



# Travis gets first look at KC-46A

PAGES 16-17

# Owning mission vital to AF strength



Commentary by Col. Rhett Champagne  
821ST CONTINGENCY RESPONSE GROUP

When I talk to our airmen in the 821st Contingency Response Group, I constantly emphasize that I want them to “own their mission.”

Owning your mission is an attitude. It is taking responsibility for something and placing your personal stamp on it. It is having confidence in yourself and your team’s abilities to see what needs to be done, and doing it no matter the challenges along the way. Owning your mission is active. It is not waiting around for someone to tell you what to do. It is understanding what needs to be done and doing it, then

## Commander’s Commentary

figuring out what else needs to get done and doing that.

Owning your mission is leadership at all levels, from the front-line worker through the commander. Everyone is responsible for making sure their part of the mission succeeds. When you truly own your mission, you understand where it fits into the overall mission.

That’s the ideal and the goal I want our airmen to strive to attain.

However, owning your mission doesn’t mean you will always succeed. On the contrary, you will likely fail and flail some along the way. It also doesn’t mean that you don’t need or can’t seek help. There will be barriers and roadblocks encountered that need clearing by someone else. Resources, support and mentorship are essential to success. That’s how we own our mission up the chain.

Not everyone has the desire and fortitude to lead themselves or others, or perform and be responsible to the level where they are owning their mission. That’s OK because

we have enough airmen that do. We have airmen stepping up to tackle tough, complex problems and knocking their mission out of the park. You see them around the squadron and can point out who they are. Hopefully, you are one of them because we need you to be. We need to reward those airmen who are. I think our system is designed to do that. It allows leadership to identify and reward airmen who are owning their mission by giving them increased promotion potential to higher responsibility. It’s precisely those airmen who own their mission that we need at the highest levels.

# Embracing failure part of success, how we learn

Merriam-Webster defines the word ‘failure’ as “a lack of success or a falling short.” This is certainly negative in connotation, but I bet at one time or another, each of us has tried something and failed.

Bill Gates’ first company was known as Traf-O-Data. You have likely never heard of it because it failed. Vincent Van Gogh sold only one painting while alive, just three months prior to his death. Yet, in 2015, two of his paintings sold for a combined price of \$116 million. Dr. Seuss’ first book was rejected by 27 different publishers, but later went on to sell 222 million copies. Michael Jordan was cut by his high school sophomore basketball coach, but later went on to garner



Commentary by Chief Master Sgt. Jamie Vanoss  
821ST CONTINGENCY RESPONSE GROUP

five Most Valuable Player awards and six NBA titles. Jamie Vanoss tried for three years to complete a 360-degree kickflip off a ledge. He finally succeeded and went on to become a chief master sergeant. While mastering a skateboard trick did not make me a chief, learning how to overcome failure certainly helped me become one.

So how do we move forward? It starts with the realization that at one point or another, we will all fail. For some, this failure is overcome with a small tweak. For others, this failure requires immense courage and determination to get back up and try again. Regardless of severity, leaders should encourage outside-the-box thinking while

## Chief’s Commentary

recognizing that in some cases, it might lead to failure. It is this type of thinking that inspires innovation and negates stagnation.

Imagine for a moment if Brig. Gen. William ‘Billy’ Mitchell gave up after his first attempt at proving the worth of an Air Force. Or if Sgt. Ulysses ‘Sam’ Nero, fearing failure, did not attempt to validate aerial bombing as a technique to sink battleships. If leaders did not invite their possible failures, the Air Force might be a very different place.

So why are we so scared of failure? For many, it amounts to pride. After all, no one wants to be judged a “failure.” Imagine though if those who failed simply packed it up and went home. The

world, and the Air Force, would likely be a very different place. Instead, those who ignored the possible stigma of failure decided to look adversity in the eye and overcome it.

You see, failure is just a way of making you try something a different way. So go ahead and try, but never accept a failure as the end. Instead, adjust course appropriately and try again. Only then will you truly understand and appreciate that the essence of failing is really just about learning.

Leaders, recognize that failure is a necessary step in the learning process. Encourage those you lead to try new things, take new risks and recognize, in doing so, they might fail. You might just inspire the next Mitchell or Nero. And oh, by the way, you might just make what others deemed impossible, possible.

# Loadmaster realizes dream of world travel

Senior Airman Sam Salopek  
349TH AIR MOBILITY WING PUBLIC AFFAIRS

The cargo pallet glides smoothly down the flight deck into place.

An airman moves through the compartment confidently, inspecting each pallet as she circles. Before the aircraft jets off to foreign lands, she verifies proper weight distribution, cargo placement and that the pallets are secured. During flight, she ensures the comfort of passengers and safety of the crew.

For Senior Airman Cassandra Hickman, 22nd Airlift Squadron C-5M Super Galaxy loadmaster, the Air Force was the pivotal piece for her achieving her dream of global travel.

“Man, loading planes, that sounded kind of boring, but I found out it is actually really cool,” said Hickman. “Not everybody gets the opportunity to go to the places we go.”

She has flown on missions to Japan, Republic of Korea, Hawaii, Guam, Australia, Spain, England, Germany and almost everywhere the Air Force goes in the Middle East, said Hickman.

As Hickman neared the end of her high school experience, she examined her opportunities. Being a part of a family where there were four generations of service members, she was interested in the exciting prospect of the Air Force.

“I wanted to serve my country,” said Hickman. “All the males in my family have been in the service. I was the first woman from my family to be in the military and my sister shortly followed.”

Working as a loadmaster opened a door of possibilities, but it was not an easy road.

Being a loadmaster is a manual job, said Hickman. On each mission, it is either pushing pallets or winching up vehicles.



Senior Airman Cassandra Hickman, 22nd Airlift Squadron C-5M Super Galaxy loadmaster, stands March 20 in front of a C-5 at Travis Air Force Base, Calif. Hickman was the first woman in her family to join the military.

It takes time to get the experience needed to be confident when there is not an instructor watching all the time, said Hickman.

“It took me a while to gain my confidence because you fly with other loadmasters that have been doing it for years,” said Hickman. “They can look at a piece of cargo and say ‘that’s messed up, we can’t take it,’ where I had to

really look for it.”

Hickman did not stop at simply accomplishing a basic level of confidence in her training and tasks- she excelled.

“She completed a demanding training pipeline that comprise basic aircrew fundamentals, basic loadmaster course, C-5 loadmaster initial qualification course, water survival, and survival, evasion, resistance and escape

training,” said Master Sgt. John Glisson, 22nd AS command support staff flight chief. “All courses have a minimum passing score of 85 percent. Senior Airman Hickman graduated with a 97 percent average.”

Her level of commitment to achieving excellence did not stop in training, but was attached to her modest

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## Tailwind

Travis AFB, Calif.  
60th Air Mobility Wing

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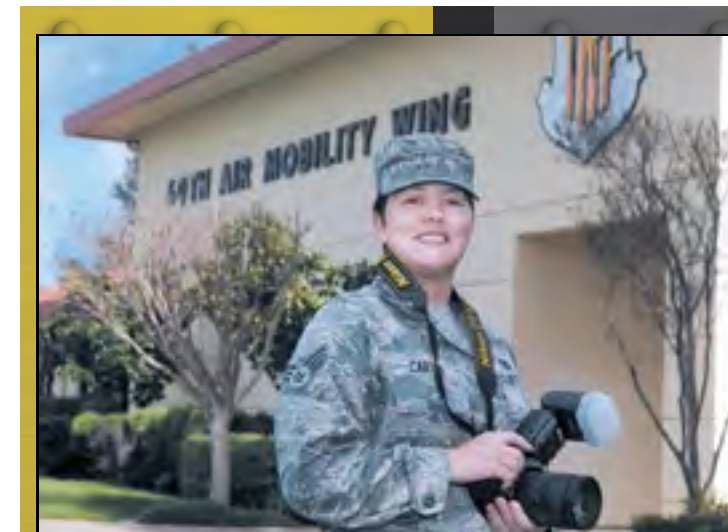
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## On the cover

Steve Bentley, second from the right, a Boeing quality assurance lead, shows 60th Air Mobility Wing Airmen the KC-46 Pegasus March 8 at Travis Air Force Base, Calif. Travis was selected in January as a preferred location for the Air Force’s newest refueling aircraft.

