC) and within about three hours after the meeting we had information back to the senior

leadership in the Pentagon. In less than 24 hours the idea was pitched to Congress to see if the suggestion could be implemented as part of a future solution."

Much of the impact on the military flying community stems from the draw of commercial airlines, who have been hiring at an increased rate the past three years.

"There are three pillars that a lot of people focus on when considering staying in the military; quality of service, quality of life and monetary compensation," Cockrum said. "Nobody in the civilian sector can compete with quality of service. What Airmen go out and do every day for our nation, you just can't get that anywhere else. So we are focused on improvements related to quality of life and monetary compensation."

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F-35A

From Page 10

old, this was their first time loading live munitions on any aircraft platform.

"It feels great to have been here for two years and see the program develop and grow," said Airman 1st Class Jacob Chandler, a 33rd Aircraft Maintenance Squadron aircraft armament systems journeyman. "It's awesome to be a part of this and it's possible because of the training we receive."

Much of the success in

loading these live weapons is due to the in-depth training that load crews receive. However, their leadership accredits it to the drive and vision of Airmen.

"This is almost second nature to them," said Tech. Sgt. Zachary Watts, a 33rd Maintenance Group loading standardization crewmember. "They are fully prepared to execute their mission and it shows. It speaks to the type of Airmen we are getting in today's Air Force. They want to work hard, they try hard and they do what they are supposed to. They have initiative and prove we are moving in a good direction."

Test

From Page 14

nuclear capability, it faces increasing sustainment and operational challenges against emerging threats as it continues to age. The Long Range Stand Off weapon is being developed to replace the ALCM, which the Air Force expects to start fielding by 2030.

"The LRSO will be a critical element of the United States' nuclear deterrence strategy, but we must continue to support the ALCM program until it is fielded and these recent tests are clear indicators of the ALCM's effectiveness

and reliability," said Maj. Gen. Scott Jansson, the AFNWC commander and Air Force program executive officer for strategic systems.

The LRSO weapon system will be a cost-effective force multiplier for B-52, B-2 Spirit and B-21 Raider to credibly deter adversaries and assure U.S. allies of our deterrent capabilities. Currently in source selection, up to two LRSO contracts are expected to be awarded in the fourth quarter of fiscal year 2017.

About 200 personnel in AFNWC's Air-Delivered Capabilities Directorate deliver, sustain and support air-delivered nuclear weapon systems.

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McGee

From Page 2

Wounded Warrior Project, a nonprofit organization. I didn't want to be a part of anything which put me in the spotlight or focused on making me a poster for sympathy. I've never been more wrong.

The program focuses on two things. The first is to put our wounded, ill and injured together so we can strengthen and support each other. People who have never had post-traumatic stress disorder will never understand what it's like to suffer mentally in this way. Second, the program offers unique opportunities to give our Airmen value and give them a sense of 'I can still function and participate in life.' I can't say enough about the program and I want to encourage all of our wounded, ill and injured to attend an event.

Another thought which kept me from being part of the program prior to 2016 was that I had healed from my injuries (which I'll talk about shortly) and didn't want to take advantage of a program which helps those who are still healing.

The point of this program and what makes it work is our warriors are together for each other. The program is not designed to single out anyone or make them feel broken. Those who have healed are the most vital to the program's success.

When many think of wounded warrior, I assume most feel it's just for the combat wounded. There are folks severely injured from non-combat and cancer survivors who also qualify. If you fall into any of these categories, I encourage you to contact the Regional Care Coordinator at your location. The RCC knows the criteria, and if you can't find them, contact me.

I share this so if there are agents suffering as I suffered, this may give them the strength and confidence to seek help and know what I now know. Behavioral science and the Air Force Wounded Warrior Program are available and can greatly help the healing process.

My story begins on July 8, 2005. While returning from a successful operation where we captured nine of 11 cell members responsible for setting

roadside bombs and shooting mortars and rockets at the base, my vehicle was struck by an improvised explosive device.

Two 155 mm mortars were strung together and command detonated as we drove over them. I was in the back seat and I remember black smoke filling up the inside of the vehicle. The next thing I know I am laying on the ground beside a burning vehicle. I assumed I was the only one alive as I was drug to safety by Senior Airman Pam Bolton while receiving small rounds fire.

