



TAILWIND

Travis delivers vital aid to ...

NICARAGUA

PAGES 12-13



Evacuees released from quarantine

Tailwind Staff Report

Fifty-three coronavirus evacuees who arrived Feb. 7 at Travis Air Force Base, California, were scheduled to be released Feb. 20 and 21 from quarantine inside the base's Westwind Inn.

The 53 individuals represent the second and final cohort of a total 233 evacuees from mainland China who were quarantined at Travis during a two-week period.

All of these individuals were medically cleared and officials have lifted their quarantine orders, according to the Centers for Disease Control and Prevention.

"It is important to know that these people being released from quarantine pose no health risk to the surrounding community, or to the communities they will be returning to," said the CDC in a press statement.

The group's release came after the Feb. 18 release of the first wave of 178 evacuees.

However, Travis remains an intake location for coronavirus evacuees.

A new group of Americans arrived for quarantine Feb. 16 at Travis Air Force Base after leaving Japan and flown by charter jets Feb. 17 from Japan, back to the U.S.

They were among several hundred U.S. citizens kept aboard the Diamond Princess cruise ship off Yokohama, Japan, after dozens and later hundreds of passengers on the ship became ill and were ultimately confirmed to have a potentially deadly coronavirus, dubbed COVID-19, that has seen tens of millions of people under travel restrictions across large swaths of mainland China.



U.S. Air Force photo/Nicholas Pilch

See **EVACUEES** Page 18 A room at the Westwind Inn is seen Feb. 1 at Travis Air Force Base, California.

Tailwind

Travis AFB, Calif. | 60th Air Mobility Wing

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On the cover

U.S. Airmen from Travis Air Force Base, California, and Minneapolis-St. Paul Air Reserve Station, Minnesota, load donated emergency services vehicles onto a C-5M Super Galaxy for transport to Nicaragua Jan. 11 in Minneapolis, Minnesota.

U.S. Air Force photo/Senior Airman Amy Younger

Air Force Surgeon General visits DGMC



U.S. Air Force photo/Heide Couch

Lt. Gen. Dorothy Hogg, Air Force Surgeon General, left, and Col. Beth Dion, 60th Inpatient Squadron commander, center, discuss operational readiness of the medical force during a Feb. 10 visit to the central medical surgical unit at David Grant USAF Medical Center at Travis Air Force Base, California. Hogg visited with 60th Medical Group Airmen and recognized the impact they have on their community through their innovative medical practices.

AETC launches Master MTL program

Airman 1st Class Abbey Rieves
17TH TRAINING WING PUBLIC AFFAIRS

GOODFELLOW AIR FORCE BASE, Texas — Air Education and Training Command's first Master Military Training Leader program officially launched at Goodfellow Air Force Base, Feb. 7.

"MTLs have been around since 1973, so we have a long history of leading, mentoring and training Airmen throughout the technical training pipeline," said Senior Master Sgt. Malcolm Summers II, 17th Training Group military training superintendent.

Originally, course instructors supervised the students after classes in the dorms. The role later progressed into the designated position of Student Training Advisor and eventually the special-duty MTL.

The role continues to evolve as the Second Air Force historically established the right for each

See **PROGRAM** Page 22

WARRIOR OF THE WEEK



U.S. Air Force photo/Airman 1st Class Cameron Otte

Name: Michael Jeffery.	Hometown: London, England.	daughter, Alyssa; stepsons, James and Anthony.	What are your hobbies? Motorcycling, travel, martial arts and acting.
Unit: 60th Air Mobility Wing Safety Office.	Time in service: Twenty-four years on active duty, three years civil service.	What are your goals? To obtain an occupational hygiene safety technician certification.	What is your greatest achievement? Rehabilitation post motorcycle accident.
Duty title: Occupational safety and health specialist.	Family: Spouse, Bobbie;		

Travis updates drone policy

60th Air Mobility Wing
Public Affairs

Travis Air Force Base has updated its small Unmanned Aircraft Systems, or drone, policy per the direction of the U.S. Secretary of Defense and the Federal Aviation Administration, banning all private use of sUAS devices on base effective immediately.

Privately owned drones were previously permitted and limited use was allowed within non-restricted areas of the base under strict guidelines; however, updates from the Defense Secretary and the FAA prompted the complete ban on and around military installations to ensure safety and security regulations are enforced.

"It's vital to base security and our uninterrupted operations that we maintain clear airspace around the base," said Maj. Marie Steffen, 60th Operations Support Squadron assistant director of operations.

Unofficial drones discovered within the base perimeter may be subject to seizure by local or base authorities.

"We don't wish to impose upon private use of drones, however, you are only able to fly personal drones off base within FAA permitted areas," said Steffen who is the sUAS working group chair for Travis AFB.

Should the need arise, Travis AFB has mechanisms in place to subdue unpermitted drones that trespass on base.

"Travis AFB has adapted and developed tactics, designed to quickly incapacitate an unauthorized drone," said Steffen. "We train select Airmen in the proper and safe use

See DRONE Page 19



Courtesy photo

The Air Force Gunsmith Shop, part of the Air Force Life Cycle Management Center's Armament Directorate, recently completed delivery of a new rifle for aircrew in most ejection seat aircraft. The Aircrew Self Defense Weapon (GAU-5A), which is a 5.56 mm caliber rifle, was designed to provide downed aircrew with additional firepower while they wait for rescue.

Gunsmith shop creates rifle for aircrew

Brian Brackens
AIR FORCE LIFE CYCLE
MANAGEMENT CENTER

JOINT BASE SAN ANTONIO, Texas — The Air Force Gunsmith Shop, part of the Air Force Life Cycle Management Center's Armament Directorate, recently completed delivery of a new rifle for aircrew in most ejection seat aircraft.

Known as the Aircrew Self Defense Weapon (GAU-5A), the 7-pound, 5.56 mm caliber rifle is based on the M4 carbine and was designed by the Gunsmith Shop in close coordination with the small-arms engineer to provide downed aircrew with additional firepower while they wait for rescue.

"We were asked to design a stand-off weapon that was capable of hitting a man-size target at 200 meters," said Richard Shelton, Gunsmith Shop chief. "It disconnects at the upper receiver, is located inside the seat kit (ACES II ejection seats), and can be put together within 30 seconds if needed."

From February 2018 through January, approximately 2,700 rifles were delivered to aircrew members.

According to the Small Arms Program Office, the cost to develop and field this new weapons system was \$2.6 million. This weapon was developed to meet an urgent operational need to increase the

survivability of downed aircrew. It is stripped of optics and aircrew must utilize the iron sights only.

Not only is the Gunsmith Shop in the design business, but it also repairs, refurbishes and overhauls all small arms for the Air Force, which includes anything from .50 caliber machine guns to pistols.