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



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

# WARRIOR OF THE WEEK

<b>Name:</b> Senior Airman Amber Carter.	<b>Time in service:</b> Three years.	while continuing to develop my public affairs capabilities and skills.
<b>Unit:</b> 60th Air Mobility Wing Public Affairs.	<b>Family:</b> Spouse, Brenda.	<b>What are your hobbies?</b> Hiking, traveling, coaching basketball.
<b>Duty title:</b> Photo journalist.	<b>What are your goals?</b> Obtain a master’s degree in education as well as become more experienced in photography	<b>What is your greatest achievement?</b> Marrying my beautiful wife.
<b>Hometown:</b> Blytheville, Arkansas.		



U.S. Air Force Photo/Susan Lawson

**Samuel "Jason" Schmitz, preventive maintenance program manager at the Air Force Civil Engineer Center, briefs the 60th Civil Engineer Squadron's Operations Flight at Travis Air Force Base, Calif., on the strategic aspects of the preventive maintenance program. This program benefits the Air Force by reducing costs on maintaining the infrastructure at installations.**

# Manager talks preventive maintenance

**Susan H. Lawson**  
60TH AIR MOBILITY WING

The Air Force Civil Engineer Center Operations Directorate's new preventive maintenance program manager hit the road recently to introduce himself to the field.

Samuel "Jason" Schmitz recently visited Travis Air Force Base, California, to collaborate with base civil engineers on preventive maintenance best practices and discuss the TRIRIGA software program implementation. TRIRIGA is NexGen IT software which modernizes the civil engineering career field's approach to managing CE processes.

"I am impressed and thankful Mr. Schmitz is here and that he cares what we are doing," said Steve Miller, sub-amp manager for heating, ventilation and air conditioning and interior plumbing with Travis' 60th Civil Engineer Squadron.

"I appreciate that he took the time to sit down and find out how we are implementing NexGen IT; what specifically we are doing, how we are interpreting playbook requirements, and what we are doing to bring NexGen IT to life; and that he is here sharing means and methods that he has discovered at other bases," Miller said.

During Schmitz's visit, he met with team members from the operations

engineering element to learn about their successes and challenges when implementing a preventive maintenance program. He also met with technical experts representing each craft within the operations flight to work through the business processes of developing, managing and maturing a sustainable preventive maintenance program.

"I have known Jason just shy of 20 years," said Senior Master Sgt. Nathan McNeely, superintendent of infrastructure systems at the 60th CES.

"I know what he has done to develop our force; working directly with Airmen or leading the charge on programs and policies

that impact them," McNeely said.

Like all other bases that have 'gone live' with TRIRIGA, the 60th CES has pushed through a series of hurdles and learning curves, McNeely said, with many more to go.

"This week we have tapped into his enterprise-level perspective to advance Travis Air Force Base's position in the CE evolution. We have also reciprocated this effort by highlighting field-level issues for his team to compile and work solutions that may benefit the entire CE community," he said adding, "A change of this magnitude will not be without hardships, but our team

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# Travis grabs enviro award

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

The environmental restoration program staff at Travis Air Force Base, California, knew from all the accolades received in the past decade that they have an outstanding base cleanup program. Now the Air Force knows it, too.

The staff learned last week it won the 2016 Gen. Thomas D. White Environmental Restoration Award for Installations, meaning it has "the top program in the Air Force," said Lonnie Duke, Air Force Civil Engineer Center Installation Support Team restoration program manager at Travis.

The award recognizes installations and individuals for environmental quality, restoration, pollution prevention, recycling and conservation of natural and cultural resources. It is named in honor of the general who served as the fourth Air Force chief of staff from 1957 to 1961. White, who died at age 64 in 1965, helped to establish Air Force environmental programs.

"We are very excited as this award demonstrates that how we have managed our program over the last decade and is how a restoration program should be managed," said Duke. "I believe our use of sustainable remediation practices, a biological approach to cleaning up sites and the reduction of energy use all factored in to make our program stand tall above the others."

Since 2008, the ERP team has worked with the environmental contractor, CH2M Hill and the U.S. Army Corps

**See AWARD Page 21**



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

**Staff Sgt. Edel Melendez Fred, 60th Maintenance Squadron precision measurement equipment laboratory technician, verifies configuration for transponder testing March 13 at Travis Air Force Base, Calif. The PMEL shop ensures test equipment meets required standards.**

# PMEL keeps tools prepared

**Senior Airman Sam Salopek**  
349TH AIR MOBILITY WING PUBLIC AFFAIRS

Nestled behind the large hangars on the flightline at Travis Air Force Base, California, sits a small shop that is home to a quiet maintenance laboratory.

Upon entering the facility, a sign requests individuals clean their boots prior to moving forward. The pristine environment draws strong contrast to the image of a stereotypical maintenance shop.

Moving through the workstations, the technology compares more to a 1980s science-fiction movie than a present-day maintenance lab.

The 60th Aircraft Maintenance Squadron's Precision Measurement Equipment Laboratory is tasked with calibrating an array of tools used to accomplish the mission at Travis, as well as other government agencies.

"We make sure that the test equipment we use is accurate," said Master Sgt. Christopher Knowlton, 60th MXS PMEL section non-commissioned officer in charge. "Anything from the physician scales and the ones we use for physical fitness tests, all the way to tactical air navigation equipment used on the aircraft, we make sure it's precise and accurate."

PMEL services 255 work

centers, including the Air National Guard at Reno, Nevada, Coast Guard Air Station Sacramento and Beale AFB, California, said Master Sgt. Don Svabek, 60th MXS test measurement diagnostic equipment assistant flight chief.

The shop is hushed as airmen work diligently to calibrate equipment such as aircraft transponders and cable tensionometers within decimals of the prescribed standards.

It is crucial to the mission that the standards are verified and attained in the PMEL shop, so when the equipment is used on aircraft or in medical facilities technicians can be certain

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# Reutilization program saves Air Force millions

**Master Sgt. Andrew J. Moseley**  
177TH FIGHTER WING PUBLIC AFFAIRS

ATLANTIC CITY AIR NATIONAL GUARD BASE, N.J. — A master sergeant with the 177th Fighter Wing's Detachment 1, Warren Grove Bombing Range in Burlington County, New Jersey, has found a way to acquire pieces of demilitarized military equipment to create more realistic training environments.

Master Sgt. Bryan O'Neill, a range section chief at the 177th FW, used the Defense Logistic Agency's Reutilization Transfer Donation database of equipment to find materials.

Those items were used for training on the unit's F-16 Fighting Falcon pilots and joint terminal attack controllers, as well as Army, Navy and Marine Corps service members who train at the range.

"Annually, at the range, we have an explosive ordnance disposal cleanup week and we will assess what the current targets look like because after these things are hit and strafed by A-10s (Thunderbolt II) with 30 mm rounds and 20

mm rounds from F-16s, over a period of time, they don't look like tanks anymore," O'Neill said. "Once we determine the need to replace these things, I go to the RTD database to find equipment that has been turned in; everything from tanks to vehicles to CONEX boxes ... just anything that can help us build a village or show that we've got heavy armored vehicles in a certain area."

"This just creates a more realistic target, rather than trying to build one out of wood, which wouldn't stand up very long to the BDU 33 or BDU 50 practice bombs hitting it at least once or twice."

According to the DLA's public website, DLA Disposition Services disposes of excess property received from the military to the tune of more than \$2.2 billion worth of property reused each year for the past four years. Every dollar's worth of property reutilized equals a tax dollar saved.

"We're not looking for something that's in really good shape so a lot of times

**See SAVES Page 25**

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# McConnell fights fires

**Airman 1st Class Erin McClellan**

22ND AIR REFUELING WING PUBLIC AFFAIRS

MCCONNELL AIR FORCE BASE, Kan. — Eighteen firefighters from McConnell Air Force Base's 22nd Civil Engineer Squadron fire department responded to an off-base wildfire March 7-8 in Reno County, Kansas.

The responding groups, which consisted of both military and civilians, were part of more than 2,000 firefighters from 216 organizations that aided in

the emergency, said Doug Hanen, the Hutchinson Fire Department interim fire chief.

The call for assistance was received the night of March 6, and the first group of nine firefighters responded March 7, after obtaining approval from base leadership. The Airmen worked a 12-hour shift before rotating out with nine new Airmen.

McConnell firefighters traveled 59 miles to the scene of the fire and teamed up with departments that were already there to battle the fire.

# Sergeant battles back after TBI

**Tech. Sgt. James Hodgman**

60TH AIR MOBILITY WING PUBLIC AFFAIRS

The work day is over and a master sergeant climbs on his Aprilia Shiver motorcycle and takes off. He's looking forward to the one-hour ride home. A smile covers his face as he thinks about seeing his wife of 12 years and two children.

However, he will soon not have much to smile about. At speeds nearing 60 mph approximately 38 miles from home, he will crash on Interstate 80 near exit 66 in Dixon, California. The crash will knock him unconscious, break the clavicle and scapula in his left shoulder and every rib on the left side of his body.