I was taken by medevac to the hospital and spent the better part of the next six months healing from groin and pelvis injuries. Once I was physically healed, I wanted to feel normal again. I wanted to prove I could still be an agent. I wanted to do the things I did before to prove to myself and others there was nothing wrong with me.

As I struggled to prove I was normal, the nightmares about losing 'Dice,' and his family blaming me, surrounded what little sleep I got. If I was lucky, I would sleep two to three hours per night. I was on the verge of rage every single day. I knew something was wrong and I had to control it. I knew if I acted on my emotions the rest of my time as a special agent would be very short. I constantly felt agitated and I had no idea why.

The smallest event would send me to fury. I remember an argument I got in with my wife. The argument was over where we should eat. I lost it. I remember punching myself in the face screaming at her. These types of events were a daily reality for my wife and three children. I tried so hard to control myself each day at work. I would let my guard down once I got home because I couldn't maintain that level of self-control any longer.

My kids suffered emotional and physical abuse for the next seven years. My wife did her absolute best to shield the children from my behavior. She made sure the house was perfect and the kids stayed away from me. She closely monitored their behavior. If one of my children misbehaved, she would quickly remove them from me. She would constantly warn the children to not do

anything to upset me. The children adapted and stayed away from me. I had no relationship with them and wasn't involved in their lives.

I was numb to any joy or happiness occurring around me either at work or home. I knew something was wrong with me but I didn't know how to fix it. I refused to visit it a 'shrink' because I didn't believe in the merit of psychologists. I felt mental health was for weak minded individuals who weren't smart enough to figure out their own problems.

I decided the best thing to do was to put as much fun in my life as I could. I scheduled trip after trip, taking me on adventures around the country: rock climbing in West Virginia, mountain biking in Utah, kayaking in North Carolina. I felt alive while I was doing these things, only to feel empty again once I returned home to work and my family. These

behaviors pulled me further away from my family. I would get back to my life and feel the rage build all over again.

I still couldn't figure it out. I wasn't mad at the office of special investigations for sending me on the deployment. I volunteered! I wasn't mad at the insurgency, because if someone came to my house and told me I was going to adopt their government and do things their way, I would likely behave similarly.

In 2010, the command sent me to the Air Force Institute of Technology for 18 months. While in that program, I was able to re-grow a relationship with my family and fall in love with them again. Our relationship grew and I started to learn what it was like to care for someone besides myself again.

I would not be in the military if it weren't for Dr. Dave Englert who helped me understand how the mind works and

how to heal from a traumatic experience. There are numerous other people who had patience with me, guided me, covered for me, shielded me and most importantly directed me. I thank all of those who cared enough to invest in me when my behavior didn't warrant it.

In 2014, the greatest healing occurred when I repented for my sins and dedicated my life to God.

Since I've put God first in my life and focused on healing and helping others with PTSD, the joy I now experience is incredible.

I encourage each of you reading this to reach out to me, your RCC or the Wounded Warrior Program. If you were wounded, injured or ill, you have a family who is here for you. The program won't turn you into a martyr and it won't make you do anything you don't want to do.

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Kwast

From Page 2

independent Air Force.

During WWII, Army Air Forces Lt. Col. James "Jimmy" Doolittle developed the ideas and plan for America's first offensive strike against the Japanese homeland in April 1942, just four months after the attack on Pearl Harbor. A daredevil pilot in his youth, Doolittle matured as a test pilot and innovator through personal courage, perseverance, a tremendous level of curiosity and dedication to education, culminating with his earning a doctorate in aeronautical engineering at the Massachusetts Institute of Technology in 1923. Doolittle matched courage with calculation, achieving many significant advances in aviation techniques and technology during the interwar years.

When an imaginative submariner, Navy Capt. Francis Low, asked Arnold if long-range bombers could possibly be flown from U.S. Navy

aircraft carriers, the chief of the Army Air Forces knew exactly who to call. It wasn't a crazy idea. On the contrary, it was brilliant – and it was exactly the kind of military option that President Franklin Roosevelt desperately needed in the wake of Pearl Harbor and numerous subsequent U.S. reverses in the Pacific. Still, Arnold knew that only one Airman had the intellectual agility to figure out how this might be effected and the energy and perseverance to bring the idea to reality, and that was Doolittle.

