



TAILWIND



Video conference helps ideas rise like a ...

PHOENIX

PAGES 10-11

60th Communications Squadron keeps base connected

Senior Airman Jonathon Carnell
60TH AIR MOBILITY WING PUBLIC AFFAIRS

Ping! A computer alert sounds to notify Airmen in the 60th Communications Squadron cybermaintenance and operations control center of another request.

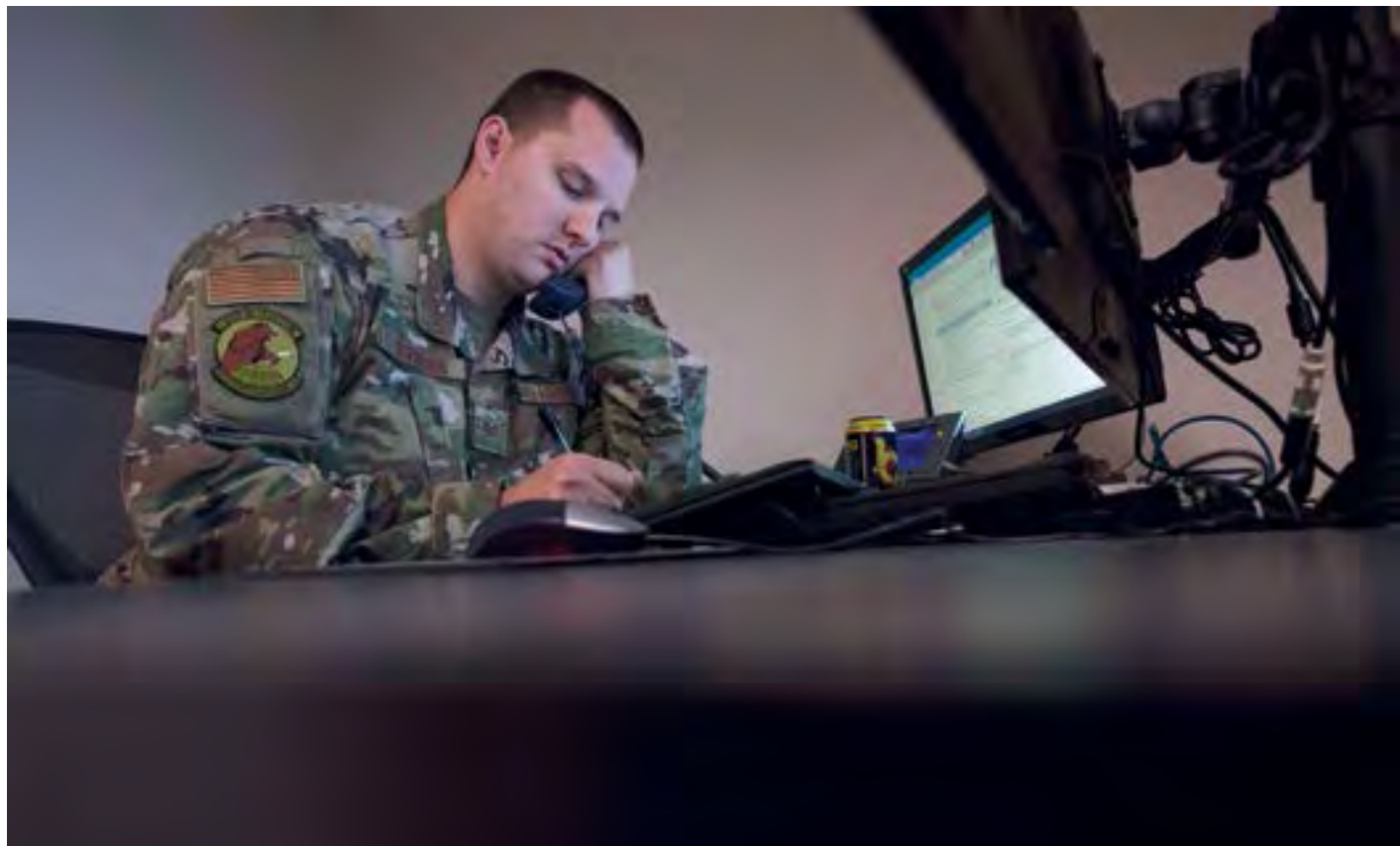
In any given week, the eight-member team fields more than 300 network delay requests for Travis Air Force Base, California, personnel while monitoring the health of the nonclassified internet protocol router network as well as the classified system at Travis AFB.

“We monitor the health of the network to identify any disruptions or outages quickly to minimize impact to the network,” said Staff Sgt. Brian Dvorak, 60th CS cybermaintenance and operations controller. “We have several systems we use that enable us to actively monitor the network in real time, allowing us to see when things are not operating correctly.”

When Col. Jeffrey Nelson, 60th Air Mobility Wing commander, issued mission-essential manning for the base in response to the novel coronavirus pandemic in March, the team was handed a new, not-so-familiar type of issue to troubleshoot with half the manning.

“It really came down to us working as a team,” said Master Sgt. Rod Dyson, 60th CS cybermaintenance section chief. “We have implemented limited manning, which has split our team in half. Most of the base is now teleworking, but that has only increased our workload as more people are having more issues than ever.”

The first couple of weeks were hectic, he said, as Travis AFB personnel increased teleworking to mitigate the



U.S. Air Force photo/Senior Airman Jonathon Carnell

U.S. Air Force Staff Sgt. Brian Dvorak, 60th Communications Squadron cybermaintenance and operations controller, assists a customer over the phone April 17 at Travis Air Force Base, California. The squadron’s cybermaintenance and operations control center monitors the health of the classified and nonclassified networks to identify and troubleshoot issues with the systems.

spread of COVID-19.