The date was October 2, 2015 and Master Sgt. James Stalnaker, then the flight chief of enlisted accessions for the 364th Recruiting Squadron in Vallejo, California, was riding his motorcycle home like he's done many times before.

"I was riding in the middle lane because I-80 is always congested in that area and the middle lane leaves me with options in case something happens," said Stalnaker.

One of the cars traveling in the left lane braked suddenly and started to merge into the middle lane.

"There were cars in the left and right lanes so I couldn't go left or right," said Stalnaker.

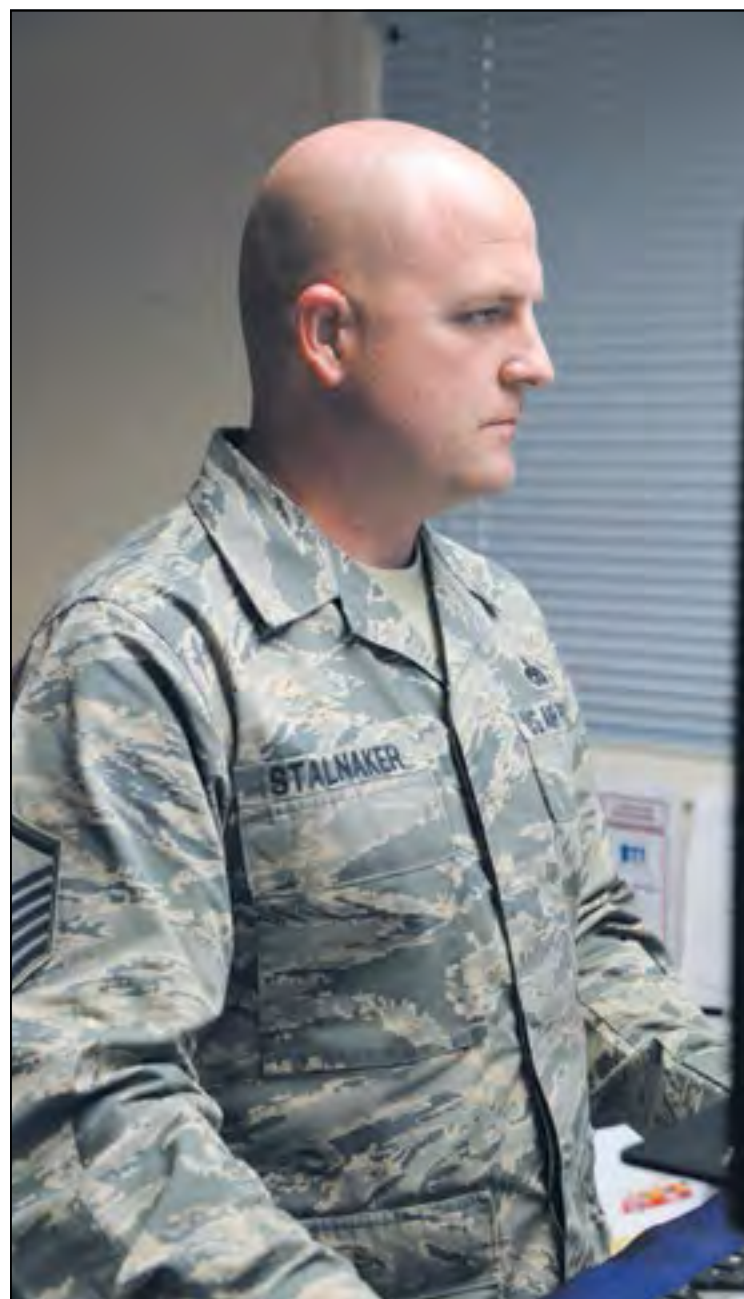
He scanned the area trying to find a way to avoid colliding with the car. He soon realized there was no escape and braced himself for impact.

"I didn't want to hit his car at 60 mph so I hit the brakes as hard as I could without causing the bike to lose control," said Stalnaker. "My bike hit the rear passenger corner of his car."

Stalnaker fell with his motorcycle on his left side and slid for an unknown amount of time and distance down the interstate losing consciousness along the way. The car traveling behind Stalnaker before the crash stopped less than 10 feet from hitting him.

When he awoke, the man who slammed into his bike was standing over him.

"He probably thought he



Master Sgt. James Stalnaker, 60th Maintenance Squadron, stands at a work station.

killed me," said Stalnaker. "He said he was sorry that he didn't see me and he was as white as a ghost. I felt sorry for him because I've never seen someone so white in my life."

After Stalnaker regained consciousness, he moved his bike to the side of the highway. He soon learned the driver of the car that hit him was a doctor who began assessing his injuries.

"I couldn't have asked to be hit by a better person," Stalnaker said with a smile.

The crash resulted in numerous injuries, including a

concussion and an injured spleen. Stalnaker was rushed to a hospital in Vacaville, California, where he spent the next day undergoing evaluations and treatments.

At the time, doctors failed to find the broken ribs that were causing Stalnaker an overwhelming amount of pain. An MRI was not conducted so doctors also failed to diagnose him with a concussion.

About two weeks after the accident, Stalnaker said he felt like he was in much more pain than he should be. He went to

See TBI Page 23

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60TH AIR MOBILITY WING PUBLIC AFFAIRS

Would you take dietary supplements to run faster, build larger muscles and trim your waistline? Would the cost be worth that price?

Two Army soldiers formerly assigned in Europe learned the price they paid was not worth it. Both have been hospitalized with liver failure after using a German-made supplement purchased online, said Lt. Col. Heidi Clark, 60th Diagnostics and Therapeutics Squadron at Travis Air Force Base, California.

The product was advertised as a "natural hormone-enhancing muscle builder," but it contained controlled substances regulated by the Drug Enforcement Administration.

"Some people think that as

long as a supplement doesn't contain steroids, it's OK to take. What they don't realize is that many supplements contain substances that become steroids in the body. Some contain undeclared steroids. That's what happened in this particular situation," said Clark, a registered dietitian and the Nutritional Medicine Flight commander at David Grant USAF Medical Center.

According to Clark, some manufacturers add chemotherapy drugs or other "hidden drugs" to their products, which could show up "positive" in a urinalysis test. Supplements also can have strong effects in the body, she said.

"Some can increase the risk of bleeding. There is also the potential for adverse reactions when supplements are

combined with prescription drugs," said Clark.

About 60 to 70 percent of active duty members and 44 to 53 percent of Department of Defense civilians use at least one dietary supplement per week, according to a 2015 study on self-reported side effects in the armed forces population. About 22 percent of military members reported taking three or more supplements per week while 20 percent of civilians reported taking five or more per week.

The study, published by the National Center for Biotechnology and the National Institute of Health, found that people who used one to two supplements per week were 1.5 times more likely to report abnormal heartbeats. It also found

See SUPPLEMENT Page 24

**A 2015 research study found that 60 to 70 percent of active-duty members and 44 to 53 percent of Department of Defense civilians use at least one dietary supplement per week. The study also found that people who used one to two supplements per week were 1.5 times more likely to report abnormal heart beats. People using three to four supplements were three times more likely to report abnormal heart beats.**

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# Overcoming shadow of death: Airman fights depression

**Airman 1st Class Joshua Magbanua**  
86TH AIRLIFT WING PUBLIC AFFAIRS

RAMSTEIN AIR BASE, Germany — Staff Sgt. Srun Sookmeewiriya may seem like a happy and carefree Airman at first glance.

The 313th Expeditionary Operations Support Squadron NCO in charge of reports regularly puts forth an earnest effort to keep his unit alive and running, so his dark past and struggle with depression and suicide come as a surprise to many.

“He’s like the morale person, that’s what everybody else refers him to,” said Master Sgt. Melissa Vela, the 313th EOSS NCO in charge of console operations. “He’s so full of energy. He’s so infectious, he makes everybody laugh.”

Unknown to many of his wingmen, Sook’s — as many refer to him — current persona is only possible because he recovered from serious trauma he experienced as a young man. When Sook still lived in

his native Thailand, both his parents committed suicide. He witnessed his mother’s suicide, and found his father after he’d taken his own life, and attempted to kill Sook’s younger brother, Thana.

“I saw him lying there in bed,” Sook recounted about his father. “I wasn’t sure what happened. I tried to wake him up to see if he was still alive. I thought I was alone, and I didn’t know who I would go to now. My head was just spinning at that point, it was a shock.”

Thana survived the gunshot but was never the same, physically or mentally.