The daring Doolittle Raid caught the Japanese completely by surprise and gave the Allies their first taste of victory. It also caused the Japanese people to begin questioning their own military leaders' assurance of invincibility. This was because prior to Doolittle's success, everyone who knew anything about airpower simply concluded it could not be done!

So, what can we learn from these giants of Air Force history? First, they recognized that

what had worked in the past was no longer sufficient to meet current needs. They also understood that things would only get worse unless they took positive action immediately.

They cultivated technical expertise and professional instinct to gain a deep understanding of the potential of airpower, and then harnessed their personal and professional networks to build support for and test their ideas. If the officials they needed to approve their ideas were not open-minded enough to give serious consideration to their innovations, they found other ways to overcome the inevitable bureaucratic barriers to progress. These pioneers understood that an acceptance of personal risk – whether it be physical, professional or social, with the latter often requiring the most personal courage – was necessary to generate the capabilities, processes, techniques, and ultimately the changes in culture that new strategic realities required.

At AU, our most significant challenge is providing the education and connections that will help today's Airmen adapt to challenge and change in our own times, with the specific purpose of protecting our nation and our friends with the strongest and most capable Air Force this world has ever seen. Air Force Chief of Staff Gen.

David L. Goldfein has offered his full support as we transform our organizations, methods and infrastructure to adapt to contemporary and emerging challenges. We're enhancing our in-residence and distance-learning offerings and creating environments for enhanced personal and virtual collaboration. All of these will help our Airmen, sister services, civilian and coalition partners master their subjects, explore new ideas together and reach their full potential as continually connected lifelong learners and innovators. In addition, they can always turn back to their alma mater for assistance and insight as they rise up to assume the mantle of responsibility formerly held by the very Airmen who created the legacy we seek to preserve.

This is a journey, not a destination. AU will have to continually adapt. In the last year, we have taken steps to make our professional military education more relevant for the problems of the day. We have changed our curriculum, so that it is helping our students understand the geopolitical environment, understand humanity and understand technology. It will make our Airmen better problem-solvers, better strategic thinkers and better critical thinkers as they solve the very challenging and complex problems that face our Air Force,

our U.S. military, and our nation.

America was built by people who questioned the status quo and believed that there was always a better way. Simply by leveraging the incredible wealth of our lands and oceans, and the even more incredible richness of our diverse national melting pot of ideas and culture, they understood they could create the innovations to change and even amaze the world. In this critically important inflection point in air, space, and cyberspace history, we must capitalize on these unique strengths. AU is committed to training professional Airmen so they can grow and become the Mitchells, Doolittles and Arnolds of tomorrow. They are taking our courses, thinking and writing about the problems that have bedeviled them in their operations, and ultimately solving those problems. They are our faculty members, returning to the operational force with a wealth of professional knowledge that has been refined by the immersive leadership laboratory of teaching. And they are in our labs, engineering and testing the technologies that will take us to even greater heights in the future. AU is at the forefront of innovation, preparing today for tomorrow's Air Force – and we're only getting started.

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315 - FAIRFIELD HOMES FOR RENT
Beautiful Home. 5br/3ba. 3 car gar., back yard. Cent. A/H, N/P, N/S. 3000 Sq.ft. \$3200 + dep. **(707) 208-0237**

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Offer your home improvement expertise & services in Solano County's largest circulated newspaper. Achieve great results by advertising in

640 - MEDICAL EQUIP. & SUPPLIES

Theracyle 100
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2000 Chevy 5-10 Xtreme
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•Black New/Rebuilt engine with only 35,000 New Trans, Clutch, tires, A/C compressor
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824 - FORD

1999 Ford Explorer. Nice tires/rims, new stereo. Not running needs fuel pump & smog. \$800. obo. **(707) 720-8646**

339 - COUNTRY HOMES FOR RENT
Furnished Cottage in Green Valley 1 bd.rm/1ba., sm. kit. \$1500. mo/ dep. Suzy at **(707) 494-8570**

