

Volume 69 No. 2

# CITIZEN AIRMAN

April 2017



**FOLLOW US!**



@CITIZENAIRMAN



@CITIZENAIRMAN



[citamn.afrc.af.mil](http://citamn.afrc.af.mil)

*In this Issue:* **LT. COL. JOHN MARKS**  
A-10 pilot at Whiteman AFB with  
6,000 flying hours ... Page 12

*The Official Magazine of the Air Force Reserve*

# FROM THE TOP



**Lt. Gen. Maryanne Miller**  
 @afrccommander

The fundamental question we have to ask ourselves every day as Reserve Citizen Airmen is, "Are we ready?"

Are we ready to respond within 72 hours and provide combat-ready forces to fly, fight and win?

I believe it is critical to understand what it means to truly be ready, and it's vitally important to hear it from your leadership.

**Chief Master Sgt. Ericka Kelly**

**Command Chief, Air Force Reserve Command**

We serve our nation proudly and are ready to defend it against adversaries around the globe. We must be trained and equipped, combat-ready, and deployable within 72 hours because the call to defend our nation can come at any given moment. But we should never lose sight of the quality of life of our Airmen.

**Maj. Gen. Randall Ogden**  
**Commander, 4th Air Force**

Airmen in 4th Air Force should ask themselves, "Am I ready to answer our nation's call to provide rapid global mobility at a moment's notice?" Our Reserve Citizen Airmen do an incredible job of maintaining their military readiness. Just as importantly, they balance their families' and employers' requirements, ensuring they are ready for planned and short-notice deployments.

**Chief Master Sgt. Brian Wong**  
**Command Chief, 4th Air Force**

Although we are faced with funding challenges, administrative hurdles and an increasing demand for our time, Reserve Citizen Airmen get the job done! Our diversity in civilian and military work experience, education, and personal background strengthens our resolve to succeed. We have passion in our hearts and creativity in our minds. Serving at home or abroad, we roll up our sleeves, knuckle through the requirements and complete the mission. We've done it before; we're doing it now; and we'll do it tomorrow! Our Air Force Reserve is ready. ... to fly, fight and win in air, space and cyberspace! Thank you, Airmen!

**Col. Adam Willis, Commander**  
**445th Airlift Wing, 4th Air Force**

The main reason we are able to maintain our readiness is our people's resiliency. Our Reserve Citizen Airmen choose to put on a uniform and serve. We are all committed to something greater than individual necessities, the selfishness of me, me, me. Our Airmen know that if one falls down another will lift them up. We succeed as a team and stand ready for the call.

**Maj. Gen. Richard Scobee**  
**Commander, 10th Air Force**

Are we ready to put combat air power where it needs to be at a moment's notice? Our priority must be readiness. We owe the American people the best-equipped, best-trained combat-ready Airmen we can produce at the least burden to our taxpayers.

In our fiscally constrained environment, we are challenged to realign and prioritize resources to keep our weapons systems and Airmen "ready." The bottom line, however, is we ARE ready. ... ready to wage combat on our nation's enemies and protect America.

But, are we ready to defend against a higher capability, peer threat? First, we need a focused, long-term approach to sustain, integrate and modernize our current weapons systems and acquire new systems that will ensure we dominate the battlespace far into the future. Second, we must concentrate on building the right number of combat-ready Airmen who are trained to the highest level. We need resilient warfighters who can ensure all of our joint warfighters never fear attack from air, space or cyberspace.

Combat is demanding. Holding bad people accountable for their actions is arduous. Defending America is vital. And I, for one, don't want to make it a fair fight.

**Chief Master Sgt. Thomas Brandhuber**  
**Command Chief, 10th Air Force**

Our Reserve Citizen Airmen are committed to the mission and team. Readiness revolves around our Citizen Airmen. I hope that our Airmen are practicing comprehensive Airmen fitness and that their four pillars are intact. From a strategic level, have we instilled the importance of utilizing the management internal control toolset to report actual data on where our challenges are in personal training equipment? Have we changed the paradigm for wings to report what they are, not what they think we want to see?