With his mother and father gone, Thana was the only family he had left. He went to a boarding school, where depression haunted him and other children bullied him for not having parents. This led to a suicide attempt by ingesting a large amount of over-the-counter medication. He was in a coma for two days.

Sook finished boarding school and eventually immigrated to the U.S., where Thana



U.S. Air Force photo  
**Staff Sgt. Srun Sookmeewiriya, 313th Expeditionary Operations Support Squadron NCO in charge of reports, holds up a picture of he and his younger brother, Thana, Feb. 16 at Ramstein Air Base, Germany.**

would join him soon afterward. Sook spent his early time in the U.S. with relatives from his father’s first marriage. He would bounce from family to family because of his troubled personality. He also felt as if he was just an outsider because of his status as a “half-relative.”

“I felt like I didn’t belong, because I wasn’t a part of their

family,” Sook said. “I didn’t feel any emotion when I hugged them.”

The feeling of being an outsider overwhelmed Sook and he tried to kill himself again.

“I didn’t want to deal with the state I was in: not feeling welcome and not feeling like I was part of the family,” he said.

“At that time as a kid, I thought

that the best way was to just end it all and leave.”

Sook tried to hide his attempted suicide, but his relatives eventually found out and sent him to a doctor to get help. His half-sister, Kim, was especially appalled, and confronted him about what he done. She asked, “What about your brother?”

“When she mentioned my brother, I totally thought, ‘Oh my gosh, I’m leaving him behind,’” Sook recalled. That’s when he decided to turn around and confront his issues, not run from them. Sook described his brother as his inspiration in his fight against depression.

“He was the only family I had up to that point. It was me and him. He has been through a lot tougher things than I had. Because of the gunshot wound, he was scarred for life. He didn’t grow up normally, but he never gave up. That’s one reason why I should not and will not give up on him, because he didn’t either.”

See **DEPRESSION** Page 19

# A-29s arrive in Kabul

**Capt. Jason Smith**  
438TH AIR EXPEDITIONARY WING  
PUBLIC AFFAIRS

KABUL, Afghanistan — Four A-29 Super Tucano light-attack aircraft arrived for duty March 20 at Kabul Air Wing, Kabul, Afghanistan.

They will be used by the Afghan Air Force for close-air attack, air interdiction, escort and armed reconnaissance.

The latest arrivals, which traveled from Moody Air Force Base, Georgia, bring the AAF A-29 inventory from eight to 12 aircraft in country.

There are still seven A-29s assigned to Moody AFB, where they are used for training pilots.

“The four additional aircraft will allow us to increase the number of missions we are able to support nationwide,” said an AAF A-29 pilot who can’t be identified for security reasons. “More targets can be attacked—more ground troops can be supported.”

The AAF A-29 pilot said sometimes a nation needs its

military to pressure the enemy in order to develop peace and stability.

“The AAF plays a major role in this,” he said. “We are helping the peace process. When an A-29 is overhead, it gives motivation to the ground troops, and the enemy realizes they can be struck anywhere and will feel the pressure to come to the peace table. This is how we will bring peace and stability to Afghanistan.”

Brig. Gen. David Hicks, Train, Advise, Assist Command-Air and 438th Air Expeditionary Wing commander, said the A-29s were a “game changer” in the 2016 fighting season, and he has high expectations for the aircraft and crews in 2017.

“The AAF pilots are continually gaining proficiency in the A-29,” Hicks said. “They are capable of providing air attack anywhere in the country. In the past, the Afghan National Army relied on the coalition for air support. Now, it’s their own countrymen overhead flying the missions.”

# Simulators trim training costs

**Senior Airman Dustin Mullen**  
325TH FIGHTER WING PUBLIC AFFAIRS

TYNDALL AIR FORCE BASE, Fla. — Projecting unrivaled combat airpower is expensive, which is why one Tyndall Air Force Base unit invested in smarter operations for lower training costs. This unit can launch a jet, fly an unlimited amount of hours and fight thousands of enemies all from a single room.

This can all be done through four F-15C Eagle training simulators that provide flexible, cost-effective operations through the 337th Air Control Squadron.

“The F-15C simulators, officially called Full Mission



Courtesy photo  
**The F-15C Eagle training simulators at Tyndall Air Force Base, Fla., recently underwent upgrades to their visual systems.**

Trainers, belong to the Air Education and Training Command, and primarily support Undergraduate Air Battle Management training conducted by the 337th (ACS),” said Martin Schans, the 337th ACS civilian supervisor.

Along with the 337th ACS, the simulators also provide training for the 95th and 43rd Fighter Squadrons, the 53rd Weapons Evaluation Group and various units from around the world, including foreign national partners.

Another benefit of the simulators is the drastic price cut when compared to a real F-15C flight, less than 1 percent of the normal cost.

“There are numerous ways to determine cost per flying hour, but the widely accepted methods put the cost for the Eagle at \$17,000 per flying hour,” Schans said. “The simulators cost \$1.2 million to operate each year. In 2016, that made the cost \$230 per hour.”

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# F-35 symposium wraps in Hawaii

Staff Sgt. Kamaile Chan  
PACIFIC AIR FORCES PUBLIC AFFAIRS

JOINT BASE PEARL HARBOR-HICKAM, Hawaii — Military senior officers from nations throughout the Indo-Asia-Pacific region gathered March 14-15 during the first Pacific Air Forces-hosted F-35A/B Lightning II Symposium, to discuss the future of F-35 operations in the Pacific.

As the Pacific's 5th Generation Center of Excellence,

PACAF will shape all aspects of employment and integration for fifth-generation aircraft in the region, enhancing bilateral relations between Pacific allies.

Subject matter experts from Japan, Australia and South Korea as well as the U.S. Navy, Marine Corps and Air Force participated in open discussions, briefings and expert panels focused on setting the stage for future F-35 operations in the Pacific.



U.S. Air Force photo/Staff Sgt. Alexandre Montes

Chief Master Sgt. Jake Higginbotham, 70th Intelligence, Surveillance and Reconnaissance Wing command chief, holds the arm band that retired Master Sgt. Francis M. Bania wore while imprisoned after the Bataan Death March.

## Airman carries Bataan Death March veteran's legacy ahead

Staff Sgt. Alexandre Montes  
70TH INTELLIGENCE, SURVEILLANCE AND  
RECONNAISSANCE WING PUBLIC AFFAIRS

FORT GEORGE G. MEADE, Md. — The year is 1942, and Pfc. Francis Michael Bania of the 10th Signal Service Detachment, and 75,000 other U.S. and Filipino servicemen, marched for several days, about 65 miles, to prison camps in the Philippines. During his grueling journey, Bania had no idea that many years later an Airman would create a bond with his legacy, honoring him in the 75th Annual Bataan Memorial Death March at White Sands Missile Range, New Mexico.

### It takes only a moment

Master Sgt. Jake Higginbotham, the 70th Intelligence, Surveillance and Reconnaissance Wing command chief, first learned about Bania on Facebook. In a group dedicated to those participating in the Bataan Memorial Death March, Higginbotham came across a post by one of Bania's daughters, and he reached out to Kay Bania-Wells to express his gratitude for her father, and the

family's sacrifices.

Kay and her sister, Beth Bania, replied with excitement, because someone acknowledged their post and showed respect for the Bataan veterans.

"Just out of the blue, he saw my post," Kay said. "He was willing to send me a few souvenirs from the march and we started talking more and more. It just got to the point that my sister and I felt it was important for us to send some of my dad's memorabilia from being a POW (prisoner of war) to Jake [Higginbotham] to carry with him at the march."

Within a week of their conversations, Higginbotham walked to his mailbox one morning and pulled out a small box. Inside was something he will remember for the rest of his life, he said.

"When I received the package from the Bania family, I knew what was inside was special," Higginbotham said. "With my adrenaline surging, I carefully opened the package and saw the black ring box that contained two medals. One was his Asiatic-Pacific Campaign

Medal 1941-45 and the other was his American Defenders of Bataan and Corregidor Medal. The last item in the package literally took my breath away. It was the sole item he was allowed to leave captivity with ... it was his POW identification armband issued by his Japanese captors."

The message was subtle but powerful which inspired Higginbotham to share Bania's story with his Airmen. On March 19, 2017, Higginbotham and 19 Airmen from the 70th ISRW will honor Francis and his family at the Bataan Memorial Death March. With them, a piece of Pfc. Francis Bania: the two medals and armband.

"I was overwhelmed with sadness, pride, patriotism and faith in the human spirit. I still can't believe they sent me those precious items," Higginbotham said Higginbotham. "They are priceless and until returned, I will protect them as if they were my father's."