"We were established in 1958 by General Curtis LeMay," Shelton said. "The original intent of the office was to improve marksmanship and shooting abilities of Airmen, and over time, the shop grew into what it is today."

The shop is comprised of civilian and military employees who are certified

gunsmiths, small-arms repairman and machinists. They are the only ones in the Air Force that are allowed to work on government-issued weapons at the depot level.

The team works very closely with combat arms professionals across the enterprise.

"The most rewarding part of my job is getting assets (small arms) through the shop and taking a weapon that has been beat up and heavily used, and returning it to the user practically brand new," Shelton said. "The other rewarding thing is when we work with the community to develop specific weapons for a specific Air Force need."



Courtesy photo/Jerry Sherrill

The Sherrill family poses in the early 1950s. The Sherrills lived at Fairfield-Suisun Air Force Base (now Travis AFB), California, on Aug. 5, 1950, when a B-29 Superfortress crashed, killing 19 and wounding more than 100 others. Among the injured was Frances Mae Sherrill, left, whose leg was amputated after it was hit by shrapnel.

Marine veteran remembers Travis' famous 1950 crash

Nick DeCicco

60TH AIR MOBILITY WING PUBLIC AFFAIRS

Nearly 70 years have passed, but the night of Aug. 5, 1950, is burned in Jerry Sherrill's memory.

Sherrill, 11 at the time, was lying in bed and listening to the radio in a trailer on the west side of Fairfield-Suisun Air Force Base, when he heard – and felt – a loud bang. Whatever it was nearly knocked Jerry's radio onto him from the ledge above as he listened to one of his favorite radio programs, "Lucky Lager Dance Time."

A startled Jerry got out of bed, dressed, woke his mother, Frances Mae Sherrill, and went outside to survey the damage. That's when they saw the wreckage of a B-29.

"It was like a movie set," he said. "I look up and here's this B-29 ... down in the ground with the tail sticking up like you

would see in a movie."

What they watched was one of the defining moments in the history of the installation, the early stages of an incident that would take 19 lives and impact many such as Jerry for decades to come.

Jerry said he was one of many onlookers viewing the aircraft, which caught fire as they watched. Many onlookers weren't concerned about safety because "so much of the plane was still there, intact," he said.

Air police arrived on the scene and encouraged people to leave, but many did not. Jerry and his mother tried to flee, securing a ride with a neighbor. However, his mom left her purse in their trailer and decided to go back for it. When she did, their neighbors panicked, leaving the scene without the Sherrills.

As Frances recovered her purse, Jerry searched for their

bird and pregnant cat, but found neither. Jerry said they were back outside when he turned to say something to his mom. The highly explosive filler pit for the aircraft's Mark IV nuclear bomb detonated, resulting in a blast heard up to 30 miles away, according to the 60th Air Mobility Wing History Office.

"It blew me back," he said. "I feel like it blew me yards and yards back. I don't know if it did. It lifted me."

The aircraft was on a mission to Guam. The bomb's highly radioactive material was flown separately.

Jerry initially took cover behind what remained of the trailers despite the roof being blown off of them in the blast. Then he heard his mom calling for him.

A piece of flying metal from the explosion struck his mom's leg. When Jerry found her, she

See CRASH Page 19

DoD to restructure 50 hospitals, clinics

Military Health System
Communications Office

FALLS CHURCH, Va. — The Department of Defense announced Feb. 19 it had plans to restructure 50 military hospitals and clinics to better support wartime readiness of military personnel and to improve clinical training for medical forces who deploy in support of combat operations around the world.

Military readiness includes making sure medical treatment facilities are operated to ensure service members are medically ready to train and deploy," said Tom McCaffery, assistant

secretary of defense for health affairs. "It also means MTFs are effectively utilized as platforms that enable our military medical personnel to acquire and maintain the clinical skills and experience that prepares them for deployment in support of combat operations around the world."

The restructuring effort focused on strengthening the prime responsibility of military medical facilities for training medical personnel and "for keeping combat forces healthy and ready to deploy according to readiness and mission requirements – all while ensuring the MHS

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Air Force implements pathfinder program



U.S. Air Force photo/Senior Airman Holly Mansfield

A Security Plus text book is displayed on a table after the 501 Security+ ribbon cutting ceremony May 24, 2018, at Keesler Air Force Base, Mississippi. The 336th Training Squadron spearheaded a team of 23 individuals over the span of almost 18 months to complete the transition from the 401 Security+ course to the new 501 course material.

Airman 1st Class Seth Haddix
81ST TRAINING WING PUBLIC AFFAIRS

KEESLER AIR FORCE BASE, Miss. — The Air Force is implementing a pathfinder program to give students another opportunity to pass the Security+ exam and follow their initial cybersecurity Air Force Specialty Code.

The Security+ certification can be acquired through passing the Security+ exam and is necessary to validate that an individual possesses the necessary skills to perform in an information technology security-based career. The exam is known to be complex and difficult and many Airmen fail and lose their designated career field.

The new program allows selected re-classed students to retake the exam during the first six months at their duty station, such as Airman 1st Class Johnathan Garcia, 75th Communications Squadron client systems technician, Hill Air Force Base, Utah, and Senior Airman Jennica Ripoli, 21st CS communications technician, Peterson AFB, Colorado.

After failing the Security+ exam, Garcia graduated from a different career field and went on to work at his next base doing Knowledge Management. He then switched back to his initial job after retaking and passing the exam.

"The Security+ test is very difficult, and I fell short of a passing score," Garcia said. "I was shocked when I heard I was able to take the test again. After passing, I felt accomplished and motivated because I was ready to pursue the career I initially wanted."

He was the first Airman to

be a part of the program, which made him the first to switch career fields and possess two AFSCs.

Losing the opportunity to pursue a desired career field can leave Airmen discouraged. Ripoli was able to switch to her desired AFSC after completing the exam on her own. Similar to Garcia, being able to follow the path she wanted made her feel rejuvenated.

"Missing my chance of getting my desired job in the Air Force crushed me," Ripoli said. "It felt like I wasn't able to achieve what I worked so hard for, and I would never be able to follow the career I wanted. Being able to eventually transfer over to cyber surety after passing amazed me and made me feel like the Air Force is really trying to help me follow the right path."

Earning a second chance has not only motivated Ripoli but also instilled a sense of resilience.

"This opportunity proved that I could overcome failure," Ripoli said. "I worked hard and continued to pursue the path I wanted, and I was successful."

Another positive outcome of the program is the Airmen have the skill set of two different jobs.

"I feel I am more qualified with the knowledge of two AFSCs," Garcia said. "I have more knowledge working with the other cyber jobs on base."

The 81st Training Group hopes to continue to motivate Airmen and send them down the right path with this program. Chief Master Sgt. Charles Sargent, 336th Training Squadron superintendent, believes placing people in their preferred career field will not only benefit the Airmen but the Air Force as well.

