



9th ARS celebrates anniversary with ...

# GENERAL

PAGES 16-17



# This is our Air Force: Future in our hands

I would like to start off simply and say, "Thank you." Upon arriving at Travis Air Force Base, California, I didn't know what to expect.

I was an old C-130J Super Hercules pilot hired to command the best C-17 Globemaster III maintenance squadron in the Air Force and boy did I feel out of place.

However, over the past year, the Airmen welcomed me into the unit in a way most commanders can only hope for. So, thank you to the men and women of the 860th Aircraft Maintenance



**Commentary by Lt. Col. Scott Stone**

860TH AIRCRAFT MAINTENANCE SQUADRON

Squadron for allowing me to be a part of this outstanding organization.

Now, something I have learned that stands out to me about Travis Airmen is that when times get busy, Airmen don't quit.

Within two months of my arrival, we had a unit effectiveness inspection and a surge to support Exercise Mobility Guardian. Then we had three hurri-

canes hit our nation, causing damage from Texas to Florida to Puerto Rico.

Through all of it, our Airmen persevered and handled

## Commander's Commentary

It like true professionals. You have shown me that no matter what is thrown at you, you will perform. And trust me, it's truly amazing to see all of you in action. Our fellow Americans look to us when times get tough. Why? Because they respect us. For the past 70 years, our Air Force has built a reputation of excellence and you are now a part of that rich heritage. Embrace it. You might not see it, but I see the excellence you bring to the table every single day. The future of the Air Force is in our hands.

Often, I hear talk about how "The Air Force" is doing something someone may not like, or the service is making me do something I don't want to do. We need to get those words out of our vocabulary. Once we start using the words, "our Air Force," "my Air Force," we can collectively make our Air Force stronger.

I know you might think you don't have the ability to influence change at your level, but trust me, anyone can make a difference. It starts with you wanting to make a difference. Once you take ownership and decide to act, you will be amazed at what you can accomplish. Something as small as taking the time to be there

for a fellow Airman can make all the difference in the world to that person. The more we do that for one another, the stronger our team will be and the more resilient we will be together.

It's what sets us apart from our civilian counterparts. Airmen take the time to look over at the person sitting next to them and ask them how they are doing, listen to their answer and then offer help if that person needs it. People who choose a life of service have one thing in common, their willingness to assist someone in need. It's that willingness to take care of one another that will ensure everyone is prepared for action when our nation calls.

# Time is now to pursue goals as your top priority



**Commentary by Chief Master Sgt. Wesley Keville**

860TH AIRCRAFT MAINTENANCE SQUADRON

Every month, we have a newcomers brief in the squadron. During every brief, the commander and I spend some time introducing ourselves.

It's pretty basic - where we grew up, previous assignments, family and so on. We always finish up with goals.

While I do have personal, family, professional, financial and many other types of goals, I usually end up spending most of my time talking to our new Airmen about education. A long-term goal of mine has been to complete bachelor's and master's degrees prior to retirement.

## Chief's Commentary

My collegiate story starts in the summer of 1996 at Clark University, in Potsdam, New York. I was a brand new freshman with a Reserve Officer Training Corps scholarship. Obviously, that didn't work out for me. A few twists and turns (and 22 years) aside, I've now finished my bachelor's degree and I'm working on my master's. Mine is a lengthy story filled with many reasons, or excuses, as to why I couldn't make education my priority.

As an Airman, I felt that I was too busy being on the road and learning my job to go to school. Then there was Airman Leadership School, becoming a noncommissioned officer and rating on two or three Airmen. Clearly I didn't have the time to go to school. After a permanent change of station to Geilenkirchen Air Base, Germany, I finally registered for classes through the University of Maryland University College. I hung with it long enough to complete the requirements for my Community College of the Air Force degree, an associate's in math and an

additional math certificate. Then my son was born, followed by my daughter, and later, we were assigned back to the states.

At the time, both my wife and I were active-duty Airmen. She would deploy, then I would deploy. It was a bit of a vicious cycle. Then, suddenly, six years had passed. I was a master sergeant working flightline production with two kids. Obviously, no time for school there either.

It took yet another PCS, to Hanscom Air Force Base,

See KEVILLE Page 25

# 6th ARS fosters relations between US, Japan

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

At 5:30 a.m. June 1, while most people at Travis Air Force Base, California, are probably sleeping, seven aircrew members from the 6th Air Refueling Squadron meet to discuss their mission.

In a few hours, the team, along with two flying crew chiefs from the 660th Aircraft Maintenance Squadron, will prep their jet and begin their journey, one that will take them more than 9,000 nautical miles from the United States to Japan and back.

The mission involves refueling two U.S. Air Force F-15C Eagles as they travel from Eielson AFB, Alaska to Kadena Air Base, Japan, and six Japan Air Self-Defense Force F-15s as they fly from Japan to Alaska to participate in exercise Red Flag-Alaska, an advanced aerial combat training exercise.

International refueling operations are significant, said Capt. Eddie Miller, 6th Air Refueling Squadron assistant flight commander and the KC-10 aircraft commander for the mission.

"If you look at how we operate in nearly any conflict over the past two or three decades, most everything we do is with other nations," Miller said. "Having international allies all across the world, especially in the Pacific realm, is critical to our success."

"Helping our friends in the Japan Air Self-Defense Force move their aircraft to Alaska so they can participate in an international exercise is vital to our national defense and helps us further our relationship with Japan," he said.

Miller and his team arrived at Eielson AFB, Alaska, during the afternoon of June 1 after flying 1,855 nautical miles from Travis to prep for the refueling mission. Several hours later on June



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

**An F-15 is refueled by a U.S. Air Force KC-10 Extender from Travis Air Force Base, Calif., during a mission in the Indo-Pacific theater June 4. The KC-10 refueled six fighters from the Japan Air Self-Defense Force offloading more than 130,000 pounds of fuel enabling them to fly more than 2,900 nautical miles from Japan to Alaska.**

2, they were back in the clouds providing refueling support for two U.S. Air Force F-15C Eagles as they flew across the Pacific Ocean.

Staff Sgt. Zacharia Ploeger, 6th ARS boom operator, refueled the fighters offloading approximately 78,000 pounds of fuel to the aircraft.

"Being a boom operator is a pretty rewarding job," he said. "I get to see the impact we have every day. We take fighters across the Pacific and into several areas all over the world."

Ploeger has supported more than 80 sorties as a boom operator since November 2014. He's responsible for the

loading and unloading of cargo, passenger handling, as well as safety and emergency equipment.

"Basically, I'm responsible for everything behind the cockpit door to the back of the aircraft," he said.

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## Tailwind

Travis AFB, Calif.  
60th Air Mobility Wing

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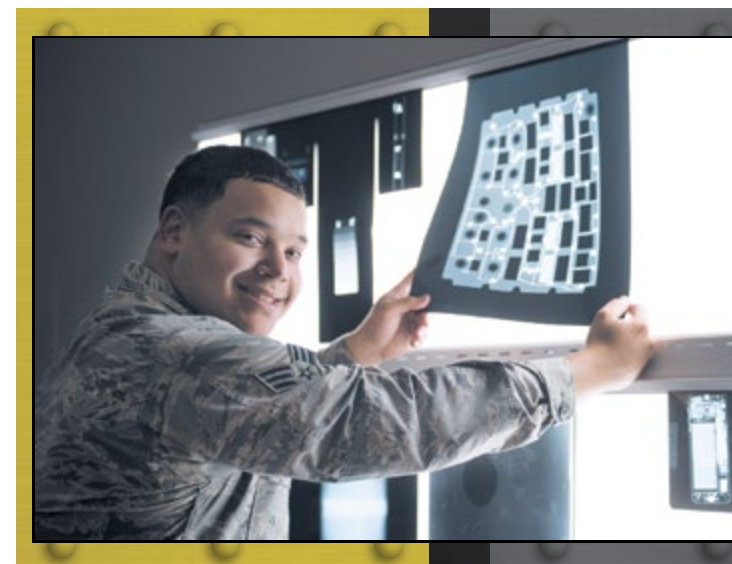
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## On the cover

**Gen. Paul Selva, vice chairman of the Joint Chiefs of Staff, applauds after the unveiling of the 9th Air Refueling Squadron's heritage wall June 15 at the Heritage Museum at Travis Air Force Base, Calif.**

U.S. Air Force photo/Louis Briscese



U.S. Air Force photo/Louis Briscese

## WARRIOR OF THE WEEK

<b>Name:</b> Senior Airman Steven Lee Fing.	<b>Hometown:</b> Brooklyn, New York.	<b>Family:</b> Spouse, Kayla Lee Fing.
<b>Unit:</b> 60th Maintenance Squadron.	<b>Time in service:</b> Two years.	<b>What are your hobbies?</b> Working out, sports, cooking.
<b>Duty title:</b> Nondestructive inspection technician.	<b>What are your goals?</b> To reach a nondestructive testing level 3 for NASA.	<b>What is your greatest achievement?</b> Getting married.



