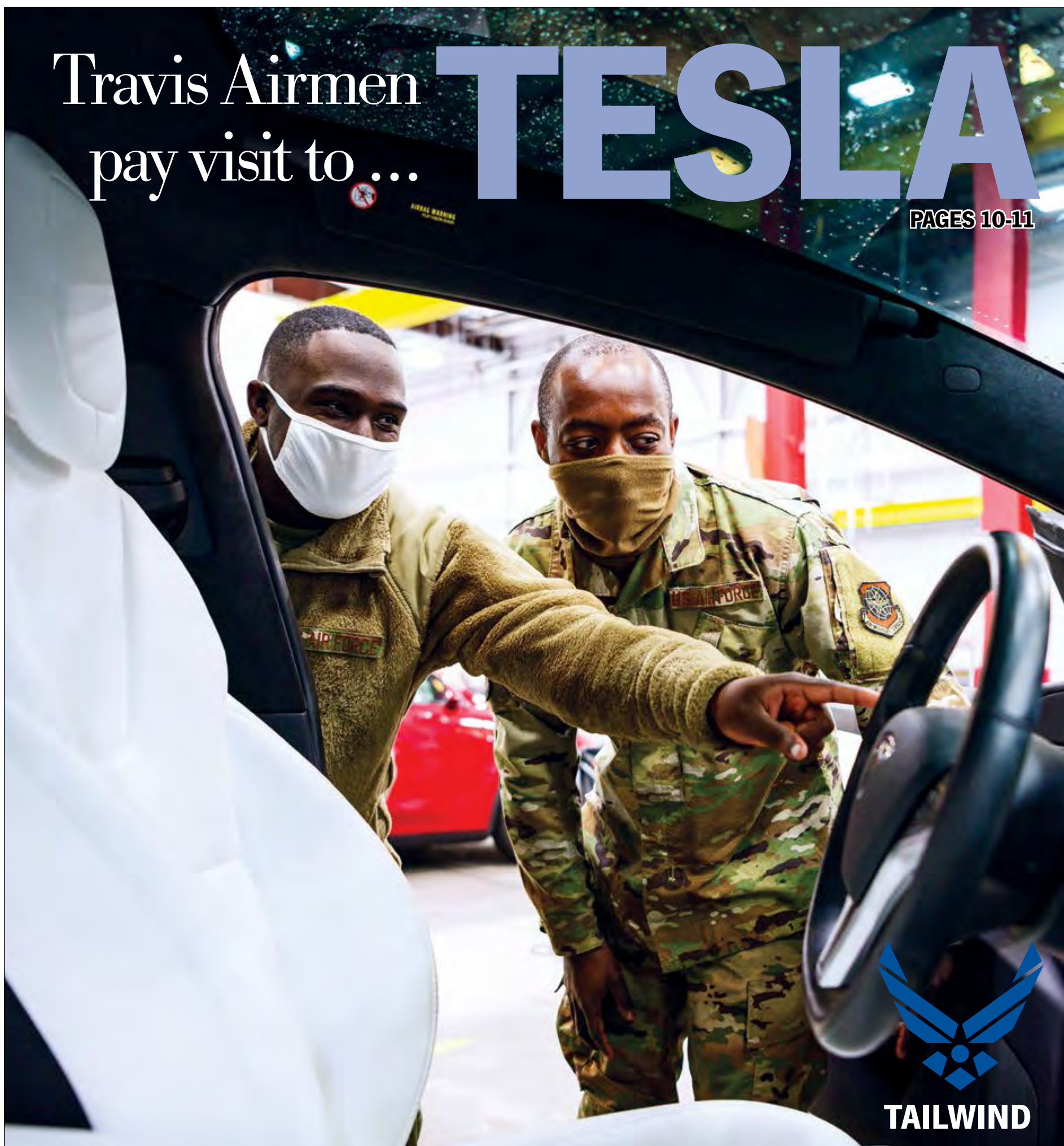


Travis Airmen  
pay visit to ...

TESLA

PAGES 10-11



TAILWIND



# Travis modernizes with Digital Airmen Initiative



U.S. Air Force photo/Christine Minoda

**U.S. Air Force Col. Corey Simmons, 60th Air Mobility Wing commander, approves a production merge request to Puckboard during Leadership Rounds Nov. 6 at Travis Air Force Base, California. Puckboard is a new system utilized by 2,500 Mobility Air Forces users for collaborative and mobile flight scheduling. The Leadership Rounds program provides 60th AMW leadership an opportunity to interact with Airmen and get a detailed view of each mission performed at Travis AFB.**

**Senior Airman Cameron Otte**  
60TH AIR MOBILITY WING PUBLIC AFFAIRS

Airmen of the Travis Phoenix Spark Cell work with spark cells from other Air Force bases to advance the Digital Airmen Initiative.

The Digital Airmen initiative is a project that focuses on three main goals:

- Modernization of command and control for mobility operations.
- Digitizing the pre- and post-mission process.
- Development of more digitally adept Airmen.

The Travis Phoenix Spark Cell submitted the Digital Airmen Initiative and won the Air Mobility Command Spark Tank competition, an annual event in which Airmen pitch their innovative ideas.

“We submitted our project and even made it to the finals, but because of COVID-19 the competition went virtual and winners were selected from video pitches,” said Capt. Zachary McColgan, 22nd Airlift Squadron Phoenix Spark deputy chief. “With the competition going virtual, Gen. Jacqueline Van Ovost, Air Mobility Command commander, handpicked us through video to compete on the Air Force Spark Tank competition.”

During the competition, the Travis Phoenix Spark Cell introduced the MatterMost app to showcase the capabilities of the Digital Airmen Initiative.

“MatterMost is an app being utilized to replace other forms of communication such as email or workflow and was designed to help Airmen accomplish missions more efficiently,” said Maj. Eric Robinson, 21st AS Phoenix Spark representative. “In the end, the

See MODERNIZES Page 18

# Aviation legends, fighter pilots meet at Travis

**Senior Airman Christian Conrad**  
60TH AIR MOBILITY WING PUBLIC AFFAIRS

“Back then, we didn’t have drones – you had to shoot your enemy down your damn self.”

A three-time ace of World War II, Clarence “Bud” Anderson hasn’t reached his 98th year by mincing words.

An ace, a term used to describe a fighter pilot who’s been credited with shooting down five enemy aircraft, isn’t a title earned by hesitance, Anderson said, nor by an over-reliance on technology. To him, the pilots of yore were defined by their gumption.