**Maj. Gen. John Stokes**  
**Commander, 22nd Air Force**

Our greatest challenge to readiness is the impact of a continuing resolution and the requirement to prioritize reserve personnel appropriations for those units that are next in the air and space expeditionary force/reserve component period bucket. Have we allocated our precious resources effectively?

**Chief Master Sgt. Clinton Ronan**  
**Command Chief, 22nd Air Force**

Have we lost focus that the majority of our formations are in mobility positions that require a 72-hour notice? We need to ensure we are ready for prolonged combat action. Extended mobilization requires each of us to hold our readiness to a higher level. Personal accountability will ensure our mission success. Leadership needs to ensure we are training our Citizen Airmen to the highest standards, focusing on challenging and relevant wartime tasks.

**Col. Anthony Polashek**  
**Commander, 934th Airlift Wing, 22nd Air Force**

Our No. 1 recurring challenge to maintaining readiness is discontinuities in funding. Short-term continuing resolutions, uncertainty of funding levels and lag time in distributing funds constrain our Airmen's participation and dramatically reduce our ability to train them effectively. Our amazing Reserve Citizen Airmen want to maintain the high level of professional skill and combat readiness that our nation expects and our mission requires. Yet, these Airmen, their employers and their families struggle with the enormously disruptive effects of these funding discontinuities.

We all have to ask ourselves the question, "Am I ready for the fight?"

Over the past few months, I have had the opportunity to visit our Airmen around the world, from Qatar and Afghanistan to Hurlburt Field, Florida, and Barksdale Air Force Base, Louisiana. To say I am impressed with our Airmen and the jobs they do is an understatement! Your skill and dedication to the mission inspire me! You continue to make a profound impact to the joint fight through your continued focus on readiness.

Amidst our budget challenges, I will continue to advocate for more funding, which is so critical to our readiness and posture.

Thank you for your devotion to your fellow Airmen and the mission.



*It is vital for all Citizen Airmen to understand what it means to truly be ready to provide combat-ready forces to fly, fight and win.*

Gen. David L. Goldfein, **Chief of Staff, United States Air Force**  
Lt. Gen. Maryanne Miller, **Commander, Air Force Reserve Command**  
Col. Bruce M. Bender, **Director of Public Affairs, Air Force Reserve Command**  
Cliff Tyler, **Managing Editor, Public Affairs, Air Force Reserve Command**  
Tyler Grimes, **Staff Writer, Public Affairs, Air Force Reserve Command**  
Adam Butterick, **Graphic Designer, Multimedia, Air Force Reserve Command**

*Tech. Sgt. Matt Gerrits, an armament systems specialist with the 307th Aircraft Maintenance Squadron, loads a 500-pound bomb under the wing of a B-52 Stratofortress at Barksdale Air Force Base, Louisiana. The weapon is equipped with a guidance kit that converts existing unguided free-fall bombs into accurate, adverse-weather "smart" munitions. The bomb was one of several weapons loaded on the aircraft's conventional rotary launcher, a new weapons system capable of carrying several different types of munitions at one time. The rotary launcher was being prepped to undergo its first live-fire training mission. (Tech. Sgt. Ted Daigle)*



# CITIZEN AIRMAN

## 12 Hours Earned, Lessons Learned

Whiteman A-10 pilot shows no signs of slowing down

## 16 PT-17 Stearman

Citizen Airman takes a piece of history to new heights

## 20 Preferred Locations

Recent aircraft announcements impact three Reserve wings

## 22 A True Treasure

Reservist uses civilian skills to support SOCOM Para-Commandos

## 24 A Tiger's Tale

To salute or not salute

## 26 In Safe Hands

C-17 pilot retires as AMC record holder

## 27 Tattoos & Marijuana

Citizen Airmen should be aware of new Air Force policies

## 28 Unmatched Experience

Arctic F-22 pilots provide fifth-gen capability on a budget

## 30 Eternally Grateful

Nurse's lifesaving actions unknowingly impact fellow Reservist's family

Citizen Airman magazine (ISSN No. 0887-9680) is published bi-monthly by Headquarters Air Force Reserve Command Office of Public Affairs for the commander of Air Force Reserve Command. Periodical postage paid at Warner Robins, Georgia, and additional mailing offices. Copies are mailed, free of charge, to the homes of all Reservists. Content is normally news articles and features developed for release to commercial media as part of the Air Force Reserve's continuing public affairs program. Opinions of contributors are not necessarily those of the Air Force Reserve. All photos are U.S. Air Force photos unless otherwise indicated. Readers-per-copy ratio: 4-1.