U.S. Air Force photo/Capt. LaDarian Outsey

**Tech. Sgt. Benjamin Wilson, 571st Mobility Support Advisory Squadron air advisor, assesses students in an air interdiction scenario, during a three-week building partnership capacity mission with the Costa Rican air vigilance service, May 16 through June 9.**

## Advisors team with Costa Rica

**Capt. LaDarian Outsey**  
571ST MOBILITY SUPPORT  
ADVISORY SQUADRON

JUAN SANTAMARIA INTERNATIONAL AIRPORT, Costa Rica — The 571st Mobility Support Advisory Squadron recently conducted their first-ever mission to the Central American country of Costa Rica.

The nine-member team, executed a three-week building partnership capacity mission with the air vigilance service from May 16 through June 9.

Costa Rica is one of the oldest democracies in the region; the country formally abolished its military on

Dec. 1, 1949. According to Article 12 of the Costa Rican Constitution, the abolition was deemed essential to strengthen civilian society and the country would benefit from investments made to education, social programs and environmental preservation instead.

The internal security of the country was formerly administered by the civil guard, over the years it has transformed into what is now known as the public forces of Costa Rica. The public forces is comprised of many sections and the MSAS team was selected to engage, train and help establish a lasting partnership with the SVA.

“This was our first mission to Costa Rica and my team executed and established the groundwork to build and strengthen a solid foundation of interoperability between our nations and to create a new and growing relationship,” said Maj. Noelle DeRuyter, mobile training team mission commander. “There can be no static script when working with any country let alone a country as unique as this one. My team had to be agile and ready.”

The MSAS executed courses in the specialty areas of aircraft interdiction, aircraft maintenance, base defense and dog handling. The MTT executed more

than 250 combined hours of instructions with 88 SVA members.

“MSAS teams are uniquely capable of teaching in the host countries native language. We can dynamically tailor Air Mobility Command’s approved course material to better suit the needs of the partner nation, but most of all it enables us to better meet our assigned military objective(s),” DeRuyter said.

The MTT’s instructors provided training, assessments and critical observations which resulted in key recommendations to our partner nation.

For example, the MTT’s

**Commentary**

## Saying thanks to Travis

**A**s I wrap up my command of the 621st Contingency Response Wing, I would like to take an opportunity to express my gratitude; and there’s a lot of it to go around.

Let me start by thanking the leadership teams across the 60th Air Mobility Wing and Team Travis. The partnerships we enjoy on this installation make being a tenant wing a misnomer. The reality is that the CRW is integrated with the 60th AMW at all levels. This relationship made doing our incredibly demanding and unpredictable mission so much easier. Thank you to our fellow wing, group, and squadron commanders, superintendents and first sergeants.



**Commentary by Col. Charles Henderson**  
621ST  
CONTINGENCY  
RESPONSE WING

Next, I would like to thank the local community. Travis Air Force Base, California, extends well beyond the fence line. Over the last two years, the cadre of citizen patriots has been unmatched. Your zest and fervor in your interactions, voice in advocating for community and base integration, and passion for the diverse Travis mission represented are so much more valuable to our Airmen than you could possibly know. The vast mayoral network and the local communities’ support has been phenomenal—thank you.

Perhaps due in part to the aforementioned off-base and community relationships, our honorary commanders have been the absolute best. A great

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U.S. Air Force photo/Louis Briscose

**Master Sgt. Scott Dillinger, 6th Air Refueling Squadron noncommissioned officer in charge of standardization and evaluation and a KC-10 Extender flight engineer, arrives June 6 at Travis Air Force Base, Calif. Dillinger eclipsed the 10,000-flight-hour mark and was greeted by family, friends and co-workers.**

## Sergeant achieves milestone

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

*Editor’s note: This is the finale of a three-part series. The first two installments appeared in the June 9 and June 16 editions of the Tailwind.*

Performance and numbers matter. For more than two decades, Master Sgt. Scott Dillinger, a KC-10 Extender flight engineer, has completed countless checks on KC-10 aircraft from California to the Middle East.

He has been working toward his goal of 10,000 flight hours since he became a KC-10 flight engineer in 2004. It took him more than 1,000 sorties to accomplish that feat, but on June 4, during a flight from Misawa Air Base, Japan to Eielson Air Force Base, Alaska, he hit the 10,000 hour milestone.

Dillinger and his fellow crew members landed at Travis AFB,

California, June 6 where they were greeted by several members of the 6th ARS who were on hand to celebrate Dillinger’s accomplishment.

“I reached a milestone that was really important to me and it feels good,” said Dillinger. “Even better than hitting 10,000 hours is sharing it with my crew.”

The flight was part of a refueling mission supporting six F-15 fighter aircraft as they crossed the Pacific Ocean en

route to Alaska to participate in the RED FLAG-Alaska exercise. Prior to leaving Misawa, Dillinger had 9,993.5 flight hours. He joins a select group of KC-10 flight engineers with this achievement.

“To say the least, 10,000 hours is a rare achievement,” said Senior Master Sgt. Philip Edwards, 9th Air Refueling Squadron superintendent. “In my 21 years of flying, I have only

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## Exchange shoppers can eat healthy on Salad Wednesdays

**Army and Air Force Exchange Service**

Airmen and families at Travis Air Force Base, California, can keep their bodies and their wallets healthy every Salad Wednesday at Army and Air Force Exchange service restaurants.

On Wednesdays, diners can take \$2 off any salad priced at \$4 or more at participating Exchange direct-operated restaurants, including Arby’s, Burger King, Charley’s Philly Steak and Subway.

“The Exchange is dedicated to supporting readiness and resiliency among Airmen and families at Travis,” said Flordeliza Payton, Travis Exchange general manager. “The Travis community can count on the Exchange to make it easy

and affordable to make healthy choices.”

Salad Wednesday is part of the Exchange’s “BE FIT” initiative, which promotes healthy lifestyles for Soldiers, Airmen, retirees and military families.

All Exchange restaurants offer better-for-you menu choices to support warfighters’ readiness and resiliency.

In addition to Salad Wednesday savings, diners who use their Military Star card can receive an additional 10 percent discount at Exchange restaurants.

Exchange restaurants are open to anyone – whether military, civil service, contractor or visitor – per Army Regulation 215-8 and Air Force Instruction 34-211. For more information, contact the Fort Lee Exchange food court at 804-862-4642.

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**Lt. Col. Stew Welch, left, 9th Air Refueling Squadron commander, shows off the 9th ARS heritage wall during its unveiling to Gen. Paul Selva, vice chairman of the Joint Chiefs of Staff, June 15 at the Travis Heritage Center at Travis Air Force Base, Calif.**

## 9th ARS celebrates its 75th anniversary

**Staff Sgt. Amber Carter**  
60TH AIR MOBILITY WING PUBLIC AFFAIRS

“Since 1943, some form of the patch I wear today has been in every major conflict across the globe,” said Staff Sgt. Gabriel Connor, 9th Air Refueling Squadron flight engineer. “Knowing I carry that legacy is both humbling and inspiring.”

Connor is referring to the 9th ARS patch that has been proudly displayed on crew uniforms for 75 years supporting combat operations such as the Korean War, Vietnam, Desert Storm, and playing a pivotal role in all combat operations following 9/11.

“We have been stationed at over 17 different locations all around the world, we have flown eight different incredible aircraft in our history, and we currently fly the world’s largest and most capable tanker air refueler,” said Lt. Col. Stew Welch, 9th ARS commander.