The team encountered an issue with the rise of users on the virtual private network, which enables users to send and receive data as if their computing devices were directly connected to the U.S. Air Force network.

The amplified use of the VPN led to a surge in trouble tickets to keep people connected, Dvorak said.

“We have had all of the usual communication issues we would face day to day, but now we have thousands of users who are trying to work from home and need us to help them out,” Dyson said. “Fortunately, our technicians and controllers are very good at their jobs and everyone stepped up their game to take care of the mission.”

Despite the challenges Team Travis may face during this time, Dvorak stressed his team will do all it can to ensure Airmen have the support they need.

“These are pretty stressful times,” he said. “We don’t know when things are going to even out and get back to what was once normal. What I do know is the mission must keep going.”



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

U.S. Air Force Airman 1st Class Hannah Hoskins, 60th Security Forces Squadron entry controller, watches vehicles as they approach the main gate May 11 at Travis Air Force Base, California. Security forces Airmen at Travis AFB protect thousands of people and essential resources for three wings.

Security forces Airmen enable mission at Travis

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

Editor’s note: This is the first of a three-part series on security forces at Travis AFB.

Imagine it’s Wednesday evening and you are a security forces Airman assigned to perform entry control duties at the main gate at Travis Air Force Base, California.

Suddenly, a vehicle approaches the gate on fire. You and your fellow defenders quickly find cover and report the incident. Soon the emergency control center informs you that backup is on the

way, along with firefighters and the explosive ordnance disposal team.

This was the reality for Airmen assigned to the 60th Security Forces Squadron who were performing entry control duties at the main gate of Travis AFB March 21, 2018. Their swift response helped avert a potential catastrophe, as the vehicle never made it past the gate.

Security forces Airmen are responsible for protecting people and resources at Air Force installations in the United States and around the world.

“You never know what’s going to happen, so you always have to be alert,” said Airman 1st Class Hannah Hoskins,

60th SFS installation entry controller. “We have to be on our toes at all times.” Another incident occurred in December 2017, just five days before Christmas.

“An individual sped through one of our gates at speeds nearing 100 mph,” said Tech. Sgt. Christopher Schultz, a 60th SFS flight chief. “We quickly dispatched patrols and apprehended the driver and four others.”

The patrols found alcoholic beverages, marijuana and a shotgun in the suspect’s vehicle.

Hoskins said security forces Airmen have a great deal of responsibility.

“We ensure our installation is safe

at all times,” she said. “One way we do that is by denying base access to anyone who doesn’t meet entry requirements. We also ensure traffic laws are enforced. With the coronavirus pandemic, we have implemented a number of measures to ensure the safety of our defenders and the public.”

The 60th SFS requires Airmen performing entry security to wear masks and gloves to prevent the spread of the novel coronavirus, protecting both defenders and visitors to the installation. Those defenders, who complete an average of 6,000 ID checks a day, use an

See MISSION Page 19

Tailwind

Travis AFB, Calif. | 60th Air Mobility Wing

Air Force

Col. Jeffrey Nelson
60th Air Mobility Wing commander
Senior Airman Christian Conrad
Airman 1st Class Cameron Otte
Capt. Erica Feehan
Chief of command information
Nicholas Pilch
Tailwind staff

Daily Republic

Nick DeCicco
Tailwind editor
Todd R. Hansen
Copy editor

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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.

Table of contents

Parting Shots	4
Puzzles	7
Cover story	10-11
Worship services	13-14
Classifieds	16-17

On the cover

U.S. Air Force Master Sgt. Eric Wiltz, front left, 60th CONS contracting officer, Staff Sgt. Amanda Jardine, center, 60th CONS contracting officer, and Tech. Sgt. Gage Bergman, 60th CONS contracting officer, listen to a presentation May 20.

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

1) U.S. Air Force Capt. Robert Green, 821st Contingency Response Support Squadron training flight commander, waits to have his blood drawn at the Global Reach Deployment Center warehouse May 21 at Travis Air Force Base, California. Despite COVID-19, more than 35 members of Team Travis volunteered to donate blood during the national blood shortage.



Travis' commitment to saving lives runs ... BLOOD RED

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



2) U.S. Air Force Airman 1st Class Laurence Pierre, 921st Contingency Response Squadron fire team member, watches as vials of blood are taken from his donation at the Global Reach Deployment Center warehouse May 21 at Travis Air Force Base, California. More than 30 pints of blood were donated during the blood drive. 3) Military donors sit while donating blood at the warehouse May 21 at Travis. 4) A box is filled with pints of blood at the warehouse May 21 at Travis.



Fitness testing pushed to Oct. 1

Secretary of the Air Force Public Affairs

ARLINGTON, Va. — In an effort to reduce exposure to Airmen and to continue to slow the spread of COVID-19, Air Force officials announced May 22 all official fitness testing is suspended until Oct. 1.

The change, which is an update from the original June 1 resume date, was effective immediately.

Lt. Gen. Brian Kelly, deputy chief of staff for manpower, personnel and services, said in a signed memo, "Airmen remain our top priority, and we will ensure their health and safety as we maintain our force readiness posture."

"When testing resumes, the Air Force will take a systematic approach to reintegrating official physical fitness assessments," Kelly said in the memo. "All policies and procedures should reinforce physical distancing, use of personal protective equipment, Airmen health and personal hygiene, and cleaning, sanitizing and disinfecting work spaces and common areas."

In March, officials canceled fitness assessments until June 1. Airmen who were scheduled to test in March, April and May received new test dates that were delayed by six months.