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Mobile app supports new hiring process

Marisa Alia-Novobilski
AIR FORCE MATERIEL COMMAND
PUBLIC AFFAIRS

WRIGHT-PATERSON AIR FORCE BASE, Ohio — A new mobile application feature aims to make the onboarding process and first days of work easier for new civilian hires across Air Force Materiel Command.

The “Newcomers” feature on the AFMC instance of the Air Force Connect mobile application provides new employees with step-by-step pre-employment and onboarding process information, checklists, installation maps, pay and benefits data, making the

first days of work easier for the newest members of the AFMC team.

“This is a key aspect of the AFMC acculturation effort launched last year and was developed in direct response to feedback from newcomers who said that improved communication and more resources could help them to better navigate new work environments and integrate into the workplace much easier,” said Col. Charles Parada, AFMC Manpower, Personnel and Services deputy director. “This gives our new employees access to fundamental information about their new job on their mobile

See APP Page 10



U.S. Air Force photo/Airman 1st Class Pedro Tenorio

Students at the 366th Training Squadron electrical systems apprentice course perform a crossarm change out May 28, 2019, at Sheppard Air Force Base, Texas. Changing out the crossarm is important as they get damaged due to weather or rot that can deform the bar. The poles will likely be used and trained on by multiple classes, and students are also in charge of maintaining and replacing poles that are too worn out.

2020 key year for transformation

George Woodward
82ND TRAINING WING PUBLIC AFFAIRS

SHEPPARD AIR FORCE BASE, Texas — As the Air Force continues to evolve to meet the challenges of a constantly evolving global security environment, the 82nd Training Wing is working to transform maintenance and logistics technical training to deliver the Airmen who will form the heart of the future force.

“We are one wing in a big Air Force,” said Col. Kenyon Bell, 82nd Training Wing commander, “but because of our role and the scope and scale of our training mission, we have an enormous role in shaping the future force.”

About 44% of the Air Force’s technical training is accomplished at the 82nd Training Wing, Bell said – which includes logistics and most engineering career fields.

“That includes logistics readiness; aircraft, munitions and missile maintenance; and civil engineering,” he said. “We have a significant role in

training all of those disciplines, either entirely within the 82nd or in concert with our joint partners and also our sister wings in Second Air Force. That means we have a huge challenge and a huge opportunity – to transform technical training, and specifically maintenance and logistics training, to meet the strategic demands of a 21st century force.”

The 82nd delivers more than 65,000 graduates annually in more than 900 maintenance, logistics, civil engineering and some cyber and missile maintenance courses. These courses cover not only initial skills training, but advanced and specialty courses delivered at 60 locations around the globe.

“We’ve been doing technical training in the Air Force for a long time, and doing it very well. Here at Sheppard (AFB), it’s been part of our DNA since the base opened in 1941. The Greatest Generation gave us an incredible gift when they laid the foundations of the training enterprise that, more or less, we still use,” Bell said.

“But we now find ourselves in a situation very similar to the one they faced. They had to build the training foundations for a viable force, accounting for rapidly changing technology and a very challenging global threat on the horizon. They did an incredible job – they made such an intellectual leap that we’ve used their basic model for seven decades.

“Now it’s our turn. As an Air Force, we are in the midst of incredible technological changes happening at light speed, as well as our own challenging threat picture. The evolutionary, incremental changes we’ve made over the years to the training process are no longer enough – we need to make revolutionary changes. We need to make the same kind of evolutionary leap our forebears made.”

Bell said the wing, Second Air Force and AETC have been laying the foundations for this transformation for several years.

“There has been a lot of

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Reinstated pilot first to fly F-15 Eagle with prosthetic

Tech. Sgt. Steph Sawyer
142ND FIGHTER WING PUBLIC AFFAIRS

PORTLAND, Ore. — On a rainy December afternoon, pilots are suiting up for their afternoon sorties. Among them is Col. Todd Hofford, a 27-year Air National Guard member and F-15 Eagle fighter pilot with more than 2,500 hours of flying under his belt. Although there have been many such days for Hofford, this one is significant. Three years of unyielding patience and perseverance have led up to this day: Hofford’s first official flight since having cervical disc replacement surgery.

Hofford’s return to flying status is not only a personal milestone but also one for the U.S. military and the medical community, because Hofford happens to be the first fighter pilot in the world to return to flying a high-G fighter jet after disc-replacement surgery.

Cervical injuries are common for fighter-jet pilots. While anyone can suffer degenerative disc disease including herniations, the extreme conditions fighter pilots face significantly increases the rate of occurrence. A 2018 dissertation published by the University of Jyväskylä in Finland

found that 89% to 93% of fighter pilots had spinal disorders over their lifetimes.

The average human head weighs about 12 pounds. The Joint Helmet Mounting Cubing System pilots use adds another 6 pounds. For a pilot pulling 9 Gs, that is a pressure of nine times the force of gravity. A pilot’s 18-pound head is now a 162-pound head, which the bones and muscles of the neck must support and maneuver. Over time, this takes a toll on the spine.

For Hofford, the herniation in his cervical spine started in 2014 with a knot in his back where the muscles were trying to compensate for the compromised disc. Then came pain in his arms and tingling in his fingers. Then, in August 2016, he had complete loss of strength in his right arm. It became clear that surgery was necessary.

Historically, the medical procedure performed to correct a disc herniation is a spinal fusion, where the herniated disc is removed and the bones on either side of the disc are fused together.

With single-level spinal fusion surgery, pilots historically have been able to recover and return to flying. Still, the

problem with this procedure is that by taking two vertebrae that are designed to move and fusing them together, some range of motion is lost. This causes more movement in the segments next to the fusion to compensate for lack of motion at the fused section, causing additional wear. As a result, these adjacent segments often go bad, requiring additional surgery.

The problem drove medical professionals to try to preserve motion with artificial disc-replacement surgery.

“We now have the ability to put a new disc in the neck or

the back that actually moves for those patients,” says Col. John Hall, Air National Guard assistant to the command surgeon and an orthopedic spine surgeon in a level one trauma center in Flagstaff, Arizona. “It restores normal motion at that level and it reduces the rate of adjacent segment degeneration in the neck by 80%.”

Hall is enthusiastic about what disc replacement could mean for military pilots.

Unlike spinal fusions, a disc replacement doesn’t hinder natural movement of the



U.S. Air Force photo/Tech. Sgt. Steph Sawyer

Col. Todd Hofford, 142nd Fighter Wing vice commander and newly reinstated F-15 Eagle pilot, stands by an F-15 Feb. 6 at Portland Air National Guard Base, Ore.

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App

From Page 8

devices, with the ability to contact our teams directly if they have unanswered questions or issues during the onboarding process.”