DAILY REPUBLIC Service Source
Call M-F, 9am-5pm
(707) 427-6917

711 - MOTORCYCLES & ACCESSORIES

'05 Honda VTX 1800 N Series. - Black with solid chrome, less than 3600 miles. Custom pipes, & seat. Garage kept! Asking \$6500 obo. If interested call or text **(707) 816-0838 MUST SELL!**
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PT/24hrs. wk., bft. pkg. avail. Primary staff support & assist to improve child care. Must be highly organized & capable of working in a fast changing environment. 3 yrs. exp. with child care prog. in CA., comp. literate, strong communication skills, public speaking, consensus-building. Send cover letter, resume, & 2 letters of recommendation to: Alissa Smith/ Children's Network of Solano County 827 Missouri ST., Ste.5 Fairfield, CA 94533 or asmith@childnet.org

515 - CHILD CARE OFFERED

SUE'S DAYCARE - Age 2 yrs.-12 yrs., M-F, 5:30am-6pm. Transp. avail. #48011584 **(707) 426-0306**

603 - AREA 3

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421 Syracuse, 4/3, \$2,800, Fairfield
2358 Fairview, 3/2, \$2,650, Fairfield
3212 Bear Creek, 4/3, \$2,650, Fairfield
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- Put yourself in the reader's shoes. What would you want to know about the product or service you are interested in? Be descriptive.
- Include a brand name, if available.
- List the features of your product or service. What makes it different from other items in the same category?
- Avoid abbreviations. They can abbreviate your results. (The Tailwind uses only standard abbreviations and requires proper punctuation.)
- Include the price.
- Include your phone number and the best times to call.

Copy Acceptance • Cancellations Payment • Adjustments

Copy Acceptance: The Tailwind reserves the right to classify all advertisements, to delete objectionable words or phrases or to edit or refuse any advertisement. Classified advertisements are accepted in good faith and must specify a bonafide offer. The Tailwind accepts only standard abbreviations and requires proper punctuation. Better results will be secured from ads that are easily read and understood.

Cancellations: Deadlines for ad cancellations are the same as those for placing ads. You will be billed only for the days your ad actually runs, unless it is a special rate package.

Payment: All ads are accepted subject to credit approval. (Some classifications must be pre-paid). The Tailwind may require payment in full before accepting new ad copy or require cash with copy.

Adjustments: Please check your ad the first day it is published. If you find an error, please call 427-6936 so we can make a correction and, if necessary, adjust your bill.

Deadlines

To place, correct or cancel an ad. To ensure publication, the advertiser must meet the current deadline schedule. In the event of a holiday, special section, or unforeseen circumstances, advance deadlines may be in effect.

Classified In-Column Ads

Tailwind (Friday).....Wednesday 5:00pm
Faxed Ads.....2 hours earlier than above deadline



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- | | |
|----------------------------|-----------------------------|
| 100 - Announcements | 500 - Employment |
| 200 - Real Estate | 600 - Merchandise |
| 275 - Commercial Prop. | 675 - Pets, Farm & Garden |
| 300 - Rentals | 700 - Recreational Vehicles |
| 400 - Bus. Op. & Financial | 800 - Automotive |

827 - HONDA



'04 Honda Civic VP 5 spd., AC, PS, TS, CD, great mpg. \$2999. DLR #42203. (707)280-6816 Quinterosautosales.com



839 - MERCURY



'98 Mystique LS. A/T, all pwr., lthr., low 124K mi., runs very good, V6, clean in/out! New tires, oils, etc. SALE! \$1999. DLR #42203. (707)280-6816 Quinterosautosales.com

841 - NISSAN



'10 Cube S. A/T, all pwr., 145K mi., very clean & smogged, new tires oils, blue tooth etc. Great 44+ MPG! \$6900 obo. DLR #42203. (707)280-6816 Quinterosautosales.com

850 - TOYOTA



'00 Camry LE. 4 cyl., all pwr., clean great mpg, rebuilt motor & tranny, belts, oils, etc. 153K mi. \$4999 obo. DLR #42203. (707)280-6816 Quinterosautosales.com



'94 Toyota Camry XLE A/T, all pwr., lthr., 4 cyl., moonroof, clean 183K mi. \$2900 obo. DLR #42203. (707)280-6816 Quinterosautosales.com