The latest change, which is subject to local health conditions and states, "Commanders shall begin assessing Airmen's fitness on Oct. 1 contingent upon base fitness centers being reopened and local state/country travel and movement restrictions being lifted."

Additionally:

- If fitness centers remain closed and local movement restrictions remain in place,

See TESTING Page 19

Gimme shelter: Offutt planes seek safety at Travis



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

An Offutt Air Force Base, Nebraska, RC-135S Cobra Ball descends toward the runway May 23 at Travis Air Force Base, California. Several RC-135S aircraft have been displaced to Travis as a precaution for pending inclement weather in the Offutt area.

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Wear date for OCP items pushed back

Staff Sgt. Sahara L. Fales
AIR FORCE'S PERSONNEL CENTER
PUBLIC AFFAIRS

JOINT BASE SAN ANTONIO-RANDOLPH, Texas — In an effort to reduce unnecessary stress on Airmen and Space professionals during COVID-19 restrictions, several uniform changes scheduled to become mandatory June 1 for the Operational Camouflage Pattern and Two-Piece Flight Duty Uniform have been delayed to Sept. 1.

The changes for each uniform are detailed in Air Force Instruction 36-2903, "Dress and Appearance of Air Force

Personnel." Mandatory wear of the Operational Camouflage Pattern Uniform remains April 2021.

The changes that become mandatory on Sept. 1 for the OCP include:

- Officer rank insignia will be spice brown (exception: first lieutenant and lieutenant colonel rank insignia will be black).
- The U.S. flag patch will be mandatory and the only authorized color is spice brown (cloth). Airmen will wear the flag while in garrison and deployed. Infrared U.S. flags are not authorized.
- The authorized T-shirt

color will be coyote brown (listed as Tan 499 per AAFES nomenclature) only. If purchasing coyote brown shirts from outside retailers, uniformed members should ensure the color matches the authorized coyote brown color (Tan 499).

- The authorized socks will be DLA-issued green socks or coyote brown only.
- The authorized boot color will be coyote brown only. The two exceptions are for Airmen with a medical condition as determined by medical authorities at a civilian or military treatment facility and approved by the commander, and those who

must wear black combat boots in industrial areas.

The changes that become mandatory on Sept. 1 for the 2PFDU include:

- All mandatory wear badges must be in place.
- The cloth U.S. flag will be the spice brown color only.
- The authorized socks will be DLA-issued green socks or coyote brown only.
- The authorized boot color will be coyote brown only.
- The only authorized color for thermal undergarments will be coyote brown.

For more information, visit <https://bit.ly/2ZMBK13>.



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Height standard axed for aviator officers

Dan Hawkins
AIR EDUCATION AND TRAINING
COMMAND PUBLIC AFFAIRS

JOINT BASE SAN ANTONIO-RANDOLPH, Texas — As part of the Air Force's ongoing effort to encourage a more diverse pool of applicants to pursue careers in aviation, the minimum height requirement for officer applicants who wish to fly has been removed as of May 13.

While still preserving safety of flight, the policy adjustment prevents initial applicants who are below 64 inches or above 77 inches in height from requiring an accessions waiver.

"We're really focused on identifying and eliminating barriers to serve in the Air Force," said Gwendolyn DeFilippi, assistant deputy chief of staff for manpower, personnel and services.

DeFilippi, who chairs the Department of the Air Force Barrier Analysis Working Group, said, "This is a huge win, especially for women and minorities of smaller stature who previously may have assumed they weren't qualified to join our team."

With the removal of the blanket height standard, the medical and operations communities will apply an anthropometric screening process to individual applicants for placement in an aircraft they can safely fly as they pursue a rated track.

"Studies have shown that women's perceptions about being fully qualified for a job makes them less likely to apply, even though there is a waiver option," said Lt. Col. Jessica Ruttenber, Air Force mobility

See HEIGHT Page 18

Puzzles

Puzzles did not appear in the May 22 edition. The solutions below are for the May 15 edition.

STR8TS

No. 492 Medium

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

You can find more help, tips and hints at www.str8ts.com

Previous solution - Easy

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

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

SUDOKU

No. 492 Medium

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

The solutions will be published here in the next issue.

Previous solution - Tough

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

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

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

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

Voluntary Leave Transfer Program

The following Travis employees are approved as leave recipients through the Voluntary Leave Transfer Program: Rebecca Austria, 60th Maintenance Group; John Butler, Special Tactics Training Squadron; Jaqualynn Cabanlit, Travis AFB Commissary; Neftaly Clark, 1st Special Operations Force Support Squadron; David Duncan, 319th Reconnaissance Wing, Grand Forks AFB; Rabiye Hamilton, Travis AFB Commissary; Patrick Hodge United States Transportation Command, Scott AFB; Mark Holmes, 10th Contracting Squadron; Dina Patterson-Steward, 60th Aerial Port Squadron; Jason Perkins, Grand Forks AFB; Gina Silva, Air Force Academy headquarters; Jean Sommer, Travis AFB Commissary; Maria Thammasen, 60th Force Support Squadron; and Dennis Weaver, Air Force Manpower Agency.

The VLT allows an employee who has a medical emergency or is affected by a medical emergency of a family member and is without availability of paid leave to receive transferred annual leave directly from other employees. For more information, call 707-424-1720.

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Base updates gate hours

Daily Republic staff

Travis Air Force Base, California, has updated the hours for access to its gates beginning Wednesday, according to a post on the 60th Air Mobility Wing Facebook page.

Access to the hospital gate is expanded to 6 a.m. to 6 p.m. Monday through Friday. Times were previously

limited to two-hour entry and exit windows.

