



Travis looks to the ...

PACIFIC

PAGES 16-17



Never give in: Get up off mat after losses

Commentary by
Lt. Col. Michael B. Lewis
16TH AIRLIFT SQUADRON
COMMANDER

JOINT BASE CHARLESTON, S.C. — In the past few weeks, most high school wrestling seasons concluded with an individual state wrestling tournament to determine the best wrestler in each weight class and school classification.

In my hometown of Cary, North Carolina, a young man named Kobe Early, a wrestler in the 106-pound class, had one of the best seasons a Cary High School freshman ever had. He was undefeated going into the state finals, but he lost that final

match. He finished the season second in the 106-pound class for the 4A school classification. His overall record was 46-1.

Only one person ends the season on a high note. Everyone else is left with some level of disappointment, contemplating why they lost and how they could have done better.

Like other sports, wrestling teaches life lessons – learn to work as a team, but be responsible for your own performance. Your performance depends on your preparation and more preparation is generally better. Drive and determination make up for many flaws. Complaining rarely, if ever, gets you anywhere. Finally, be willing to sacrifice to make the team better.

Commander's Commentary

These lessons translate to any line of work including, most certainly, our vocation as Airmen. Do you see the core values in these lessons? Resiliency? The challenge in wrestling, as in life, is getting up after defeat or setbacks. In one of my most memorable matches, I was quickly down 5-0 to a strong opponent after the first period. I was able to reset mentally, pinning my opponent in the second period to win the match.

To quote Winston Churchill, "Never give in. Never give in. Never, never, never, never." This

from a man who, for nearly a year and a half, single-handedly stood down Nazi aggression by sheer force of will.

For a decade prior to the spring of 1940, Churchill had been the laughingstock of English politics with his glory days a distant memory. Then, after the Nazis seized control of continental Europe, he was swept into power by a country needing him as their last "Lion."

So what to take away from these lessons? When we talk about resiliency, we often make it sound easy. It's not. It takes grit to get up off the mat when you're in a huge hole against a difficult opponent. In life that opponent may be an illness, mental or physical, an addiction,

a bad relationship, or even overcoming past poor choices. Real life, more often than not, is difficult. However, we've all been through challenging times. The determination and drive developed through the previous challenges will help propel you through current challenges. Additionally, all of us have a community of people who believe in us and care about us. Reach out to those people and seek out their advice and counsel.

Often, the difference between success and failure is having the courage to get up one last time, when you think all is lost and everything hopeless.

"Never give in. Never, never, never, never."

Shape NCOs to mentor, train, discipline, protect



Commentary by
Chief Master Sgt. Joseph Ilesley
60TH SECURITY FORCES SQUADRON

Over the course of my career, I have had the honor to serve as a superintendent at the unit and headquarters levels on six occasions, including a position outside of my primary Air Force specialty.

In all of these positions, I have been asked by commanders to help shape the expectations of the NCO corps. Despite the diversity of these assignments and that of the NCOs, the expectations have always remained the same.

We must mentor, train, discipline and protect.

Mentoring is the foundation on

Chief's Commentary

which we build the next generation of Airmen. It all starts here. In reality, technologies will evolve and become obsolete. Tactics, techniques and procedures will continue to adjust to meet the needs of the battlespace.

The only enduring thing we have to offer tomorrow's leaders today is how to view the mission, people, families and our responsibilities. Mentorship not only teaches those we lead why the tasks we perform

are important. It also helps form the ethical and moral center to counter-balance the tough decisions of tomorrow. In short, mentorship provides an immediate and long lasting understanding, set of ethics and perspective to help each person dedicate themselves to a life of selfless service.

If mentorship is the "why," training is the "how." It may seem nice to be the unit's "go-to Airman." However, it is rare to find a healthy organization where the technical expertise resides in a select few. The very essence of being an NCO is to be a technical expert and to leverage

this expertise to create the next crop of experts.

Each NCO should not only challenge themselves to be an expert in their respective areas, but should seek out opportunities and strategies to increase the expertise of our Airmen. If an NCO is an effective trainer, they will steadily pursue a course to replace themselves through the developed capabilities of their Airmen.

When we speak of discipline in this context we are not referring to command authorities or

See ILSLEY Page 24

Knockout fitness regimen helps officer stay fit

Louis Briscese
60TH AIR MOBILITY WING PUBLIC AFFAIRS

The traditional means for staying fit to fight typically require a balance of running, weight training and a proper diet.

For one Airman, stepping in the ring is his approach. Capt. Eduardo Torrez, an emergency room staff nurse with the 60th Medical Operations Squadron, uses boxing to stay in shape.

"I've been boxing on and off now for 24 years, mostly in my military career. I started when I was 15," said Torrez.

A prior-enlisted Army sergeant, Torrez spent eight years on active duty before joining the National Guard. To date, he's had more than 50 amateur fights, winning more than 90 percent of them.

"Most of my amateur fights came while I was in the Army, stationed in Germany, traveling with our installation team throughout Europe," said Torrez. "We had a core group of Soldiers who would travel to different bases, fighting other service members or local nationals."

Though Torrez's talents were good enough that he was offered multiple professional contracts, money wasn't enough to entice him to leave the Army. Torrez believes he would have made the all-Army boxing team as well, but his job requirements prevented him from trying out.

"Those circumstances are usually mostly about timing, where you're stationed and the command you are assigned to," said Torrez. "I was certainly good enough to make the team, but too many obstacles prevented me from trying out."

After college, Torrez joined the Air Force and made the choice to give up boxing for good. He packed up his gear



U.S. Air Force photo/Louis Briscese

Capt. Eduardo Torrez, 60th Medical Operations Squadron, hits the speed bag Feb. 27 at the JL Tepito Boxing Club in Fairfield. Torrez is a nurse at David Grant USAF Medical Center and was an amateur boxer before joining the Air Force.

and was going to donate it to a local boxing club. When he arrived at the club he met the owner, Jesse Lopez Sr., a Golden Gloves champion boxer from Mexico who owns and operates JL Tepito Boxing Club

in Fairfield, California.

"The first time I met Jesse was to donate my gear and I told Jesse I was getting too old for this," said Torrez. "The first thing he said to me was, 'Don't ever

say that you're too old to box. I was in my 40s and 50s still sparring against professional boxers.'"

That encounter motivated Torrez to See **KNOCKOUT** Page 24

Tailwind

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60th Air Mobility Wing

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60th Air Mobility Wing commander

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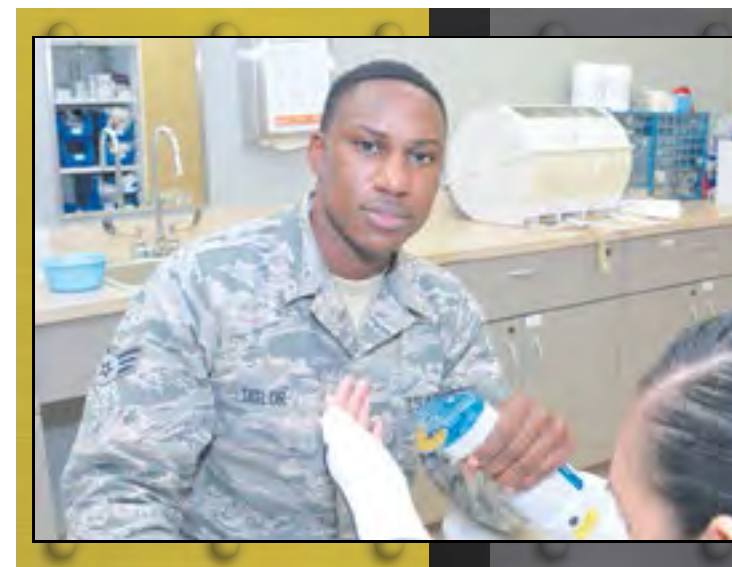
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On the cover

Tech. Sgt. Timothy McCarthy, 22nd Airlift Squadron flight engineer, preforms a pre-flight inspection March 4 on a C-5M Super Galaxy aircraft at Travis Air Force Base, Calif.

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



U.S. Air Force photo/Senior Airman Amber Carter

WARRIOR OF THE WEEK

Name:
Senior Airman Chris Taylor.

Unit:
60th Medical Operations Squadron.

Duty title:
Physical medicine technician.

Hometown:
Daytona Beach, Florida.

Time in service:
Three years.

Family:
Spouse, Melanie Taylor; one son.

What are your goals?
Certified personal trainer, physical

therapy license, business owner.

What are your hobbies?
Basketball, cars, dirt bikes, collecting shoes.

What is your greatest achievement?
Becoming a father and winning a dunk contest in college.

621st CRW, Canada team up for JRTC

Staff Sgt. Robert Hicks

621ST CONTINGENCY RESPONSE WING
PUBLIC AFFAIRS

ALEXANDRIA INTERNATIONAL AIRPORT, La. — It's not every day U.S. Air Force units get the opportunity to integrate completely with coalition forces, but that's exactly what happened during the Joint Readiness Training Center exercise at Alexandria International Airport, La.

During the 10-day exercise the 621st Contingency Response Wing aerial port Airman worked as a cohesive unit with the Royal Canadian Air Force on loading and offloading cargo to support aircrew combat training in a realistic environment.

"This is a rare opportunity in an exercise environment to conduct joint operations and learn from each other's processes," said Maj. Stephen Teeple, contingency response element commander. "It also allows us to build confidence in each other capabilities going forward in potential real-world situations."

Along with the 11 personnel integrated with the 621st CRW, the RCAF sent approximately 55 other members and two aircraft to participate in the exercise.

"The Royal Canadian Air Force participates in one JRTC exercise a year and we usually only work on our own aircraft, but this year the U.S. Air Force reached out and offered to let us load their aircraft as well to allow more training opportunities for everyone," said Sgt. Len Blazek, an RCAF Traffic Technician.

Throughout the exercise the team loaded Humvees, pallet trains, airdrop bundles, airdrop platforms along with a number of other equipment to support the Army.

"There are nuances that we've both picked up on while we worked together to load and offload the aircraft, but everything is so similar if we needed to flex over to do it their way it would be seamless," Blazek said.

Blazek went on to say



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

A U.S. Airman, left, and a Royal Canadian Air Force member, push a pallet onto a C-130J Super Hercules aircraft during a Joint Readiness Training exercise, Feb. 11 at Alexandria International Airport, LA. During the exercise, the two countries integrated their aerial port operations to get a better understanding on how each country operate while loading aircraft.

participating in a large scale exercise like JRTC was an easy transition for them because of all the small scale exercises they participate in while in Canada.