The diverse history of the 9th ARS includes operating in the China-Burma-India Theater of Operations, flying the F-4U Corsair as well as the P-38 Lightning.

“Most people think we started as an air refueling squadron,

but back in World War II, we actually started as a combat photo reconnaissance squadron,” said Welch. “After the war, we were reactivated as an air refueling squadron at Davis-Monthan Air Force Base, Arizona, flying the KB-29 (Superfortress) and the KC-97 (Stratofreighter) refuelers.”

The squadron continued to provide fuel with the KC-135 Stratotanker until 1982 when they upgraded to the KC-10 Extender.

“Today the 9th fuels the fight and enables rapid global mobility all over the globe,” said Welch. “But it is not the locations or these aircraft that represent the 9th, it is the people who make the 9th the amazing squadron that it has always been, and who are building on our unique legacy.”

To celebrate the 75th anniversary of the squadron, the unit hosted Gen. Paul J. Selva, Vice Chairman of the Joint Chief of Staff, and former 9th ARS commander.

“It was incredibly special to have Selva come fly with us,” said Welch. “He is the longest serving and highest ranking

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## Vascular team takes first

**Merrie Schilter-Lowe**  
60TH AIR MOBILITY WING PUBLIC AFFAIRS

A team from David Grant USAF Medical Center and the University of California at Davis, California, integrated vascular resident program competed against some of the best known schools in the nation June 15 at the Pacific Northwest Endovascular Conference in Seattle, Washington, and walked away with first-place honors.

Team members demonstrated their surgical skills and knowledge against 14 other teams, including the University of Washington in Seattle; Stanford University in Stanford, California; Harvard University in Cambridge, Massachusetts; and, for the first time, an all-star team of trainees from China.

“We went head-to-head against some very well-established programs with better name recognition and prevailed,” said Lt. Col. (Dr.) Shaun Gifford, 60th Medical Group at Travis Air Force Base, California, vascular surgery resident program associate director.

The PNEC is an annual event designed to provide educational programs focused on the latest technologies and techniques in vascular and endovascular surgery. Winning first place in the competition is a testament to the strength of DGMC’s and UC Davis’s integrated vascular resident training program, educational staff and residents, said Gifford.

“Most often, meetings are based solely on research,” he said. “This competition highlights the other areas of our profession, which deals with the performance of complex procedures.”

Competitive events included simulating open vascular surgery, treating an abdominal aortic aneurysm using a computer-based simulator and reviewing and interpreting images to determine appropriate treatment methods. Teams also demonstrated their knowledge of vascular diseases and treatments in a timed event.

The DGMC and UC Davis team spent months preparing for the competition, said Gifford.

“Their preparation was evident

in their breakaway winning score,” he said.

Each year, the integrated vascular surgery resident program – which began in 2012 – accepts one military and one civilian resident. It is the only vascular surgery resident program in the country for active-duty military trainees, said Gifford.

Members of this year’s team were: Capt. (Dr.) Joel Harding, Maj. (Dr.) Jeremy Bolin, Dr. Cole Nishikawa and Dr. Samantha Stradleigh, chief of residents. Gifford and Air Force Reserve Col. (Dr.) David Dawson, UC Davis professor of surgery, supported the team.

A DGMC and UC Davis integrated team has participated in the PNEC since 2012, but this year is the first time they have come in first.

“Our program has an outstanding group of vascular surgery residents,” said Dawson. “They are smart, motivated, and engaged, and used to holding themselves to a higher standard. I am delighted with their first-place win, but not at all surprised.”

## Air Force announces Sijan award winners

**Kat Bailey**  
AIR FORCE’S PERSONNEL CENTER PUBLIC AFFAIRS

JOINT BASE SAN ANTONIO-RANDOLPH, Texas — The U.S. Air Force has announced the winners of the 2017 Lance P. Sijan U.S. Air Force Leadership Award.

The Sijan award, first given in 1981, is named in honor of the first U.S. Air Force Academy graduate to receive the Medal of Honor. The annual award recognizes Airmen who have demonstrated outstanding leadership abilities.

Capt. Lance P. Sijan was shot down over Vietnam Nov. 9, 1967, and evaded capture for 45 days despite severe injuries. He later died while in a Vietnamese prisoner-of-war camp and was posthumously presented the Medal of Honor for heroism.

The winner in the senior officer category is Maj. Ryan Garlow, Air Mobility Command.

In the junior officer category, the winner is Capt. M. Helen Marino, Air Force Office of Special Investigations.

The winner in the senior enlisted category is Master Sgt. Alison Middleton, Air Combat Command.

In the junior enlisted category, the winner is Tech. Sgt. Joshua Phillips, U.S. Central Command. Phillips led five teams of intelligence analysts in support of the CENTCOM Joint Operations Center.

For more news and information, visit the Air Force’s Personnel Center website.



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# Flying crew chiefs enable Pacific refueling mission



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

**Staff Sgt. Nicholas Kinzer, 660th Aircraft Maintenance Squadron KC-10 Extender assistant flying crew chief, cleans up hydraulic fluid under a KC-10 June 4 at Misawa Air Base, Japan.**

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

A KC-10 Extender at Misawa Air Base, Japan, is being prepared to fly a refueling mission in support of operations in the Pacific.

During pre-flight inspections, a hydraulics leak is discovered. Thankfully, two flying crew chiefs from the 660th Aircraft Maintenance Squadron from Travis Air Force Base, California, are ready to fix the problem.

“We had to tighten down the connections from the hose to the reverse motor pumps,” said Staff Sgt. Scott Sanders, 660th AMXS KC-10 flying crew chief. “We used two pipe wrenches to tighten the connections and prevent future leaks. We had it fixed

within 20 minutes.”

Working alongside Sanders on that repair was Staff Sgt. Nicholas Kinzer, 660th AMXS assistant flying crew chief. The duo provided maintenance support for a Travis KC-10 from June 1 – 6 as it flew refueling missions in support of U.S. Air Force and international fighter aircraft in the Pacific region.

Thanks to their expertise, the KC-10 they serviced completed a roundtrip journey of more than 9,000 nautical miles and offloaded more than 200,000 pounds of fuel to eight F-15s.

“We are responsible for servicing the jet while we’re on the road and coordinating with our home station to get parts if they’re needed,” said Kinzer. “Whether that’s ensuring the aircraft has the gas

and oil it needs or ensuring the tires and hydraulics are safe for flight; it’s our job to service the aircraft.”

Sanders and Kinzer have supported missions in Europe, Asia and half the states in the United States.

Sanders recalled one mission in England when he had to act quickly.

“We were coming back from London and we had to shut down one of the tanks on the aircraft because we had a fuel leak,” he said. “We fixed it within two minutes and enabled the aircraft to return to Travis within 48 hours.”

Capt. Eddie Miller, is a 6th Air Refueling Squadron assistant flight commander for the mission

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**DR. JEFFREY BROOKS**  
Board Certified and Fellowship Trained Vascular Surgeon

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## MacDill’s ‘Tank Divers’ power fight

**Airman 1st Class Adam R. Shanks**  
6TH AIR MOBILITY WING PUBLIC AFFAIRS

MACDILL AIR FORCE BASE, Fla. — Mitochondria are the powerhouse of the cell. All things, living and mechanical require a source of fuel and a system designed to convert that fuel into energy. Aircraft are no exception.

While cells are microscopic, their functions can be magnified to apply to a larger structure such as an aircraft, with many complex parts with unique roles combined to make an efficient force.

Think of the engine as mitochondria; powering its flight. But that engine cannot run without a source of fuel, and for that purpose there is a specialized group of Airmen who are charged with maintaining the systems that enable the KC-135 Stratotanker to use and deliver its fuel and to power our Air Force around the world.

Known as “Tank Divers,” Airmen with the 6th Maintenance Squadron aircraft fuel systems section at MacDill Air Force Base, Florida, constantly

**“It’s a dirty, challenging job that requires a lot of patience and caution.”**

— Tech. Sgt. Steve Parina

find themselves in a bind, looking for and fixing deterioration and leaks in the fuel systems of the aircraft.

“The access doors we use, aren’t much larger than the size of a shoebox,” said Staff Sgt. Adrian Gonzalez, an aircraft fuel systems craftsman with the 6th MXS. “Once inside, our movement is extremely restricted; it’s full of plumbing and reeks of jet fuel.”