To understand the impact his story has created among these Airmen, a person must know the journey Bania took,

See LEGACY Page 19

# Goldfein: Future of war networked, multidomain

Tech. Sgt. Robert Barnett  
SECRETARY OF THE AIR FORCE PUBLIC AFFAIRS

WASHINGTON — Air Force Chief of Staff Gen. David L. Goldfein discussed the Air Force's role in a networked and multidomain environment during the Future of War Conference 2017 on March 21 in Washington, D.C.

Goldfein emphasized the role of fusion warfare in the future of the force.

"The key ... is network," he explained. "How do we network military capability so that we can ... create this common operational picture for a decision maker, so we can achieve a decision speed that our adversaries can never match?"

A robust network will give the Air Force the ability to sense the globe through the six domains of air, land, sea, space, cyberspace and undersea, and merge that data into operational information for commanders.

As warfare evolves, air superiority will continue to be paramount to the success of the U.S. military. Goldfein defined air superiority as freedom from attack, to attack, and to maneuver. However, "Air superiority is not an American birthright," he said.

"We take that very seriously. When

a Soldier, Sailor, Airman or Marine is on the ground and they hear a jet noise, I don't want them looking up - ever," he said. "I want them to always know it's me, so they can keep their eye on the enemy and do what they have to do."

Air superiority begins with global reach and global power, Goldfein explained. Roughly every two minutes, aircraft are taking off somewhere on the planet, delivering personnel or supplies where needed.

Future requirements mean the Air Force has to grow, and needs talented people.

"We're always thinking about our shortfalls, how we move forward to ensure we have the size force we need to be able to dominate those domains, especially in the global security environment ... we're all in competition for talent," Goldfein said.

While Goldfein said the Air Force is mission ready today, he also noted future challenges include networking and building the capacity for simultaneous operations.

"Do I have the force that's required to sustain the current fight, at its current operational tempo for the next 10 years, if that's all I was doing? My answer is



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

Air Force Chief of Staff Gen. David L. Goldfein, left, discusses the future of warfare with Kevin Baron, from Defense One media outlet, at the Future of War conference March 21 in Washington, D.C.

— absolutely, yes," he said.

However, Goldfein also said the service must move beyond discussions of platforms and hardware and begin to focus on the networks they operate in. If

the Air Force can do that, it will produce effects no enemy on the planet can counter.

"That, to me, is the center of mass for the future," he said.

## AF invites industry for experiment

88th Air Base Wing  
Public Affairs

WRIGHT-PATTERSON AIR FORCE BASE, Ohio — The Air Force released an industry invitation to participate today to evaluate the military utility of light attack platforms in future force structure.

The invitation is part of a broader Air Force effort to explore cost-effective attack platform options. The live-fly experiment is an element of the Light Attack Capabilities Experimentation Campaign run by the Air Force Strategic Development Planning and Experimentation Office at Wright-Patterson Air Force Base, and is currently scheduled for summer at Holloman Air Force Base, New Mexico.

"This is an evolution of the close air support experimentation effort which we have now broadened to include a variety of counter-land missions typical of extended operations since Desert Storm," said Lt.

Gen. Arnie Bunch, the Office of the Assistant Secretary of the Air Force for Acquisition's military deputy.

Industry members are invited to participate with aircraft that may meet an Air Force need for a low-cost capability that is supportable and sustainable. This spring the Air Force will analyze data received from vendors seeking to participate in the experimentation campaign and will then invite selected offerors to participate in a live-fly capabilities assessment this summer.

The Air Force will host the live-fly experiment to assess the capabilities of these off-the-shelf attack aircraft. Industry participants will participate with suitable aircraft, which will be flown by Air Force personnel in scenarios designed to highlight aspects of various combat missions, such as close air support, armed reconnaissance, combat search and rescue, and strike control and reconnaissance.

The live-fly experiment also includes the employment of weapons commonly used by other fighter/attack aircraft to demonstrate the capabilities of light attack aircraft for traditional counter-land missions.

"After 25 years of continuous combat operations, our Air Force is in more demand than ever," said Lt. Gen. Jerry Harris, the deputy chief of staff for strategic plans and requirements. "Since we don't expect deployment requirements to decrease, we have to look for innovative and affordable ways to meet capability demands in permissive environments while building and maintaining readiness to meet emerging threats in more contested environments."

The live-fly experimentation will include a number of mission events including medium altitude basic day and night surface attack, precision munition surface attack, armed reconnaissance and close air support.

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# Behind mother's love: Enlisting for child's chance

**Senior Airman Mercedes Taylor**  
19TH AIRLIFT WING PUBLIC AFFAIRS

LITTLE ROCK AIR FORCE BASE, Ark. — Hundreds of Airmen erupt into cheers and applause in a hangar after a name is announced. Among the crowd, a young Airman screams in disbelief. With tears of joy streaming down her face, she makes her way onto the stage to shake the commander's hand.

She looks to her family after receiving her award and is reminded of where they were seven years ago.

Before the accolades and recognition for her career, a son came into her world. On July 29, 2010, Barrett was born and with him, brought unpredictable challenges.

Katie and Daniel Cogbill noticed delays in Barrett's verbal and motor skills shortly before his first birthday.

"He was able to do certain things like wave hello," Katie said. "One day, he just stopped doing it, like he never learned it in the first place."

Barrett needed more than what his parents could research on their own. The Cogbills placed their son on a yearlong waiting list to be seen at the Texas Children's Hospital Autism Center.

There, Barrett finally received a diagnosis: Autism spectrum disorder. ASD is a neurodevelopmental disorder that impairs a child's ability to communicate and interact with others, according to the Mayo Clinic. It affects one in 68 children and each child's case is unique.

Just under 2 years old, Barrett was considered delayed in verbal communication.

"We have to always keep an eye on him," Katie said. "Like other children with autism, Barrett has an attraction to water. In the area we were staying, there was a lot of swampland and bayous."

Although Orange, Texas, may have a lot of swampland, the town didn't have resources for children with ASD, which resulted in Barrett not receiving enough therapy.

While fighting financial



U.S. Air Force photo illustration/Senior Airman Mercedes Taylor  
**Senior Airman Katie Cogbill, 19th Medical Operations Squadron medical technician, poses for a photo in January at Little Rock Air Force Base, Ark.**

stressors and lack of resources, Katie's strength and hope never wavered.

"I was working two, sometimes three, jobs at a time and taking care of Barrett," Katie said. "Sometimes, I would go to bed crying about how it would never get better."

Knowing sleepless nights on friend's couches wouldn't get her

family anywhere, she knew the choice she needed to make.

With the full support of her husband and son, Katie enlisted in the Air Force in 2014.

Today, Katie is known as Senior Airman Katie Cogbill, a 19th Medical Operations Squadron medical technician at Little Rock Air Force Base.

"From the time he got his diagnosis, I wanted to go into the medical field," Cogbill said. "I wanted to find out more about neurological disorders like ASD so I could become more connected."

After joining the Air Force, she didn't only leave behind a small town. She left behind the worry of choosing between groceries or electricity. In addition to financial stability, Cogbill received therapy benefits for Barrett and was shown how the Air Force fulfills its promise to take care of its people.

With the resources now available, Barrett receives occupational speech and physical therapy, and applied behavior analysis several hours a week.

"Barrett now attends school in Cabot and showed improvement after being there for one month," Cogbill said. "He's doing so much better than he was a year ago. He's gone from having trouble sitting still in a chair to sitting with his entire class for lunch."

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# Boeing, Travis partner for KC-46A testing

1) A Boeing KC-46A Pegasus arrives March 7 at Travis Air Force Base, Calif., while a C-17 Globemaster III takes off.

2) Steve Bentley, second from the left, a Boeing quality assurance lead, shows 60th Air Mobility Wing Airmen the KC-46 on March 8 at Travis Air Force Base, Calif. Travis was selected in January as a preferred location for the Air Force's newest refueling aircraft. 3) A KC-46A arrives March 7 at Travis. This was the first time the aircraft has flown at an Air Mobility Command base and is scheduled to complete ground and flight testing during its time at Travis. 4) A KC-46 sits on the runway March 8 at Travis.



U.S. Air Force photo/Louis Briscese



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



U.S. Air Force photo/Louis Briscese



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

## Capt. Lyndsey Horn

60TH AIR MOBILITY WING PUBLIC AFFAIRS

A Boeing KC-46A Pegasus team conducted testing from March 7-10 at Travis Air Force Base, California.

This testing was a combined effort between Boeing Test & Evaluation and the 418th Flight Test Squadron, Detachment 1, both of which are collocated at the Boeing Facility in Seattle, Washington.