"This exercise has proved to be a validation of our interoperability between U.S. Air Force and the Royal Canadian Air Force aerial port operations," Teeple said. "If the time comes where we have to work together in a deployed location, I would have no reservations that we would come together and accomplish the mission."

Throughout the exercise the aerial port team loaded and offloaded 101 C-130 Hercules and 21 C-17 Globemaster III aircraft missions and moved 282 short tons of cargo, as well as supporting the movement of 670 passengers.



Pvt. Phil Bilodeau, a Royal Canadian Air Force traffic technician, straps down cargo onto a C-130J Super Hercules aircraft before take-off Feb. 10 at Alexandria International Airport, La.

Career opportunity changes life for CE civilian

Senior Airman Sam Salopek

349TH AIR MOBILITY WING PUBLIC AFFAIRS

The year was 1985, with a job post stating "women applicants only" and "no experience needed."

She knew this was her opportunity for change. The allure of the \$3-an-hour increase to her typist wage propelled her to apply. The interviewer asked applicants to lift the tool box and correctly recognize all of its contents. Even with her petite physique, she accomplished both tasks.

At the age of 22, she was hired into the Travis Air Force Base heating, ventilation and air conditioning shop.

For Michele Cardenas, 60th Civil Engineer Squadron operations flight deputy, the chance, presented by an initiative to hire women into a tradesmen position, altered the trajectory of her life.

She recalled being asked if she knew she was not allowed to wear a dress to work.

"I think back then it wasn't common to have a woman in the workplace," said Cardenas. "With some people's backgrounds, they weren't necessarily thrilled or comfortable that I was there."

When Cardenas graduated high school, she planned to get married and work in an administrative position.

"I don't know that women necessarily think of themselves as craftsmen," said Cardenas. "In my generation, women grew up thinking they were going to be working in an office somewhere. Whereas men, I think, grew up more hands on."

The perception of what women were capable of made this career field more challenging, said Cardenas.

She fought against the social stigmas of the time to earn the respect of the men in her shop.

"I don't think that being a woman helped me to get further; it was my determination to make sure that they couldn't say I wasn't their equal," said Cardenas. "It makes you work harder, when you're the woman and there is a group of men. You feel like you always have to prove to



U.S. Air Force photo/Senior Airman Sam Salopek (image edited for security purposes)

Michele Cardenas, 60th Civil Engineer Squadron operation flight deputy, and Mike West, 60th CES facility systems superintendent, review a print of the David Grant USAF Medical Center March 2 at Travis Air Force Base, Calif.

yourself that you're worth it."

Her personal willpower left an impact on the leadership she has worked with throughout her career.

"She has broken through whatever glass ceilings there may be internally in civil engineer ops," said Maj. Nicholas Van Elsacker, 60th CES operations flight commander and Cardenas' supervisor.

It speaks to her credit that she entered her career at Travis as one of the most junior ranking civilians and is now the highest ranking within her pay scale, said Van Elsacker.

Starting out as a typist for the Department of the Navy, Cardenas is now responsible for the operation, repair and

maintenance of 915 facilities at Travis.

"She is the most competent civilian I have ever worked with," said Van Elsacker. "She is interchangeable with me in almost every aspect."

Perhaps it would have been easier for Cardenas to have turned away from this opportunity, if she simply stuck to the status quo. However, no changes are made from people who are willingly silenced. Changes come from those who have the strength to step out from the crowd.

"Being the first person in anything, and doing anything as a woman, you have to be very brave, courageous and have a thick skin," said Cardenas.

In any time of change there are going

to be obstacles, and the women of the past overcame a lot of obstacles to make today's world for the modern woman, said Cardenas.

She is proud of the strides society has made towards a more diverse workplace. "I think the doors are open, more so now than ever," said Cardenas.

Despite having professional hurdles to overcome, Cardenas places a great deal of her success to the program that allowed her to work in the HVAC shop with little experience.

"I'm thankful for the opportunities the Air Force has given me, and I'm thankful for the people that helped me along the way," said Cardenas.

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Airmen, Marines hone tactical recovery skills



U.S. Air Force photo/Staff Sgt. Ryan Callaghan

I Marine Expeditionary Force members from Camp Pendleton, Calif., load downed aircrew members into an MV-22 Osprey as part of a simulated Tactical Recovery of Aircraft and Personnel scenario Feb. 22 at the Playas Training and Research Center, N.M.

Airman 1st Class Greg Nash
23RD WING PUBLIC AFFAIRS

MOODY AIR FORCE BASE, Ga. — The thunderous sound of an MV-22 Osprey echoes over an open field as it lands. Emerging from its lowered door is the I Marine Expeditionary Force from Camp Pendleton, California, which advances on the New Mexican desert to fulfill its objective: Find the downed aircrew and bring it home safely.

During the simulated Tactical Recovery of Aircraft and Personnel scenario, the I MEF's capabilities were tested by Airmen from the 563rd Operations Support Squadron assigned to Davis-Monthan Air Force Base, Arizona, in a joint exercise as part of their Special Purpose Marine Air-Ground Task Force certification training Feb. 22 at the Playas Training and Research Center, New Mexico.

"We evaluated the (I MEF's) ability to conduct a TRAP mission prior to their deployment," said Marine Corps Staff Sgt. Jeffrey Benson, the Playas

Training and Research Center SP MAGTF exercise site lead. "The best way to examine their recovery capabilities was to paint the most realistic simulated scenario to develop targets for both Marine ground forces and the Air Force pilots providing close air support. The 563rd OSS brought a lot of knowledge of the capabilities of the aircraft supporting the mission and allowed the scenario to replicate the most authentic events to help drive the training to benefit all players in the evolution."

During the scenario, an aircraft went down from a mechanical failure and its crew members were isolated in a potentially dangerous area. Friendly local populace discovered the aircrew and helped safeguard them from enemy forces, protecting them inside a mock Middle Eastern market place. After the aircrew radioed for the I MEF reinforcements, the Marines scouted the area, recovering the survivors.

Amid the I MEF's pursuit,

See SKILLS Page 23

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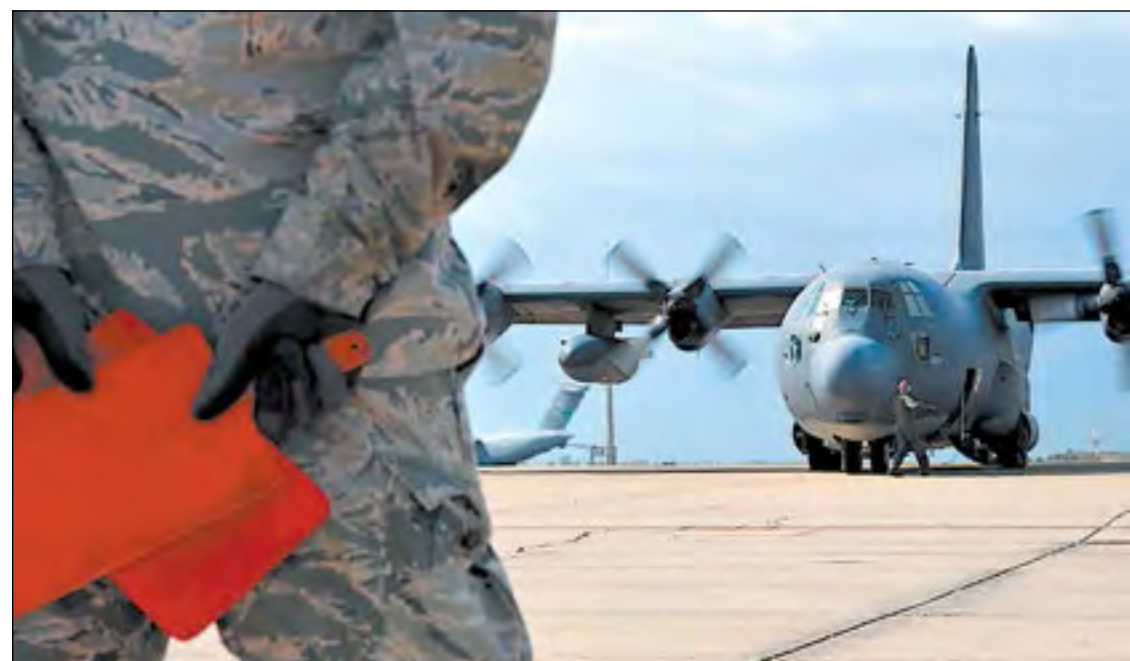
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U.S. Air Force photo/Tech. Sgt. Lindsey Maurice

Senior Airman Liam Miner, 720th Aircraft Maintenance Squadron, stands by ready to marshal King 52, the first HC-130 configured for Air Force rescue, down the Patrick Air Force Base, Fla., taxiway March 6 for the last time. King 52 will retire at Davis-Monthan Air Force Base, Arizona, with more than 50 years of service.

HC-130 takes its final flight

Tech. Sgt. Lindsey Maurice
920TH RESCUE WING PUBLIC AFFAIRS

PATRICK AIR FORCE BASE, Fla. — After more than 50 years of faithful service and rescue missions spanning the globe, King 52, the first HC-130P/N configured for Air Force rescue in 1964, retired March 6.

Accompanied by its 920th Rescue Wing dedicated crew chiefs and a nostalgic aircrew, the aircraft, tail number 4852, heads to Davis-Monthan Air Force Base, Arizona, from Patrick AFB, Florida, where it has been stationed since mid-2015.

“It was about to retire when we acquired it from Moody Air Force Base, (Georgia),” said Tech. Sgt. Norberto Nieves, a 720th Aircraft Maintenance Squadron expeditor and former crew chief to King 52. “It was a work horse; that’s for sure.”

“It’s sad to see it go,” the San Juan, Puerto Rico, native continued. “As crew chiefs, we dedicate a lot of time, sweat, and sometimes blood to these aircraft. They become a part of us.”

Tech. Sgt. Matthew White, a 720th AMXS King 52’s dedicated crew chief, said while the aircraft was out of commission with a major maintenance issue

for a good portion of the time he had it, he’s still upset to see it retire.

“Like Nieves said, these aircraft become a part of you and it’s tough to see something you’ve worked so hard on go into retirement,” said White, a Spokane, Washington, native. “The most rewarding part of being a dedicated crew chief is seeing the aircraft you spent so many hours on takeoff and come back home safe and sound.”