“Dogfights were an everyday occurrence back in World War II,” he said. “We didn’t have radar, so what kills you got were got by out-maneuvering and out-pacing the enemy. Bottom line, we broke the back of the (German air force) by being better pilots than them.”

During a visit Nov. 10 to Travis Air Force Base, California, Anderson, along with fellow World War II pilot, Dean “Diz” Laird, was able to experience first-hand what the most modern iteration of his former profession looks like courtesy of the 56th Fighter Wing out of Luke Air Force Base, Arizona, and Naval Air Weapons Station China Lake, California.

Both installations sent fighter jets to Travis as a means of letting their pilots interact with the aviation legends.

“This is an honor, truly,” said Lt. Col. Nicholas Suppa, 56th Operations Support Squadron commander and F-35 Lightning II pilot. “To hear about these guys as a kid and to now be able to talk to them as peers is an indescribable feeling.”

For Anderson and Laird, the respect

See LEGENDS Page 12



U.S. Air Force photo/Senior Airman Christian Conrad

**Dean “Diz” Laird, a World War II pilot famous for confirming kills in the European and Pacific theaters, left, and Clarence “Bud” Anderson, three-time World War II flying ace, watch as a KC-10 Extender is taxied Nov. 10 at Travis Air Force Base, California. At 99 and 98, respectively, Laird and Anderson were high school students together in Auburn, California.**

## Tailwind

Travis AFB, Calif. | 60th Air Mobility Wing

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1st Lt. Jasmine Jacobs Chief of command information	Senior Airman Christian Conrad Tailwind staff

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Visit the Travis public web site at <http://www.travis.af.mil>. Read the Tailwind online at <http://tailwind.dailyrepublic.net> or by accessing the Travis SharePoint.

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### On the cover

**U.S. Air Force Senior Airmen Roja Burke, left, and Elicana Mose, 60th Logistics Readiness Squadron vehicle maintenance technicians, get a closer look of a Tesla Model X Nov. 12 in Berkeley, California.**

U.S. Air Force photo/Nicholas Plich

## WARRIOR OF THE WEEK

<b>Name:</b> Airman 1st Class Santina Cardoni.	<b>Hometown:</b> Berwick, Pennsylvania.	degree and cross train to the Office of Special Investigations.
<b>Unit:</b> 60th Civil Engineer Squadron emergency management flight.	<b>Time in service:</b> 1.5 years.	<b>What are your hobbies?</b> Painting, reading, cooking and volleyball.
<b>Duty title:</b> Emergency management logistics.	<b>Family:</b> Spouse, Skyler Spiece.	<b>What is your greatest achievement?</b> Running a canned food drive during the COVID-19 pandemic.
	<b>What are your goals?</b> To complete my criminal justice	

Courtesy photo





U.S. Air Force photo/Joshua J. Seybert

**A C-5M Super Galaxy sits on the flight line Nov. 9 at the Pittsburgh International Airport Air Reserve Station, Pennsylvania. The C-5 was flown to the Pittsburgh IAP ARS to pick up humanitarian cargo that will be delivered to Honduras as part of the Department of Defense's Denton Program, which transports humanitarian cargo donated by U.S.-based nongovernmental organizations to developing nations to ease human suffering.**

# Travis delivers aid to Honduras

**Nicholas Pilch**  
60TH AIR MOBILITY WING PUBLIC AFFAIRS

SOTO CONO AIR BASE, Honduras — Airmen from the 22nd Airlift Squadron delivered 41,420 pounds of medical supplies on 19 pallets to Honduras, Nov. 11. The Department of Defense's Denton Program, based out of Joint Base Charleston, South Carolina, routinely delivers humanitarian aid supplies all over the world. In the past year, over 2.3 million pounds of humanitarian aid were delivered. The deliveries are handled by airlift units across the DoD. "These Denton flights are good for everyone involved," said Tech. Sgt. Ryan Padgett, 22nd ALS loadmaster. "We deliver humanitarian supplies to civilian counterparts in

various locations. This time Honduras, but we also get to train up new loadmasters." Padgett praised the Air Force and Air Mobility Command's ability to use these as training missions, especially since loadmasters are in high-demand right now. The DoD supports these missions because there is no easier way to both train an aircrew and also deliver goods to those who need it. Helping Hands for Honduras, a nongovernment organization, is distributing the medical supplies in Honduras to over 10 hospitals and clinics across Moroceli. Ken Hundemer, Denton Program operations director, said the Denton program channels civilian donated goods to



Courtesy photo

**A C-5M Super Galaxy from Travis Air Force Base, California, takes off from Soto Cano Air Base, Honduras, Nov. 11. Airmen from the 22nd Airlift Squadron delivered 41,420 pounds of medical supplies, impacting nearly 300,000 people in Honduras with coordination from the Department of Defense Denton Program based out of Joint Base Charleston, South Carolina.**

partnering countries. More information on the Denton Program can be found at <https://www.us-transcom.mil/mov/denton.cfm>.

# Housing resident advocate office opens

**Senior Airman Cameron Otte**  
60TH AIR MOBILITY WING PUBLIC AFFAIRS

The privatized housing resident advocate office opened Aug. 31 at the Airman and Family Readiness Center. The privatized housing resident advocate office is a function on base that allows base housing residents to voice their concerns pertaining to their on-base residence and privatized housing company, Balfour Beatty. "I'm here to assist those who are having trouble resolving issues with Balfour Beatty and the military housing office," said Jillian Swanson, 60th Air Mobility Wing privatized housing resident advocate. "If someone calls my office with a complaint, I walk them through the steps on what appropriate actions to take." The proper chain starts with Balfour Beatty, but if the problem can't be resolved, then it moves up to the military housing office. If the issue persists after reaching out to both offices, the final step is to contact the privatized housing resident advocate office. "When the issue does make its way to me, I'll begin my investigation with some research on the resident's situation and try to figure out why these problems aren't getting resolved," Swanson said. "There are always countless possibilities for why a problem occurs, so to aid my search, I have access to all resident housing documents." Swanson also has a direct link to the base commander, which allows her to present all housing concerns at the highest level possible. "The commander has an entire base to run - he can't always be focused on base residents' issues," Swanson said. "That's why I'm here. I track all

**See ADVOCATE Page 16**

**Richard S. Campos**  
JOINT BASE SAN ANTONIO FIRE SAFETY OFFICE

JOINT BASE SAN ANTONIO, Texas — The countdown to consumption of turkey and all the trimming is on the horizon. The arrival of Thanksgiving also means many of us will be searching our closets for stretchy pants. Giving thanks and spending a day with loved ones, friends, and neighbors is what this holiday is all about, but the Thanksgiving meal can lead to fires from the cooking process. By following a few simple safety precautions in the kitchen, people can avoid any fires that may lead to injuries, deaths, or property loss. According to the National Fire Protection Association, Thanksgiving Day has the highest number of home-cooking fire incidents. Fires are likely to occur about three times more on this day than any other day of the year. Thanksgiving Day can produce a surge of residential building fires that can result in millions of dollars in property damage, injuries, and deaths. What causes most Thanksgiving fires? Cooking is attributed to more than 71% of the fires.