“We have to have multiple qualifications just to get inside the fuel systems, which shows just how dangerous it can be.”

Like any fuel source, fumes are the main cause of concern and the smallest spark or electronic transmission could lead

See TANK DIVERS Page 20

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# Shaw AFB Airmen earn DFC for saving 88 lives

**Airman 1st Class BrieAnna Stillman**  
20TH FIGHTER WING

SHAW AIR FORCE BASE, S.C. — Col. Daniel Lasica, former 20th Fighter Wing commander, presented the Distinguished Flying Cross to Capt. John Nygard and Salvador Cruz, both 79th Fighter Squadron instructor pilots, on June 7 at Shaw Air Force Base, South Carolina.

The fourth highest medal of recognition is not simply given, it is earned, said Lasica, doing that takes courage and trust from the ground and air.

The DFC is awarded to individuals who distinguished themselves in support of operations by heroism or extraordinary achievement while participating in aerial flight.

Nygaard and Cruz earned the

**“Every single person that was there really made a huge difference and really made a bad situation come together.”**

— Capt. John Nygard

award by providing four close-support, air-to-ground weapon employments during a battle with ISIS in the Nangarhar Province, Afghanistan, saving the lives of 88 coalition soldiers.

During the pilots' flights, fragmented and chaotic information was pieced together in order to determine the location

See **LIVES** Page 22

## Fairfield proclamation celebrates base



U.S. Air Force photo/Louis Briscese

Mayor Harry Price of Fairfield, Calif., presents a proclamation to Col. John Klein, center, 60th Air Mobility Wing commander, Chief Master Sgt. Steve Nichols, right, 60th AMW command chief, and Anji Klein, left, during a City Council meeting June 19 in Fairfield. The proclamation is in honor of Travis Air Force Base celebrating its 75th anniversary.

## Eagle Vision program highlights teamwork

Secretary of the Air Force Public Affairs

WASHINGTON — Eagle Vision, a collection of deployable satellite downlink stations that process commercial satellite imagery in near-real time, has enabled Air Force Humanitarian Assistance and Disaster Relief efforts for nearly three decades.

The stations' ability to quickly collect and disseminate the latest satellite imagery to Airmen, combatant commands, U.S. government agencies and international partners makes the system a unique enabling capability when time is of the essence, such as responding to hurricanes.

In Puerto Rico, following Hurricane Maria, the island did not look anything like it did before the storm, said Senior Master Sgt. John Barr, Combat Control functional manager for the Air National Guard Ground Special Operations Forces. “So current imagery, streaming directly to our devices, was critical to effective decision making.”

Those decisions, like route planning to reach disaster victims, helicopter landing zone analyses, and identifying and mitigating hazards, were improved with the latest data provided through Eagle Vision.

Developed in the opening days of the Gulf War using French satellite imagery, Eagle Vision met the needs of warfighters and planners by collecting, processing and distributing the most up-to-date imagery from commercial systems.

“We saw the incredible benefits that Eagle Vision could provide by the second day of the Gulf War,” said James (Snake) Clark, Senior Executive Service member, Director of Intelligence, Surveillance and Reconnaissance Modernization and Infrastructure, Deputy Chief of Staff for ISR, Headquarters U.S. Air Force.

See **EAGLE VISION** Page 22

## Program increases readiness, lethality

Airman 1st Class Frankie D. Moore

355TH FIGHTER WING PUBLIC AFFAIRS

DAVIS-MONTHAN AIR FORCE BASE, Ariz. — Pararescuemen risk life and limb in order to save the lives of others. Over time, these great efforts cause strain to the body, and, if not treated proactively, can lead to potential permanent damage.

Pararescuemen from the 48th Rescue Squadron at Davis-Monthan Air Force Base realized having medical personnel on and off deployments, as well as tackling injuries and discomforts early on, would keep them mobile, deployment-ready and help ensure a pain-free future.

With the help of Col. Colleen McBratney, 355th Aerospace Medicine Squadron commander, a team comprised of surgeons, physicians and mental health specialists was built to accomplish these objectives. Thus, the Human Performance Optimization program was born.

In its initial phase, the HPO team's intent was to move non-deployable personnel into deployment-ready status while keeping those who are deployment-ready in top shape.

“We treat and train our guys like they're division one athletes,” said Drew Hammond, 48th RQS strength and conditioning



Courtesy photo

Pararescuemen from the 48th Rescue Squadron perform pull-ups during their physical training session at Davis-Monthan Air Force Base, Ariz.

coach. “We track them from the day they get injured to the day they get back to full status and try to find ways to make that time shorter.”

One way the HPO team follows this information is through the use of wearable performance trackers combined with phone applications. These combined technologies give the HPO team accurate information on the status of each pararescueman's heart rate, daily

activity and recovery status among other performance based data.

“These technologies greatly help the athlete, as well as their coach and flight leader see how they're progressing,” McBratney said. “With that knowledge, leadership can make an informed decision on what kind of training needs to be done for particular individuals rather than keeping a routine plan for every pararescueman.”

The program's personalized approach helped the HPO team increase the full-spectrum readiness and lethality of the 48th RQS. Additionally, providing a physical therapist to the squadron decreased the time it would take for pararescuemen to travel back and forth to the 355th Medical Group and receive care. This assigned medical professional asset saved 235 man-days within the 48th

See **PROGRAM** Page 22

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# Squadron completes missile test

Kenji Thuloweit

412TH TEST WING PUBLIC AFFAIRS

EDWARDS AIR FORCE BASE, Calif. — A team of U.S. Air Force engineers, test pilots, and Norwegian government and industry personnel recently completed a large phase of testing for the Joint Strike Missile.

The JSM is Norway's advanced anti-surface warfare missile designed for the new F-35A Lighting II's internal weapons bay. The missile can be employed against sea- and land-based targets. Norway is a partner nation in the development of the fifth-generation Joint Strike Fighter.

Before proceeding with integration testing on the F-35A, the JSM was tested at Edwards AFB on F-16 Fighting Falcons from the 416th Flight Test Squadron.

"The F-16 is a much more proven and mature platform in terms of technology development," said Collin Drake, 416th FLTS JSM project engineer. "The F-35 is still undergoing its own technology development and design iterations, which brings its own challenges. It made it a lot more efficient and effective to use F-16s to be able to test,



U.S. Air Force photo/Christopher Okula

A weapons load team prepares to remove a joint strike missile from a 416th Flight Test Squadron F-16 Fighting Falcon following a captive carriage test flight Feb. 27.

mid-cycle, a new type of weapon."

Drake said the weapons development program at Edwards AFB began in 2015. The JSM missile system was matured and proven with ground testing, captive carriage testing (flight test missions to ensure the weapon would perform its designed functions prior to being released from the aircraft), and live-drop testing to verify the JSM's ability to safely release from the aircraft and perform its autonomous functions.

Testing included multiple variants of the JSM that increased in complexity and capability throughout the course of the program. The first JSM was a glide-only weapon with an active autopilot, but without a live engine, according to Drake. The next several tests used a version of the JSM that still did not have a warhead, but had a live engine and navigation avionics. The different variants proved the JSM could sustain extended periods of flight under its own power and

See TEST Page 22



U.S. Air Force photo/Scott M. Ash

Danna Plewe, center, meets with Gen. Ellen Pawlikowski, the commander of Air Force Materiel Command, and from left, Jennifer Treat, Patricia Young, AFMC executive director, and David Taylor, on April 16 at Wright-Patterson Air Force Base, Ohio.

# Employee Assistance Program a one-stop resource for support

Mark C. Lyle

WRIGHT-PATTERSON AIR FORCE BASE PUBLIC AFFAIRS

WRIGHT-PATTERSON AIR FORCE BASE, Ohio — The Air Force's new Employee Assistance Program provides civilian employees and their families with free, confidential resources and support to help manage normal everyday life challenges that may affect job performance and personal well-being.

The AF EAP/Worklife4You bundle of services and resources provides support on two levels: AF EAP provides counseling, financial and legal services, whereas Worklife4You provides a "concierge-like" service to help assist with every day stressors, no matter how large or small. Additionally, individuals have access 24/7 via 1-800-222-0364 and online.