Instructions on how to download the Air Force Connect mobile application and access the newcomer information are now attached to each tentative job offer and firm job offer sent to new civilian Airmen by the servicing personnel unit. It is available on both Android and Apple mobile operating systems.

The feature includes the AFMC mission and vision

videos; a welcome video by Gen. Arnold W. Bunch Jr., AFMC commander; checklists for pre-employment, in-processing and first day, week and month requirements; base maps; helpful websites; contact forms and a feedback survey to help the personnel team improve the offerings and monitor success.

For more information on the AFMC Acculturation Initiative, visit <http://www.afmc.af.mil/News/Article-Display/Article/2061055/afmc-standardizes-on-boarding-civilian-acculturation/>. For information on the Air Force Connect mobile application, visit <https://www.afmc.af.mil/News/Article-Display/Article/1731357/>.

Pilot

From Page 9

spine. This lessens the likelihood of more surgeries in the segments next to the prosthetic disc because the body won't have to compensate for lack of mobility.

Disc-replacement surgery is relatively new. It's been practiced in the U.S. for approximately 12 years and in Europe for about 20 years. Because it's new, the Air Force only allows pilots with artificial cervical discs to fly low-G aircraft – not fighter jets.

After learning about the benefits of disc replacement, Hofford underwent surgery in September 2016. He made a full recovery and was cleared by a civilian neurosurgeon to fly, but found out that the military would not clear him to return to flying the F-15.

Hofford knew that if he wanted to fly the F-15 again, he was going to have to make a case for himself and find experts to advocate for him.

“I was determined to turn this around,” Hofford said. “I knew it was going to take time. I needed to be patient.”

Hofford worked with a physical therapist who developed Fit4Flight, a program to prevent and treat injuries caused by the strain of flying military aircraft. He

was also monitored by Hall, who, through his unique experience, believed that getting these devices approved for flight in fighter aircraft stood to benefit both pilots and the military.

“I think I'm the only person in the world who has more than 300 hours in fighters and has put in more than 400 artificial disc replacements,” Hall said. “I realized with my experience in tactical aviation and as a spine surgeon, there was a possibility that we would be able to return these people to their full flying duties.”

For Hall, the opportunity to work with a pilot who has had the surgery and was willing to go through the arduous process of becoming cleared to fly presented the opportunity to impact the lives and careers of future fliers.

“With advances in the field of medicine in general and spine surgery in particular, we found that aviators were getting the gold-standard surgery – artificial disc replacement,” Hall said. “But by doing so, it was costing them their careers, and to me that was unacceptable. So, my motivation was to try to evaluate the ability to safely marry this new technology with the demands of fighter aviation.”

In 2016, Hall began a near three-year process with Hofford to get him cleared to fly

the F-15 with the prosthetic in his neck. Hall researched the worldwide scientific literature regarding the ability of these discs to withstand the rigors of tactical aviation and used computer modeling to analyze crash scenario data, a proxy for the forces that the neck would experience during an ejection sequence.

“I felt that although returning someone to tactical aviation with an artificial disc in their neck was not entirely risk-free, the risk profile was very low,” Hall said. He worked with the Acceleration Branch at the 711th Human Performance Wing at Wright-Patterson Air Force Base, Ohio; the Medical Standards Directorate of the Air Force in Washington, D.C., as well as the Aeromedical Consult Service, the surgeon general of the Air National Guard, and the Air National Guard's chief of aerospace medicine.

After several meetings, PowerPoint presentations, conference calls and reviews of the scientific data, Hofford arrived at Hall's practice in Flagstaff for a full physical exam and X-rays. Next, Hall put him through an F-15 re-evaluation in the centrifuge at Wright-Patterson AFB to see how well his neck would stand up to the forces one would experience in flight. Hofford passed these evaluations with outstanding results.

Based on Hofford's physical performance, Hall and his team elected to grant him an unrestricted waiver to return to flying the F-15. Hofford is now the first member of a study to evaluate his physical condition as he continues to fly.

For Hofford, obtaining this waiver means being able to continue serving his country and the state of Oregon as an F-15 fighter pilot.

“It's a privilege and an honor to be able to fly, fight and win in one of our weapon systems,” Hofford said. “I'm connected to the mission. I get to be part of protecting the homeland, and that's extremely meaningful.”

Since Hofford's requalification and return to flight, five more pilots have begun the process of being evaluated to return to fighter aviation after disc-replacement surgery.

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Travis delivers vital aid to Nicaragua from Minnesota

Story and photos by
Senior Airman Amy Younger
60TH AIR MOBILITY WING PUBLIC AFFAIRS

Condensation begins to build inside the C-5M Super Galaxy's cabin. The tropical air enveloping the air frame is hot and dense. The crew members begin to glisten in the afternoon swelter of Managua, Nicaragua. It's a stark contrast from their labor in the minus-1 degree temperature of Minneapolis, Minnesota, not even 24 hours earlier.

A collective flutter of suspense passes through the aircraft. Knees bounce to phantom tempos as the aircraft taxis into Augusto C. Sandino International Airport; the minutes until the crew executes its time-sensitive mission run down to zero.

From the flight deck, the pilots can see a crowd of onlookers, Nicaraguans anticipating the same moment.

As the aircraft slows to a stop, the crew members – Airmen from the 22nd Airlift Squadron, 60th Aircraft Maintenance Squadron and the 60th Security Forces Squadron – move abruptly into action, eyes transfixed on their tasks, hardly a word passing between them. A palpable aura of resolution and unspoken trust in each other's capability unites them, and like a well-oiled machine, they move as one. Their mission is paramount: deliver humanitarian aid.

"It's awesome, you know?" said Capt. Jeff Asper, 22nd Airlift Squadron C-5M Super Galaxy pilot. "We brought firefighting equipment from

Minnesota, some fire trucks, some ambulances, and a tractor." He flies the U.S. Air Force's largest aircraft, capable of hauling 84 tons of cargo.

In ordinary circumstances, the logistic complications and finances involved in getting donations like these from "Point A to Point B" often inhibit the process all together, according to the National Volunteer Fire Council website. However,

Travis Airmen were able to assist through the Denton Program – a Department of Defense initiative that allows private organizations to use extra space on military vessels to transport aid; in this case, six vehicles furnished by the Wisconsin Nicaragua Partners were delivered to the country's volunteer emergency service force in January 2020.

"We really appreciate all the help from the Denton Program and the flight from the military," said Jaime Delgado, president of the Civil Association of Volunteer Firefighters of Nicaragua. "This is an effort of more than 50 years, and it's helping so many people in Nicaragua. These flights are a very important project, and it's been saving so many lives."

Only a third of Nicaragua's firefighting force is federally funded. The remaining percentile operates on a volunteer basis, which makes maintaining resources an uphill battle.