851 - VOLKSWAGEN



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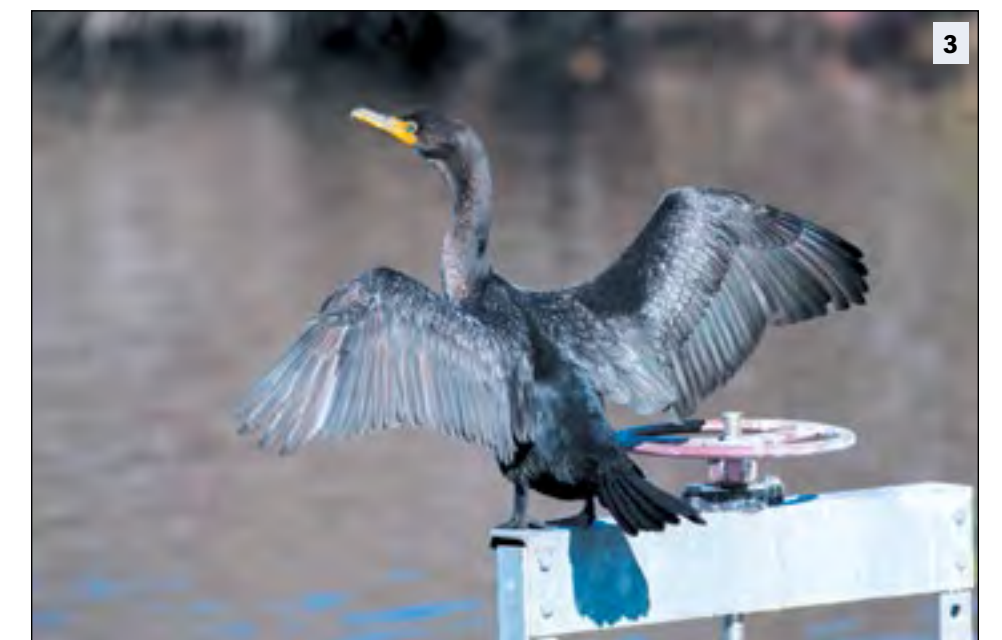
1) A Say's phoebe bird hunts for insects Jan. 13 at Travis Air Force Base, Calif. Travis is host to many kinds of wildlife, including threatened and endangered species.

Travis visited by birds of a ... DIFFERENT ... kind

U.S. Air Force photos by Heide Couch



2) A Canada goose makes a splash Jan. 13 at the Duck Pond at Travis Air Force Base, Calif. Geese are regular visitors to the Duck Pond.



3) A double-crested cormorant bird spreads its wings to absorb the sunlight Jan. 13 at Travis.

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NOW \$10,995 2013 FORD FIESTA <small>1 AT THIS PRICE VIN# 178234</small>	NOW \$11,995 2005 BMW Z4-SERIES <small>1 AT THIS PRICE VIN# 006116</small>	NOW \$11,995 2015 NISSAN VERSA <small>1 AT THIS PRICE VIN# 874440</small>	NOW \$12,995 2013 VW JETTA SE <small>1 AT THIS PRICE VIN# 201206</small>	NOW \$12,995 2011 HONDA CR-V <small>1 AT THIS PRICE VIN# 015001</small>	NOW \$12,995 2014 NISSAN SENTRA <small>1 AT THIS PRICE VIN# 262843</small>	NOW \$14,995 2012 NISSAN ALTIMA <small>1 AT THIS PRICE VIN# 238403</small>	NOW \$15,995 2012 DODGE JOURNEY <small>1 AT THIS PRICE VIN# 218490</small>
NOW \$15,995 2014 VW JETTA SE <small>1 AT THIS PRICE VIN# 251379</small>	NOW \$16,995 2013 NISSAN ALTIMA <small>1 AT THIS PRICE VIN# 210108</small>	NOW \$16,995 2012 HYUNDAI TUCSON <small>1 AT THIS PRICE VIN# 402165</small>	NOW \$17,995 2014 HONDA CIVIC SDN <small>1 AT THIS PRICE VIN# 084230</small>	NOW \$17,995 2014 HONDA CIVIC <small>1 AT THIS PRICE VIN# 210248</small>	NOW \$17,995 2014 TOYOTA TC <small>1 AT THIS PRICE VIN# 084093</small>	NOW \$18,995 2013 FORD EDGE <small>1 AT THIS PRICE VIN# 8022147</small>	NOW \$18,995 2014 TOYOTA CAMRY <small>1 AT THIS PRICE VIN# 837810</small>
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