**Steve Warns**  
AIR FORCE INSTALLATION AND MISSION SUPPORT CENTER PUBLIC AFFAIRS

JOINT BASE SAN ANTONIO-LACKLAND, Texas — A new computer security automated process, developed by the Air Force Installation Contracting Center, could mean significant time and cost savings for Airmen across the Air Force. A three-person team of Matt Seibert, AFICC chief information officer and information technology specialists, Mia DeLucia and Liam Randall, competed in the Air Force's "Rise

# Automation delivers time, cost savings

of the Digital Wingman Challenge," an Air Force-wide competition that empowers Airmen to automate and learn about Robotic Process Automation. RPA allows configuration of computer software, or a "robot," to emulate and integrate the actions of a human interacting within digital systems to execute a business process. The team submitted an RPA project titled "COMPU-SEC Ninja," where it used software called UiPath to automate a significant portion of in-processing paperwork for onboarding employees. The team

**See AUTOMATION Page 18**

# Food for thought: Tips to stay safe for Thanksgiving



U.S. Air Force graphic

**By following a few simple safety precautions in the kitchen, people can avoid fires that may lead to injuries, deaths or property loss.**

Leaving food unattended while it was cooking was the leading cause of Thanksgiving cooking fires, according to the NFPA. The main timeframe for cooking fires was between noon and 3 p.m. With all the festivities going on in your home, such as visiting with friends and relatives, you may be distracted and not keeping an eye on your cooking. Be aware to what's in the oven or on the stovetop. Give your complete attention to one dish at a time this will help to keep food from burning and starting fires. Leaving unattended cooking is what brings cold sweats to firefighters across the nation. If a pot catches on fire, never attempt to move it or pour water on grease or oil. This splashing action might spread the fire. The best act is to put a lid on top of the pot to smother the fire, leave the pot where it is, and turn the heat off when the fire has been suppressed. The kitchen is also no place for children and pets during the turkey cooking frenzy. Have activities for the kids during the busy times. Games, puzzles or books can keep them entertained and out of the way. Kids can get involved in Thanksgiving preparations with recipes that can be done outside the kitchen. It's equally important is to keep pets out of the kitchen. Keep pets in a gated room or outside. The NFPA believes currently designed turkey fryers that use cooking oil are not appropriate for safe use by even a well-informed and vigilant shopper. The significant amount of cooking oil used at high temperatures and units currently available for home use pose a noteworthy danger that hot oil will be released at some point during the cooking process. Also, the burners that heat the oil can ignite spilled oil. The use of turkey fryers by consumers can lead to devastating burns, other injuries, and the destruction of property. The NFPA urges those who prefer fried turkey to seek out professional establishments, such as grocery stores, specialty food retailers and restaurants for the preparation of the dish or consider a new type of oil-free turkey fryer. But if you decide you want to try your hand at frying the turkey this year, take extra safeguards such as: Keep the fryer away from the house and on even ground. The fryer should be set up more than 10 feet away from the home and on level ground to keep the oil even. Completely thaw and dry the turkey first. Only fry a turkey after it has been fully thawed and dried off to reduce the possibility of splattering grease,



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# Army doctors provide COVID-19 safety tips for holidays

**Lori Newman**

BROOKE ARMY MEDICAL CENTER  
PUBLIC AFFAIRS

Celebrating the holidays during a pandemic may bring additional challenges for people this year.

With this in mind, infectious disease experts at Brooke Army Medical Center, located on Joint Base San Antonio-Fort San Houston in Texas, recently offered some tips to help keep families safe whether they are traveling or entertaining at home.

“This year people have to think about their personal risk threshold and the risk benefit of the situation,” said Air Force Col. (Dr.) Heather Yun, deputy commander for medical services at BAMC, and an infectious disease specialist.

There are a number of factors

people should consider when deciding how they want to spend the holidays, including their own age and health, as well as the health of others around them who may be immunocompromised or at a higher risk.

“You don’t want to bring COVID-19 into one of those environments,” Yun said.

## Travel

Before travel, people should look up the number of COVID-19 infections in the area, and the requirements of their destination, particularly if it’s outside the continental United States.

“Many places have some sort of expectations as to what you need to do when you get there,” Yun said.

A good tool to use is the Centers for Disease Control and Prevention website for up-to-date COVID-19 transmission

rates across the globe. Because rules vary widely state-by-state and change frequently, it’s a good idea to check the state’s official website for guidance before traveling.

“These rates change constantly, so you want to keep checking back with the CDC or with the state websites up until at least a week before you go,” said Army Col. Steven Spencer, BAMC chief of pediatrics and also an infectious disease specialist.

There are steps people can take while traveling to help mitigate risk, including wearing a mask, washing hands and taking hand sanitizer on the plane. Also, taking direct flights is a good strategy for avoiding unnecessary contact at multiple airports.

“The air circulation on

See TIPS Page 15



U.S. Air National Guard photo/Master Sgt. Brandy Fowler

**Soldiers assigned to the 105th Military Police Company, Buffalo, New York, check the arrival boards Oct. 23 at Buffalo-Niagara International Airport.**

# US plans to shrink overseas forces

**Jim Garamone**

DEPARTMENT OF DEFENSE NEWS

The United States will draw down forces in Afghanistan and Iraq by Jan. 15, 2021, Acting Defense Secretary Christopher C. Miller said Nov. 17 at the Pentagon.

Miller announced the draw-down of troops to 2,500 in Afghanistan and 2,500 in Iraq during his first appearance in the Pentagon briefing room. There are currently around 4,500 U.S. service members in Afghanistan and 3,000 in Iraq.

Miller, who took over as acting secretary on Nov. 9, said the move was made with the full concurrence of military officials in the U.S. Central Command area and at the Pentagon. The decision is in keeping with President Donald J. Trump’s promise to get U.S. forces home from the “forever wars.”