"The KC-46A is at Travis AFB to conduct military and Federal Aviation Administration certification testing," said Capt. Dylan Neidorff, 418th FLTS KC-46 test operations engineer. The team of 48 Boeing and four Air Force personnel accomplished both ground and flight testing during the four-day trip.

"We decided to come to Travis since the base is right in the temperature band required for the testing," said Neidorff. Historical temperatures in Northern California average between 50-70 degrees Fahrenheit.

Aside from the ideal temperatures, other factors made Travis the best choice.

"Because of this type of testing, we needed to offload all of our fuel. Travis has underground tanks, which makes it infinitely easier," said Paul Briedé, test director for Boeing Test & Evaluation. "At another base we would've needed at least four other fuel trucks."

"We also saw Travis AFB as a target of opportunity since they are to be one of the next KC-46 bases for AMC," said Neidorff.

In January, Air Force officials announced Travis, as well as Joint Base McGuire-Dix-Lakehurst, New Jersey as preferred locations for the next active duty-led bases for the service's most modern aerial-refueling aircraft.

Since a KC-46 had never

landed at Travis, the 60th Operations Support Squadron first needed to figure out how it could support.

"We did the proper research," said Maj. Matthew Bartomeo, 60th OSS assistant director of operations. "Travis can absorb requests like this because we are built to do it."

The airfield on base runs 24/7 operations, 365 days a year. It has one of the busiest aerial port squadrons in the Air Force and regularly supports transient aircraft.

Bartomeo and Maj. Brad Echols, also an ADO with the 60th OSS, worked with the 418th FLTS, Det. 1 to ensure the KC-46 would have fuel availability, a parking space and required maintenance supplies.

"The 60th OSS has been our one-stop-shop for contacts around the base as well as the center of the planning effort to bring the tanker to Travis," said Neidorff. Airfield Management and Air Traffic Control professionals along with members of the 60th Maintenance Group supported with supplies the tanker team needed while on base. The 60th Logistics Readiness Squadron also helped to ensure the KC-46 had the current fuels, Neidorff added.

"We embodied that 'there are no bounds' here at Travis," said Bartomeo, referencing the 60th Air Mobility Wing's motto. "We found a way to make it happen."

When the KC-46 team wasn't conducting testing, it provided tours to more than 40 Airmen from the 60th AMW.

"This was an opportunity to work with Boeing and create a relationship," said Echols. "It's pretty exciting our Airmen got to see the new aircraft."

According to Air Force officials, the first KC-46As are expected to begin arriving at McConnell AFB, Kansas and Altus AFB, Oklahoma in fall 2017.



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



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

5) Steve Bentley, front, a Boeing quality assurance lead, shows 60th Air Mobility Wing Airmen the KC-46 Pegasus March 8, 2017, at Travis Air Force Base, Calif. Travis was selected in January as a preferred location for the Air Force's newest refueling aircraft. 6) A KC-46A Pegasus taxis to its parking spot after landing March 7 at Travis Air Force Base, Calif., for the first time.

## Depression

From Page 10

As part of his process of recovery, Sook found strength in his faith and his sister Kim, who helped him get back on his feet.

"It took me a while, basically a couple years," he said, explaining that his recovery process did not happen overnight. "I think I'm still bouncing back to this day. I think of this tragedy as a lesson, and that lesson is to not repeat the same thing that they did."

Sook joined the Air Force as a civil engineer Airman, and cross-trained to be an air mobility controller. He adopted Thana as his dependent, and eventually married and started a family.

Sook noted that although his life still has its ups and downs, he copes by confiding in his wife. He also expressed gratitude for the support his co-workers give him continuously.

"Having a good work center in the Air Force actually helped me out a lot," he said. "When I have other issues, they continue to help me out."

Vela described how surprised she was when Sook opened up his past to her, saying that she would have never guessed that an Airman like Sook would have such a traumatic past.

"I was speechless the whole time he told his story," she recalled. "I was like, 'Oh my God, are you ok?' To me, I can see the strength in his words and his actions. Seeing the strength that he had to come forth and tell his story is amazing."

Sook shares his story occasionally with the public, hoping to encourage people suffering from depression to seek help and to not try to survive on their own. He emphasizes how important it is to open up to people who care, and that there are many people standing by ready to assist in the battle against depression.

"There are so many agencies on base which can help," Sook said. "Don't bottle up those issues. If you stress out, talk it out. Find somebody who is willing to listen."

Sook encouraged Airmen to look for a cause, and do what it takes to survive so they can continue to fight for it.

"Don't give up, look for what you're fighting for," he said. "I fight for my brother, my wife, and my kids. It's their future and my future."

Visit Wingman Online, the Air Force suicide prevention and resilience website for more resources, or call the Military Crisis Line at 1-800-273-8255 if you or someone you know needs confidential support.

## Legacy

From Page 12

Higginbotham said.

### His will, his legacy

The young Bania, a Detroit native, was only 19 when he enlisted in the Army.

"He joined the Army right out of high school, in 1939, and was in the Signal Corps," his daughter, Beth, recalled. "He made a lot of really good friends there, and they all ended up being in Bataan when Pearl Harbor was bombed."

On April 9, 1942, Bania was one of thousands who were taken by the Japanese and forced to march the route known today as the Bataan Death March, Beth said.

"After the 65-mile march in the heat in the Philippines, they were forced into metal box cars and taken in the box cars, literally shoulder to shoulder," Kay said.

Bania spent the next three years in Camp O'Donnell, Cabanatuan, Las Piñas and Bilibid imprisonment camps, where he was beaten, bruised and malnourished, and worked

as a slave, day in and day out, she said. During his imprisonment, he endured fractured kneecaps, a fractured fibula, a fractured skull and severe disease due to malnutrition and parasites over the course of his 1,257-day captivity.

Bania's captors kept up with the thousands of prisoners by giving them a numbered burrap armband, which he, then his daughters, kept all these years.

In 1944, Bania's journey took a turn when he was forced aboard a ship, the Oryoku Maru, also known as one of the 'Hellships.' Soon after boarding, the ship was targeted by American aircraft and naval vessels, not knowing the POWs were aboard, Kay said. He was one of only eight who survived the ship sinking. He was sent onto another ship, but that one was bombed as well, she said.

The war-torn and battered Soldier was released by his captors on Sept. 15, 1945, in Nagasaki, Japan, only 40 days after witnessing the second atomic bomb. Despite everything he endured, he chose to re-enlist in the Army and was eventually medically retired as a master sergeant in 1947.

Bania continued federal service, working 36 years for the U.S. Postal Service.

The stories of Bania's experiences and the events he endured flourish now, but that was not always the case. His daughters said he rarely spoke of the experience, but they do recall going on family vacations to a resort where Bataan survivors would meet annually. It was from the stories and books the survivors and others wrote that Kay and Beth were able to piece together their father's memories and to better understand his behavior after the war and throughout the rest of his life.

After the war, Kay said her father was still shaken, as any former POW would be.

"He would lose his voice for months and not be able to speak, just because that was his brain's way of shutting down, not being able to talk about what happened to him," she said. "But, he still worked full time at the post office, and he was a clerk. He was there for 36 years."

Bania died Feb. 17, 1985, but his legacy continues to touch lives, and stories of him continue to be shared.

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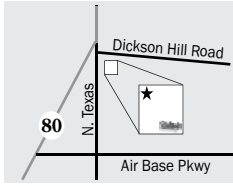
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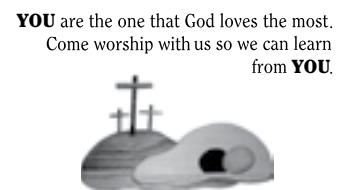
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Award

From Page 4

of Engineers to introduce and use innovative cleanup technologies. In 2016 they were the first to self-certify a restoration program as green and sustainable by the American Society for Testing and Material international standards.

ASTM is one of the largest organizations in the world that develops and

publishes voluntary technical standards for a wide range of materials, products, systems and services. Although the standards are voluntary, public law requires government agencies to use them whenever possible to save tax dollars and avoid duplicated efforts.

"The environmental cleanup contractor, CH2M Hill, and the U.S. Army Corps of Engineers share in our success. We couldn't have accomplished what we

have without them," said Duke.

Although this is their first Air Force level win, the staff won the White award at the Air Mobility Command level in 2001 and 2009.

Travis will now compete for the Secretary of Defense award for the installation with exceptional achievements, innovative and cost-effective environmental practices. The winner will be announced April 22, said Duke.

Manager

From Page 4

at AFCEC, to include Jason, continue to deliver answers and solutions every day."