During its time at Patrick AFB, King 52 flew local training missions as well as missions to Key West, Florida, and across the country to Davis-Monthan AFB.

Maj. Nick Philpitt, the 920th Rescue Wing Inspector General Inspections chief and an HC-130 navigator, said he flew King 52 a handful of times and is honored to be part of the aircraft’s final flight.

“I haven’t flown a lot of missions with No. 52; however, it is somewhat sentimental to be flying her to retirement denoting it’s the end of an era,” said Philpitt, an Orlando, Florida, native. “Like a classic car that you’ve owned and driven, an airplane become(s) an extension of you. Putting it to bed for the last time is moving.”

King 52’s career ends with the Air Force Materiel Command’s 309th Aerospace Maintenance and Regeneration Group, where it will be stored in the “boneyard” with other retired military and government aircraft.

As for the 920th RQW’s HC-130P/N maintenance crews, they continue to work hard at home and abroad ensuring the fleet is rescue-ready.

The HC-130P/N is the only dedicated fixed-wing combat search and rescue platform in the Air Force inventory.

The mission of the HC-130P/N “King” is to rapidly deploy to austere airfields and denied territory in order to execute, all weather personnel recovery operations anytime, anywhere. King crews routinely perform high and low altitude personnel and equipment airdrops, infiltration/exfiltration of personnel, helicopter air-to-air refueling, and forward area refueling point missions. When tasked, the aircraft also conducts humanitarian assistance operations, disaster response, security cooperation/aviation advisory, emergency aeromedical evacuation, casualty evacuation, and noncombatant evacuation operations.

Enlisted RPA pilot board selects 30 for pilot training

Kat Bailey
AIR FORCE PERSONNEL CENTER
PUBLIC AFFAIRS

JOINT BASE SAN ANTONIO-RANDOLPH, Texas — The inaugural Enlisted Remotely Piloted Aircraft Pilot Selection Board has chosen 30 enlisted Airmen to fill fiscal year 2017-18 training slots as a part of the deliberate approach to enhance the Air Force’s Intelligence, Surveillance and Reconnaissance mission.

The historic enlisted RPA pilot selection board convened at the Air Force Personnel Center Feb. 6-8 and selected two senior master sergeants, five master sergeants, nine technical sergeants, 14 staff sergeants and five alternates from about 200 active duty enlisted applicants from various Air Force Specialty Codes. These 30 Airmen join the Enlisted RPA Pilot program along with the 12 other Airmen from the Enlisted Pilot Initial Class, four of whom started training

in October 2016. The Air Force plans for the number of enlisted RPA pilots to grow to 100 within four years.

To be considered for the selection board, Airmen had to hold a rank from staff sergeant through senior master sergeant and have six years of retainability from course graduation date. They were also required to complete the application, an Air Force initial flying class II physical examination plus a pilot qualification test, which is key in measuring aptitude for success in RPA pilot training.

“The selection board process mirrors that of the undergraduate flying training program as closely as possible,” said Senior Master Sgt. Dave Desilets, the Career Enlisted Aviator Assignments manager. “The board uses the ‘whole person’ concept to evaluate candidates.”

Candidates were evaluated based on their entire military

See **PILOT** Page 23



U.S. Air Force photo/Staff Sgt. AJ Hyatt

Staff Sgt. Charles, 32nd Intelligence Squadron signals intelligence analyst, performs an exercise Jan. 30 at Gaffney Fitness Center at Fort George G. Meade, Md.

Amputee hopes to return to duty

Staff Sgt. AJ Hyatt
70TH INTELLIGENCE, SURVEILLANCE AND
RECONNAISSANCE WING PUBLIC AFFAIRS

Editor’s note: Last names are withheld for security reasons.

◆◆◆
FORT GEORGE G. MEADE, Md. — It all began when the 28-year-old signals intelligence analyst rolled his ankle during a soccer match in January 2016.

Staff Sgt. Charles, with the 32nd Intelligence Squadron of the 70th Intelligence, Surveillance and Reconnaissance Wing, joined the Air Force in 2009. He played soccer his

See **AMPUTEE** Page 22

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Staff Sgt. Errington Neysmith and Senior Airman Joshua O'Sullivan, 455th Expeditionary Aeromedical Evacuation Squadron duty controller and Critical Care Air Transport Team respiratory therapist, respectively, carry respirator equipment Feb. 22 when picking up a patient from the Kandahar Regional Military Hospital, Kandahar Airfield, Afghanistan.

Aeromedical squadron creates mobile care unit

Staff Sgt. Katherine Spessa
455TH AIR EXPEDITIONARY WING

BAGRAM AIRFIELD, Afghanistan — The intensive care unit that the 455th Aeromedical Evacuation Squadron operates out of the back of a C-130J Hercules is a different scene entirely.

An intensive care unit is usually a sterile environment, white hospital walls, pristine floors, bright fluorescent lights, dozens of medical professionals.

It's dark and cramped. The only light is from headlamps and glowing green bulbs in the cargo bay. Three medical professionals are doing the work of 12 — caring for a critically-injured patient at his most

vulnerable.

Their job is to get a patient from forward operating bases throughout Afghanistan to a higher level of care. This usually means bringing them to the Craig Joint Theater Hospital at Bagram Airfield for further stabilization and then on to hospitals in Qatar, Germany and the U.S. depending on the severity of the patients' injuries or illness.

Members of the AE squadron, along with their Critical Care Air Transport Teams, are on constant alert to quickly evacuate injured or ill patients. They travel with everything they may need to treat the patient while in the air. The complex and critical nature of injuries sustained in a combat zone requires each member to be experienced in treating multiple forms of trauma, providing continuous stabilization, advanced care, and life-saving invasive interventions.

All of this must be done while flying in a deafeningly loud aircraft, which often makes non-standard or evasive maneuvers while flying over a war zone.

"We develop a very strong bond as a team," said Senior Airman Joshua O'Sullivan, a CCATT respiratory therapist. CCATTs are comprised of a physician, nurse and respiratory therapist and treat the most serious of patients. "Because of the environment, we have to be able to trust one another to each do our part."

The first mission they went on as a team when they arrived in country was to pick up a seriously injured U.S. service member from the point-of-injury, caring for him on his trip to the Craig Joint Theater Hospital and then onto Landstuhl Regional Medical Center in Germany.

According to O'Sullivan, the challenging nature of the service member's injuries and their ability to handle those challenges as a team strengthened their trust in one another

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2007 Toyota Avalon Limited STKXN100129, VIN1N1ZD0E02017175 STARTING AT	\$9,450	2014 Nissan Juke S STKXN100129, VIN1N1ZD0E02017175 STARTING AT	\$14,550	2015 Dodge Challenger SXT STKXN100129, VIN1N1ZD0E02017175 STARTING AT	\$18,995
2013 Kia Soul Plus STKXN100129, VIN1N1ZD0E02017175 STARTING AT	\$10,485	2012 Hyundai Veracruz Limited STKXN100129, VIN1N1ZD0E02017175 STARTING AT	\$15,995	2013 Infiniti G37 Journey STKXN100129, VIN1N1ZD0E02017175 STARTING AT	\$19,450
2010 Chevrolet Traverse LS STKXN100129, VIN1N1ZD0E02017175 STARTING AT	\$10,925	2012 Hyundai Genesis 3.8 STKXN100129, VIN1N1ZD0E02017175 STARTING AT	\$17,475	2015 Toyota Avalon XLE STKXN100129, VIN1N1ZD0E02017175 STARTING AT	\$20,425
2014 Nissan Sentra S STKXN100129, VIN1N1ZD0E02017175 STARTING AT	\$11,325	2012 BMW 3 Series 328i STKXN100129, VIN1N1ZD0E02017175 STARTING AT	\$17,500	2015 Nissan Pathfinder SV STKXN100129, VIN1N1ZD0E02017175 STARTING AT	\$20,850
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Airmen break records

Tech. Sgt. Kenneth McCann
386TH AIR EXPEDITIONARY WING
PUBLIC AFFAIRS

SOUTHWEST ASIA — Air National Guardsmen from the 120th and 182nd Airlift Wings departed for home this week following a four-month deployment at an undisclosed location in Southwest Asia.

During their deployment, the Airmen were assigned to the 386th Air Expeditionary Wing Airmen where they successfully delivered cargo downrange at a record breaking pace in support of Operation Inherent Resolve, the coalition mission aimed at defeating ISIS.

Their missions while deployed was flying and maintaining multiple C-130 Hercules aircraft. Some of the records they broke included the most hours flown since October 2012 and most passengers moved in recorded history from their location. This was accomplished by a



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

737th Expeditionary Airlift Squadron Airmen load a C-130H Hercules at an undisclosed location Feb. 8 in Southwest Asia.

team of Citizen Airmen working tirelessly to complete the mission.

“The guys I have worked with here are outstanding,” said Lt. Col. Joseph Rudebeck, 737th Expeditionary Airlift Squadron pilot, deployed from the 182nd Airlift Wing. “Their level of professionalism and dedication is second to none.”

In order to keep the C-130 mission fully functional and off the ground, knowledgeable maintenance Airmen worked day and night to identify and fix potential issues.

Airman 1st Class John Rayyan, 386th Expeditionary Aircraft Maintenance

See RECORDS Page 19

KC-135 refuels for first time with Romanian F-16

Staff Sgt Kate Thornton
100TH AIR REFUELING WING PUBLIC AFFAIRS

RAF MILDENHALL, England — History was made when the U.S. Air Force and Romanian air force made their first air refueling contact Feb. 28 over Romania.

With the help of the U.S. Air Force 100th Air Refueling Wing and one of their KC-135 Stratotankers, the RoAF became certified to refuel from all U.S. KC-135s, strengthening their partnerships and regional stability.

“Every event (we have) accomplished in the F-16 has been somehow historical,” said RoAF Capt. Mahaita Marin, F-16 Fighting Falcon pilot. “The air-to-air refueling is a milestone for a developing air force, and I am definitely proud to be part of it. Not proud for myself – just a bit maybe – but proud that the hard work of so many people is giving the results that we all look for.”

The RoAF initiated their F-16 program last year and in that short time, have refueled only from an Italian Airbus A330, but must obtain familiarization training and certification to receive fuel from a U.S. tanker and further their NATO integration.

The 100th ARW, based at RAF Mildenhall, England, sent a 14-person crew and a KC-135 to Romania to help make this happen.