A senior defense official speaking on background before the announcement said the president has been consistent about withdrawing forces from the countries. One precondition was that U.S. safety and security not be threatened by the actions. The senior defense official said that certain conditions in Iraq and Afghanistan had to be met, but the official declined to enumerate them.

The official said the U.S. forces in both countries should be able to continue the mission with no degradation in capabilities.

Hundreds of thousands of U.S. service members and troops from partner nations have served in Afghanistan and Iraq. Many Americans served multiple tours. More than 6,900 Americans have been killed in these wars and more than 52,000 have been wounded. This does not count the almost 3,000

See SHRINK Page 16

# Tuskegee Airmen bridged divide

**Rachel Kersey**

502ND AIR BASE WING PUBLIC AFFAIRS

JOINT BASE SAN ANTONIO-LACKLAND, Texas — Rick Sinkfield is the president of the San Antonio Chapter of The Tuskegee Airmen Inc., which exists to motivate youth to outstanding achievement and leadership in American society and to preserve the legacy of their role models, the Tuskegee Airmen.

“There’s a significant portion of military history, particularly of African Americans in the U.S. military, which occurred in World War II,” Sinkfield said. “This is very important, as far as civil rights activities in the U.S. as well in the military.”

According to Michael Del Soldato, 37th Training Wing historian at Joint Base San Antonio-Lackland, there were plans to make an African American aviation unit well before World War II, but the Tuskegee Airmen were the first African American aviators actually established in the U.S. military.

The Tuskegee Airmen were not only pilots, they were support personnel as well – weather forecasters, communications professionals, aircraft mechanics, nurses, administrative people, and more. Even though the team was better known for flight, it takes many people to get a plane off the ground.

“The Army commissioned a study that said the African Americans were not capable of handling highly



Courtesy photo

**Artifacts from the Tuskegee Airmen exhibit are displayed for visitors to view in the U.S. Air Force Airman Heritage Training Complex Aug. 10 at Joint Base San Antonio-Lackland, Texas. The museum’s primary mission is to educate Airmen on the history of the Air Force with particular emphasis on JBASA-Lackland. The secondary purpose is to educate, train, inspire and serve as a recruiting tool for the numerous civilian visitors of the facility.**

Founded in 1941 at Tuskegee University in Alabama, the “Tuskegee Experiment” was widely expected to fail because prevailing social winds of the time considered African Americans unfit for the job.

“The Army commissioned a study that said the African Americans were not capable of handling highly

technological equipment such as aircraft, so this kind of permeated the thought pattern all the way through World War II,” Sinkfield explained.

Despite the opposition, the pilots set the stage for President Truman to sign Executive Order 9981, which declared that the military would begin full

integration of the force, in 1948. Before the Tuskegee Airmen, the armed forces were split along color lines, but African Americans had still fought in many U.S. conflicts – from the Revolutionary War to the Civil War, the War of 1812 and others.

“Men and women of African descent have been

See TUSKEGEE Page 16

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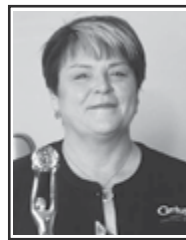
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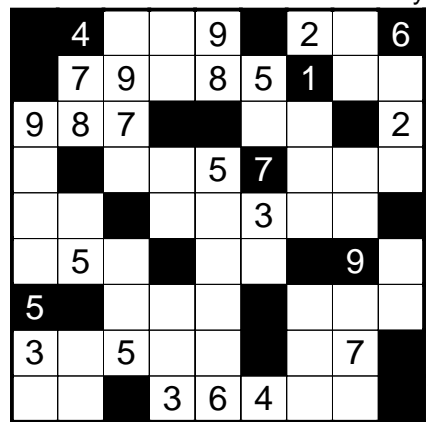


## Puzzles

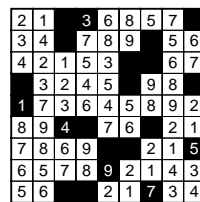
## STR8TS

No. 517

Easy



Previous solution - Medium



How to beat Str8ts

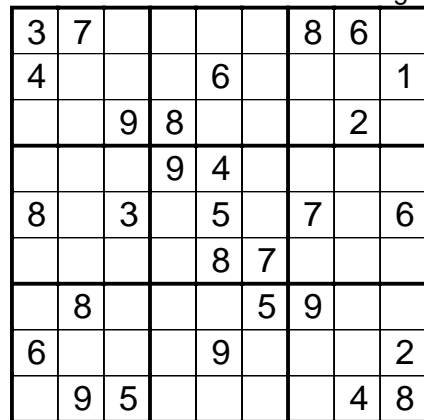
Like Sudoku, no single number can repeat in any row or column. But... rows and columns are divided by black squares into **compartments**. These need to be filled in with numbers that complete a 'straight'. A **straight** is a set of numbers with no gaps but can be in any order, eg [4,2,3,5]. Clues in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

You can find more help, tips and hints at [www.str8ts.com](http://www.str8ts.com)

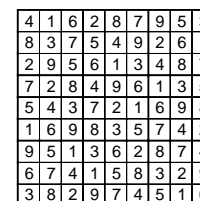
## SUDOKU

No. 517

Tough



Previous solution - Medium



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

For many strategies, hints and tips, visit [www.sudokuwiki.org](http://www.sudokuwiki.org)

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

The solutions will be published here in the next issue.

## Airmen complete FTAC



U.S. Air Force photo

**Congratulations to the latest Airmen to complete the First Term Airman Center course.**  
**Alphabetically: Airman 1st Class Lorena Aragon, 60th Surgical Operations Squadron; Airman 1st Class Quinten Bingham, 60th Aircraft Maintenance Squadron; Airman 1st Class Caleb Burge, 60th Logistics Readiness Squadron; Airman 1st Class Jacob Cantillo, 60th Operations Support Squadron; Airman 1st Class Nicholas Cinelli, 60th AMXS; Airman Basic Alijah Cockrell, 660th AMXS; Airman 1st Class Nizhony Daw, 60th Security Forces Squadron; Airman Basic Christian Fisher, 60th LRS; Airman 1st Class Tafoya Margarita, 60th Medical Diagnostics and Therapeutics Squadron; Airman 1st Class Killian McDonald, 22nd Airlift Squadron; Airman 1st Class Heydi Medrano, 60th Inpatient Squadron; Airman 1st Class Jarquies Myhan, 60th Medical Group; Airman Jared Oberg, 60th MDTs; Airman 1st Class Courtney Ogilvie, 60th SFS; Airman 1st Class Nathan Pena, 60th AMXS; Airman 1st Class Roman Runner, 60th Civil Engineer Squadron; Airman 1st Class Jovann Smith, 60th Medical Support Squadron; and Airman Basic Julia Walton, 60th LRS.**

## Storm sparks FOD walk at MacDill

Senior Airman Shannon Bowman

6TH AIR REFUELING WING PUBLIC AFFAIRS

MACDILL AIR FORCE BASE, Fla. — On Nov. 13, Team MacDill Airmen conducted a foreign object and debris walk to clear the flight line of any debris following Tropical Storm Eta, which brought strong winds and rain to the Tampa Bay area.