The north gate, which is open from 6 to 8:30 a.m. and 4 to 6 p.m. Monday through Friday in both directions.

Hours are unchanged for the south and main gates.

The south gate, which is for commercial traffic exclusively, is open from 6 a.m. to 6 p.m. Monday through Friday and 6 a.m. to noon Saturday.

The main gate continues to operate around the clock.

All visitors are required as of April 15 to show a base access ID or a visitor's pass to gain access to the installation. The Visitor Control Center, where passes are issued, is open from 6 a.m. to 9:30 p.m. daily.

For more information about pass requirements, call 424-1462.

Hill's manufacturing flight overcomes part shortages

Donovan Potter

75TH AIR BASE WING PUBLIC AFFAIRS

HILL AIR FORCE BASE, Utah — When an essential aircraft part becomes unavailable, it's not a constraint for the 533 Commodities Maintenance Squadron.

They take the motto, "Built right. Ready to fight," to an entirely different level since they can fabricate their own parts.

This skilled group of engineers and technicians design, prototype and manufacture

thousands of critical components annually that can't be found anywhere else in the world.

Some of the parts they mill, shape, bend and construct include B-1 hinges, T-38 aileron control levers, F-16 fuel shelf brackets, A-10 segments and C-130 fuselage section ribs.

Creating a usable aircraft part is not a simple process, which begins with a capability check to be sure it has the resources needed to produce the asset. Then it goes to planning

and engineering where they do modeling and programming.

"At that time, we grab the raw stock and run it across an array of different machines that may be required to make the part," said Helen Jacobs, 533rd CMMXS new manufacturing section chief, "lathes, mills, welding, sheet metal, whatever the process would be to complete that asset. The material may need to be heat-treated, welded, machined or

See OVERCOMES Page 18

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AIR FORCE INSTALLATION AND MISSION SUPPORT CENTER PUBLIC AFFAIRS

JOINT BASE SAN ANTONIO-LACKLAND, Texas — The Air Force Civil Engineer Center's Installations Directorate is taking the Air Force's Readiness and Environmental Protection Integration program to new heights, preserving training areas to increase the lethality and readiness of air and space forces.

The REPI program uses agreements with eligible entities, like cities and land trusts, to cost share mutually beneficial land easements within priority impact areas.

"Basically, it protects real estate in

and around our installations to preserve training areas, maintain mission readiness and minimize land encroachment," said Alex Colby, Air Force REPI program chief.

Before AFCEC took charge of REPI in 2018, the program was split between three different locations, under different commands with no dedicated staff.

"It was kind of an additional duty for the Airmen assigned to work on the program, so there was no follow through. Everyone only had a part in the process," Colby said. "Now under AFCEC, it's all under one umbrella in basically a cradle-to-grave operation."

One project manager sees the process all the way through which ensures continuity and predictability for

installations, partners and the local community when planning and executing agreements.

REPI has also seen a threefold increase in funding under AFCEC. In the past two years alone, the team secured an increase from \$6 or \$7 million to \$32 million, which led to more partnerships and land easements.

REPI's success has also increased the number of participating bases looking to the program for help to protect their training areas, and it's led to some record-breaking efforts, Colby said.

"Last year we were able to preserve the 30,000 acres at Melrose Range, a critical training range for the Special Operations Command," Colby said. "It was the largest easement transaction

in the history of the REPI program."

At Altus Air Force Base, Oklahoma, local city of Altus officials commended the REPI project manager there for working to secure easements on 480 acres of private property. When completed, the easements will provide the city of more than 18,000 residents access to multiple water wells to augment the local municipal water supply.

"Altus is located in an area where water can be scarce at times, and when these agreements go through, the city will have additional water to draw from during a drought," said Dan Gould, REPI program manager. "It's a win-win for everyone, since the city also provides the base with its water,

See REAL ESTATE Page 15

Hurricane Hunters move conference to internet

Lt. Col. Marnee A.C. Losurdo
403RD WING PUBLIC AFFAIRS

KEESLER AIR FORCE BASE, Miss. — The 2020 National Tropical Weather Conference, originally scheduled for April, was postponed due to COVID-19, however, the pandemic didn't stop emergency managers, meteorologists and the Air Force Reserve Hurricane Hunters from going live online to talk about their mission and educate the public.

The event is a national forum where experts in tropical meteorology inform media and business members about hurricane preparedness so they can better prepare their communities for when a hurricane threatens, said Alex Garcia, NTWC director and the Storm Science Network's president and chief executive officer.

However, instead of a two-day event, they had live online sessions with weather experts to deliver content to broadcast meteorologists and emergency managers who live in hurricane-impact zones.

This topic is an important one for Lt. Col. Ryan Rickert and Capt. Garrett Black, 53rd Weather Reconnaissance Squadron aerial reconnaissance weather officers. The Airmen met with members of the NTWC leaders and meteorologists for a live Skype session May 21 to discuss their mission and why the public needs to be weather ready.

"There are a lot of National Weather Service and television meteorologists who attend this conference and live in areas affected by tropical cyclones, so they have a lot of interest in this

See HUNTERS Page 12

100th Air Refueling Wing flexes agility, versatility

Senior Airman Brandon Esau
100TH AIR REFUELING WING PUBLIC AFFAIRS

ROYAL AIR FORCE MILDENHALL, England — As the only permanent air refueling component in the European and African areas of responsibility, it is up to the 100th Air Refueling Wing and the 351st Air Refueling Squadron to provide global air refueling and combat support to our sister services and allies.