During his visit with the Travis team, Schmitz was able to validate new business processes provided in the newly published Preventive Maintenance Reference Guide. These refined steps have proven to reduce man-hours by managing asset records and building job plans within TRIRIGA.

"Working with the members of the 60th CES was, is and continues to be a phenomenal experience," Schmitz said. "Each member I had the honor of working with during the visit was a great example of how our engineers take deep pride in what we bring to the mission and how the challenges we encounter make us better."

The new reference guide is available on the CE Portal's Nex-Gen IT page. Additional resources on preventive maintenance can be found on the AFCEC/COO Share-Point site.

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**TBI**

From Page 6

see his doctor at David Grant USAF Medical Center who informed him his pain was caused by broken ribs.

Around that same time frame, Stalnaker noticed something else was wrong.

"I would try to work or decipher things or have conversations with people and I would spend extra time searching for words," he said. "I couldn't maintain the conversation. I didn't have the mental attentiveness I normally would, and I couldn't focus on things for very long. I would get very angry. I'd hear an audible sound from a fan and that would drive me to a point where I wanted to hurt someone...because I couldn't deal with it."

Stalnaker also noticed problems at home.

"I was having difficulty communicating with my wife and kids and family members in general," said Stalnaker. "At the time, my father-in-law was battling brain cancer so we spent a lot of time with family often with 10 or more people at a time. Things would get loud and I couldn't deal with it and that wasn't me."

Realizing he needed help, Stalnaker contacted the Mental Health Clinic at DGMC.

"Once I spoke to the doctors at mental health and explained what I was dealing with they referred me to neurology for more testing," he said. "I was diagnosed with post-concussive symptoms. They did a brain scan and found I suffered a traumatic brain injury."

The TBI caused Stalnaker many problems, including memory loss and severe headaches.

"If you told me you needed

something a year from now, I wouldn't have to write it down. I would know. I don't have that capability now and I still have lapses in memory," he said.

He's also had a headache every day since his accident. As of March 21, that's one headache every day for the past 537 days. These headaches often make Stalnaker so sick he vomits, an average of three times per week causing him to lose 35 pounds.

He's completed three months of speech therapy to re-establish the connections in his brain so he can find and use the words he wants to when he needs them. He's also completed nine months of physical therapy, undergone shoulder surgery and will eventually have surgery on his sternoclavicular joint, one of four joints that compose the shoulder complex.

Given everything Stalnaker has been through, he still finds a reason to smile; a reason to keep fighting to get back to the man he was...his family.

"Being there for my wife and children has been the biggest focus for me," he said. "I love them. The biggest thing for a father or a husband is you want your family to look up to you, to see that you can go through struggles and life's tribulations and not allow those things to stop you. It's a pride thing."

Especially for his children, Stalnaker added.

"My kids are a puzzle of me so when I teach or show them something, I lose a piece of me to put their puzzle together," he said. "In the end their puzzle will get bigger and mine will get smaller so, eventually, they'll have everything of me."

Today, Stalnaker serves as the assistant accessories flight chief with the 60th

Maintenance Squadron and he's responsible for leading 121 Airmen across three different specialties.

Lt. Col. Claudio Covacci, 60th MXS commander, said Stalnaker is a role model.

"Stalnaker is a true demonstration of resiliency that's inspirational to others," Covacci said. "He's a remarkable person and an extraordinary Airman. Overcoming adversity isn't easy, but with enough determination you can achieve amazing things. Stalnaker embodies that."

In January, Stalnaker became a master resiliency training instructor and now teaches Airmen across Travis Air Force Base, California, how they can enhance their

resiliency skills.

"I figured if my story could help someone, than I should share it," said Stalnaker. "My biggest message is with mental health. Unfortunately, it can get a bad rap. I want people to see that you can still be a productive member of the Air Force and not get in trouble by seeking help. In fact, it's made me more productive because they've given me tools to help me."

Stalnaker also wants airmen to understand, no matter what they may be dealing with, they can get through it.

"Find your strength or your will to push through, everything's not all bad," he said. "Often it's what you think of it. If you think it's bad, it'll be bad.

But if you can find your silver lining, then you can find good in nearly anything. It's a mindset. I wake up every day with a smile on my face ready to go. I can stub my toe on the way to the shower and that doesn't matter. That doesn't define my day. My enthusiasm defines my day, not one given moment."

To date, Stalnaker has taught several resiliency classes at Travis and shared his story with more than 700 airmen.

"I tell my airmen, 'you have a part of me, my name is attached to you,'" he said. "I've always been a firm believer that my airmen will either be outstanding or out-processing, so I'm going to do everything I can to make sure they're outstanding."

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# Loadmaster

From Page 3

character in accomplishing the larger mission.

During a recent mission, she identified an ill soldier who was in and out of consciousness, said Glisson. Hickman immediately provided assistance, allowing the crew to coordinate an emergency divert and ground medical response.

It is not an individual's gender, but their knowledge that makes them a value to the mission, said Glisson.

"One of my first experiences with Senior Airman Hickman was flying a Pacific channel mission from here to Japan," said Glisson. "I was a recent cross trainee and in upgrade training at the time. She was a new airman 1st class, but her knowledge of operations and the C-5 was impressive."

"Since there are not many

females in my squadron, you have to prove that you're equal to the men as far as the workload goes," said Hickman. "It's really not different being a female. I get treated equally."

The back ramp opens, revealing a new location and a new adventure. She monitors the successful offload of the cargo she diligently packed and secured. Stepping off the aircraft, she is overcome with a sense of anticipation offered from the vast unknown.

# Supplement

From Page 9

that people using three to four supplements were three times more likely to report abnormal heartbeats than people who didn't use supplements.

"Other reported side effects common in users were stomach pain, dizziness, tremors, numbness and tingling," said Clark. "Those side effects appeared particularly often in those using combination supplements – those with several ingredients."

People take supplements for various reasons but usually because they want to see quick results, said Clark. "They want to get fit, lose weight or improve sexual performance."

Supplement sales in the United States in 2014 were estimated in excess of \$36 billion, including more than \$14 billion for supplements containing vitamins and minerals, according to the Department of Health and Human Services.

"There's an assumption that if a supplement is sold in a store, somebody is making sure it's safe. That's not the case," said Clark.

Supplements are not regulated by the U.S. Food and Drug Administration so they can be sold without being proven safe or effective, she said.

The FDA requires supplement manufacturers to report

serious adverse health events, but there is no requirement to report minor adverse issues. In fact, the FDA receives only one in 100 of these reports, according to the Government Accounting Agency.

Although the FDA "will pull a supplement if enough people report side effects or if the drug is not effective," people don't often make reports, said Clark.

"They think there's a benefit from taking it (a supplement) so they don't want to give that up," she said.

Clark urges people who use supplements to consult the Operation Supplement Safety website at: <http://opss.org>.

OPSS is a Department of Defense initiative to educate the military workforce, family members, leaders and health care providers about dietary supplements and how to choose them wisely.

"You can report adverse events on the website, which could alert the FDA that a product may not be safe," said Clark.

The website also provides a list of "red flag" and high-risk supplements and hosts an "Ask the Expert" forum to address specific concerns. There also is a list of supplement ingredients banned by the FDA.

Additionally, the website provides a link to the Natural Medicines Comprehensive Database. This is normally a subscription-only service, but is free to members using a government computer, said Clark.

People who use supplements should only buy brands that have been verified by a third party such as the United Pharmacopoeial Convention, or are manufactured by large, well-known companies. Although this does not guarantee that a supplement will be safe or effective, "it does validate manufacturing practices, purity or quality," she said.

For more information, call nutritional medicine at 707-424-3655.



U.S. Air National Guard photo/Master Sgt. Andrew J. Moseley

**M113A2 armored personnel carriers, acquired from the Defense Logistics Agency through the Reutilization Transfer Donation program, are staged to become targets at the 177th Fighter Wing Detachment 1, Warren Grove Bombing Range March 2 in Burlington County, N.J.**

# Saves

From Page 5

we'll look for the unserviceable assets that are left there that are really more for parts than anything else," O'Neill said.

"We have gotten some sheet metal modular targets representing a tank, an armored personnel carrier and some surface to air missile batteries which looked realistic to an aircraft flying above. They were modular so you could replace the sheet metal after a hit but it was time consuming and costs money. The current sheet metal targets we've received are now "no-drop" targets. They're very high tech and they generate realistic heat signatures and radar signatures, but they cost close to \$250,000, so it's not cost effective to continue to put these things out there to have multiple target sets. It's nice to have two or three of them that are operational if the aircraft that are coming in are looking to do that type of training, but for the most part, if they're going (to) come in and drop a bomb, they're going to need to drop a bomb on something that we're not worried about repairing so much."