FOD walks are routinely conducted to clear aircraft maintenance areas, taxi ways and the flight line of foreign objects and debris that can be drawn into aircraft engines and cause damage.

"To put it simply, jet engines and rocks don't play well together," said Col. Wes Adams, the 6th Maintenance Group commander. "By doing FOD walks,

we clear acres of flight line from debris that could easily damage engines and aircraft."

During the FOD walk Adams and other MacDill leaders, such as Col. Travis Edwards, the 6th Operations Group commander, joined the Airmen of the 6th and 927th MXG's to clear debris.

"During FOD walks, you get to see some of your Airmen while doing an important task," said Adams. "But it's about something much more important: Never ask of your people a task that you, yourself, are unwilling. And on a personal level, FOD walks show that leadership is willing to stop what they're doing and help pick up rocks."

Even though walking miles of pavement, combing for the smallest pieces of debris may seem like a mundane task, Staff

Sgt. Erick Flores, a 6th Aircraft Maintenance Squadron electrical and environmental systems craftsman, described flight line walks as a critical preventive safety measure.

"A single piece of metal can cause a domino-effect that could damage an entire aircraft, jeopardize missions and ultimately put lives at risk," said Flores. "Clearing debris from the flight line is one of the simplest ways that we can help aircrews rest easy and eliminate one more obstacle that could prevent them from completing the mission."

For Adams, it is important to recognize that even through long nights and tropical storms, the wrench-bending, tankermending maintainers of the 6th MXG are always there to drive things forward.

## Base builds new training complex

Mila Cisneros

AIR FORCE INSTALLATION AND MISSION SUPPORT CENTER PUBLIC AFFAIRS

JOINT BASE SAN ANTONIO-LACKLAND, Texas — The Air Force Civil Engineer Center is leading a massive \$700 million, multi-year construction project to modernize the Air Force for new basic military training recruits.

Construction of the Basic Military Training West Campus at Joint Base San-Antonio-Lackland, Texas, is a multifaceted effort designed to replace decentralized, aged housing and training infrastructure with modern living and educational facilities. The project will improve the Air Force's necessary capacity to conduct training missions more efficiently at JB San Antonio-Lackland, the basic training location for enlisted recruits.

"The build of the campus is essential to advance the Air Force's training capabilities," said Col. Dave Norton, director of AFCEC Facility Engineering Directorate. "The new



Courtesy photo

The construction of the Basic Military Training West Campus at Joint Base San Antonio-Lackland, Texas, passes a milestone with the installation of a steel frame for its dining and classroom facility. The facility will feature a full-service commercial kitchen, dining area, support spaces on the ground floor and eight classrooms with stadium seating on the second and third floors.

infrastructure is designed to allow the Air Force to successfully train future enlisted personnel in a more functional, modern campus environment."

The undertaking is a

partnership between AFCEC, the U.S. Army Corps of Engineers, the 802nd Civil Engineer Squadron, Merrick & Company and the 737th Training Wing, the largest training wing in the Air Force.

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# Travis Airmen eye Tesla’s streamline processes in vehicle maintenance



1) U.S. Airmen from the 60th Logistics Readiness Squadron, vehicle maintenance technicians from Travis Air Force Base, California, watch a song and dance demonstration by a Tesla Model X during a tour of the Tesla Service Center in Berkeley, California, Nov. 12. The Airmen toured the service center to determine how they can improve maintenance procedures. They learned about Tesla’s vehicle acceptance process and managing mobile repair, parts warehousing and data-basing and the customer experience.

Story and photos by Nicholas Pilch  
60TH AIR MOBILITY WING PUBLIC AFFAIRS

BERKELEY, Calif. — Airmen assigned to the 60th Logistics Readiness Squadron from Travis Air Force Base partnered with Tesla, Nov. 12, in Berkeley, California, to evaluate and improve existing vehicle maintenance procedures for the installation.

Fifteen Airmen toured the service center and learned about Tesla’s vehicle acceptance process and managing mobile repair, parts warehousing and data-basing and the customer experience.

“Accelerate Change or Lose,” said Gen. Charles Q. Brown, Jr., Air Force Chief of Staff, and that is exactly what the Airmen at Travis are doing.

“We’re lucky to be near Tesla, one of the most cutting-edge and modernized automotive companies,” said Master Sgt. Jerry Voyles, 60th LRS vehicle fleet manager. “We wanted to take an opportunity to get eyes on their processes, to learn how to incorporate new technology and innovative processes in how we manage the vehicle fleet at Travis, Air Mobility Command and the Air Force.”

The tour was provided by Blaine Huston, Tesla Service Center manager.

“What a wonderful opportunity,” Huston said. “What better way to honor these individuals than inviting them to our house, share with them cutting-edge information on how we provide service and manage our fleets.”

Currently, fleet maintenance has various processes that could be modernized ranging from mobile maintenance to inventory management. Some of the fleet’s processes aren’t set up to optimize both the customer and maintainer’s time, and the vehicles downtime while getting serviced.

On the top of Voyles’ list is a better vehicle intake or mobile maintenance process. Voyles said in a perfect world the fleet on base could incorporate geotagging when requesting maintenance via their smartphone, so they could know exactly where to dispatch in the wake of a vehicle needing to be serviced or make the determination that the vehicle needs to be brought in.

An example Voyles referenced to was a situation where a vehicle had a broken taillight. Right now, a customer would have to bring in the vehicle, turn it in, do levels of paperwork



2) Blaine Huston, center, Tesla Service Center manager, gives a tour to U.S. Airmen from the 60th Logistics Readiness Squadron, from Travis Air Force Base, California, at the Tesla Service Center in Berkeley, California, Nov. 12. 3) U.S. Airmen from the 60th LRS, vehicle maintenance technicians from Travis Air Force Base, California, tour the Tesla Service Center.

then repair the taillight, which gives the vehicle a lot of downtime. A better way for that process to work is for a set in stone mobile maintenance procedure, which Voyles hopes to learn from Tesla.