Since its activation on Feb. 1, 1992, the wing has provided critical in-flight refueling for all U.S. and NATO forces in Europe and Africa. RAF Mildenhall continues to be the leader in providing response capabilities that enable America's global vigilance, reach and power across the globe.

"It's truly a Bloody Hundredth team effort to keep the 351st ARS executing the mission 24/7," said Lt. Col. Brian Barba, 351st ARS director of operations. "It starts many hours before the mission with the 100th Maintenance Group keeping a more than 60-year-old jet flying with one of the best reliability rates in the fleet. The incredible operations team makes an enormous impact, planning high-level missions. Intelligence, crew communications, tactics, aircrew flight equipment, and our airfield folks make this whole operation come together."

The agility, capability and versatility of the 100th ARW and 351st ARS is never more evident than when the nation, and our allies, call upon them to deliver fuel to carry out missions authorized at the highest levels of world leadership.

The wing has performed

545 missions and provided approximately 16 million pounds of fuel to over 1,600 aircraft throughout Europe, Africa and the Atlantic Ocean since the start of fiscal year 2020.

"The KC-135 can be configured to refuel all U.S. and allied aircraft," Barba said. "We can refuel U.S. Navy or allied aircraft through our Multipoint Refueling System or Boom Drogue Attachment, or refuel using our traditional boom system for Air Force assets."

"Our versatility to change configurations is a capability that is highly sought after in multilateral training," he said. "Along with air refueling, our crews fly thousands of miles through the night to perform aeromedical evacuations and bring injured or sick personnel to higher echelon care facilities."

Alongside the daily training aircrews perform, the wing also takes part in numerous exercises and real-world contingencies, to include BALTOPS, Bomber Task Force-Europe, Furious 48, Point Blank, Trident Juncture among others, as a display of commitment to NATO and the U.S.'s continued presence in the region.

"It's extremely important to strengthen relations with our NATO allies," said Lt. Col. Ian Slazinik, 351st ARS commander. "The interoperability exercises that secure those bonds at the tactical level, along with bilateral and multilateral exercises, not only develop and redefine our tactics, but also our partner nations' forces. We also improve our understanding about how we can better integrate with another country's

See 100TH Page 20



U.S. Air Force 1st Lt. Wesleigh Bartels, 351st Air Refueling Squadron pilot, goes over a checklist prior to a flight at RAF Mildenhall, England, Dec. 4, 2019. The Bloody Hundredth provides unrivaled air refueling support throughout Europe and Africa.

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Phoenix Spark lights up video communications to unite base



Story and photos by
Tech. Sgt. James Hodgman
60TH AIR MOBILITY WING PUBLIC AFFAIRS

The 60th Air Mobility Wing Phoenix Spark innovation cell at Travis Air Force Base, California, virtually hosted its first commercial solutions opening event at the base May 20.

A CSO is a strategy used by the Department of Defense to acquire innovative commercial items, technologies or services that directly fulfill requirements, close capability gaps or provide potential technological advances, according to a memorandum from the Office of the Under Secretary of Defense.

During the event, representatives from five companies shared innovative ways to enhance the Travis AFB mission with more than a dozen base organizations while using video-conferencing software.

"We thought about canceling the event due to the coronavirus pandemic, but decided against it because it is so important we find ways to enhance upon our mission," said Capt. Christopher Williston, a C-17 Globemaster III pilot assigned to the 21st Airlift Squadron and the deputy chief of the Phoenix Spark innovation cell.

Planning for the CSO began Feb. 18 when the 60th Contracting Squadron requested companies submit their ideas on how they could help enhance operations at Travis AFB.

"Companies had 45 days to respond and we worked with subject matter experts in a number of career fields to identify the best pitches that could enhance the Travis (AFB) mission," said Master Sgt. Eric Wiltz, 60th CONS contracting officer.

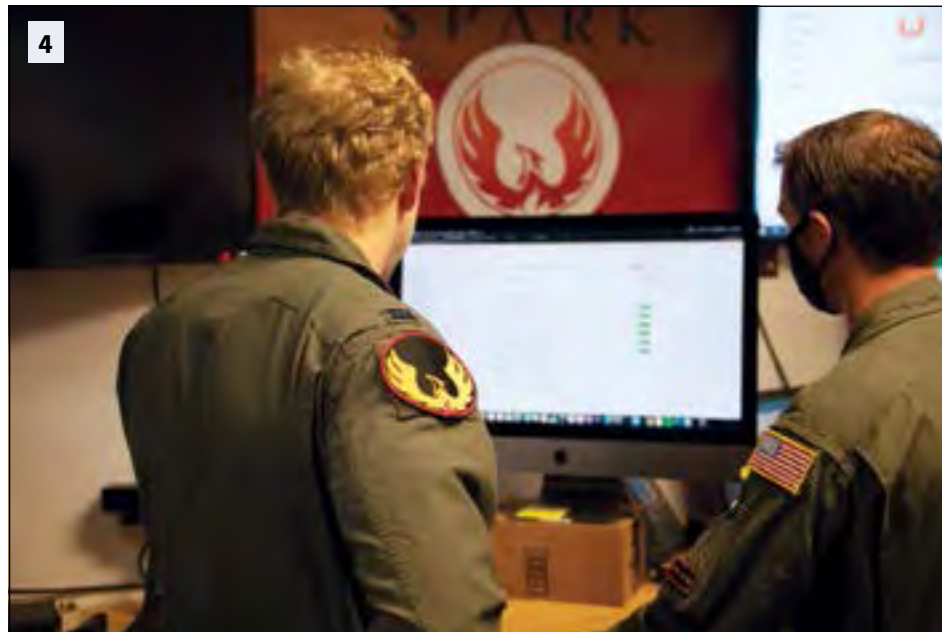
Each company that submitted a proposal had to be a small business, provide a background paper on their company and explain how their solution could benefit Travis AFB, along with the cost of that solution, Wiltz said.