“It’s important for the interoperability between the two nations, because it shows our continuing cooperation with our partner nations here in the region,” said Senior Master

Sgt. Lee Adkins, 351st Air Refueling Squadron superintendent and KC-135 boom operator. “It’s amazing to be a part of and it’s something I don’t take lightly.”

From the perspective of the KC-135 and its crew, this mission was rather routine. The 100th ARW is the only U.S. air refueling unit in the European and African theater. The crew is highly trained and experienced; therefore, they knew their mission and accomplished it successfully.

But for the RoAF’s new F-16 Fighting Falcon pilots, this day was anything but routine.

“I transitioned from MiG21 Lancer to the mighty F-16 in 2014. Since then, I have discovered that every day equals a new challenge, but the reward of being able to deal with all of them is huge,” Marin said. “Throughout the numerous challenges that we had to bear, AAR was clearly a special one, being completely new. This was the first time that we did it without the supervision of our Portuguese friends – from preparing the jets, to flying and parking them back safely. Somehow we were a bit anxious to discover if we were truly ready for it, but from the moment of the very first briefing it was clear that we are on the same sheet of paper. I left the briefing confident in the success of the training, and the end of the week gave me that great feeling of a job well done.”

With U.S. air refueling abilities extending around the globe, the qualification and training increases interoperability

See KC-135 Page 19

Yokota welcomes PACAF’s first C-130J

Tech. Sgt. Rainier Howard,
374th Aircraft Maintenance Squadron crew chief, performs pre-flight inspection March 6 of a C-130J Super Hercules at Kadena Air Base, Japan.

U.S. Air Force photo/Staff Sgt. Michael Smith



Staff Sgt. David Owsianka
374TH AIRLIFT WING PUBLIC AFFAIRS

YOKOTA AIR BASE, Japan — Team Yokota welcomed the first of 14 C-130J Super Hercules being assigned to the 374th Airlift Wing and Pacific Air Forces during an arrival ceremony March 6 at Yokota Air Base, Japan.

The new aircraft will eventually replace the unit’s existing C-130H fleet, which has been in service for nearly 30 years. The transition is part of an Air Force-wide effort to modernize the entire active duty C-130 fleet. It effectively closes a strong chapter in airlift history, as the H model has been in active duty service since 1974.

Maj. Gen. Mark Dillon, PACAF vice commander and former 60th Air Mobility Wing commander from June 2008 to July 2009, along with Col. Kenneth Moss, 374th Airlift Wing commander, accompanied the aircraft on the final leg of its journey from Kadena Air Base, Japan. Upon landing, Japanese and American audience got a firsthand look at the future of tactical airlift in the region.

“I’m very excited about us receiving the aircraft because it allows us to do a lot more around the Pacific,” said Senior Airman Alex Lauher, 374th Airlift Squadron loadmaster. “It’s a step toward the future. It enables us to better help with things like humanitarian missions by carrying more

See C-130J Page 21

S.C. exercise tests cargo deployment capabilities

Airman 1st Class Megan Munoz
JOINT BASE CHARLESTON PUBLIC AFFAIRS

JOINT BASE CHARLESTON, S.C. — The 628th Logistics Readiness Squadron hosted Exercise Bonny Jack, a two-day mobility exercise testing the cargo deployment capabilities of the 437th Airlift Wing took place March 1-2 at Joint Base Charleston, South Carolina.

The exercise started at 9 a.m., March 1 when the 437th Aerial Port Squadron received a simulated executive order from 628th LRS directing

cargo to be moved to the U.S. Pacific Command.

“These exercises are an opportunity for us to gauge where we are as an installation in our readiness to deploy personnel and cargo,” said 2nd Lt. Ryan Holler, 628th LRS Deployment and Distribution Flight officer in charge. “We regularly deploy, so this is our chance to stress the system and see where our shortfalls are. That way when a real world scenario happens, we are prepared for it.”

For the scenario, the 628th LRS Installation Deployment

See CARGO Page 23

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Pacific channel mission demonstrates C-5M upgrade

Story and photo by Staff Sgt. Nicole Leidholm
60TH AIR MOBILITY WING PUBLIC AFFAIRS

A C-5M Super Galaxy aircraft from the 22nd Airlift Squadron flew a Pacific channel mission March 4-5 from Travis Air Force Base, California, delivering cargo to Yokota Air Base, Japan.

"The Yokota mission is our proof of the C-5M concept," said Lt. Col. Cory Damon, 22nd AS commander. "The range and capabilities we can provide to the Pacific theater is vast. We are the only one that can take all this cargo to Yokota without stopping or refueling."

According to Damon, the aircraft is able to cut out a stop at either Joint Base Pearl Harbor Hickam, Hawaii or JB Elmendorf Richardson, Alaska and fly direct to Yokota AB without refueling. This benefits his team and the Air Force by reducing the amount of crew rest required, eliminating potential maintenance or cargo issues at the enroute location, saving time, in addition to cutting overall flight time, thus drastically reducing fuel use.

"We've saved 1,680 flight hours, use 34 percent less fuel and cut \$4.8 million in fuel costs per year, saving 14 hours in one mission," said Damon. "We're able to get up to higher altitudes quicker."

Damon added, the advances in technology not only help cut fuel, but allow AMC to support a broader area. It's not just the C-5M and the upgrades we did, it's how we employ it.

The C-5A B, and C models underwent the M model upgrade in 2014. The new 'M' model upgrade increase fuel efficiency and stay in the air longer, extending its global mobility range and capabilities.

"We save gas because we're flying the 'M'; we save time because we don't need to do it in two days, we can do it in one; we save people because we don't need to send three people, we can send two pilots and fewer load masters, we save enroute structure because we don't have to get gas at Hickam," said Lt. Col. Richard Linton, 22nd AS operations officer.

Because of the C-5 upgrades and efficiency of the 22nd AS, mobility Air Forces wings globally don't require the extra maintainers to service the C-5M during the Pacific channel missions. This allows the maintenance allocations to be spread to other bases where they are needed.

The 22nd AS is routinely flying missions to Yokota AB, around three times per month.

"We are humbled by the fact that we do this every day. It's normal for us," said Damon. "It's just another mission to most of us, until we step back and look at what we enabled. The C-5 is a strategic asset, projecting strategic power because no one else has a C-5 and the capabilities that it provides."

The 22nd AS has a rich history in the Pacific.

The 22nd AS was originally the 22nd Transport Squadron, activated in April 1942 at Essendon Airdrome near Melbourne, Australia. In July 1942, it was redesignated the 22nd Troop Carrier Squadron and was a prime participant in the South Pacific.

"The mission in the Pacific has a lot of historical significance, as well with our heritage since we started in the Pacific in World War II," said Damon. "Anything we do in the Pacific goes back to that heritage."

The 22nd flew many important missions from Tachikawa, Japan, flying the C-124 Globemaster before being redesignated the 22nd Military Airlift Squadron and was deactivated in 1958. In 1972, the 22nd was reactivated at Travis AFB as part of the 60th Military Airlift Wing flying the C-5A Galaxy until falling under Air Mobility Command at Travis in 1992.

Capt. Brett Boudreaux, left, and Capt. Scott Robinson, both pilots assigned to the 22nd Airlift Squadron, prepare to land a C-5M Super Galaxy aircraft March 5 at Yokota Air Base, Japan.

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Puzzles

STR8TS

No. 324 Medium

						1		
6	7					2	4	
						3		
					4			7
2		9	4					8
				3		6		
5			1			9		
		8	3					

Previous solution - Tough

3	8	9	1	5	7	6		
4	5	9	8	3	2	1	6	7
5	6	7	2	3	4	8		
8	6	7	9	1	3	2	4	
6	7	4	5	2	1	3		
7	4	5	6	3	2			
2	3	6	4	5	7	1		
1	4	2	3	7	6	9	8	5
2	3	1	7	8	9			

How to beat Str8ts – Like Sudoku, no single number can repeat in any row or column. But... rows and columns are divided by black squares into compartments. These need to be filled in with numbers that complete a 'straight'. A straight is a set of numbers with no gaps but can be in any order, eg [4,2,3,5]. Clues in black cells remove that number as an option in that row and column, and are not part of any straight. Glance at the solution to see how 'straights' are formed.

SUDOKU

No. 324 Medium

			4					
7			9	3			8	
		3	6				4	
3	9	4		7				
				8				
			5			9	2	6
	7			1	8			
	1	7		6				5
			9					

Previous solution - Easy

4	5	2	8	6	7	9	1	3
7	3	6	1	9	2	5	4	8
9	1	8	5	3	4	6	7	2
2	4	9	6	5	8	1	3	7
5	7	1	3	2	9	4	8	6
6	8	3	7	4	1	2	5	9
3	2	4	9	7	5	8	6	1
1	9	7	4	8	6	3	2	5
8	6	5	2	1	3	7	9	4

To complete Sudoku, fill the board by entering numbers 1 to 9 such that each row, column and 3x3 box contains every number uniquely.

For many strategies, hints and tips, visit www.sudokuwiki.org

If you like Str8ts, Sudoku and other puzzles, check out our books, iPhone/iPad Apps and much more on our store at www.str8ts.com

The solutions will be published here in the next issue.

News Notes

Upcoming events and information

Balfour Beatty Communities Foundation

scholarships. Balfour Beatty Communities Foundation is now accepting scholarship applications for the 2017/2018 academic year and is looking to recognize both current and aspiring college students looking to make a difference both in and out of the classroom. Online applications are due by 11:59 p.m. March 31. For more details and to submit an application, visit the foundation's website, www.bbcommunities-foundation.org.

Recurring events and information

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. For more information, call 707-424-3115 or DSN: 837-3115.

Air Force Sergeants Association "Walter E. Scott" Chapter 1320. General membership meetings are from 3:30 to 4:15 p.m. on the first Friday of every month at Wingman's in the Delta Breeze Club. For more information, contact Master Sgt. Francisco Zamorano Jr.

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. For more information, call 707-424-8740 or visit the Facebook page "The Attic at Travis AFB."

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. For more information, call 707-423-7227.

Base emergency numbers. Mobile phone users must dial 707-424-4911 if they have an emergency on base. Those using government or home phones can call 911. For more information, call the Travis Air Force Base Fire Prevention Office at 707-424-3683.

Bunco. 6 p.m. every third Wednesday of the month at the USO Daedelon Room. For more information, visit www.esctravis.com.

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. For more information, call Xuyen Lieu at 707-424-5103.