In an email correspondence to O'Neill, a representative

from DLA wrote, "DLA has to pay taxpayer dollars to transport and pay taxpayer dollars to destroy and demilitarize required equipment such as APC, trucks, tanks and other vehicles and equipment per DoD (Defense Department) regulations. The use of these items for targets/training aids is a cost avoidance for both the taxpayer, DLA and a unit like the

Warren Grove Range, and a win for the warfighter to have a valid, solid target to engage that is modern optics and sensor friendly."

During the last fiscal year, five Air National Guard units saved a combined total of over \$28 million by requisitioning property for use through the DLA Disposition Services Reutilization Program.

# PMEL

From Page 5

their readings are correct, said Staff Sgt. Edel Melendez Fred, 60th Maintenance Squadron precision measurement equipment laboratory technician.

Additional dust and dirt are not welcomed guests within the PMEL shop. When working with extremely specific calculations, test equipment needs to be clean and in impeccable working condition.

To keep up with their workload, PMEL airmen complete about 50 maintenance actions per day and 10,000 per year, said Knowlton.

Due to the varying duties of the diverse workstations serviced, PMEL handles a

large selection of technology. "We touch more than just maintenance," said Svabek. "We can help everyone on and off base, and it exposes us to different missions."

"We've had the Air Force Office of Special Investigations come in and bring us scales that they use to measure narcotics for evidence and we calibrate those scales, which is cool because it leads to convictions," said Knowlton.

Additionally, PMEL calibrates equipment that services the C-130 Hercules that fights wildfires every summer, said Knowlton.

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 '96 Terza DX Coupe. Ice cold AC, PS, A/T. great on gas, new tires, etc. etc. 178K mi. SALE \$1999. DLR #42203. (707)290-8816. Quinterosautosales.com

**Here's your keys to savings.**  
 707-427-6936  
 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 obscure your meaning. (The Tailwind uses only essential abbreviations and requires proper punctuation.)
- Include the price.
- Include your phone number and the best time to call.

**Copy Acceptance • Cancellations • Payment • Adjustments**

**Copy Acceptance:** The Tailwind reserves the right to classify all advertisements to comply with applicable laws or to edit or refuse any advertisement. Classified advertisements are accepted on a non-refundable basis. The Tailwind accepts only standard advertisements and requires proper preparation. Items must be received from advertiser and ready for publication.

**Cancellations:** Deadlines for ad cancellations are the same as those for placing ads. Ads submitted only for the day prior to deadline may be cancelled. A 50% special rate package.

**Payment:** All ads are accepted subject to credit approval. (Some classifications may be pre-paid). The Tailwind may require payment in full before accepting new ads or at the end of the month.

**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

Hey...  
 I just shopped for a car without having to get out of bed!  
 Now I am off to work.

It's easy and available  
**24/7**

**www.dailyrepublic.com**

**When getting a mortgage, let me be your Human Connection in a digital world!**

Check us out @ [www.BVMVacaville.com](http://www.BVMVacaville.com)  
 or  
 Call me for a **FREE** consultation.

**BIG VALLEY MORTGAGE**  
 A Division of American Pacific Mortgage Corporation

**Michael O'Rourke**  
 Mortgage Consultant  
 Excellence in Lending  
 VA Specialist  
 707-455-7070 office  
 707-290-5626 cell  
 USAF Veteran





1) High school students from Northern California tour Travis Air Force Base on March 16. Students toured several aircraft, the air traffic control tower, dormitories and had the opportunity to view static demonstrations as well as talk with personnel about military life.

# High schoolers get chance to see Travis ...

# CLOSE UP

U.S. Air Force photos by Louis Briscese



2



3



4

2) Lucas Castro from Whitney High School in Rocklin, Calif., receives a demonstration on a rocket-propelled grenade launcher March 16 during Travis Tour Day at Travis Air Force Base, Calif. The purpose of the tour was to support Air Force recruiting by inspiring patriotism and encouraging young men and woman to serve in the military. 3) High school students from Northern California tour Travis. 4) Staff Sgt. Michael Gilbert, 60th Aerospace Medicine Squadron, takes a photo of John Murray from Whitney High School while he tries on the Level A suit during the tour.

## Vacaville Volkswagen - Making A Difference!

# Spring Pre-Owned Sales Event

**BAD Credit? NO Credit?**  
All Loans Subject To Credit Approval

### MANAGERS PRE-OWNED SPECIALS

<p><b>2014 VW BEETLE CONV.</b> <b>NOW \$17,995</b></p>	<p><b>2014 VW GTI</b> <b>NOW \$24,995</b></p>	<p><b>2014 FORD FLEX SEL</b> <b>NOW \$24,995</b></p>
<p><b>2014 AUDI A4</b> <b>NOW \$25,995</b></p>	<p><b>2013 GMC TERRAIN</b> <b>NOW \$25,995</b></p>	<p><b>2013 FORD F-150</b> <b>NOW \$34,995</b></p>

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

<b>2012 FORD FUSION</b> <b>NOW \$9,995</b>	<b>2007 FORD F-150</b> <b>NOW \$13,995</b>	<b>2012 VOLVO S60</b> <b>NOW \$13,995</b>	<b>2013 CHEVY CRUZE</b> <b>NOW \$13,995</b>	<b>2013 MAZDA MAZDA6</b> <b>NOW \$13,995</b>	<b>2011 HONDA CR-V</b> <b>NOW \$14,995</b>	<b>2011 BMW 3-SERIES</b> <b>NOW \$14,995</b>
<b>2011 VW TIGUAN</b> <b>NOW \$15,995</b>	<b>2013 SUBARU XV</b> <b>NOW \$15,995</b>	<b>2012 HYUNDAI TUCSON</b> <b>NOW \$16,995</b>	<b>2015 HONDA CIVIC</b> <b>NOW \$17,995</b>	<b>2014 VW JETTA GLI</b> <b>NOW \$20,995</b>	<b>2015 VW PASSAT SE</b> <b>NOW \$20,995</b>	<b>2011 NISSAN MURANO</b> <b>NOW \$20,995</b>
<b>2015 GMC TERRAIN</b> <b>NOW \$24,995</b>	<b>2016 CHEVY COLORADO</b> <b>NOW \$25,995</b>	<b>2016 FORD MUSTANG</b> <b>NOW \$25,995</b>	<b>2014 FORD FLEX</b> <b>NOW \$26,995</b>	<b>2014 NISSAN TITAN</b> <b>NOW \$29,995</b>	<b>2016 VW TOUAREG</b> <b>NOW \$37,995</b>	<b>2014 CHEVY SILVERADO 1500</b> <b>NOW \$37,995</b>

## VACAVILLE VOLKSWAGEN

721 Orange Drive, Vacaville

**NEW LOCATION! (707) 449-6900**

[vacavillevw.com](http://vacavillevw.com)

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 3/26/17, midnight.



## Turn to Travis and earn more interest on your money

While banks are busy raising fees, we're raising interest earned on Certificate and Money Market accounts! With terms from 6 to 60 months, insured by the federal government and rates higher than most, Certificate Accounts are a deposit you can count on!

Our formula for financial success is simple – low interest rates on home and auto loans, high interest earned on Savings, Free Checking, fast and friendly local service.

Ready to make more on your money? Open a Certificate or Money Market Account today! Stop by a branch, give us a call at (800) 877-8328 or go to [www.traviscu.org/cd](http://www.traviscu.org/cd)

If you live here, you can bank here!\*

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-  **Call (707) 449-4000**
-  **Learn More**  
[www.traviscu.org/cd](http://www.traviscu.org/cd)
-  **Stop by our TAFB Branch**  
659 Skymaster Drive

 **TRAVIS CREDIT UNION**  
Don't Think Bank. Think Better.™

\*Membership is required with a one-time non-refundable \$5 fee. Applicant must meet membership and account qualifications. Everyone who lives, works, worships or attends school in our 12-county area is eligible for membership. Solano, Yuba, Contra Costa, Mendocino, Napa, Alameda, Colusa, Placer, Sacramento, San Joaquin, Sonoma and Stanislaus. Membership is also available to military and civilian personnel of Travis Air Force Base as well as immediate family of current members. † APY is Annual Percentage Yield. APY for 60 month certificate is accurate as of March 1, 2017. Minimum opening balance of \$500 is required for a certificate account. Certificate will automatically renew on the maturity date for a 60 month term at the dividend rate at that time. Penalty for early withdrawal. Some restrictions apply. Dividends compound monthly. See account disclosure for complete details.

Federally insured by NCUA.