"For this CSO, proposals had to be \$30,000 or less and every proposal was carefully vetted by the 60th Contracting Squadron," he added.

Funding for approved proposals will be paid for through squadron innovation funds, more than \$64 million the Air Force allocated service wide to pay for innovation initiatives at the unit level.

A couple of companies shared ways to enhance emergency alert systems, which could reduce notification and response times.

"Something like that could save time, and potentially, save lives," Wiltz said.



4) U.S. Air Force Capt. Christopher Williston, left, 21st Airlift Squadron C-17 Globemaster III pilot and the deputy chief of the 60th Air Mobility Wing Phoenix Spark innovation cell, and Senior Master Sgt. Phil Edwards, Phoenix Spark superintendent, prepare to listen to a presentation May 20 during a commercial solutions offering event at Travis Air Force Base, California.

"With this CSO, we are able to streamline the process and get to an executable solution in months or weeks rather than years. We need to operate at the speed of relevance, constantly train our Airmen, educate them and empower them through technology and every means we have."

One area Travis AFB leadership is looking to enhance capabilities is making training as realistic as possible for health care workers and first responders as well as other Air Force specialty codes, Williston said.

"Several companies presented ways we could use virtual reality headsets and systems designed to allow instructors to train Airmen in a variety of specialties," he said.

With that technology, new nurses at David Grant USAF Medical Center could learn how to perform a variety of functions related to patient care all within the VR environment, Williston said.

"Virtual reality offers us an opportunity to introduce nurses and medical technicians to multiple scenarios before they ever operate on a patient," said Maj. Regina Tai See, deputy director of staff for the 60th AMW and a registered nurse with 16 years of experience. "This allows them to build confidence and familiarize themselves with the steps necessary for patient care. Surgery can often be unpredictable, so being able to train our Airmen in an environment where they can learn, and

perfect procedures is invaluable."

Williston also explained that this technology could benefit security forces Airmen by training them with realistic scenarios so they are prepared for a number of tactical situations.

James Frazier, 60th Security Forces Squadron training instructor, said he was impressed with some of the VR capabilities shared during the CSO, especially from one company that offered a VR training program for law enforcement officers, featuring 42 different scenarios and more than 100 possible outcomes for each one.

"We've never seen something as advanced as what we saw today," Frazier said. "We have used similar systems in the past, but with that system, it looks like our defenders voice commands would be responded to by the subject in the VR environment. That's important because that is where any application of force starts."

"Our Airmen have to make split second decisions that could be the difference between life and death," Frazier added. "With this system, we could test their ability in tense moments to make the right decision. That is extremely valuable."

The CSO featured 40 participants, including 13 organizations at Travis AFB. Participants called in from 21 different locations and adhered to physical distancing requirements throughout the event.



5) Representatives from 13 military organizations and five companies participate in a commercial solutions offering event May 20 at Travis Air Force Base, California. Due to the coronavirus pandemic, the event was held online using video-conferencing software. Military members and representatives from five companies at 21 different locations participated in the event. 6) U.S. Air Force Senior Master Sgt. Phil Edwards, left, 60th Air Mobility Wing Phoenix Spark innovation cell superintendent, and John Dickerson, 60th AMW innovation officer, wear masks as they listen to a presentation May 20 during the event. The event provided companies an opportunity to present innovative solutions to enhance the mission at Travis AFB. 7) U.S. Air Force Master Sgt. Eric Wiltz, 60th Contracting Squadron contracting officer, sets up a computer for a presentation May 20 during the event.

1) U.S. Air Force Staff Sgt. Amanda Jardine, 60th Contracting Squadron contracting officer, listens to a presentation May 20 during a commercial solutions opening event at Travis Air Force Base, California. The event, the first of its kind in Travis AFB history, was organized by the Travis Phoenix Spark Innovation Cell and the 60th CONS. 2) John Dickerson, 60th Air Mobility Wing innovation officer, wears a mask as he listens to a presentation May 20 during the event at Travis. 3) The 60th Air Mobility Wing Phoenix Spark innovation cell patch is attached to the right shoulder of U.S. Air Force Capt. Christopher Williston's flight suit May 20 at Travis Air Force Base, California.

Hunters

From Page 8

topic," said Rickert, who has attended the conference for the past three years. "It's a great event. We brief attendees about the mission, why we do it, the storms we flew in the past year, and some of the challenges we face. This is a great opportunity to raise awareness about the importance of being prepared for hurricane season."

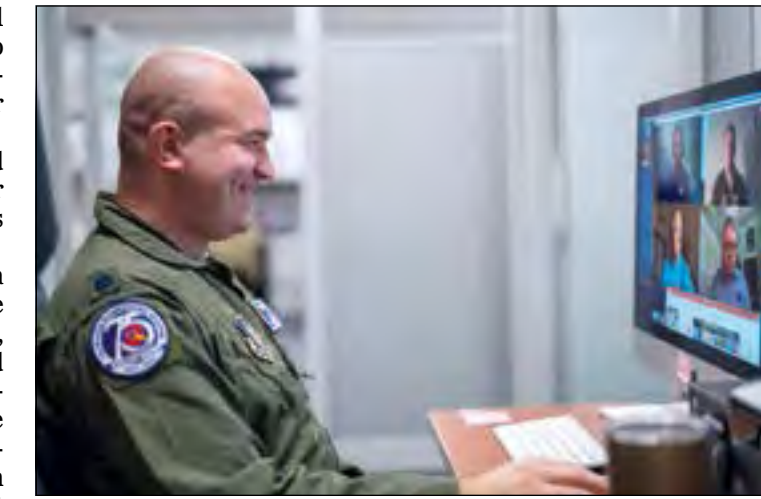
"Hearing from the meteorologists who fly on the Hurricane-Hunter missions provides a valuable educational experience for conference attendees," Garcia said. "Understanding what is happening during a mission and why provides a keen insight that broadcast meteorologists can then convey to their viewers."