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. For more information, call 707-424-4342 or visit the Facebook page "EFMP Travis AFB."

Fairfield/Vacaville Train Station Project. Located at Peabody Road and Vanden Road in Fairfield with a six-lane overpass. Construction is scheduled for completion in March 2017. For more information, visit <http://bit.ly/1yNlBwV>.

Family Advocacy Women's support group. Weekly meeting from 10 a.m. to noon Wednesday for women with past or current

In the next week...

fri

Dr. Seuss Tote Class. Takes place March 10 at Arts & Crafts. For more information, call 707-424-2929.

wed

Overnight Ski Trip. Takes place March 10-12 via Outdoor Recreation. For more information, call 707-424-0969.

sat

St. Patrick's Day Beer Crawl. 1 to 5 p.m. March 11, downtown Benicia. www.beniciamainstreet.org.

thu

9-Pin, No Tap. Takes place March 11 at Travis Bowl. For more information, call 707-437-4737.

wed

St. Patrick's Themed Crafts. Takes place from 3 to 5 p.m. March 15 at Mitchell Memorial Library. Participants can create a "Lucky Shamrock Wreath" to take home. Free. For more information, call 707-424-3279.

thu

Kayak Roll Class. Takes place March 15 via Outdoor Recreation. For more information, call 707-424-0969.

thu

St. Patrick's Themed Fairy Garden. March 16 at Arts & Crafts. \$10. Ages 4 plus. Create a magical succulent, scene to take home. For more information, call 707-424-2929.

domestic violence events in their lives. Meet at the David Grant USAF Medical Center's Mental Health conference room. For more information, call Molly Martinez at 707-423-5158.

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 certified copy with state or county seal, if it involved a name change submit a court order or marriage certificate. Passport application cannot be handwritten and printed back and must be completed online with 2D barcode at website <https://pfpform.state.gov> and/or <https://travel.state.gov>. For more information, call 707-424-5324.

Hometown News Releases. To submit a Hometown News Release, visit the new paperless website at <https://jhrs.release.dma.mil/public> and fill out the information.

LGBT Alliance. General membership meetings take place at 6 p.m. the first Wednesday of every month at the Airman and Family Readiness Center. For more information, email lgbtalliance707@gmail.com or call 707-424-2486.

Mare Island Museum. Now a Blue Star Museum, which means active-duty military, reservists and their dependents are eligible for free admission from Memorial Day to Labor Day. 1100 Railroad Ave. on Mare Island in Vallejo. 10 a.m. to 2 p.m. Monday through Friday, 10 a.m. to 4 p.m. first and third weekends of the month. For more information, call 707-557-4646.

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. For more information, call 707-424-2689.

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.

Montezuma Shrine Club. Meets every third Thursday of the month at the Masonic Center, 412 Travis Blvd., Fairfield. For more information, call

Mike Michaelis at 707-427-2573 or Cal Gitsham at 707-425-0060.

Motorcycle licensing and training. California Rider Education offers the Motorcyclists Training Course, the Basic Riders Course 2 and the Military Sportsbike Riders Course on base. MTC classes take place most weekends. Motorcycles and helmets provided. Successful completion gives students a DL389 that waives the skills test at DMV. Course cost covered for active duty, reserves, some DOD and some NAF folks. Dependents welcome, but must cover own costs. All registrations done via phone at 1-800-966-3844.

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. For more information, call 707-424-8104 or 707-424-4596 or stop by Bldg. 380B.

Photocopying of military identification. The prohibition in 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, applying for government-issued, no-fee passport and other U.S. government agencies in the performance of official government business. This requirement does not apply to minors ages 16 years or younger. However, it applies to sponsors. For more information, call 707-424-5324.

Professional Loadmaster Association. The Professional Loadmaster Association meets at 7 p.m. the first Tuesday of each month at the Delta Breeze Club. For more information, call Mark Raymond at 707-416-5331.

Retiree Activities Office. Openings for volunteers. Customers are retired American service members and their dependents. It is the RAO's responsibility to maintain open communication and to ensure retirees receive the service and the respect that they deserve. If you would like to apply for a volunteer slot and have three hours or more to give, call 707-424-3905.

SGLI and vRED. The Record of Emergency

Data, aka vRED, and Servicemembers Group Life Insurance form are two of the most-critical documents a service member is responsible for maintaining throughout a military career. Commanders, Casualty Assistance personnel and Mortuary Affairs personnel rely heavily on these two documents as a vital source of information when a crisis occurs resulting in serious injury or death of the service member.

60th Air Mobility Wing Information Protection Office. The office has the following walk-in customer service window hours: 8 to 11 a.m. and 1 to 4 p.m. Monday through Thursday as well as window hours from 8 to 11 a.m. Friday. For emergencies, call 707-424-3114.

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.

Toastmasters. The Travis Toastmasters meets at noon on the first and third Tuesday of the month in the USO Lounge. Toastmasters is an organization that helps people practice communication, as well as build on skills they already have. All are welcome to attend. For more information, call Nicole Culberhouse at 478-273-1760.

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. UTA is 6:30 to 9 p.m. Monday, Bldg. 241-B-2. Open to all students with a 2.0 or higher grade-point average. For more information, contact CAP 1st Lt. Jo Nash at 707-424-3996 or recruiting@squadron22-cap.us, visit during a UTA or check out <http://squadron22-cap.us>.

Travis Heritage Center. The facility is looking to add to its historical collection. It is missing the past 15 years of conflict in which Travis was involved. Do you have something special to donate for generations to appreciate? The center also seeks volunteers. The gift shop is open 11 a.m. to 4 p.m. Tuesday through Saturday. For more information, call Rick Shea at 707-424-5598 or email richard.shea@us.af.mil.

Travis Legal Office. Power of attorney and notaries are walk-ins 9 a.m. to 2 p.m. Monday, Tuesday, Wednesday and Friday, 9 a.m. to 1 p.m. Thursday. Legal assistance for active duty members and dependents are walk-ins from 2 to 3 p.m. Tuesday. For all wills and retiree legal assistance, call 707-424-3251

to make an appointment.

Travis Community Thrift Shop. 10 a.m. to 2 p.m. Tuesday and Thursday. Ongoing need for volunteers to organize, sort and price donations. For more information, contact the Thrift Shop at 707-437-2370.

Tuskegee Airman Lee A. Archer Chapter. Meets at 1 p.m. third Saturday of the month at Nut Tree Airport. For more information, call James Harris at 707-631-6361.

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

- Linda Claus, 60th Force Support Squadron.
- Peter Escobedo, 60th Logistics Readiness Squadron.
- Sabina Lopez, 349th Civil Engineer Squadron.
- Deirdre Mullin, 60th Medical Operations Squadron.
- Robert Simcox, 60th Comptroller Squadron.
- Frank Singson, 60th LRS.
- Donald Webb, 60th Communications Squadron.

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. For more information, call 707-424-1720.

What's Cookin' Wednesday. Free lunch served from 11 a.m. to 1 p.m. each Wednesday at Bldg. 1348 in the dorms for active duty, Guard and reservists. Family area available with children's TV programs.

60th FSS

St. Patrick's events

St. Patrick's Day Bash. Wingman's hosts a St. Patrick's Day Bash at 3 p.m. March 17 with regular menu items, corned beef, green beer and a free photo booth fun. While there, enter to win a \$100 gift card. Free karaoke starting at 8 p.m. For more information, call 707-437-3711.

St. Patrick's Day Scavenger Hunt. March 17 at The Jungle, located behind the Fitness Center. To register, visit the front desk or call 707-424-2929.

St. Patrick's Day Wizard Wands. On March 17, Arts & Crafts invites muggles and

wizards to a special Wizard Wand Making Class to create a whimsical wand to take home. \$5. Ages 8 and up. For more information, call 707-424-2929.

St. Patrick's Bowling Night. March 18, Travis Bowl. Starting at 6 p.m., guests wearing green will receive a discounted bowling rate (shoe rentals not included). For more information, call (707) 424-4737.

St. Patrick's Day NCAA Tickets. Information, Tickets and Tours is offering discounted men's NCAA tickets for only \$10. Games are at 7 p.m. March 17 or March 19 at the Golden1 Center. For more information, call 707-424-0969.

Upcoming events

Club Membership Scholarship. Through May 12. Visit Location: MyAirForceLife.com/clubs or call 437-3711.

Breakfast at the Breeze. Every Sunday at the Delta Breeze Club. For more information, call 707-437-3711.

Baby Bounce. Takes place every Monday at Mitchell Memorial Library. For more information, call 707-424-3279.

Pre-K Storytime. Takes place every Tuesday at Mitchell Memorial Library. For more information, call 707-424-3279.

Wing Wednesday's. Takes place every Wednesday at Wingman's. For more information, call 707-437-3711.

Karaoke. Takes place every Friday at Wingman's. For more information, call 707-437-3711.

Xtreme Paintball. Takes place every Saturday. For more information, call 707-424-0970.

Ski Shuttle. Takes place March 19 via Outdoor Recreation. For more information, call 707-424-0969.

Wine Tour. Takes place March 19 via Outdoor Recreation. For more information, call 707-424-0969.

Boater's Safety Course. Takes place March 22 via Outdoor Recreation. For more information, call 707-424-0969.

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For more information, visit <http://www.travisfss.com>.

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.
- Infant Baptism Prep Class: Two classes. Registration Required. 6 to 7 p.m., offered quarterly.
- Youth Choir: 1 p.m. Sunday.
- Children's Choir: 2 p.m. Sunday.
- Adult Choir: 4 p.m. Sunday.

◆◆◆
For more information, call Twin Peaks Chapel at 707-424-3217.

THE FLIP SIDE

Airmen complete FTAC



U.S. Air Force photo/Staff Sgt. Scott Taylor

Congratulations to the latest Airmen to complete the First-Term Airman Center course. Alphabetically: Airman 1st Class David Adams, Airman 1st Class Joshua Arreaga, Airman 1st Class Francisco Castro, Airman 1st Class Cory Chase, Airman Dalton Christensen, Airman 1st Class Kevin Escorpiso, Airman 1st Class Jon Garland, Airman 1st Class Brian German, Airman Codi Guidry, Airman 1st Class Emmanuel Guzman, Airman 1st Class Jonathan Henderson, Airman 1st Class Benjamin Johnson, Airman 1st Class Brandin Josey, Airman 1st Class Leslie Lawson, Airman 1st Class Jacob Lee, Airman Ryan Maestas, Airman 1st Class Victor Maglanoc, Airman Haley McDonald, Airman 1st Class Christopher Medina, Airman 1st Class Miguel Morales Barrenechea, Airman Michael Murillo, Airman 1st Class Gunnar Sams, Airman 1st Class Mackenzie Sanders, Airman 1st Class Gilbert Sandoval, Airman 1st Class Jill Schiddel, Airman 1st Class Austin Sheridan, Airman Lucas Skinner, Airman 1st Class Kaitlyn Stull, Airman Robert

Retiree Corner

180-day hiring restriction reinstated for retirees

JOINT BASE SAN ANTONIO-RANDOLPH, Texas — Military retirees seeking to enter civil service in the Defense Department require a waiver if they are within 180 days following their official date of retirement.