“About 25 percent of mobile calls could’ve been fixed by the customer,” Voyles said.

Occasionally, a customer will be out with a vehicle and something will stop working, Voyles said. The customer calls the vehicle maintenance shop to see if someone can come out to repair the vehicle. When these requests happen, there isn’t a process in place to record and compare historical technical issues that could be fixed by the customer. This isn’t a good experience for our customers, said Voyles.

“When the communication squadron has a customer who needs to troubleshoot, they have an existing list of troubleshooting steps to follow,” said Voyles. “Giving our customers a troubleshooting list with collected data-analytics in the field will lower downtime for our office and their office.”

Bottom line, less downtime means the mission moves forward faster, said Voyles.

“Big picture, we want to take what we learn today and share that with units across the Air Force,” Voyles said.

The next steps for LRS Vehicle Maintenance are to get existing processes audited and incorporate some of the processes learned at Tesla.



# Legends

From Page 3

was mutual.

“These (aircraft) are certainly no (P-51) Mustangs,” Anderson laughed. “The capabilities of the gear these men are running are way beyond anything we flew. Give them another 30 or 40 years, though, and they’ll be in the same boat as us. The curve just goes like this,” he said, as his hand made a motion of ramping sharply into the sky.

The aircraft brought by Luke AFB and NAWS China Lake, three F-35s and one F-18F Super Hornet, respectively, offer a bevy of upgrades from the then-technological marvel that was the P-51 Mustang – namely, a top speed difference of nearly 1,000 mph, stealth capabilities and radar.

While it’s fun to think of the same magnitude of upgrades to this generation’s technology, those advancements only ever get implemented from one place – the military members themselves, said Col. Corey Simmons, 60th Air Mobility Wing commander.

“Travis is at the forefront of innovation,” Simmons said. “If there’s one thing represented by these two giants visiting our base today, it’s that tomorrow’s Air Force is going to be made by us, and we have to trust the tools we have as well as our own creativity and resourcefulness to ensure the Air Force stays innovating and stays winning.”

Laird, a Navy ace who distinguished himself by being the only U.S. fighter pilot to have confirmed kills in the European and Pacific theaters during World War II, also took stock in the direction the military is going in terms of its technological advancements.

“The nature of a fighter pilot is to always be seeking an edge over your enemy,” he said. “I think that translates to the military as a whole in its leveraging of its resources to execute change in places where we need it. (Jimmy) Doolittle changed an ‘escort our bombers’ policy to a ‘pursue and destroy’ policy, and ended up changing the tide for our pilots. It’s that spirit of change and adaptability that you see when you look at the differences between a P-51



U.S. Air Force photos/Senior Airman Christian Conrad

**1) U.S. Air Force Lt. Col. Nicholas Suppa, 56th Operations Support Squadron commander and F-35 Lightning II pilot, left, speaks to Dean “Diz” Laird, a World War II pilot famous for confirming kills in the European and Pacific theaters, Nov. 10 at Travis Air Force Base, California. Suppa, along with other F-35 pilots, were able to speak to Laird during a meet and greet at Travis AFB. 2) An F-18F Super Hornet based out of Naval Air Weapons Station China Lake, California, is parked Nov. 10 at Travis AFB.**

and F-35.”

Anderson, though, cautioned that it isn’t only technology that wins wars, but service members, and reiterated that although he joined what was then the U.S. Army Air Corps out of a desire to fly, it was the branch’s esprit de corps that kept him on for his 30-year-long career.

“When I joined, Pearl Harbor had just been attacked by the Japanese,” he said. “Back then, you had recruitment offices overflowing with guys wanting to fight for their country. I



suspect we’re called the ‘greatest generation’ because it’s catchy and it sells books. In reality, we made mistakes, we failed forward and we got the job done – not because our

generation is ‘great,’ but because that was our job, just as it’s the job of military members today.”

While Anderson says his flying days are behind him, he

made a point to say he and the 99-year-old Laird had recently been qualified to fly missions, albeit on a simulator only.

“Just wishful thinking,” he said with a shrug.



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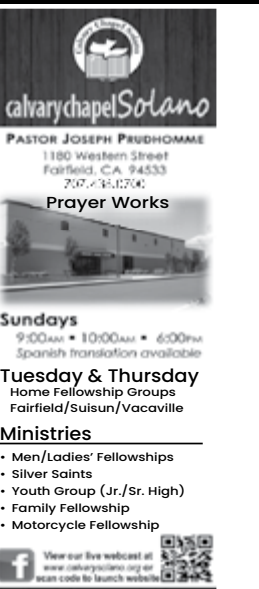
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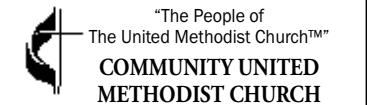


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Tips

From Page 6

planes actually is so good that it looks like being on an airplane, unless you are sitting right next to someone that has COVID-19, is probably one of the safer enclosed spaces because of the number of air exchanges and the way the air travels around the sides and the floor of the plane,” Yun said.

People also may opt to drive to their destination this year. If driving, they should be cautious at rest stops, hotels and restaurants. For example, people may want to bring provisions to avoid hot spots along their travel route, Yun advised. A helpful tip is for travelers to avoid using public transportation when they reach their destination when possible to help lower unnecessary exposure.

Yun said people should calculate the risks versus the reward when considering holiday travel.

“All travel is not equal, perhaps you have been waiting months to see your aging parents and you don’t know how much longer the pandemic is going to last,” she said. “If you’re

traveling to be a support system for someone, you are going to want to put yourself into a protective bubble for about 14 days prior to travel. Almost like an elective quarantine.

“This is a time to be extra cautious about wearing a mask, washing your hands, and watching your distance,” she added. “It’s not the time to take extra risks like going out and attending large social gatherings. Also if you are not feeling well, you should re-evaluate traveling and get tested if you are symptomatic.”

Parents traveling with children may need to consider if their child will be required to quarantine for a period before returning to an in-person classroom setting.

“Each school district has their own set of requirements,” Spencer said. “You will need to check with your school district to see what their requirements are.”

Holiday gatherings

Workplace potlucks are not the best avenue for celebration this year. Work teams bringing food from home, gathering in a breakroom, and eating and drinking with masks off is not

the safest way to celebrate, Yun said.