The 53rd WRS is the only Department of Defense unit that flies weather reconnaissance

missions into severe tropical weather June 1 to Nov. 30, to gather data for the National Hurricane Center to improve their forecasts and storm warnings.

Black and Rickert briefed the online audience about their one-of-a-kind mission, which is unique for several reasons.

First, their operating area is immense, ranging from the mid-Atlantic to Hawaii. Second, while the squadron is aligned under Air Force Reserve Command, weather reconnaissance taskings originate at the National Hurricane Center, which falls, not under the DoD, but the Department of Commerce. Through an interagency agreement, tropical weather reconnaissance is governed by the National Hurricane Operations Plan, which requires the squadron to support 24-hour-a-day continuous operations, with the ability to fly up to three storms simultaneously with response times of 16 hours. The squadron



U.S. Air Force Lt. Col. Ryan Rickert, 53rd Weather Reconnaissance Squadron aerial reconnaissance weather officer, talks live via Skype with the host and participants of the National Tropical Weather Conference, May 21 at Keesler Air Force Base, Mississippi.

flies a couple of different mis-

sions. The unit flies storms before they are even named. Called invest missions, the unit flies these systems at 500 to 1,500 feet to determine if there is a closed circulation, Black said.

Once a system becomes a tropical storm or hurricane, they fly at higher altitudes, ranging from 5,000 to 10,000 feet depending on the severity of the storm. Aircrews fly through the eye of

a storm four to six times to locate the low-pressure center and circulation of the storm. During each pass through the center, they release a dropsonde, which collects weather data on its descent to the ocean surface, specifically gathering wind speed, wind direction, pressure, temperature and humidity.

During the invest and storm flights, the aircrews transmit weather data via satellite communication every 10 minutes to

the National Hurricane Center to assist them with their forecasts and storm warnings.

In addition to flying tropical weather reconnaissance, the squadron also flies winter season storms over the Gulf of Mexico and Atlantic and Pacific oceans. These missions are flown at 25,000 to 30,000 feet and the release 25 to 30 dropsondes per mission to provide weather data to forecasters to help predict these events, Rickert said.

While flying into tropical and winter storms is a challenge in itself, COVID-19 has introduced its own set of issues for commuting unit members who need to maintain their currency and training.

"Unit members are getting training accomplished while complying with Department of Defense and base requirements to keep everyone safe while ensuring we are ready for the upcoming season," Rickert said.

In 2019, the Hurricane Hunters flew more than 684 hours and 81 missions into nine storms over the Atlantic and Pacific oceans. This year forecasters are predicting a busier than normal season, but Rickert reminds people need to be prepared for whatever Mother Nature brings their way.

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From Page 8

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Colby said he believes more and more bases will look at the Altus and Melrose agreements

and seek out the AFCEC-led REPI program for help to protect their own training areas.

With REPI now under one roof, it'll be easier to explore new possibilities and expand the program, he said.

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bases we operate out of,” Colby said. “With the program here at AFCEC, ideas like this

are now a real possibility, and will ensure our bases are resilient and can meet training

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William Johnson, 533rd Commodities Maintenance Squadron, measures an aircraft part while working with the five-axis Versatech machine May 5 at Hill Air Force Base, Utah.

U.S. Air Force photo



Overcome

From Page 7

any number of procedures. It's quite a process."

These parts are manufactured in order to bridge a gap in the regular supply system, when there's no contract in place from an outside source.

"They come to us and say they need a certain amount of back orders for a specific part," said Darren Ketchell, 533 CMMXS new manufacturing flight chief. "I'll fill that back order until it's supportable in supply. I might build 10 assets or I might build 100. It depends on what the Air Force is going to deliver. I can fill that gap."

A possible aircraft

grounding about 12 years ago, because of an unavailable part, is what put the local parts manufacturers on the map.

The T-38 aileron lever was not available through the normal supply chain and vendors weren't able to produce it. The new manufacturing flight aggressively went to work and ultimately produced more than 2,000 of the important part, avoiding a fleet grounding.

Ketchell said there's always been a need and a requirement for local manufacturing because they fulfill a vital role for the military.

"People don't realize the capability that local manufacturing has," he said. "We're a small entity, but we have a big impact on the overall mission. We play a huge part in the overall success of people producing their end-item asset."

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Height

From Page 6

planner and programmer and team leader on the Women's Initiative Team who led the height standards adjustment effort. "Modifying the height standard allows the Air Force to accommodate a larger and more diverse rated applicant pool within existing aircraft constraints."

Under the previous Medical Standards Directory requirement, the height requirement to become an Air Force pilot was a standing height of 64 inches to 77 inches (5 foot 4 to 6 foot 5) and a sitting height of 34 to 40 inches. Although most height waivers were approved, the previous restriction eliminated approximately 44% of the U.S. female population between the ages 20 to 29.

"Historically, most of our aircraft were engineered around the height of an average male, not females," Ruttenber said.

According to the Department of Health and Human Services Anthropometric Reference Data for Adults, United States, 2007-10, the average height for U.S. females aged 20 and over is 63.8 inches across all ethnic groups. In contrast, the average height for U.S. males aged 20 and over, across

all ethnic groups, is 69.3 inches.