The new DOD requirement took effect Dec. 23, 2016, as part of the National Defense Authorization Act

of fiscal year 2017. However, personnel who fall under a special salary rate table, such as air traffic controllers and information technology managers, are exempt from the 180-day requirement.

For more information, select "Any" from the drop-down menu on myPers and search "180 day." Individuals without a myPers account can request one at www.retirees.af.mil/myPERS/.

— Air Force News Service

KC-135

From Page 12

between the two countries – especially in real-world situations. Both crews were excited to learn that they were very much on the same page when it came to AAR techniques and procedures.

“(The RoAF crew) gave their briefing first and it was phenomenal.” Adkins said. “It actually covered most of what we wanted to cover anyway so I think that set a great tone for how this mission was going to

be. They had very good academic idea of what they were going to be doing, and even though they hadn’t flown with us, I had an air of confidence that they were going to be successful.”

As the short mission came to a close and was deemed successful, the five-day training operation has now changed the future of the two NATO partners forever.

“Being able to sustain an air operation is probably the hardest thing to achieve,” Marin said. “The AAR capability is making us able to keep jets in

the air for a prolonged period of time, being one of the most important features of the air defense system. I think this capability welcomes us among the assets of NATO, making us credible partners.”

Whenever the U.S. and other countries are called into action, it takes place within the joint, allied and partner teams, and the more they exercise and train together, the better they’re able to operate.

“This is someone else that’s on the team now,” Adkins concluded. “That can only be a good thing.”

Records

From Page 12

Squadron Aircraft Maintenance Unit aircraft environmental electrician, deployed from the 182nd Airlift Wing, did his part to make sure the aircraft were working properly.

“Without the components the aircraft wouldn’t be able to fly, so if anything goes bad with those components, I am there to fix it,” said Rayyan.

This team also achieved their unit’s best mission completion rate since 2015. This was accomplished through close integration between the aircrew and the AMU. Pilots

like Rudebeck recognized the importance of working alongside these maintainers.

“Those guys are spot on and always have a spare jet ready for us to go so we can still get the mission off on time,” said Rudebeck.

The flying missions often brought the aircraft to rough environments. This resulted in a need for constant upkeep of the C-130s.

“These planes take a beating, and there is always maintenance that goes along with it,” said Rudebeck. “The maintenance guys are challenged in ways they are not challenged at home station.”

The Guardsmen all expressed pride in the

accomplishments they achieved and the records they broke through their hard work.

“One that sticks out the best is our hours flown,” said Tech. Sgt. Taylor Thoroughman, 386th EAMXS AMU crew chief, deployed from the 120th Airlift Wing. “Not only are we not breaking the aircraft, but when they do break we are getting them back fully mission capable within the allotted time they give us.”

These Airmen will go back home knowing they did their part in sending ammunition, food, personnel and other necessary cargo downrange in the fight against ISIS.

“That is the most rewarding thing,” said Thoroughman.

Mobile

From Page 10

that has only grown with each mission.

Their patients are U.S. and coalition service members, civilian employees and contractors. Many of their battle-wounded are Afghan National Army soldiers.

“They are, in many cases, fighting alongside us or on their own. They are fighting for a way of life,” said Dr. (Capt.) Alex Bedard, CCATT physician. “It is as an honor to care for them.”




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C-130J

From Page 13

food, water and supplies to those areas.”

The C-130J incorporates state-of-the-art technology to reduce manpower requirements, lower operating and support costs, and provide life-cycle cost savings over earlier C-130 models. Compared to older C-130s, the J model climbs faster and higher, flies farther at a higher cruise speed, and takes off and

lands in a shorter distance.

Yokota's C-130s also will be 15 feet longer, increasing usable space and providing the ability to rapidly transport critical supplies, personnel and equipment around the Indo-Asia-Pacific region.

Much like its H-model older brother, the C-130J will be used to support critical peacekeeping and contingency operations in the Indo-Asia Pacific region, including cargo delivery, troop transport, airdrop and aeromedical missions. The aircraft

provides significant performance improvements and added operational capabilities that translate directly into increased effectiveness. Some of these attributes include the ability to:

- Operate out of 2,000 ft.-long dirt strips in high mountain ranges.
- Carry 164,000 pound payload.
- Travel 14 percent faster than the H-model.
- Travel 2000 miles.
- Perform in-flight refueling, ground fueling, weather

reconnaissance, electronic warfare, medical evacuation, search and rescue, paradrop, special operations and many other missions.

- Generate much greater operational efficiencies. The C-130J outperforms older C-130s in combat operations by at least a two-to-one margin.
- Operate with only three crew members for most missions, exposing fewer flight crew members to potential combat threats.
- Demonstrate reliability that far exceeds most other military

aircraft with average mission capable rates routinely in the 80 to 90 percent range.

While this is only the first of the new J-model aircraft to arrive at Yokota, members of the 374th AW are already excited about continuing the mission with the new capabilities.

“Today marks the beginning of the transition for the 374th Airlift Wing, from operating the C-130 from models E through H, to now operating the world’s most advanced tactical airlifter, the C-130J,” Moss said.

Amputee

From Page 9

whole life. He played at a community college in California, then continued his love for the sport by playing intramural soccer with the 70th.

“I didn’t think too much of it,” said Charles. “I’ve rolled and sprained my ankle millions of times playing soccer. I just figured I’d stay off it for a while.”

When spring came around, Charles tried to run around at the beginning of the soccer season and noticed he couldn’t run or cut like he normally did. He decided to see his primary care doctor at Kimbrough Ambulatory Care Center at Fort George G. Meade, Maryland.

“My primary care doctor basically told me everything I already knew,” said Charles.

There wasn’t any reason for the doctor to believe it was anything more than an ankle sprain, so Charles was prescribed some ibuprofen and told to stay off the ankle for a while and come back if the pain didn’t go away.

Charles returned a month later because his ankle didn’t get better. In May, his primary doctor recommended he see a specialist at the Walter Reed National Military Medical Center in Bethesda. They took X-rays, but still didn’t see anything.

“I returned to the doctors in June because my ankle wasn’t getting any better. It was actually getting worse,” Charles said. “I don’t think it’s a sprain. I don’t know if something’s

broken and it just didn’t show up on the X-ray,” he told them.

At that time, his doctor decided Charles needed a MRI.

A few weeks later, Charles received the phone call.

“I was eating dinner and watching TV when I got a call from the doctors around 6 o’clock,” he said. “I knew something was probably wrong if I was getting a call from them this late in the day. The doctor said they found some tumors in my results and recommended I see an orthopedic oncologist. I hung up the phone and placed it on the coffee table in front of me. The next thing I know, it was 2 o’clock in the morning.”

The next morning, Charles went into work and pretended everything was normal.

“I tried to explain to my supervisor, Master Sgt. Elizabeth, but the words were not coming out of my mouth clearly,” said Charles. “I told her what they had found and that they recommended I see a cancer specialist.”

His supervisor took him to breakfast and shared stories about people she had known in her career who had cancer and remained in the Air Force.

“Once she said that, it made me feel a little bit better,” he said “Because my first thought was that I’m going to have to get out of the military and I always wanted to stay in and at least deploy once in my career. I feel like I still have goals that I want to accomplish in the Air Force.”

His next step was to schedule an appointment with the cancer specialist, but this proved challenging because

“I’m a soccer player. I can’t not have my leg.”
— Staff Sgt. Charles

the oncologist was booked for nearly two and a half months.

“That’s a long time to wait (two and half months) and I wasn’t really happy about it,” said Charles. “My supervisor, first sergeant and commander got involved and I was fortunate to be seen a few weeks later, in September.”

When a bone-tissue biopsy was performed, portions of bone from Charles’ ankle and tissue samples of the same area were removed and sent to a lab and the National Institutes of Health at Walter Reed to analyze, Charles said.

Those results came back in October 2016.

“They said it was pseudo-myogenic hemangioendothelioma of bone,” said Charles. “The specialist spelled the disease across the hospital paper bed roll.”

The specialist said the disease was in the bone, and there were only 10 other documented cases in the world, Charles said.

The doctor then informed Charles of the options to fight the disease: The first choice was to remove the tumor, the second choice was to just wait to see if it grew or spread, and third choice was amputation.

According to the doctor, option one was not available to Charles because the tumor had grown into his bones and in between certain bones of his foot and lower leg.

The doctor told Charles his foot was never going to get better. The doctor said Charles would never be able to walk the way he did before or play

soccer if he waited to see if it grew or spread.

Charles was in shock. His only real option was number three: amputation.

“I didn’t believe it. There’s no way,” he said. “This is not real. I’m not going to lose my leg. I’m a soccer player. I can’t not have my leg.”

So Charles just sat there while his mom started crying. The doctor suggested Charles take some time to think about the entire situation and get back to him.

Charles recalled the doctor telling him, “It’s not the end of the world. With prosthetics these days and technology, you are going to be able to play soccer again. You might not be as fast or as mobile as you once were, but you’re going to play soccer again.”

The soccer player and seven-year Air Force veteran had a four-hour surgery on Nov. 9, 2016. A day later, Charles was eager to start walking.

“I don’t remember a lot the few days after the surgery,” he said. “But I decided I was going to get out of bed on the third day and go the restroom. The nurses were like, ‘You’re not supposed to be up moving around this fast after surgery.’”

His stay at the hospital wasn’t long. He was ready to get out of there.

“One of the first things I did when I got home was crash in bed,” he said. “It was so difficult to sleep in (the hospital) with all the sounds.”

During inpatient physical therapy, Charles learned to travel up flights of stairs, which helped greatly because he lived in a town house and had to climb three flights of stairs.

He also completed occupational physical therapy, where he learned how to obtain items from the ground, fall and get

back up and travel up hills in a wheelchair.