"These particular donations help Nicaraguan volunteers in their communities to do things they otherwise wouldn't be able to do," said U.S. Ambassador Kevin Sullivan,

ambassador to Nicaragua. "They're dedicated professionals, but a lot of times they don't have the heavy equipment they need to accomplish their missions, and these generous donations help them bridge that gap."

The flight, however, wasn't only to transport aid. The Airmen took advantage of the unique opportunity to handle vehicles not standard for the C-5 to conduct various types of aircrew training, including building custom vehicle clearance ramps for the event.

"We had 18 people, which is a huge crew," said Asper. There were seven student loadmasters, and they were getting in the books and running all their numbers. It was cool. It wasn't a lot of extra work for us

to do this, training-wise, and it was really good learning for everybody. It's beneficial for us as well as the people we can help."

As the steamy day began to settle into a balmy dusk, the Airmen spent the remaining daylight hours working hand-in-hand with the volunteer firefighters to off-load the cargo and accomplish the mission, not only sharing in efforts, but also building connections.

"These (missions), to me, are so much more rewarding than anything," said Asper. "This plane is huge and to fill it with things that really make people happy and make their lives better, right then, right there. ... It's so rewarding to see the smiles on these people's faces. Who doesn't like to give?"



1



2



3

1) U.S. Airmen from the 934th Air Reserve Station line up emergency services vehicles being transported for donation to Nicaragua Jan. 11 at the 934th Air Reserve Station, Minneapolis, Minnesota. The vehicles were donated by the Wisconsin Nicaragua Partners and transported by the 22nd Airlift Squadron from Travis Air Force Base, California, as part of the Denton flight program. The program allows charitable organizations to use extra space on military aircraft to transport aid items. 2) U.S. Airmen from the 22nd AS depart the flight line after a mission Jan. 11 at Kelly Air Field, San Antonio, Texas. Travis Airmen transported emergency services vehicles donated by the Wisconsin Nicaragua Partners as part of the Denton flight program, which allows charitable organizations to use extra space on military aircraft to transport aid items. 3) Airmen from Minneapolis-St. Paul Air Reserve Station, Minnesota, load donated emergency services vehicles onto a C-5M Super Galaxy for transport to Nicaragua Jan. 11 in Minneapolis, Minnesota. The vehicles were donated by the Wisconsin Nicaragua Partners and transported by the 22nd Airlift Squadron as part of the Denton flight program.

Swap Ads

For sale

Two full-size folding bicycles. Enjoy space A travel and cycling. Bikes come with custom crate with skateboard wheels. Reasonable offer takes. 437-7931.

Puzzles

STR8TS

No. 478 Medium

STR8TS puzzle grid with numbers and black squares. Includes a small grid showing the solution and text instructions on how to play.

SUDOKU

No. 478 Very Hard

SUDOKU puzzle grid with numbers and black squares. Includes a small grid showing the solution and text instructions on how to play.

Retiree Corner

Walking dog can provide mental, physical benefits

Did you know that spending time with your pooch is a great way to work on your health? The health benefits can last all year long.

Get up, get moving, and don't let cold winter temperatures slow you down. Walking is a great way to keep you and your dog physically, psychologically, and

socially fit this winter.

"Don't think of it as a chore," explained Army Maj. Tselane Ware, director of Public Health Command-Pacific Veterinary Health Services Directorate. "Going for a walk is a good bonding time between you and your dog. It helps with social and physical health, so you and your dog are not couch potatoes."

—Public Health Command

News Notes

Scholarships for Military Children.

Defense Commissary Agency program underway. The program is administered by Fisher House Foundation, a nonprofit organization that helps service members and their families...

Chapel programs

Recurring events

- Catholic Twin Peaks Chapel
Roman Catholic Mass: 9 a.m. and noon Sunday.
Children's Church: 10:15 a.m. Sunday.
Sacrament of Reconciliation/Confession: 4:30 to 5:30 p.m. Wednesday or upon appointment.

- First Street Chapel
Mom's Group: 9 to 11:30 a.m. Thursday and Friday.
DGMC Chapel
Roman Catholic Mass: Noon to 12:35 p.m. Monday through Thursday...

- Protestant Men of the Chapel, 6 to 8 p.m. every second and third Tuesday of the month at First Street Chapel Annex...

- Moms Group. Jesus Cares ministry, EFMP children's ministry, 4:30 to 6:30 p.m., every third Saturday of the month at First Street Chapel Annex.

- Twin Peaks Chapel
Protestant Women of the Chapel: 9:30 to 11 a.m. Tuesday.

- DGMC Chapel
Protestant Traditional Service: 10 to 11 a.m. Sunday.
Airmen's Ministry Center
The Peak is open from 5:30 to 9 p.m. Monday through Friday at Bldg. 1348.

For more information about chapel programs, call Twin Peaks Chapel at 707-424-3217.

Recurring

Air Force Office of Special Investigations.

To report a crime, get a foreign travel brief or request information on joining AFOSI, report to Bldg. 380B, second floor. Send correspondence to AFOSI Detachment 303, 510 Airlift CR, Travis AFB, 94535.

Air Force Recruiting Office. Now open at the Solano Town Center mall. Learn more about what the Air Force has to offer, such as up to 100-percent tuition assistance...

Air Force Sergeants Association "Walter E. Scott" Chapter 1320. General membership meetings are at 2 p.m. on the second Friday of each month...

Airmen's Attic. The Airmen's Attic is open from 10 a.m. to 2 p.m. Tuesday and Thursday and 4 to 6 p.m. Wednesday, 560 Hickam Ave.

Alzheimer's Caregiver Support Group. Meetings take place from 1 to 2:30 p.m. the third Thursday of the month in the diabetic education classroom on the first floor in Internal Medicine at David Grant USAF Medical Center.

Base emergency numbers. Mobile phone users must dial 707-424-4911 if they have an emergency on base.

Base illicit discharge number. To report sewage/water leaks or illegal dumping, call 707-424-2575.

For hazardous chemical/material spills, call the base emergency numbers.

Combat Arms Firing Range. Bldg. 1370, located 200 yards northeast of perimeter road in the northeast corner of Travis is off limits to all personnel.

Combat Arms Firing Range. Bldg. 1370, located 200 yards northeast of perimeter road in the northeast corner of Travis is off limits to all personnel.

On-base child care. The Air Force requires on-base residents to be licensed by the 60th Mission Support Group if they provide more than 10 hours of care per week in their homes.

Crisis text line. Free, confidential, 24/7 counseling for teens and young adults. Text 741-741 anywhere in the United States and a live, trained crisis counselor responds quickly.

Employee-Vehicle Certification and Reporting System. Civilian and military personnel must maintain emissions information with the Web-based ECARS system.

Exceptional Family Member Program Sensory Play Group. This group meets from 2 to 4 p.m. the second and fourth Wednesdays at the Balfour Beatty Community Center.