"While most height waivers were approved under the old system, feedback indicated the entire waiver process served as a barrier, which negatively impacted female rated accessions," said Lt. Col. Christianne Opresko, branch chief on the Air Force's Air Crew Task Force and an aerospace physiologist. "It's hard to determine how many women did not previously apply due to their perception of not being fully qualified or having to pursue a waiver."

The WIT is an all-volunteer team, serving as influential advocates on topics that influence women's propensity to serve in the Air Force. WIT members work toward creating a total force where all Airmen can advance to their maximum potential, regardless of gender.

"This doesn't happen without the hard work and dedication of Maj. Chandra Fleming, Maj. Andrea Harrington and Capt. Lauren Daly, who played major roles in studying the engineering factors that might present barriers to rated accessions applicants," Ruttenber said. "Our medical and training teams with the Surgeon General, as well as Air Education and Training Command and 19th Air Force, helped make this adjustment possible."

Mission

From Page 3

electronic device to scan ID cards known as the Defense Biometric Identification System, said Schultz.

"Right now, we don't physically handle ID cards," said Airman 1st Class Jason Nguyen, 60th SFS installation entry controller. "Individuals hold their ID cards while we scan them with DBIDS."

The system is one way security forces verifies base access for each person requesting entry, including civilians and contractors, Nguyen said.

Hoskins recalled an incident when an individual refused to turn his car around, after discovering the driver did not have the valid identification needed to access the base.

"He was angry and insisted he was going to drive through the gate," Hoskins said. "I called for backup, and I had

help there immediately. Eventually, he calmed down, and we briefed him about his license, as well as base entry procedures. Shortly after that, he drove away from the gate."

The defenders at Travis AFB provide security for thousands of people and resources valued at approximately \$11 billion. The security they provide helps enable successfully operations every day. Since Feb. 1, Team Travis, which is home to the largest mobility

wing in the Air Force, has supported more than 500 missions.

Schultz stressed, that despite the pandemic, 60th SFS Airmen will continue to provide a safe and secure environment for Team Travis.

"Our Airmen at the gates are our first line of defense for the installation," Schultz said. "They keep a watchful eye for anything that may happen and that will not change. Often, they are the only experience

people have with our base or the Air Force. They are highly trained and focused on ensuring the safety and security of our installation.

"Our No. 1 priority is securing our mission and protecting our people," Hoskins added. "We have several assets at our base, and many Airmen and families call Travis home. We are family, and you never want anything to threaten your family. We are here to protect one another."

Testing

From Page 5

commanders may choose to delay physical fitness assessment resumption beyond Oct. 1 until safe conditions are available.

An Airman's next scheduled fitness assessment will be based on the date of their last official assessment and fitness category.

In order to maintain the health and safety of the force as testing resumes, the abdominal circumference component will be temporarily suspended through Oct. 1, 2021, or until further notice. During this period, all Airmen will receive a temporary, one-year abdominal circumference component exemption, and the next scheduled test date will be based on the overall fitness score. This one-year temporary abdominal circumference exemption

will take precedence over any other shorter term temporary abdominal circumference exemptions.

The annual height and weight measurements taken in conjunction with the fitness assessment will be temporarily suspended until further notice in order to preserve the health and safety of the force.

Physical training leaders augmenting the Fitness Assessment Cell may test members from within their same unit to help provide commanders with capacity options.

Commanders should use the four-month delay to purchase appropriate equipment, such as toe bars, to aid in physical distancing and administration of official physical fitness assessments in a safe and healthy environment.

For more information, Airmen should visit MyPers or contact their chain of command.

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100th

From Page 9

air force."

Most recently, the wing took part in a Bomber Task Force-Europe mission in which KC-135 Stratotankers off-loaded fuel to B-1B Lancers from the 28th Bomb Wing, Ellsworth Air Force Base, South Dakota, as well as aircraft from the Danish, Swedish and Norwegian air forces. Alongside these aircraft, a KC-10 from the Dutch air force provided fuel to both U.S. and NATO allies to further strengthen partnerships.

"Long-range bomber training missions strengthen our steadfast partnerships with allies across both Europe and Africa and showcase our ability to respond globally from anywhere," said U.S. Air Forces in Europe and Air Forces Africa commander, Gen. Jeff Harrigian. "This mission further enhances our interoperability capabilities by taking groundbreaking steps to incorporate our partners to generate seamless operations."

As RAF Mildenhall is tasked with high-priority mission sets, Airmen provide not only refueling but also aircraft maintenance and logistics support to remain one of the U.S.'s most visible assets tasked with protecting U.S. interests in Europe.

"Air Refueling is the critical component in global reach," Slaznik stated. "It allows for aircraft to travel farther, intelligence and reconnaissance to be gathered longer, fighter aircraft to move across vast oceans and allows for the rapid mobility of personnel and supplies around the globe."

"We allow our Air Force and national leadership to consider actions on a global scale and make a strategic impact within hours," he concluded. "The 100th and 351st work hard every day to strengthen alliances and sharpen skills for missions that lie ahead."



A B-1B Lancer from the 28th Bomb Wing, Ellsworth Air Force Base, South Dakota, receives fuel from a KC-135 Stratotanker from the 100th Air Refueling Wing, RAF Mildenhall, England, during a training mission for Bomber Task Force Europe over England, May 11. Bomber Task Force missions are intended to demonstrate U.S. commitment to the collective defense of the NATO alliance and are a visible demonstration of the U.S. capability of extended deterrence.

U.S. Air Force photo/Staff Sgt. Kelly O'Connor

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