Because of its large civilian population, Wright-Patterson actually has an AF EAP counselor located on the installation who regularly sees employees. However, Danna Plewe, the Air Force EAP Program Manager, said "Depending on the need,

employees have the option to ask for an off-base affiliate provider by calling the 1-800 number."

An affiliate provider is a licensed, credentialed professional in the community who is authorized to provide up to 6 counseling sessions, per topic, at no cost to the employee. The Air Force has about 22,000 affiliate providers worldwide and can provide services in up to 80 languages.

According to Plewe, AF EAP is not just a service people should utilize when there is a crisis, but at any time they might need help. Employees can use EAP for a variety of subjects to balance work-life demands. For example, financial information, as well as planning tools, are available to assist members with assessing budgets, savings and investing strategies, or simply figuring out if it is more advantageous to buy or lease an automobile.

AF EAP also covers free consults with a lawyer, but the legal benefit does not include assistance for labor or employment matters.

See SUPPORT Page 22

# Green Flag helps prepare for close air support



U.S. Air Force photo/Airman 1st Class JaNae Capuno

A 391st Fighter Squadron F-15E Strike Eagle takes off June 13 during Green Flag West at Nellis Air Force Base, Nev. The 391st FS participated in Green Flag to further enhance readiness by training on close air support over the National Training Center, Fort Irwin, Calif.

Airman 1st Class JaNae Capuno  
366TH FIGHTER WING

NELLIS AIR FORCE BASE, Nev. — Since the 1980s, the United States of America has been crowned with air superiority by using the F-15E Strike Eagle's dual-role fighter capabilities in air-to-air and air-to-ground missions.

Preparing for those scenarios that happen down-range requires cooperation from both pilots and joint terminal attack controllers to get the job done.

Green Flag West provides essential close air support training that combines the capabilities of the Air Force and Army as a multi-domain fighting force.

"We're here supporting the Army, and their big exercise out of Fort Irwin," said Capt. Kyle Fitle, 391st Fighter Squadron pilot. "We are here to provide close air support by training with and helping them integrate airpower into their large-force exercise."

F-15E pilots learned how to aid Army ground forces by providing CAS to clear the area of "enemy targets," over Fort Irwin, California, as part of Rotation 18-08, National Training Center.

See GREEN FLAG Page 19

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U.S. Air Force photo/Staff Sgt. Keith James

Two U.S. Air Force F-15 Eagles fly in formation after receiving fuel from a KC-135 Stratotanker assigned to the 340th Expeditionary Air Refueling Squadron during a May 5 aerial refueling mission in support of Operation Inherent Resolve over Iraq.

## Airmen keep pressure on enemies

### U.S. Air Forces Central Command Public Affairs

AL UDEID AIR BASE, Qatar — U.S. Air Forces Central Command published its monthly Airpower Summary June 18th, highlighting U.S. and coalition airpower operations in May in the U.S. Central Command area of responsibility.

In Afghanistan, U.S. Airmen are involved in combat operations as part of Operation Freedom's Sentinel, while U.S. and NATO partners train, advise and assist the Afghan National and Defense Security Forces as part of the Resolute Support Mission.

U.S. and coalition Airmen continue fighting the Islamic

State of Iraq and Syria as part of Operation Inherent Resolve in Iraq and Syria, alongside partners including the Syrian Democratic Forces and Iraqi military forces.

The complete summary and statistics can be found here: <https://bit.ly/2I8xaaZ>.

### Operations in Afghanistan

In Operation Freedom's

Sentinel in Afghanistan, U.S. forces kept pressure on the Taliban in May 2018, striking weapons caches, staging areas and revenue sources as part of a deliberate campaign to force the Taliban into reconciliation.

There were 591 airstrikes in May, setting a new high in

See **PRESSURE** Page 19

## Existing Huey bases to receive replacement aircraft

### Secretary of the Air Force Public Affairs

WASHINGTON — The Air Force announced June 20 that each UH-1N Huey location will receive replacement aircraft.

The Air Force is replacing the UH-1N Huey 46-year-old fleet by procuring new replacement aircraft to support four missions - Nuclear Deterrence Operations, Continuation of Government Operations, Survival School support, and Test and Training.

Current UH-1N Huey locations include Eglin Air Force Base's Duke Field, Florida; Fairchild AFB, Washington; FE Warren AFB, Wyoming; Joint Base Andrews-Naval Air Facility Washington, Maryland; Kirtland AFB, New Mexico; Malmstrom AFB, Montana; and Minot AFB, North Dakota.

The Air Force UH-1N Huey replacement program supports the Defense Department's principal priority to maintain a safe, secure and effective nuclear deterrent that safeguards the homeland, assures allies and deters adversaries. The replacement for the UH-1N Huey will feature significant improvements in the areas of speed, range, endurance, payload capacity and survivability.

Each stateside active duty UH-1N Huey location will receive replacement aircraft pending the outcome of the environmental analysis.

The 2016 Vice Chairman of the Joint Chiefs of Staff Joint Requirements Oversight Council approved the purchase of new aircraft to replace the 46-year-old UH-1N Huey fleet. A contract award for the new aircraft is anticipated later this year with deliveries planned between 2020 and 2032.

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# Vice chairman of Joint Chiefs partakes in anniversary celebrations



U.S. Air Force photo/Airman 1st Class Jonathon D. A. Carnell



U.S. Air Force photo/Airman 1st Class Jonathon D. A. Carnell



U.S. Air Force photo/Louis Briscese

1) Gen. Paul Selva, left, vice chairman of the Joint Chiefs of Staff, stands next to Col. John Klein, 60th Air Mobility Wing commander, June 15 at the Travis Air Force Base 75th anniversary dining out at Travis AFB, Calif. 2) Selva flies a KC-10 Extender from the 9th Aerial Refueling Squadron June 15 over California. 3) Ricki Selva, spouse of Gen. Paul Selva, tours the Phoenix Spark lab June 15 at Travis.

## Airman 1st Class Jonathon Carnell

60TH AIR MOBILITY WING PUBLIC AFFAIRS

Gen. Paul J. Selva, vice chairman of the Joint Chiefs of Staff, and his wife, Mrs. Ricki Selva, experienced rapid global mobility up close and took a stroll down memory lane June 15, during a visit at Travis Air Force Base, California.

Upon arrival, Selva flew on a KC-10 Extender for the first time in 17 years during a heritage flight.

"That was a great experience and brought back so many wonderful memories," he said. "Coming back to Travis has been very exciting."

Selva was the 9th Air Refueling Squadron commander at Travis from 1994 to 1995. He was also the 60th Operations Group commander from 1998-2000. One thing the general noticed during the visit were the upgrades currently underway on the base's airfield.

"I noticed, while taxiing in, part of the airfield is under major construction," he said. "Parts of the airfield that we quit using when I was squadron commander here are now being utilized as part of our mobility platform, which describes the future of Travis: we are going to continue to change and modify to make our Air Force better."

"It's not just the location of Travis, it's also the infrastructure," the general added. "Travis is in a location that is inherently joint and conveniently located to be a hub for the rest of the Pacific."

During his visit, Gen. Selva received several mission briefings, attended the unveiling of the 9th ARS Heritage Wall and served as the guest speaker at the Travis Air Force Base 75th anniversary dining out.

Additionally, Mrs. Selva spoke with Airmen at the Phoenix Spark Innovation Lab.

"I got to fly today, but my wife got to go to the Phoenix Spark Lab to watch Airmen creating innovative technologies and ideas that will make our Air Force better," said Selva.

"Whenever I come back and get to touch one of the places that I consider a home plate, I get to see the changes. The changes are essentially the Airmen at Travis. Being able to come back and see Airmen who I've heard about really feels amazing."

For the past 75 years, the Airmen at Travis have served locally and engaged globally, supporting numerous operations around the world. The base has assisted with hurricane relief efforts, been a vital part of operations from the Middle East to Africa and just recently, aided volcano relief efforts in Hawaii.

Selva said he's proud of the dedication he's seen from America's Airmen and expects even more in the future.

"Our Airmen have to be ready to answer whatever mission may come about," said Selva. "If we are ready individually, we can really be prepared as a unit."

During the dining out event, Selva delivered one powerful, resounding message: Thank you.