Family Advocacy Parent/Child play groups. Toddlers to the Max play group for children ages 1 to 3 meets from 9:30 to 11 a.m. Wednesdays at the First Street Chapel Annex.

Family and Friends Combat Stress Peer Support Group. Meets from noon to 1 p.m. the first Tuesday of every month at the Balfour Beatty Community Center.

Government no-fee passports. All submissions of applications for government no-fee passports must now include: 1) A photocopy of Military Identification Card front and back; 2) Passport photo taken in the past six months; 3) Supporting document(s), proof of U.S. citizenship.

Hometown News Releases. To submit a Hometown News Release, visit https://jhns.release.dma.mil/public and fill out the information.

Mare Island Museum. Open 10 a.m. to 2 p.m. Monday through Friday and 10 a.m. to 4 p.m. Saturdays. 1100 Railroad Ave. in Vallejo.

M-50 Gas Mask Fit Testing. Takes place from 9 a.m. to 3 p.m. every Wednesday at Bldg. 791. All deployers are fit as necessary.

Mitchell Memorial Library. Open 9 a.m. to 7 p.m. Monday through Thursday, 9 a.m. to 5 p.m. Friday, 10 a.m. to 5 p.m. Saturday and closed Sunday.

MPF self-renewal program. Did you know that dependents can now renew their ID cards online? To participate in this program, visit http://bit.ly/2mR1gl2.

Photocopying of military identification. The prohibition of photocopying of U.S. government identification Common Access Card announced by the Office of the Assistant Secretary of Defense, dated Oct. 27, 2011, does not apply to medical establishments...

Professional Loadmaster Association. The Professional Loadmaster Association meets at 7 p.m. the first Tuesday of each month at the Delta Breeze Club.

Retiree Activities Office. Openings for volunteers. Customers are retired American service members and their family members. It is the RAO's responsibility to maintain open communication and to ensure retirees receive the service and the respect they deserve.

Solano/Napa Habitat for Humanity. This organization welcomes volunteers and supporters from all backgrounds. There are recurring events Tuesday through Saturday. For more information, email Staff Sgt. Mathew Clayton at mathew.clayton@us.af.mil.

Travis Community Thrift Shop. 10 a.m. to 2 p.m. Tuesday and Thursday. Ongoing need for volunteers to organize, sort and price

Travis Composite Squadron 22 Civil Air Patrol. Open to youth from 12 to 18, as well as adults ages 18 or older who train and serve as the volunteer component of the total force.

Travis Air Force Base Heritage Center. Open 10 a.m. to 5 p.m. Tuesday through Saturday, Bldg. 80, 461 Burgan Blvd., Travis Air Force Base. Escorts required for general public, call center to arrange.

Travis Legal Office. Power of attorney and notaries are walk-ins from 9 a.m. to 2 p.m. Monday, Tuesday, Wednesday and Friday, 9 a.m. to 1 p.m. Thursday.

Voluntary Leave Transfer Program. The following Travis employees are approved as leave recipients through the Voluntary Leave Transfer Program:

- Rebecca Austria, 60th Maintenance Squadron.
John Butler, Special Tactics Training Squadron.
Jaquaylann Cabanlit, Travis AFB Commissary.
Neftaly Clark, 1st Special Operations Force Support Squadron.
Bradley Griffith, 60th Maintenance Squadron.
Rabiye Hamilton, Travis AFB Commissary.
Patrick Hodge USTRANSCOM, Scott AFB.
Mark Holmes, 10th Contracting Squadron.
Dina Patterson-Steward, 60th Aerial Port Squadron.
Jason Perkins, Grand Forks AFB.
Gina Silva, Air Force Academy headquarters.
Jean Sommer, Travis AFB Commissary.
Maria Thammasan, 60th Force Support Squadron.
Dennis Weaver, Air Force Manpower Agency.

The VLTP allows an employee who has a medical emergency or is affected by a medical emergency of a family member and is without availability of paid leave to receive transferred annual leave directly from other employees.

Tuskegee Airman Lee A. Archer Chapter. Meets at 3 p.m. the third Saturday of the month at the Airman and Family Readiness Center.

What's Cookin' Wednesday. Free lunch at the Travis AFB USO Bldg. 1348. Served from 11 a.m. to 1 p.m. every Wednesday.

Local events

Events

"Sounds of Suspense." Radio broadcast, noon fourth Friday of each month, Vacaville Public Library-Town Square, 1 Town Square Place. Free. www.solanolibrary.com.

Vallejo Art Walk. 5 to 10 p.m. second Friday of each month, downtown Vallejo. Free admission. www.vallejoartwalk.com.

Vallejo Farmers Market. 9 a.m. to 2 p.m. Saturdays, year-round, Georgia and Marin streets. www.pcfma.com.

Vintage Market. 9 a.m. to 2 p.m. every third Saturday, St. Paul's United Methodist Church, 101 West St., Vacaville. 925-978-6989.

Airmen complete FTAC



U.S. Air Force photo

Congratulations to the latest Airmen to complete the First Term Airman Center course. Alphabetically: Airman 1st Class Mario Campos, 21st Airlift Squadron; Airman 1st Class Michael Castillo, 660th Aircraft Maintenance Squadron; Airman 1st Class Bryan Celis Gualteros, 821st Contingency Response Squadron; Airman 1st Class Brandon Crutcher, 860th AMXS; Airman 1st Class Tyrique Cundiff, 860th AMXS; Airman 1st Class Caleb Dalton, 860th AMXS; Airman 1st Class Christian Dietrich, 60th Aerial Port Squadron; Airman 1st Class Justin Foster, 60th APS; Airman 1st Class Miguel Frias, 60th Logistics Readiness Squadron; Airman 1st Class Sabrina Frias, 60th Force Support Squadron; Airman 1st Class Jettus Gaffey, 660th AMXS; Airman 1st Class Lucas Gotelli, 60th AMXS; Airman Austin Grega, 860th AMXS; Airman 1st Class Curtis Hamilton, 60th AMXS; Airman 1st Class Ryan Massey, 60th AMXS; Airman 1st Class Joanie Miller, 60th Operations Support Squadron; Airman 1st Class Imani Ogalo, 60th Surgical Operations Squadron; Airman 1st Class Jonathan Prado, 60th APS; Airman 1st Class Natalie Proctor, 22nd AS; Airman 1st Class Billy Rader, 660th AMXS; Airman 1st Class Matthew Render, 860th AMXS; Airman 1st Class Seth Roberts, 60th APS; Airman 1st Class Austin Robinson, 860th AMXS; Airman 1st Class Brandon Safo, 22nd AS; Airman 1st Class Mason Sewell, 660th AMXS; Airman 1st Class Nathaniel Sheppard, 660th AMXS; Airman 1st Class Cameron Shockley, 860th AMXS; Airman 1st Class Nickeirah Straughter, 60th Medical Diagnostics and Therapeutics Squadron; Airman 1st Class Zachary Whitworth, 60th Maintenance Squadron; and Airman 1st Class Jesse Vasquez, 60th LRS.