Send inquiries and submissions to HQ AFRC/PAOM, 155 Richard Ray Blvd., Robins AFB, GA 31098-1661.  
Or, email them to [hqafrc.pa.citizenairman@us.af.mil](mailto:hqafrc.pa.citizenairman@us.af.mil).

For questions about the magazine or its contents, you can call (478) 327-1770 or DSN 497-1770.  
Moving? PLEASE DO NOT SEND CHANGES OF ADDRESS TO CITIZEN AIRMAN. To continue receiving the magazine, unit Reservists, as well as people serving a statutory tour of duty, should send a change of address to their military personnel flight or unit orderly room. Individual mobilization augmentees should call the Total Force Service Center-Denver toll free at 1-800-525-0102 or DSN 847-3294.

POSTMASTER: Please send all Forms 3579 to Citizen Airman, HQ AFRC/PAOM, 155 Richard Ray Blvd., Robins AFB, GA 31098-1661.

*(Front cover) Lt. Col. John "Karl" Marks has had a life-long love for flying and the A-10 Thunderbolt II aircraft. The member of the 303rd Fighter Squadron at Whiteman Air Force Base, Missouri, has accumulated more than 6,000 flying hours in the A-10, and he shows no signs of slowing down. Read his story beginning on Page 12. (Back cover) Master Sgt. David Brown of the 459th Aerospace Medicine Squadron at Joint Base Andrews, Maryland, flies his World War II-era PT-Stearman biplane as a member of the Flying Circus Airshow in Virginia. See the story on Page 16.*



# RESERVE IN FOCUS

COMMAND IMAGES



## Top of Their Game

Members of the 927th Security Forces Squadron at MacDill Air Force Base, Florida, participated in a week-long training exercise at Camp Blanding Joint Training Center in Starke, Florida, Jan. 9-13. The exercise included multiple scenarios that evaluated the defenders' response to a variety of base threats. *(Tech. Sgt. Peter Dean)*



## The First

Maj. Jennifer Orton, a combat search and rescue pilot with the 39th Rescue Squadron at Patrick Air Force Base, Florida, flies the HC-130P/N King fixed-wing aerial refueling aircraft on missions for the 920th Rescue Wing. Orton recently discovered that, according to the 39th RQS, she holds the title of being the organization's first female Air Force Reserve fixed-wing CSAR pilot. *(Senior Airman Brandon Kalloo Sanes)*



## Fueling Up

Staff Sgt. Jeremy Rigg, a KC-10A Extender air refueling boom operator with the 70th Air Refueling Squadron at Travis Air Force Base, California, practices refueling a C-17 Globemaster III over the Pacific Ocean Feb. 14. The drill-weekend training was part of the 349th Air Mobility Wing's Patriot Wyvern exercise, which is conducted twice a year to help ensure organizations throughout the wing are fully prepared for worldwide contingency operations. *(Lt. Col. Robert Couse-Baker)*



## Last C-5B Galaxy Leaves Westover for Modifications

The Air Force's last C-5B Galaxy left Westover Air Reserve Base, Massachusetts, in January bound for the Lockheed Martin plant in Georgia where it will receive extensive modifications.

The aircraft is the last of 52 C-5Bs to be modified into C-5M Super Galaxies that will continue shouldering much of the Air Force's strategic airlift needs until approximately 2040. Modifications include replacement of the aircraft's General Electric TF-39 engines with more powerful, quieter and fuel-efficient models, and installation of new lighting inside the airlifter's 121-foot-long cargo deck and passenger compartment. In addition, the C-5M features a new, modern cockpit with a digital, all-weather flight control system and autopilot; a new communications suite; flat-panel displays; and enhanced navigation and safety equipment.