"I want to thank the (60th Air Mobility) Wing for this opportunity," said Selva. "Travis has done a magnificent job. It's not just celebrating a squadron I happened to be a commander of. It's the history and heritage of the base that means a lot to the nation."



4) Gen. Paul Selva, vice chairman of the Joint Chiefs of Staff, and his wife, Ricki Selva, are introduced at the Travis Air Force Base 75th anniversary dining out June 15 at Travis AFB, Calif. Selva was the keynote speaker at the event celebrating the base's history and Airmen.

U.S. Air Force photo/Airman 1st Class Jonathon D. A. Carnell



## Anniversary

From Page 6

prior 9th ARS commander, so we were excited and honored that he agreed to come and celebrate this milestone with us.”

Selva participated in a heritage flight followed by a 75th anniversary heritage exhibit unveiling at the Travis Heritage Center.

“Travis has done a magnificent job,” said Selva. “It’s not just celebrating a squadron I happened to be a commander of, it’s the history and heritage of the base that means a lot to the nation.”

Welch said he is honored to be a part of this milestone as well as having the opportunity to carry the 9th ARS into the future, which includes upgrading to the KC-46 Pegasus.

“I’m incredibly proud and humbled to be serving as the commander of the 9th,” he said. “I was a young captain in the 9th back in 2006 and I never imagined I would one day be in the seat as a commander. It’s a huge blessing to get to work with such an awesome, selfless team of professionals.”

Whether it’s flying the plane, refueling the fight, or serving as a flight engineer, the 9th ARS

Airmen carry the same sentiment as the ones who served before them and are proud to represent the legacy and heritage of such an important squadron.

“9th ARS pride for me is wearing the squadron patch on my arm,” said Connor. “I hope to continue that legacy for years to come.”

*Airman 1st Class Jonathon D. A. Carnell contributed to this article.*

## Pressure

From Page 14

Afghanistan for this calendar year. The previous high was 562 last month. Overall, U.S. aircraft flew 726 OFS sorties for the month, and 73 of those sorties included at least one weapon release.

“U.S. air operations in May put tremendous pressure on every branch of the Taliban’s network,” said Lt. Gen. Jeffrey Harrigian, Combined Force Air Component Commander. “We struck Taliban leadership with precision strikes, and consistently pummeled their revenue-producing facilities, weapons caches, and staging facilities.”

Air mobility operations played a key part last month in support of U.S. and Afghan ground forces. C-17 Globemaster III and C-130 Hercules aircraft airdropped more than 190,000 pounds in support of U.S. and Afghan ground forces.

“U.S. Airmen will continue delivering airpower, developing relationships, and working closely with our joint partners and the Afghan National Defense and Security Forces to continue setting the conditions in Afghanistan to bring the Taliban to into negotiations with the Afghan government,” Harrigian said.

In the April 2018 Airpower Summary, AFCENT inaccurately stated that April 2018 was the highest number of airstrikes in Afghanistan for any month since October 2011. Rather, the October 2017 total was 653.

AFCENT regrets the error, our misstatement and the subsequent confusion.

### Operations in Iraq, Syria

U.S. and coalition forces



U.S. Air Force photo/Staff Sgt. Keith James

**Senior Airman Jeremy Kosick, 816th Expeditionary Airlift Squadron instructor loadmaster, guides a K-loader back after offloading cargo onto a C-17 Globemaster III before a airdrop mission May 10 at Bagram Airfield, Afghanistan.**

began the latest phase of the Defeat ISIS campaign, Operation Roundup, May 1, with the goal of eradicating ISIS in northeastern Syria. Combined with the Syrian Democratic Forces and Iraqi Air Force partners, coalition Airmen struck ISIS fighting positions, tunnel complexes and underground storage sites.

In addition to strikes, coalition air forces focused on performing defensive counter air missions and armed overwatch to protect ground forces and their maneuver. Coalition strike aircraft flew more than 1,400 sorties in OIR in May,

the highest total since January 2018. Coalition weapons releases for May were 70 percent and 47 percent higher than April and March, respectively.

“The complete annihilation of ISIS’s so-called physical caliphate in Iraq and Syria is at hand,” Harrigian said. “In the face of a ruthless enemy and tremendous danger, our partners like the Syrian Democratic Forces and the Iraqi Air Force have demonstrated a tremendous level of commitment and professionalism in re-taking territory from ISIS and eradicating them from the battlefield.”

For the month, ISR aircraft

flew almost 600 sorties in support of target development and battlefield surveillance and reconnaissance.

Aerial refueling tankers flew almost 800 sorties and offloaded more than 49 million pounds of jet fuel, enabling strike and ISR aircraft to complete their missions.

C-17s and C-130s flew 693 sorties combined and delivered almost 3,000 short tons of cargo.

“While there’s more work to be done, the progress we’ve made as a Combined force in the last month is nothing short of remarkable,” Harrigian said.

## Green Flag

From Page 13

“When we try to integrate with the Army, especially in these large-force type exercises, the biggest challenge is learning to effectively integrate the two forces and learning to speak the same language,” Fittle said.

Unique to the F-15E Strike Eagle, these pilots don’t work alone. A weapons systems officer helps guide munitions from the back seat, by communicating with JTACs on the ground and other F-15Es in the sky.

“The Strike Eagle is the only dual-seater fighter we have in the Air Force, and CAS is where I feel my job is most valued,” said Capt. Alex Deerr, 391st WSO. “A lot of times, it can be the pilot taking the lead when we’re doing Air-to-Air, but when we’re doing Air-to-Ground I feel like I have a really strong impact by talking to the guys on the ground and making sure their mission happens as well as our own.”

Deerr described that every scenario is different, and Green Flag is an opportunity to figure out how to solve each problem through trial and error in a learning environment.

“Not a lot of us have deployed yet and have done this in real combat,” said Deerr. “This is how we can closely simulate what we do down range. We are all here to learn, and the learning that happens on both ends each day is incredible.”

Both Fittle and Deerr said they hoped to gain experience from Green Flag that will help them while deployed.

“I want to learn how to integrate with the Army and know how these guys work,” Fittle said. “I also want to become better at CAS by learning from the flight leads we have here. I want to become more proficient at it, so when it comes time to do it in a real-world scenario, I will feel confident going out there doing the job.”



## Program

From Page 11

RQS.

"From a performance standpoint, both physical and mental health are critical,"

McBratney said. "We want to make sure the Airmen are able to do their jobs better and have a good balance between work and home life."

The HPO program has come a long way since its conception and plans to expand past the

48th RQS in the future.

"We want to help all of our people do better and take care of them as people, not products," McBratney said. "This kind of thing should be available to all Airmen. There are many different physical and

mental stressors that affect all personnel and this program could greatly help them work more efficiently and lead a more pain-free lifestyle. Hopefully, in the future, all Airmen can reap the benefits of the HPO program."

## Test

From Page 12

successfully navigate over different terrain.

All variants of the JSM were inert until the final flight test events where it hit a target with full mission systems software and guidance. Throughout the test program, numerous software and hardware changes and updates were made. All live releases of the weapon were conducted at the Utah Test and Training Range.

"The multi-national test team, including the 416th (FLTS), was able to work with the weapon developer over the course of the program to improve the JSM in an incremental fashion, which has resulted in a reliable and high-performance missile system," Drake said. "It was an enormous milestone to release the final, all-upround weapon."

Drake said Edwards AFB's airspace, personnel, assets and the American-Norway alliance

make it the ideal situation to test the JSM.

"The weapons ranges needed simply don't exist in Norway," Drake said. "So they were able to come here and utilize the Edwards (AFB) airspace and ground test facilities for the captive carriage flight and ground testing. The 416th FLTS has a long and storied history of testing systems with our foreign partners, especially with Norway. Norway has been a partner in F-16 development since its inception, so it was a natural fit to work with the Norwegian Ministry of Defense to make this technology development program a reality. The 416th (FLTS) is equipped to provide flight test expertise and is adaptable to accommodate the testing of first-of-its-kind hardware and software, such as that of the Joint Strike Missile."

The next step is for the Norwegians to integrate the JSM on to the F-35 Joint Strike Fighter and then on to further weapons and integration testing.