Here are the showtimes for this weekend's movies at the Base Theater:

- Tuesday
6:30 p.m. "Dollittle" (PG)
9 p.m. "Bad Boys for Life" (R)

- Saturday
6:30 p.m. "Just Mercy" (PG-13)
9:30 p.m. "1917" (R)

- Sunday
2 p.m. "Spies in Disguise" (PG)

2020

From Page 8

experimentation and innovation going on, especially since 2016," he said. "It's been incredibly important in helping us understand what works and what doesn't. Now it's time to start putting those lessons in play."

Among those experiments are efforts like the Enhanced Training Day, launched at Sheppard AFB in 2016. That effort explored ways to incorporate force development and foundational competencies – Airmanship – into the technical training environment.

Along with similar efforts at other technical training wings, the experiment helped inform Second Air Force's Airmanship 200 program, which will formally integrate core Airmanship and force-development concepts into technical training beginning this year.

Another effort more specific to the maintenance and logistics world is Maintenance Next. Activated in January 2019 at Joint Base San Antonio's Kelly Field, its goal is to explore ways to leverage advanced technologies to train aircraft maintainers – specifically crew chiefs – more efficiently and effectively.

"Technology is changing the way we live and learn and it has opened up many opportunities to improve training to meet the needs of today's Airman," said Lt. Col. Sean Goode, Maintenance Next detachment commander.

Currently, the Maintenance Next team is working with students who recently graduated basic military training. These students are able to explore through learning labs any time of the day or night in their dormitory or work center. The labs feature a variety of learning devices to include augmented and virtual-reality simulators.

"Offering 24/7 access to education and diverse tools helps our team understand which tools best suit the learning needs of our Airmen," Goode said. "We are also examining those tools to determine if they are successful at building maintainer competencies through hands-on evaluations."

Beginning this spring, Maintenance Next will be field tested at Sheppard AFB, Bell said.




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Pastor Dann Etnner
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 mypreschool@gobethany.com
 www.gobethany.com
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Evacuees

From Page 2

People arriving Feb. 16 at Travis were screened prior to leaving Japan, were monitored on the flight and screened once again upon arrival at the base, Travis officials and the CDC reported.

Sixteen passengers at Travis and in the local community are undergoing screening and medical evaluation, said Scott Pauley, a spokesperson with the CDC.

The Japanese government identified 11 of those individuals as positive cases for the virus. However, Pauley said the CDC wanted to conduct its own testing.

"We just want to make sure we've done the work before we confirm (these cases), as an agency," Pauley said. "We want to do our own homework. We don't want to turn in someone else's homework."

Two patients were transported Feb. 17 to Queen of the Valley Medical Center in Napa, California, for further investigation,

according to a statement released Feb. 18 by Napa County.

"There is minimal risk for Napa County residents from the arrival of these two patients at the Queen of the Valley," Dr. Karen Relucio, Napa County Public Health officer, said in the statement. "They are in isolation, and are receiving medical care and undergoing testing."

Pauley said the timeline for quarantine for the 16 passengers from the cruise ship will vary depending upon confirmation – or lack thereof – of the virus and severity of the case. Those not infected will stay for the same two-week period as the earlier set of passengers.

As of Feb. 18, more than 100 U.S. citizens were still on-board the Diamond Princess cruise ship or in hospitals in Japan. Those citizens were placed under the restrictions, as have



U.S. Air Force photo/Nicholas Plich

The Westwind Inn lodging facility at Travis Air Force Base, California, is seen Feb. 1.

the ship's other passengers and crew, according to a CDC statement.

The World Health Organization reported 75,748 cases of the virus globally as of Feb. 20,

with 2,129 deaths. The WHO reported 15 confirmed cases in the United States as of Feb. 20.

Glen Faison, Todd R. Hansen and Nick DeCicco contributed to this report.



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Crash

From Page 5

was crawling through an alleyway between trailers. He saw the wound and knew she needed to get to the hospital, which she did after insisting on stopping to tell her supervisor at the Officers' Club she wouldn't be into work.

The day after the crash, Jerry returned to the site to look for his pets and any possessions, but there was nothing left. A neighbor searched for a prized coin collection, only to find them melted together. Although Jerry never found the bird, he was able to recover their cat, which took shelter in another trailer with other pets.

The crash and explosion of the B-29 killed 19 people and injured more than 100 others. Among the deceased was Brig. Gen. Robert F. Travis, 9th Bombardment Wing commander at Fairfield-Suisun Air Force Base. In 1951, the installation was renamed Travis Air Force Base in his honor.

Frances' right leg was amputated. She and Hollis Duane Sherrill, her husband and an

officer who ran the swimming pool and the golfing range at Travis, separated in the early 1950s. She took a settlement from the U.S. government for \$40,000, according to an article in the April 30, 1953, edition of The Solano Republican, a forerunner to the Daily Republic.

Jerry said his mom used the money to buy a house in Vacaville, California, and invest in a restaurant in the area. Later in life, she relocated to Southern California and then Oregon, where Frances died in 2011 at age 90.

Jerry, too, now lives in Oregon. His early life centered around the military, including living at Clark Air Base in the Philippines. Later, he served in the U.S. Marine Corps.

Most of the mementos of his early years burned that night in 1950 after the B-29 exploded. Though few material goods remain, the memories of that night have lasted a lifetime.

"Sometimes, I can't remember what I ate for dinner last night, but I have a crystal clear memory of the night of the crash," he said. "I think that's because it was such a traumatic event that I can remember every detail."



U.S. Air Force file photo

Brig. Gen. Robert Travis, 9th Heavy Bombardment Wing commander, rides his bike to work followed by his dog, Dan, at Fairfield-Suisun Air Force Base, California. Travis died when his B-29 Superfortress crashed Aug. 5, 1950. The base was renamed in his honor one year later.

Drone

From Page 4

of these devices for the express purpose of subduing a drone should the need arise."

The policy's goal is to protect military aircraft and personnel from the additional risks posed by airborne devices on and around active airfields, as well as reduce the security risks of drone cameras in secure areas.

"Local laws and Travis AFB regulations state that drone users are prohibited from operating on military installations," said Capt. Justin May, 60th Security Forces Squadron operations

officer. "It is our goal to inform the public, so the 60th SFS can continue to carry out our mission of defending Travis AFB from any threat, any time. If drone users have questions, I would encourage them to contact the local FAA office or review their policies online before operating a drone anywhere."

The drone ban policy extends to base residents, dependents and guests of Travis AFB personnel.