Westover ARB is scheduled to be the home of eight C-5Ms. All eight of the modified aircraft are scheduled to be fully operational by June 2018.

A crew from Lockheed piloted the aircraft to Marietta, Georgia, to be modified. Prior to departure, the crew provided Senior Master Sgt. Todd Holt, a flight engineer with Westover's 337th Airlift Squadron and a civilian flight engineer with Lockheed, one final flight aboard the aircraft. Holt has accrued about 5,000 flying hours in the C-5.

"It was bittersweet," Holt said. "I knew it would be the last time I hear those engines running on that airplane."

However, the sergeant's involvement with the C-5 is far from over. He was among a group of Citizen Airmen from the 439th Airlift Wing who went to Dover Air Force Base, Delaware, in February to begin training on the C-5M.

The first C-5M is expected to arrive at Westover in late spring. In order for the 439th AW to stay involved in the strategic airlift mission during the aircraft modification, older C-5A model aircraft were transferred to Massachusetts from the 433rd AW at Joint Base San Antonio-Lackland, Texas. Chief Master Sgt. James Mitchell said the C-5As, which were built in 1969 and 1970, are much more challenging for maintenance crews, primarily due to their age. Some of the aircraft are former C-5s from the 439th dating back to the 1980s, he said.

The A-models will remain at Westover until the summer before being flown to their final resting spot at the 309th Aerospace Maintenance and Regeneration Group, Davis-Monthan AFB, Arizona.

*(This article is a combination of two stories written by Master Sgt. Andrew Biscoe of the 439th AW public affairs office at Westover ARB.)*

*Background photo: A C-5B Galaxy takes off from Westover Air Reserve Base, Massachusetts, Nov. 22 bound for the Lockheed Martin plant in Marietta, Georgia, where it will be modified into a C-5M Super Galaxy. This was the next-to-last C-5B to leave Westover for Lockheed. The last aircraft departed in January.*

## Construction Begins on New Reserve Headquarters Complex

Headquarters Air Force Reserve Command broke ground on construction of the first phase of a new consolidated mission complex in a ceremony Feb. 2 at Robins Air Force Base, Georgia.

Lt. Gen. Maryanne Miller, AFRC commander, joined Col. Jeffrey King, 78th Air Base Wing commander, Warner Robins Mayor Randy Toms and Houston County Commission Chairman Tommy Stalnaker for the groundbreaking ceremony.

The overall mission complex project will be divided into three phases. Phase I involves the construction of a 92,000-square-foot, two-story administrative facility at a cost of \$27.7 million. Construction is scheduled to be completed in 2019.

Once all of the phases are completed, the complex will allow HQ AFRC to consolidate approximately 965 employees, who are currently working in several different facilities, into one area. This initiative will consolidate AFRC's mission capabilities into a campus setting while freeing facility space for the base to accommodate its mission needs and saving a significant amount in military construction costs.

"The new facility will allow us to be more effective and efficient by combining several AFRC facilities into one and allowing us to work in close proximity to each other," Miller said. "This will ultimately have a positive impact on the base and community, and it will save the Air Force more than \$34 million when we give the old facilities back to the 78th Air Base Wing."

The planning process for the new mission complex began in 2008. Miller expressed pride in seeing these plans become a reality and spoke about the project's significance to the Air Force Reserve's legacy at Robins.

"I stand before you with a shovel in my hand, but I am here planting seeds that will grow for generations to come," she said. "It's a leader's job to leave your unit better than when you arrived. This groundbreaking is a step in that direction."

Toms talked about the significance the new facility and overall growth on the base have on Warner Robins, emphasizing the long-standing ties between the city and the base.