## Support

From Page 12

Supervisors and managers of civilian employees may also reach out to AF EAP. Consultants assist supervisors in identifying issues before they become problems, provide management strategies and coaching skills designed to improve working relationships, productivity and employee resilience.

In addition to traditional EAP services, AF EAP bundled with Worklife4You provides support in areas such as parenting, adoption, special needs and aging loved ones.

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Whether it is finding a repairman, a day care, a home warranty or vacation planning, Worklife4You will do the research and provide reliable options which ultimately saves the employee or family member from spending hours on the computer and phone searching for a solution.

How to care for aging loved ones is a frequent request for Worklife4you. Specialists will assist with finding services and support that are tailored to the needs and financial parameters set by the employee. Worklife4You even offers a 3-hour in home visit to help evaluate elder care support requirements.

It is easy to get information. For 24 hours a day, seven days a week, 365 days a year assistance call 1-800-222-0364 (1-888-262-7848 TTY), or visit for AF EAP www.FOH4You.com or for Worklife4you www.worklife4you.com (use code USAF).

## Eagle Vision

From Page 11

"From those early days, the partnership with the French was crucial in developing Eagle Vision," said Mr. Clark, who helped introduce the architecture that would form Eagle Vision in the 1990s. "That partnership, and their expertise, laid the groundwork."

That groundwork informed the ultimate architecture of Eagle Vision; an acquisition segment that downlinks imagery, an integration segment that processes and formats imagery, and dissemination of tailored products to first responders and warfighters.

Currently, the Eagle Vision enterprise is operated and maintained by active duty, Air National Guard, Air Reserve, civilian Airmen and in continued partnership with French contractor support across five satellite downlink stations positioned around the world.

"It's a system we use all the time," said Mr. Clark, "for every major conflict and disaster response since 2000."

## Lives

From Page 10

of friendly and hostile forces to ensure continuous close air support coverage.

"Every single person that was there really made a huge difference and really made a bad situation come together," Nygard said. "They trusted us to employ weapons really close to them and trusted us to do our job professionally, quickly and without error. We trusted them as well to give us the right information as to what to target and where they were. It was that communication back and forth that made things happen."

Both Nygard and Cruz said they were honored and humbled to earn the DFC and both believe that all you can hope is to be good enough in the moments it matters the most.

Two U.S. military members made the ultimate sacrifice and were killed in action on the ground during this mission.

"I can't imagine what it's like," said Cruz to the mothers of the KIA military members.



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

Capt. Spencer Turek, 6th Air Refueling Squadron KC-10 Extender pilot, flies a KC-10 June 6 over Alaska.

## Relations

From Page 3

He's also responsible for guiding U.S. and international aircraft into position so they can be safely refueled thousands of feet in the sky.

On June 4, Ploeger refueled six Japan Air Self-Defense Force F-15s during a flight from Misawa Air Base, Japan, to Alaska. He offloaded nearly 130,000 pounds of fuel as he refueled the fighters enabling them to fly more than 2,900 nautical miles and arrive safely in Alaska.

Maj. Kento Yamasaki, an F-15 pilot for the Japan Air Self-Defense Force's 304th Fighter Squadron, kept a watchful eye on the mission from inside the KC-10.

"I'm responsible for monitoring the refueling of our six fighters and keeping our headquarters informed," he said. "We conduct a joint refueling effort with the United States at least once a year. We participate in Red Flag annually, and we're usually refueled by U.S. Air Force tankers on the way to Alaska and on the way home."

Kento said Japan appreciates the opportunity to fly missions alongside their American counterparts.

"Missions like this give us a chance to improve our skills, but more importantly, this mission allows our countries to enhance our relationship," Kento said. "Because of this mission,

we will be able to join the exercise in Alaska which is a big event for us. We aren't able to participate in such a large exercise in Japan, so for us, being able to partake in Red Flag-Alaska is very important."

The mission also enhances understanding between the two air forces, Kento added.

"The big benefit we gain is to better understand each other," he said. "I'm on the KC-10 now. By being here and engaging with your crew, I can understand what you do and why you do it. Similarly, your leaders can learn about our tactics and procedures."

"The bond between the United States and Japan is strong, and with efforts like today's we are making that bond even stronger and working together to counter potential bad actors," Kento said.

Miller echoed Kento's sentiments. "Our pilots and crew members learned a little more about what it takes to operate in a foreign country and work with our Japanese counterparts," he said. "One challenge we had to overcome was the language barrier. We all experience the difficulty a language barrier can present and this mission allowed us to work together and try to figure out how to work through that."

The Travis KC-10 with its nine crew members returned home on June 6 after offloading more than 200,000 pounds of fuel supporting fighter aircraft.

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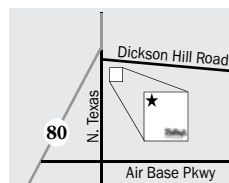
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# Henderson

From Page 4

example of this phenomenal relationship presented itself in the aftermath of the 2017 hurricane season. While CRW Airmen were supporting disaster relief operations, they left their families behind to contend with their own natural disaster, the California wildfires.

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jumped in and attended town hall meetings to listen to the concerns from our families. They leveraged their relationships with the Vacaville Fire Department and California Department of Forestry and Fire Protection along with the tremendous assistance from Travis AFB supporting agencies to deliver timely and pertinent information to ease family tensions.

To the men and women of the Devil Raider wing, thank you. I

have never been surrounded by more professional, capable, and dedicated leadership teams.

I'm not just referring to the military members, but also spouses and families. The West Coast CRW endured an extremely challenging operational tempo over the last two years. Time after time, each of you answered the call, running towards disasters and conflicts. With only months to prepare, you opened an air base in

Iraq in 2016. Shortly thereafter, with merely a week's notice, you planned and deployed to open an air base in Syria. A year later, you found yourselves fully extended in the wake of the destructive hurricanes in Puerto Rico, the Florida Keys and the U.S. Virgin Islands. Meanwhile, you continued operations to advise our global partners within the South American continent on Air Force mission sets, building partnerships that will last

many lifetimes. Without blinking an eye, you supported our South Korean allies through numerous exercises, commanding and controlling American airpower to deliver national power to the leading edge of global reach.

To all of you, as I pass the guidon off for this incredible wing, I am humbled by your service, sacrifice, and excellence and I am inspired by you all. Thank you.



U.S. Air Force photo/Maj. Noelle DeRuyter

**Master Sgt. Alejandro Medina, 571st Mobility Support Advisory Squadron senior air advisor, advises members of the Costa Rican air vigilance service on the importance of following all procedures as outlined in the technical orders during a building partnership capacity mission with the SVA, May 16 through June 9.**

# Costa Rica

From Page 4

aircraft maintenance instructor, Master Sgt. Alejandro Medina, was able to assist in the validation of over \$250,000 in B200 Super King Air aircraft repairs through an already established relationship with the Central American Beechcraft representative. His actions not only saved valuable time and resources, but enabled the aircraft to be returned to fully operational ahead of schedule.

Tech. Sgt. Benjamin Wilson, lead security forces instructor, assisted by Staff Sgt. Joseph Elizondo, identified

critical differences in United States and Costa Rican laws which allowed them to adapt their training to better suit the SVA's needs.

According to Tech. Sgt. Andres Tovar, a security forces Airman assigned to the 824th Base Defense Squadron out of Moody Air Force Base, the security forces team was able to further the SVA's learning standards and objectives to improve the dog and handler relationships.

"The men and women of the SVA are true professionals and were well prepared for the tasks ahead. The entire MTT was a huge success, consisting of bi-directional learning from all involved," said Master Sgt.

Brandon Van Walraven, MTT team sergeant. "The team was lauded and continually thanked for their unmatched professionalism and knowledge by the SVA students and leadership."

The 571st MSAS is a language enabled group of men and women who assess, advise and assist Latin American and Caribbean countries to enhance their airpower capabilities. This elite team of air advisors are a key asset in the Air Force's enduring building partnership capacity mission. Each successive engagement assists to achieve freedom, stability and prosperity in the region, and contributes to the United States Southern Command's joint intermediate military objectives.



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

**Master Sgt. Scott Dillinger, 6th Air Refueling Squadron noncommissioned officer in charge of standardization and evaluation and a KC-10 Extender flight engineer, sits in the cockpit of a KC-10 June 4 at Misawa Air Base, Japan, prior to flying a refueling mission.**

# Milestone

From Page 5

known two active-duty flight engineers to achieve this milestone."