It’s been a little more than two months since Charles had his left leg amputated, but his goals remain high.

This wounded warrior’s determination, along with his support system, are helping him pave his way back to his military profession, soccer and hopefully a deployment in the near future.

Currently, Charles attends physical therapy three times a week at Walter Reed. His physical therapy sessions were initially to work on hip and abdominal core drills, but have progressed to leg strengthening drills with resistance bands.

“Additionally, I’m training with Harvey, a former physical therapist who worked in Special Forces, after my normal PT sessions,” said the Airman. “My PT sessions with Harvey are a bit more hardcore than the normal physical therapy. We do an hour of straight cardio. We are looking to starting boxing soon.”

In addition to Harvey, Charles, a Montana native, is thankful for his strong support system, which included his parents, chain of command, his supervisor and many friends.

“My Mom and Dad put everything on hold for about two months to help me get back on my foot,” Charles said jokingly. “My friend Paige also flew up here on two different occasions to help me out with driving me to my appointments.”

Paige, who currently lives in Alabama, went the extra mile to help her friend.

Separated by nearly 1,000 miles, she would set alarms on her phone to wake her up so she could call and remind him to take his pain medicines, Charles said.

“She would always check up on me,” Charles said. “We’d watch movies together by us both turning on Netflix and watching it at the same time.”

Through the entire experience, Charles never gave up.

“My advice to anyone who is going through a similar situation is to just keep pushing, it’s going to get better,” he said. “If you don’t push yourself, then it won’t get better as soon as it could. The only way to get through it is to take it on.”

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Pilot

From Page 9

personnel record and pilot candidate selection method, or PCSM, test score. The average PCSM score for those selected was 73 with overall select scores ranging from 55 to 96. Airmen who had already amassed off-duty flying hours were also able to apply that experience toward their PCSM, which Desilets said is the same scoring system used to select Air Force officer pilots.

Expanding opportunities in the RPA program is one of many ways the Air Force is tapping into the talent of its skilled, diverse and innovative enlisted force. Originally open to just career enlisted aviators, the Air Force opened the program to all enlisted AFSCs in August 2016 to allow more active duty Airmen to apply.

"This gives Airmen an opportunity to excel in a new way," Desilets said. "We have

an incredibly talented pool of enlisted Airmen, and we're confident that this rigorous selection process yielded excellent enlisted aircrew who will continue to provide combatant commanders with the ISR they need to win today's fight."

The Air Force has plans to integrate enlisted pilots into RQ-4 Global Hawk flying operations, with the first two board-selected Airmen slated to begin Initial Flight Training at Pueblo Memorial Airport in Pueblo, Colorado, in April. The remaining EPIC and board-selected students are lined up to attend training throughout 2017 as training slots become available.

After IFT completion, students will progress through the RPA Instrument Qualification Course and RPA Fundamentals Course at Joint Base San Antonio-Randolph and the Basic Qualification Training at Beale Air Force Base, California. The entire program spans almost a full year. The first two EPIC students are scheduled to graduate and receive their pilot

wings in May.

"This proactive step will make the most of the capabilities of our enlisted force to provide options that build a more agile ISR force in the future, placing highly capable enlisted forces in a position to support the future threat environment," Desilets said.

The call for nominations for the 2018 Enlisted RPA Pilot selection board is scheduled for April.

The selection list has posted to myPers. To view the list, or for more information on the enlisted RPA pilot selection process, visit the active duty enlisted Retraining page, or select "Any" from the dropdown menu and search "Enlisted RPA." Additional information is also available on the Air Force Portal Rated Assignments page.

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

Skills

From Page 7

they fended off Airmen from the 563rd OSS, a geographically-separated unit assigned to the 23rd Wing located at Moody AFB as they role-played opposition forces to better test the Marines' TRAP skills.

"Supplying people and equipment to play in these exercises (directly invests) into the readiness of (service members) going downrange," said Air Force Capt. Jeremiah Burleson, the 563rd OSS weapons and tactics flight commander. "We want to make the best and the most realistic scenarios so that the training environment is as close to the real thing as possible. Even though the real thing may feel different, the more accurate we can be now, the less of a shock it is for these guys when they go downrange."

Because of the ground force threats, the Marines relied on Air Force air support to help neutralize the mock insurgents, eventually completing their mission. As the MV-22 descended, it was the ability of the Airmen to mesh with the Marines' mission readiness practices that stood

out the most according to Burleson, who role played as the exercise's Air Force liaison mission planner.

"It's important to understand another service's strengths and be on the same accord in joint operations," Burleson said. "Training environments like these

accomplishes this by allowing the face-to-face interactions to ask questions and learn lessons to better execute downrange. Each service may have different terminologies and intricacies in their processes. Training together secures common ground with understanding."

Cargo

From Page 13

Office was notified of a potential need for cargo two weeks ago. The cargo was moved in four chinks totaling 95 tons of cargo. A formation of aircraft on a mission, known as a sortie, is comprised of chinks. A chink is the aircraft and the equipment, crew and cargo inside.

Each chink took approximately 10 hours to check-in, inspect and transport. The last of the cargo from chink four was brought to the flightline at 11:20 a.m., March 2.

"Overall, this exercise went very well," said Lt. Col. Jason Morrison, 437th AW inspector general. "There were a few minor bumps along the way. Now that we know what they are, we can smooth them

out for future operations. The 437th AW runs 24-hour operations, 365 days a year. Exercises like this develop highly capable Airmen who guarantee rapid global access for the joint team."

Various units conducted 24-hour operations bringing cargo to the Cargo Deployment Facility throughout the exercise. The units prepared their own cargo before loading it on pallets to be transported. At the facility, the cargo was inspected and deemed flightworthy. Later, the cargo was later moved to the flightline but it was not loaded onto an aircraft.

"We demonstrated the capabilities of Joint Base Charleston," said Holler. "If there is a crisis or contingency where we need to stand up and rapidly deploy, we can do that."

Knockout

From Page 3

continue boxing and establish a friendship and mentorship with Lopez, who now helps him train.

"I can easily see that he has a lot of boxing talent," said Lopez. "He's an extremely hard worker and is always giving younger fighters advice and pointers."

Torrez uses boxing to keep fit to fight and to inspire others to do the same by leading training classes with his co-workers. He started these training classes during a deployment to Bagram, Afghanistan.

"I started a boxing club where I could train members from all services to box," said Torrez. "After my deployment, I continued that training at Travis."

The training has helped his co-workers prepare for their fitness tests. They meet regularly to spar and train. One who has benefited tremendously is Staff Sgt. Antonio Sixto, an emergency room paramedic with the 60th MDOS.

"I've been attending training sessions for over a year now and have shed 45 pounds, which has helped me greatly with my PT test," said Sixto. "I am able to max out in push-ups,



U.S. Air Force photo/Louis Briscose

Jesse Lopez, left, performs boxing drills March 6 with Capt. Eduardo Torrez, 60th Medical Operations Squadron, at the JL Tepito Boxing Club in Fairfield, Calif.

and be willing to take a punch or give a punch."

Boxing requires a level of dedication and determination due to the amount of training, dieting and time necessary to be successful.

"From the physical perspective, it's probably one of the best ways to get in shape. For me, it's the only way I know of cutting weight and getting ready for my PT test," said Torrez. "Boxing also requires a mental strength because it definitely takes a different type of dedication to put on a pair of gloves

and be willing to take a punch or give a punch."

Aside from the physicality of boxing, Torrez believes there's a real connection to the Comprehensive Airmen Fitness mental domain, which promotes the overall well being of Airmen.

"Boxing is a mentality. You see a dedication around these kids and it translates into life, work and even in the military," said Torrez. "There's a discipline and hunger involved with boxing. It's humbling because you come across someone who's better than you and it requires you to step back and know your limits."

Illesley

From Page 2

punishment but, rather, the combination of mentorship, training and accountability that as the Merriam-Webster Dictionary puts it, "corrects, molds or perfects the mental faculties or moral character."

Discipline is simply ensuring the adherence to standards. All of this sounds simple enough, but, in my experience, when there is a perceived discipline issue in a unit, it is normally attributed to how leaders address standards. Far too often, units with perceived disciplinary issues have either too many standards that do not matter or lack clearly articulated standards.

If there are excessive standards, subordinates tend to be only accountable to the standards the supervisors wish to enforce or remember. Excessive standards create a fragmented approach to discipline where there always seems to be a "hot issue" of the month and conditions people to operate with the mentality a standard only matters if enforced.

On the opposite end of the spectrum is the absence of clear standards or what I refer to as, "The Invisible Yardstick." Here, leaders do not take the time to clearly define standards, but handout discipline when they see what they do not like. In these environments, leaders measure the discipline

or performance of their subordinates by a standard that is not clearly known and, most importantly, is unlikely to ever be achieved.

In short, discipline starts with clearly defined standards addressing only the things that matter, effectively communicating these standards and then leveraging the combination of mentorship, training and accountability to net repeatable desired results.

Protect refers to the obligation each of us in leadership has to the parents of America's warriors. Protect requires us to hold ourselves and all those we serve with accountable to ethical and moral standards. Protect demands we risk personal or professional pressures to offer our professional advice to shape policies and procedures to uphold and support the greatest ideals of our service. Protect also demands we, when it is required, protect our Airmen, at times, from themselves.

Far too many of us feel we must protect our Airmen from others, but fail to intercede when an Airman engages in self-destructive behavior. I would offer there is no greater time when a leader is needed than when a member poses the greatest risk to himself/herself.

At these times, we must never give in to the premise we protect our Airmen though alibis, cover ups, marginalizing or dismissing the situation. This is the time to act no matter how uncomfortable it may be.

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Must have good driving record. Salary based on experience.

Fax, or email resume to (707) 422-4076, or info@calelitebuilders.net

TAILWIND Classifieds 427-6936
dailyrepublic.com

COOK, P/T, On-Call

Fridays - eves, Sunday mornings & special occasions. (707)429-5495

501 - HELP WANTED

Driver/Instructor

for DD adult day programs in Solano County. Class B, passenger endorsement.
Brian: 707/448-4574

TAILWIND 427-6936

501 - HELP WANTED

DIRECT CARE STAFF

for DD adults.
Sat. & Sun., 5pm-10pm & On-Call.
Call (707)448-2838

HOUSEKEEPERS

Wanted IMMEDIATELY!
Ivy Hotel, Napa. Avail. to work wkdays., wknds., & holidays. To apply, call Erika at 707-450-6696

ALAKAR

Applications, Mon.-Thurs. at 9am
Alkar Human Resources
4717 Mangels Blvd., Fairfield, 94534
707-421-0110

501 - HELP WANTED

Looking for something special?