"The military is looking for ways to save money; we're looking for ways to save money and enhance our community," Toms said. "Any growth on the base is beneficial, so our partnership is essential to keeping everybody vibrant in our community as a whole. We don't ever want to forget the importance of Robins Air Force Base to our community."

*(Matt Ebarb, HQ AFRC public affairs, Robins AFB)*



*Phase I of the Air Force Reserve Command consolidated mission complex project involves the construction of a 92,000-square-foot, two-story administrative facility at a cost of \$27.7 million. Construction is scheduled to be completed in 2019.*

## Hill Fighter Wings First to Take F-35A to Red Flag

Pilots and maintainers from the Air Force Reserve's 419th Fighter Wing at Hill Air Force Base, Utah, together with their active-duty counterparts from the 388th FW, deployed the F-35A Lightning II aircraft to Nellis AFB, Nevada, Jan. 20 to Feb. 10 for Red Flag.

This was the first such deployment for the F-35A and the first large movement since the Air Force declared the jet combat ready in August.

Red Flag is the Air Force's premier air-to-air combat training exercise. Participants include both United States and allied nations' combat air forces. The exercise provides aircrews the experience of multiple, intensive air combat sorties in the safety of a training environment.

"Red Flag is hands-down the best training in the world to ensure our Airmen are fully mission ready," said Col. David Smith, 419th FW commander. "It's as close to combat operations as you can get."

The F-35A is a fifth-generation multi-role stealth fighter designed to gather, fuse and distribute more information than any other fighter in history.

The first operational F-35As arrived at Hill AFB in October 2015. By the end of 2019, the base will be home to three operational F-35 fighter squadrons with a total of 78 aircraft. The active-duty 388th and 419th fly and maintain the Air Force's newest fighter aircraft in a total force partnership, which capitalizes on the strength of both components.

*(419th FW public affairs)*

## DOD to Open Online Exchange Shopping to Veterans

Effective this Veterans Day – Nov. 11 – military veterans will be able to shop online at military exchanges.

The policy change will extend limited online military exchange shopping privileges to all honorably discharged veterans of the military, Department of Defense officials said in a news release.

While shopping privileges will exclude the purchase of uniforms, and alcohol and tobacco products, it will include the Exchange Services' dynamic online retail environment known so well to service members and their families, the release said. The change follows careful analysis, coordination and strong public support, officials said in the release.

"We are excited to provide these benefits to honorably discharged veterans to recognize their service and welcome them home to their military family," said Peter Levine, performing the duties for the undersecretary of defense for personnel and readiness.

"In addition, this initiative represents a low-risk, low-cost opportunity to help fund morale, welfare and recreation programs in support of service members' and their families' quality of life. And it's just the right thing to do," Levine said.

Inclusion of honorably discharged veterans will conservatively double the Exchange Services' online presence, according to DOD officials, thereby improving the experience for all patrons through improved vendor terms, more competitive merchandise assortments and improved efficiencies.

*(DOD news release)*

## Blended Retirement System Opt-In Training Now Available

The Defense Department will implement the new Blended Retirement System in less than a year. While no one needs to make a decision until Jan. 1, 2018, all Airmen should take advantage of training and informational resources now to research their options.

Airmen eligible for the new BRS began receiving email notifications in February from myPers to ensure they receive correct information regarding their benefits to make the decision best suited for their individual needs.

The Opt-In course is designed to provide sufficient information for eligible Airmen to make an educated decision about their retirement options. However, Airmen are highly encouraged to discuss their individual situations with a personal financial counselor at their supporting Airman and Family Readiness Center. The training (course number J3OP-US1332) is available via Joint Knowledge Online (<http://jko.jten.mil/>) and takes approximately two hours to complete.

Only those active Airmen who, as of Dec. 31, 2017, have served fewer than 12 years or Reserve Airmen who have accrued fewer than 4,320 retirement points will have the

option of electing BRS or remaining in the legacy retirement system. These Airmen will be required to take the Opt-In training and should provide a copy of the JKO training certificate to their unit training manager upon completion.