Specific guidelines on the proper use of drones are listed on the FAA website at <https://www.faa.gov/uas/>.

Please report on-base drone activity to 60th SFS at 707-424-2800, Option 3.



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The U.S. Navy, in coordination with the U.S. Air Force, is releasing a Final Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)/Finding of No Practicable Alternative (FONPA) for the construction of a new Alert Force Complex for the Navy's Fleet Air Reconnaissance Squadron Three Detachment Travis (VQ-3 Det Travis) at Travis Air Force Base, California. The Final EA analyzed potential impacts from the proposed construction of the new Alert Force Complex and demolition of the existing complex.

The Final EA and FONSI/FONPA are available at the following locations: • Fairfield Civic Center Library, 1150 Kentucky Street, Fairfield, CA 94533 • Suisun City Library, 601 Pintail Drive, Suisun City, CA 94585 • Vacaville Public Library Cultural Center, 1020 Ulatis Drive, Vacaville, CA 95688 • Mitchell Memorial Library, 510 Travis Boulevard, Travis AFB, CA 94535

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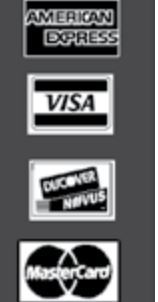
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Program

From Page 3

training group to have a localized Master MTL program.

“The Master MTL program recognizes superior performance, ethics and leadership of personnel serving as MTLs,” Summers said. “Those personnel who consistently produce superior results and meet all the eligibility requirements should be considered for this distinction.”

Only the top 10% of an Airman’s career field can apply to be MTL. The Master MTL positions are then selected from the top 10% inside the career pool, which makes the recipients in the top

1% of the entire Air Force.

This new position provides a window of opportunities for current MTLs to reach higher heights, all while exemplifying Air Force core values to the Airmen in training.

“By creating a Master MTL you are separating the top 10% of the career field and recognizing them as that,” said Tech. Sgt. Joseph Washington, 312th Training Squadron assistant flight chief. “It shows the students that there are higher levels to greatness and there are higher levels to excellence in everything that they do.”

MTLs are identified by a dark blue aiguillette on their left shoulder. The Master MTL’s ropes intertwine the old dark blue cord

with a new royal blue cord, signifying the career field expansion.

As the new rope reflects who the Master MTLs are, the new position also comes with higher expectations of mentorship, leadership and training.

Military Training superintendents at each AETC base have the freedom to customize the Master MTL program’s grading rubric.

The competing candidates have the chance to demonstrate exemplary subject-matter expertise of their career field in a variety of categories such as dress and appearance, marching a flight and delivering a professional development lesson for Airmen.

Restructure

From Page 5

provides our beneficiaries with access to quality health care,” McCaffery added.

These plans were described and explained in a report sent to Congress, Feb. 19, titled “Restructuring and Realignment of Military Medical Treatment Facilities.” This report was required by law under Section 703(d) of the National Defense Authorization Act of 2017, which directed the DoD to analyze its hospital and clinic footprint and submit a plan to Congressional defense committees.

Of the 343 facilities in the United States initially screened for this report, 77 were selected for additional assessment, with 21 identified for no changes.

Of the 50 facilities ultimately designated for restructuring, 37 outpatient clinics now open to all beneficiaries will eventually see primarily only active-duty personnel. Active-duty family members, retirees and their families who currently receive care at those facilities will transition over time to TRICARE’s civilian provider network. The report states that seven of these clinics may continue to enroll active-duty family members on a space-available basis.

In addition, many active-duty-only clinics will continue to provide occupational health services to installation civilian employees related to their employment.

The report acknowledges that transitioning patients from MTFs to the TRICARE network will take time – in some cases several years – and if

local TRICARE networks cannot provide access to quality care, DoD will revise implementation plans. “Markets are expected to transition MTF eligibles to the network at different rates and, in certain markets, the transition could take several years,” the report states. Detailed implementation plans will be developed through coordination with MTFs, the Defense Health Agency, the military departments and the TRICARE Health Plan.

TRICARE is the health care program for the U.S. armed services. The two most popular plans available to most eligible beneficiaries under 65, TRICARE Prime and TRICARE Select, include more than 6.7 million enrolled patients. Other plans are targeted for specific beneficiary groups, such as Reservists and those eligible for Medicare.



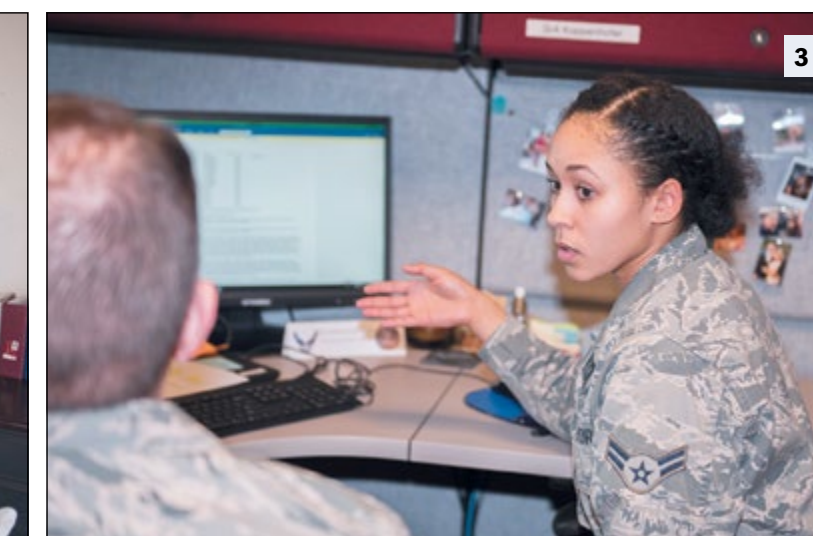
1) U.S. Air Force Senior Airman Elisha Nwaukoni, left, 60th Logistics Readiness Squadron cryogenics technician, shows Col. Jeffrey Nelson, right, 60th Air Mobility Wing commander, how to extract liquid nitrogen from a liquid oxygen cart during a Leadership Rounds visit Feb. 14 at Travis Air Force Base, California. The Leadership Rounds program provides 60th AMW leadership an opportunity to interact with members of Team Travis and get a detailed view of each mission performed on base.

HANDS ON

Leadership gets closer look at mission

U.S. Air Force photos by Airman 1st Class Cameron Otte

2) Staff Sgt. Adrian Jenkins, left, 60th Logistics Readiness Squadron environmental safety officer, shows Col. Jeffrey Nelson, 60th Air Mobility Wing commander, inspection paperwork during a Leadership Rounds visit Feb. 14 at Travis Air Force Base, California. 3) Airman 1st Class Shameisha Davis, right, 60th LRS plans and programs coordinator, shows Nelson her office’s database during a Leadership Rounds visit Feb. 14 at Travis.



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