Shop the classifieds for great deals on great stuff!

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501 - HELP WANTED

DRIVERS

Hunt & Sons seeking F/T Class A & B Drivers w/Hazmat & Tanker endorsements for Bobtail, Truck & Tanker. Top Pay \$25+/hr., full bnfts. Cameron: 925-437-7133

IMMEDIATE OPENINGS!

- Administrative
- Accounts Payable
- Call Center
- Forklift Drivers
- Packaging/Production
- Shuttle Drivers
- Warehouse

The Kelly Company

FOR RENT

1552 Bailey, 3/2, \$2,045, Fairfield
2442 Digerud, 3/3, \$2,400, Fairfield
2809 Whitney, 4/3, \$2,400, Fairfield
421 Syracuse, 4/3, \$2,800, Fairfield

Full Service Real Estate
Property Management
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(707) 447-7797
www.thekellycompany.com

501 - HELP WANTED

Garage & Craft Sale Directory

To place your ad in Daily Republic's Garage and Craft Sale Directory, call (707) 427-6936 before 2 p.m. Mon - Fri. Deadlines may change due to holidays or unforeseen circumstances.

602 - AREA 2

Need Directions?
Check out our virtual Garage Sale Map at dailyrepublic.com

602 - AREA 2

608 - AREA 8

HUGE YARD SALE
Sat., 7-3. Hshld., tools, yard art, toys, beauty supplies, clothes/shoes, furn. DONT MISS IT!
5328 Venus Dr.

608 - AREA 8

611 - OTHER AREAS

Fri. Sat., 9am-3pm
Backyard Moving Sale!
WD, fridge, antique chairs, piano, BBQ pits & much more!
519 Sycamore St.

611 - OTHER AREAS

Sat. & Sun., 8-Noon.
Moving! Furn., books, tools, CDs, china, more!
341 Woodstock Cir., Vacaville

Garage & Craft Sale Directory

Legends at Rancho Solano

hiring for all positions: Kitchen, Banquet, Beverage Cart.
Call (707)434-1160, or email ranchodru@yahoo.com

BUY IT. SELL IT. FIND IT

The Kelly Company

FOR RENT

1552 Bailey, 3/2, \$2,045, Fairfield
2442 Digerud, 3/3, \$2,400, Fairfield
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Providing Loans Locally!

Fulfilling the dream of Homeownership for our Veterans since 1994

We can EASILY close a VA loan transaction in 19 - 22 days here locally, so if you want to get in quickly, let's talk!

Great rates and easier approvals from our Experienced VA Underwriters!
We have NO OVERLAYS! We can do a VA Loan 2 yrs after a Short Sale, Foreclosure or Bankruptcy AND we can do scores down to 580 and ratios up to 65%!
We know how to structure a VA No No...No down, no closing costs! 0 Nada!
We have been able to successfully get COE's approved when other companies cannot get your eligibility restored!
We regularly beat other lenders quotes and we are right here Locally near the "In and Out Burger".

START HERE! We will quickly approve you for your VA loan and we will refer you to a great Realtor who will show you homes in your price range and will negotiate the seller credits you need to keep your out of pocket expenses to a minimum!
Always get 2 bids and make ME one of them!
Why deal with a Big Bank or Internet Company when you can get a BETTER & FASTER deal here locally!

George R. Kalis
707-759-5129

1300 Oliver Road, Ste 140, Fairfield, CA 94534
George@MyMtgMan.com • NMLS #270402

Peoples Home Equity, Inc. NMLS #63371
Peoples Home Equity, Inc. is an Equal Housing Lender and is licensed through California Department of Business Oversight RML #415.0042 and CA Lic #4130546

The Classifieds... just a click away!

www.dailyrepublic.com

TAILWIND Classified

Place An Ad
24 Hours A Day!

Phone:
(707) 427-6936

Fax:
(707) 425-5924

Email: drclass@dailyrepublic.net

How to Write An Ad

- 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



Where To Find An Ad

- | | |
|----------------------------|-----------------------------|
| 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 |

501 - HELP WANTED

FRONT DESK
P/T, am's for chiropractic office. Spanish bilingual a+. Email resume to fcc_resume@yahoo.com



Warehouse/Mechanic
Tractor parts co. looking for a Warehouse/Mechanic, F/T, to tear down tractors, sort & clean parts, stocking & pulling parts, forklift cert., yard/lawn maintenance. Email to: job@fsmitheg.com

509 - MISCELLANEOUS SERVICES



Offer your home improvement expertise & services in Solano County's largest circulated newspaper. Achieve great results by advertising in **DAILY REPUBLIC Service Source**
Call M-F, 9am-5pm
(707) 427-6922

629 - FIREWOOD



HURST FIREWOOD
Estab. 1935
Oak, Euc., Walnut, Mixed
Satisfaction Guaranteed
(707)554-3062
www.hurstfirewood.com



BUY IT. SELL IT. FIND IT.
TAILWIND CLASSIFIED.
707-427-6936

631 - FURNITURE & HOUSEHOLD GOODS



Diningroom Set
Mahogany table & 6 upholstered chairs with leaf & table pads.
LIKE NEW!
Purchased at Crate & Barrel.
Paid \$4000, asking \$1600.
(707)864-8772

635 - HEALTH & FITNESS

Treadmill
Cardiac Exerciser
Best Offer
(707)425-2701

641 - MISC. FOR SALE OR TRADE



CERAMIC EQUIPMENT

- Kiln
- Pouring Table
- Reclamer
- Moulds, approx. 150
- Misc. supplies; paint, clockworks, lampworks, etc.

BEST OFFER
(707)425-2701



To place your ad, call 707-427-6936.

677 - PETS & SUPPLIES

BOXER PUPPIES
Purebred, (4) boys, (2) girls, fawn with black faces. Mom is AKC, Dad is AKA, 1st shots wormed, 2nd shots will be done. \$500
(707)290-4459

709 - BOATS, WATERSPORTS & ACCESSORIES

14' Alum. Jon Boat. No trailer. No motor. Good duck club boat. \$375.00
(707)429-2109



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!
Unable to ride due to recent spinal surgery.



1) An Airman with the 621st Contingency Response Wing is welcomed home by his family March 7 at Travis Air Force Base, Calif., upon completing a four-month deployment in support of Operation Inherent Resolve. The 621st CRW – America's only CRW – is a bi-coastal unit whose forces are primarily stationed at both Travis and Joint Base McGuire-Dix-Lakehurst, N.J. The 621st CRW consists of approximately 1,500 Airmen assigned to three groups, 11 squadrons and more than 20 geographically-separated operating locations aligned with major Army and Marine Corps combat units.

U.S. Air Force photo/Master Sgt. Joseph Swafford

After deployment, Airmen get warm... GREETING

2) Airmen from the 621st Contingency Response Wing are welcomed home at Joint Base McGuire-Dix-Lakehurst, N.J., upon completing a four-month deployment March 6 in support of Operation Inherent Resolve. 3) An Airman from the 621st Contingency Response Wing is welcomed home March 7 by his family at Travis Air Force Base, Calif., upon completing a four-month deployment in support of Operation Inherent Resolve.



U.S. Air Force photo/Airman 1st Class Zachary Martyn

U.S. Air Force photo/Master Sgt. Joseph Swafford

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Spring Pre-Owned Sales Event



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<p>2015 GMC TERRAIN NOW \$24,995</p>	<p>2016 FORD MUSTANG NOW \$25,995</p>	<p>2013 FORD F-150 NOW \$34,995</p>

OVER 100 Certified & Preowned Vehicles In Stock - Go to VacavilleVW.com

2009 VW EOS NOW \$8,995	2012 FORD FUSION NOW \$9,995	2013 FORD FIESTA NOW \$9,995	2004 NISSAN 350Z NOW \$10,995	2012 VOLVO S60 NOW \$13,995	2012 NISSAN ALTIMA NOW \$13,995	2012 FORD ESCAPE NOW \$13,995	2013 NISSAN SENTRA NOW \$13,995
2013 CHEVY CRUZE NOW \$13,995	2013 MAZDA MAZDA5 NOW \$13,995	2011 HONDA CR-V NOW \$14,995	2011 HONDA ACCORD SDN NOW \$14,995	2011 VW TIGUAN NOW \$15,995	2012 HYUNDAI TUCSON NOW \$16,995	2014 SUBARU FORESTER NOW \$18,995	2016 VW PASSAT S NOW \$18,995
2015 VW PASSAT SE NOW \$20,995	2014 VW GTI NOW \$24,995	2014 AUDI A4 NOW \$25,995	2013 GMC TERRAIN NOW \$25,995	2014 FORD FLEX NOW \$26,995	2014 NISSAN TITAN NOW \$29,995	2016 VW TOUAREG NOW \$36,995	2014 CHEVY SILVERADO 1500 NOW \$37,995

VACAVILLE VOLKSWAGEN
721 Orange Drive, Vacaville
NEW LOCATION! (707) 449-6900
vacavillevw.com



Volkswagen

Price plus Government fees and taxes, any finance charges, dealer document processing charge (\$80), any electronic filing charge, and any emissions testing charge. Sale prices not applicable to leases. Ad expires 3/12/17, midnight.



Introducing
MYINSIGHT

POWERED BY TRAVIS CREDIT UNION

We're excited to announce the mid-September launch of MYINSIGHT, an intuitive online personal financial management tool that empowers you to take control of your money and simplify your life.

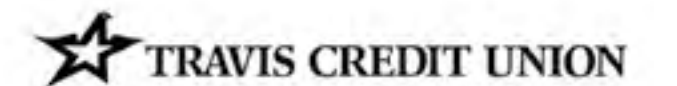
Located in Online Banking, MYINSIGHT gives you the power to see all of your financial accounts -- both here at Travis and elsewhere -- in one place so you'll get a complete picture of your finances. With that type of useful information at your fingertips, you can make the changes needed to ensure you reach your financial goals. And we'll be right there to help you along the way!

To get started, log in to your Online Banking account and click on the MYINSIGHT tab. New users can sign up for Online Banking at www.traviscu.org.

For questions about MYINSIGHT, visit www.traviscu.org/myinsight. You may also call our Member Service Center during normal business hours at (800) 877-8328.

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