According to Edwards, at least nine people have hit the 10,000 hour mark while serving at Travis and late Monday evening, Dillinger added his name to that list.

"I accomplished something, but I had a lot of help along the way," he said. "The 6th Air Refueling Squadron has been so good to me. Hopefully, 10,000 hours is something the younger guys can strive for. But, the bottom line is nobody achieves alone. No man gets there by themselves. Everyone here supported me."

Dillinger hit the 10,000 hour milestone approximately 6 hours and 34 minutes into the 7 hour and 12 minute flight. Once the crew realized Dillinger hit 10,000 hours they celebrated in the cockpit with cups filled with juice. They raised their cups high and honored Dillinger minutes before landing at Eielson.

Master Sgt. Scott Fernald, 6th ARS assistant NCOIC of standardization and evaluation and a KC-10 flight engineer, has known Dillinger since 2005 and the two have grown close over the years. He helped lead the celebration and was one of the first to congratulate Dillinger.

"He's put in the work for a long time and this is so awesome," he said. "To hit 10,000 hours you have to routinely get that alert call at 3 a.m., fly

through bad weather and overcome numerous challenges over and over and over. He put in the work and he deserves everything he gets."

"This KC-10 came into service in 1982 and has a little over 32,000 hours on it," said Fernald. "Dillinger became a flight engineer in 2004 and in 14 years has accumulated a third of the flying hours on this jet. What he's done is amazing."

The achievement is kind of a bookend for Dillinger and foreshadows the sunset of his military career. After serving in the U.S. Navy, the Air Force Reserves, Air National Guard and in the active-duty Air Force, he plans on retiring in November.

"I'll miss the camaraderie and getting the mission done with these guys," said Dillinger. "You can't stay in the military forever," said Fernald. "When he leaves the 6th ARS we will lose 10 percent of flight engineer hours in the squadron. Whatever he does next, I wish him all the best."

Dillinger hopes his accomplishment will inspire others to achieve their dreams.

"Follow your passion and be good at it," he said. "Don't give up. Find the one thing you want to do in life and go after it. Set goals, do your best to achieve them and surround yourself with really good people. And no matter where you get in your career, share your knowledge."

Before he retires, Dillinger plans on making the most of the rest of his time in the Air Force.

"Now, it's time to go for 11,000 hours," he said.

# Keville

From Page 2

Massachusetts, to finally get me back in school. I'd been in the Air Force for 15 years, was a senior master sergeant with two school-aged kids. Any parent will tell you that kids bring baseball, gymnastics, football, basketball, karate and skiing into the mix. At this point, I had to make time for school, which meant lots of late nights and early weekends.

Our latest PCS brought us to Travis AFB, California.

I've recently finished my bachelor's degree which is the first part of my goal.

I'm currently the squadron superintendent responsible for more than 275 people in our organization coupled with the most demanding flying schedule of any C-17 Globemaster III unit in the Air Force. Time for school is difficult to make to say the least, but because I found so many excuses and procrastinated for so long on school, I now find the time for school.

As we go around the room each month at our newcomer's briefing 85 to 90 percent

of the people in the room express some sort of educational goal. When it's my turn, I share my story as a message of what not to do.

If education is a goal of yours, make the time to start now. All of us will only get busier as we progress through our careers. It doesn't matter whether you're an Airman in the dorms waiting to start your bachelor's, or putting off working on a graduate degree. There's never an easy time to get back in school, but there will almost certainly be a more inconvenient one.

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**NOTICE OF AVAILABILITY: FINAL ENVIRONMENTAL IMPACT STATEMENT United States Air Force**



**The U.S. Air Force announces the availability of the Final Environmental Impact Statement for the Proposed Beddown of KC-46A Tanker Aircraft for Main Operating Base #4.**

**PROPOSED ACTION AND ALTERNATIVES CONSIDERED.** Pursuant to the National Environmental Policy Act (NEPA), the U.S. Air Force (Air Force), has prepared a Final Environmental Impact Statement (EIS) that analyzes the potential environmental consequences associated with the proposal to beddown the KC-46A Main Operating Base #4 (MOB 4) mission at one or more active duty installations in the continental United States. The MOB 4 beddown requires infrastructure, facilities, airfield operations, training activities, and personnel. The Final EIS incorporates substantive comments received during the Draft EIS public review period. In accordance with federal regulations that guide the EIS process, the Air Force will issue a Record of Decision (ROD) on whether and how to implement the Proposed Action no sooner than 30 days after release of the Final EIS. A Notice of Availability for the ROD will be published in the Federal Register and local newspapers.

The Air Force's Preferred Alternative is to beddown the MOB 4 mission with 24 KC-46A aircraft at Joint Base McGuire-Dix-Lakehurst (JB MDL), New Jersey; or Travis Air Force Base (AFB), California; or both. Fairchild AFB, Washington and Grand Forks AFB, North Dakota are reasonable alternatives for the MOB 4 beddown. Along with the No Action Alternative, all four installations and the option to beddown either 36 or 24 KC-46A aircraft for the MOB 4 mission are evaluated as alternatives in the Final EIS. Depending on the installation, the KC-46A would either add to existing non-tanker missions or would replace the current active duty tanker mission.

**OBTAIN AND REVIEW THE FINAL EIS.** In accordance with NEPA and the Air Force regulations for implementing NEPA, the Air Force is making the Final EIS available to the public. The Final EIS is available for download at [www.KC-46A-MOB4.com](http://www.KC-46A-MOB4.com) and may be viewed at the following libraries:

**Fairchild AFB Area:** Fairchild AFB Library, Spokane Public Library

**Grand Forks AFB Area:** Grand Forks AFB Library, Grand Forks Public Library

**JB MDL Area:** Burlington County Library, Pemberton Community Library, Ocean County Library- Manchester Branch

**Travis AFB Area:** Fairfield-Suisun Community Library, Suisun City Library, Mitchell Memorial Library, Vacaville Public Library

For further information on the Final EIS, contact: Ms. Jean Reynolds, AFCEC/CZN, Attn: KC46A MOB 4 EIS, 2261 Hughes Avenue, Suite 155, JBSA Lackland, TX 78236-9853

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The Departments of the Navy and Air Force are preparing an Environmental Assessment (EA) to construct a new Alert Force Complex (Complex) and demolish the existing Complex for the Navy's Fleet Air Reconnaissance Squadron Three Detachment Travis (VQ-3 Det Travis) at Travis Air Force Base. The project is necessary because the existing facilities have reached the end of their serviceable life, can no longer safely support the VQ-3 Det Travis operational requirements, and require waivers for multiple security requirements that have been established since the Complex was given to the VQ-3 Det Travis command for their use. The construction of a new Complex and demolition of the existing Complex is subject to the requirements and objectives of Executive Order 11990, Protection of Wetlands, because approximately 0.05 acre of wetlands would be impacted by the proposed project. The Navy and Air Force request advance public comment to determine if there are any concerns regarding the project's potential to impact wetlands. The construction of the proposed new Complex and demolition of the existing Complex will be analyzed in a forthcoming EA, and the public will have an opportunity to comment on the draft EA when it is released. The public comment period for this public notice is June 22, 2018 to July 23, 2018. Please submit comments or requests for more information to Ms. Wanda Green at 619-532-1035 or email - [wanda.s.green@navy.mil](mailto:wanda.s.green@navy.mil). DR# 00015915  
Published: June 22, 2018

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1) A Douglas A-26 Invader awaits visitors May 17 outside the Heritage Center at Travis Air Force Base, Calif. The aircraft was a twin-engine light bomber and attack aircraft. It flew attack missions during World War II and the Korean War, often focusing on supply routes. It was assigned to Travis from 1943 to 1945. The base is celebrating its 75th anniversary all year and people can learn about the base's history by visiting the Heritage Center.

# Aircraft celebrates Travis' ...

# HERITAGE

U.S. Air Force photos by Tech. Sgt. James Hodgman

2) A B-29 Superfortress awaits visitors May 17 outside the Heritage Center at Travis Air Force Base, Calif. 3) A Douglas C-133A Cargomaster sits on display May 17 at Travis.



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