But that doesn’t mean that workplace celebrations are out of the question. Yun encouraged teams to be creative when planning workplace celebrations this year. “You may decide to have a virtual gathering vs. in person or a drive-by parade for colleagues who have been isolated at home,” she said.

When planning a holiday gathering, people should keep in mind the size of the group, the location and who is going to be there.

“General guidelines are you want to keep the size of the group small,” Yun said. “The higher the risk of the individuals who are going to be involved the more likely you want to do something like a 14-day quarantine before the event. That way, you are maximizing the opportunities that everybody is going to be safe.”

When possible, hold celebrations outdoors. If the event has to be held indoors, make sure there is good ventilation by opening doors and windows. When possible, seat members of the same household together at separate tables. Also, keep masks on unless eating or

drinking and limit the duration of exposure.

“It’s a much different risk situation if you are bringing your in-laws over to your house for two hours, and having your masks off for 30 minutes while you eat, versus having people fly in and stay in your house for five days,” Yun said.

This year, instead of a buffet-style meal, prepare individual portions or have one person dishing out the food for guests to limit the number of hands touching utensils.

When opting for dinner at a restaurant, consider takeout or outdoor dining.

“If you are eating indoors, you are going to want look for large, well-ventilated spaces with a lot of air movement,” Yun said. “You also don’t want a place with a lot of background noise where people have to shout at each other. That may increase the risk for respiratory virus transmission.”

Look for restaurants that adhere to all safety guidelines, including servers wearing masks and make sure tables are spaced apart.

Whether at work or at home, Yun suggested people look at this time as an opportunity to

create new holiday traditions with family and friends. “We may have to skip the large gatherings, but we can find new ways to celebrate, such as a special gift exchange or a virtual holiday story night.”

Black Friday shopping

Yun said she would skip physically going into crowded stores this year and order online instead or opt for curbside pickup, which is a safer option and may save you time. If you do plan to physically shop, make a list ahead of time so you can quickly get what you need; and remember to always wear a face mask and use hand sanitizer when you’re done.

Get a flu shot

Both Yun and Spencer agree, getting the flu vaccine this year is more important than ever for safety purposes as well as to ensure the healthcare system isn’t overburdened.

“If you are 6 months or above, we definitely recommend getting the flu shot this year,” Yun said.

For more holiday safety tips, visit the CDC’s COVID-19 holiday page, and the CDC’s COVID-19 travel page.

Tuskegee

From Page 7

fighting for this country since before it was a separate country from England,” Del Soldato said. “During World War I, segregation was still the standard, with African Americans being given secondary rolls in supply and labor forces.”

“Basically, there were two Air Forces,” Sinkfield said, an Air Force veteran himself. “There was the white Air Force and there was the Black Air Force, and there was not much of the operational Air Force open to blacks until the Tuskegee Airmen came along.”

It took about 15 years for full integration to take effect, Soldato said, but it started with Truman’s executive order in the wake of the success story of the Tuskegee Airmen.

Now, almost 80 years after

the inception of the unit, very few Tuskegee Airmen are alive, and the remaining Airmen are in their nineties, but Sinkfield has had the opportunity to meet some and glean insights into their military experience, segregation, racism, and the time period in general.

Relaying an experience involving a member of the press, Sinkfield said Airmen answered immediately when asked if they thought of quitting.

“Their response was, ‘We didn’t even know the word ‘quit’; we just kept on going because it was so important to our race; it was so important to the nation, to the people that we’re protecting, so we just did not feel like there was any way other than the way to success and excellence,’” Sinkfield said. “That was probably the thing that stood out most in my mind.”

America has come a long

way since the 1940s. There are no longer separate water fountains for white people and Black people, nor are there segregated schools, and the working spirit of the Tuskegee Airmen should live on.

Sinkfield said Truman’s declaration of integration was a rule people were required to follow, but it did not change attitudes.

“That was a rule that people had to follow. That was something they did, but that didn’t really change their heart, I don’t believe. And their heart was what you’re trying to get them to change, and understand, and be sympathetic,” Sinkfield said. “That’s what I think we need to be working on socially – getting people to believe that you’re no better than I am, really. We don’t have that kind of ‘in your face’ racism, but racism is still there in people’s hearts, and we just need to move beyond that.”

Advocate

From Page 4

the concerns of residents and try to resolve their concerns. After that, I can present every situation to the commander at once so he can get the most information as efficiently as possible.”

Some residents dealing with property issues have already received assistance from Swanson.

“We had a gas leak in our home and were told we had to move out while Balfour Beatty contractors made repairs,” said Staff Sgt. Alex Meacham, 373rd Training Squadron KC-10 crew chief instructor. “After we were told that, I looked over the repair schedule and realized the leak was projected to be fixed before we move out.”

Not wanting to move out of their home after it’s already been repaired, Meacham struggled to figure out what he could do until he received a phone call.

“We had been dealing with this issue for about five days until the privatized housing advocacy office contacted us,”

Meacham said. “I didn’t even know they existed until they reached out to help us. After the advocacy office spoke with us, our issues were addressed right away and were taken very seriously.”

Over the course of a week, there was some back and forth discussions between the privatized housing resident advocate office and Balfour Beatty until one day, Balfour Beatty called and said they no longer had to move, said Meacham.

“I would most definitely trust the privatized housing advocate to assist us in the future,” Meacham said. “I believe that had I known about them before all of this happened, that things would have went over more smoothly.”

Swanson feels it’s important for residents to not only get their problems resolved, but also to inform them on what they legally can and can’t do.

“Residents typically don’t know their rights, so it’s important that they have someone they can turn to for guidance” Swanson said. “Remember you are not alone. The privatized housing resident advocate office is here to help.”

Thanksgiving

From Page 5

which can ignite fires.

Keep children and pets away, and have a fire extinguisher nearby. The last thing you want on Thanksgiving Day is for a child or pet to knock over the fryer and get injured.

It’s when people have tried to fight the fires themselves

that the majority of non-fatal Thanksgiving Day fire injuries occurred. If the unspeakable was to occur and your home catches on fire and no fire extinguisher is available, your primary objective is to get everyone out of the house. Call 911 immediately.

For more information about Thanksgiving safety, visit the National Fire Prevention Association website at https://www.nfpa.org/education.

Shrink

From Page 7

Americans killed in the terror strikes of Sept. 11, 2001, that began this. The al-Qaida terrorist group used Afghanistan as a planning, training and staging area for the strikes in New York, at the Pentagon, and in Pennsylvania.

“In light of these tremendous sacrifices, and with great humility and gratitude to those who came before us, I am formally announcing that we will

implement President Trump’s orders to continue our repositioning of forces from those two countries,” Miller said. “This is consistent with our established plans and strategic objectives, supported by the American people, and does not equate to a change in policy or objectives.”

The decision is not irreversible, Miller said. “If the forces of terror, instability, division and hate begin a deliberate campaign to disrupt our efforts, we stand ready to ally the capabilities required to thwart them,” Miller said.



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## Modernizes

From Page 2

initiative isn't about this application in fact the app is only the surface of what this project can accomplish.”

The software is designed to digitally move files; for example, an Airman can use the software to send files digitally to pilots in the air during a mission, said Robinson.

The Travis Phoenix Spark Cell was the only group to move on to the next competition. They believe it was the support of the other spark cells that brought them here.

“This was a team effort

between a couple of innovation cells including Phoenix Spark, Palmetto Spark, Tron, Aloha Spark and Infinity Spark,” Poole said. “Between the Airmen enablement and training piece, integrating with Platform One, the Puckboard scheduling and logging, everyone involved played a major part of this project.”

There are spark cells located at various bases such as Joint Base Charleston, North Carolina; Joint Base Pearl Harbor-Hickam, Hawaii; and Joint Base McGuire-Dix-Lakehurst, New Jersey.

The members of the Travis Phoenix Spark Cell are a group of dedicated individuals who won't be deterred by

simple setbacks.

“Even if we lose the Air Force Spark Tank competition, our goal remains the same,” Poole said. “When we started this we said we wanted to modernize the Air Force and no matter what we intend to.”

The Travis Phoenix Spark Digital Airmen Initiative utilizing the Platform One and MatterMost app are being judged at the Air Force level which is driven by votes.

To vote for the MatterMost App, go to <https://usaf.ideascalegov.com/a/dtd/Digital-Airman-Initiative-Frame-work-for-Solving-Digital-Problems/39194-43> on your government device.

## Automation

From Page 5

earned “Most Overlooked” honors in the “So Close: Consolation Awards” category, Sept. 20.

“As a result of leading such a small team, innovating and getting things done smarter and faster isn't just desirable, it's absolutely necessary,” Seibert said. “When I saw (Air Force Vice Chief of Staff Gen. Stephen Wilson's) call go out for the ‘Rise of Digital Wingman’ competition and the opportunity to test drive the UiPath automation software, I knew we were going to participate.”

Each Air Force organization has its own onboarding process, Seibert said, and there are more differences than similarities.

“We created this process because we saw a need, it expedited the process and improved the overall experience,” he said. “It's proof of concept that any other organization in the Air Force could implement our same process to then enjoy the same time and experience improvements to their onboarding with IT.”


The current process for onboarding new AFICC employees starts with the cyber liaison from the IT team assigning

a laptop to the new user, Seibert said. Before configuring the laptop, the team is required to complete five COMPUSEC forms – AF 4433, AF 4394, Collaborative Computing Device, Personally Owned Equipment and Temporary Issued Receipt – to stay in compliance.


The liaison opens the first form, retrieves the user computer's serial name from a database and the user's basic information that includes first name, last name, rank/grade, work phone number and work email address from Outlook. He or she then copies and pastes or types that data into the AF 4433 form, verifies the information is correct, saves the form and files it to send to the user. The process is repeated for the other four forms.

In contrast, the automated process allows the IT specialist to configure the laptop while the robot fills out the COMPUSEC forms. The forms are then delivered to the new user's email once the specialist is finished configuring the laptop.

Automating COMPUSEC forms reduces the average time spent on them from nine minutes down to three, Randall said. If the Air Force implements AFICC's automated process, that could translate into 1.1 million minutes of time saved annually and \$372,000 in cost savings.




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1

# Airmen gain CR proficiency during...

# NIGHT FURY

U.S. Air Force photos by Master Sgt. David W. Carbajal



2



3

1) Members of the 921st Contingency Response Squadron use an all-terrain forklift to transport cargo to a 21st Airlift Squadron C-17 Globemaster III Nov. 6 at Amedee Army Airfield near Herlong, California. During this task for Exercise Night Fury, members of the 22nd and 21st AS, as well as members of the 921st Contingency Response Squadron, unloaded cargo from a C-5 M Super Galaxy onto a C-17, then successfully launched both aircraft in less than an hour. 2) U.S. Air Force Tech. Sgt. Ryan Padgett, 22nd AS loadmaster, observes the kneeling process of the C-5 Nov. 5 at Amedee. 3) U.S. Air Force Senior Airman Trevon Walker, 921st CRS air traffic controller, uses a Kestrel meter to measure wind speed, humidity and altitude Nov. 5 to provide take off recommendations for the C-5M at Amedee.



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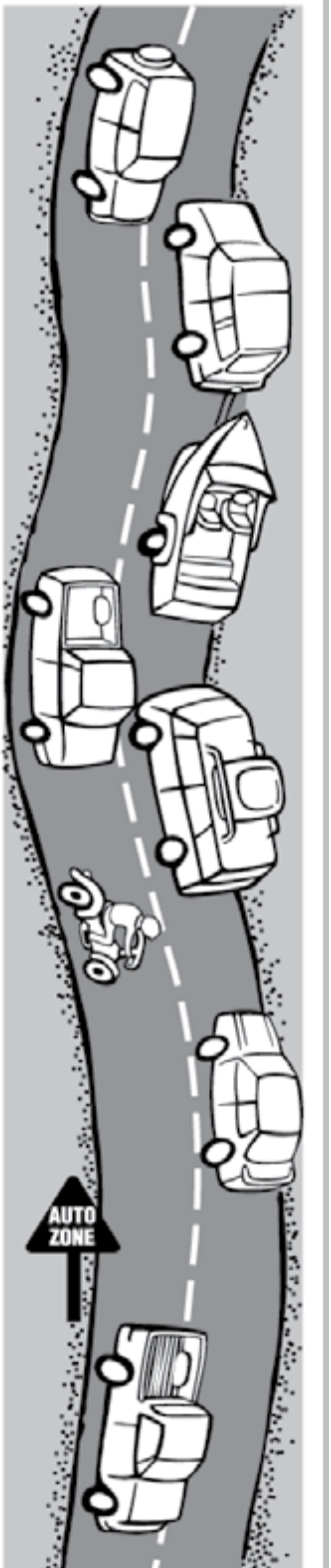


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