The Air Force recommends BRS training for all Airmen and encourages them to take either the Opt-In course or the BRS Leader Training on JKO (course number J3OP-US1330). Many leaders may not be eligible to opt-in to BRS themselves, but they still need to be knowledgeable about the new system to understand what their junior Airmen should know as they prepare to make their decisions in 2018. The leader training course is also available to those without a Common Access Card – to include family members – via an alternate website ([http://jko.jten.mil/courses/brs/leader\\_training/Launch\\_Course.html](http://jko.jten.mil/courses/brs/leader_training/Launch_Course.html)).

BRS information is continuously updated on myPers. Click "Retirement" from any military landing page. In addition, a live chat feature on BRS is available for Airmen. To chat live with a Total Force Service Center representative, go to the page and allow about 30 to 60 seconds to enable a representative to come online.

For more information about Air Force personnel programs, go to myPers. Individuals who do not have a myPers account can request one by following the instructions on the Air Force Retiree Service website at <http://www.retirees.af.mil/myPERS/>.

*(Kat Bailey, Air Force Personnel Center public affairs, Joint Base San Antonio-Randolph, Texas)*

## Change Allows Citizen Airmen to Serve Throughout Pregnancy

A recent change to Air Force policy allows pregnant members of the Air Force Reserve who are on active-duty support orders to serve throughout their pregnancy.

Prior to the change, Reservists were taken off active-duty support orders at their 34th week of pregnancy, regardless of whether or not they were medically able to continue to serve. Gabriel O. Camarillo, assistant secretary of the Air Force for Manpower and Reserve Affairs, signed the new policy Dec. 20. It now allows Reservists to serve through the end of their orders, or the birth of the child, whichever comes first. The policy also changes some of the rules regarding maternity leave eligibility.

"The new policy allows for maximum flexibility and utilization of member capabilities, while providing for the health and safety of the members and their baby," said Col. Pamela Powers, reserve deputy to the assistant secretary of the Air Force for Manpower and Reserve Affairs. "This new policy is just another step in our onward journey toward being a more diverse and inclusive culture. An inclusive culture enables all Airmen to make their greatest contributions to mission success."

According to the new guidance in "Air Force Policy on

Curtailling/Limiting Active Duty Operational Support Orders," eligible members of the reserve components serving on active-duty operations support orders or multiple orders for a continuous period of at least 12 months will be entitled to 12 weeks of non-chargeable maternity leave. This eligibility falls in line with Defense Department guidance released in early February 2016, as well as the recent change in law that was passed in the fiscal year 2017 National Defense Authorization Act.

"The key is eligibility," Powers said. "A critical factor in obtaining non-chargeable maternity leave is a continuous ADOS order or multiple set of orders. If a Reservist goes off ADOS orders to participate in or attend inactive duty training or unit training assembly periods, it constitutes a break in orders and negates the 12-month continuous period, which, in turn, makes them ineligible for the 12 weeks of non-chargeable maternity leave."

Pregnant Citizen Airmen on shorter tours can serve until the original order termination date or the date of birth plus any accrued ordinary leave, whichever is earlier. In some instances, Air Force Reservists can have their ADOS orders extended past the 12-month pregnancy threshold if there is a valid requirement, funding is available, and both their permanent unit and supported unit commanders approve.

"However, there are limitations and exceptions to serving throughout a pregnancy," Powers said. "The supported commander will determine whether duty limitations would prevent the Airman from performing her duties, whether she can be transferred to other duties or, if necessary, a curtailment of the orders."

*(Air Force News Service)*

## Historic HC-130 Aircraft Leaves Patrick AFB for AF 'Boneyard'

After more than 50 years of faithful service and rescue missions spanning the globe, King 52, the first HC-130 configured for Air Force rescue operations, officially retired March 6.

An aircrew from the 920th Rescue Wing at Patrick Air Force Base, Florida, the aircraft's home since mid-2015, along with a group of the HC-130's dedicated crew chiefs, flew the plane

to the Air Force "boneyard" at Davis-Monthan AFB, Arizona.

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

"It's sad to see it go," Nieves said. "As crew chiefs, we dedicate a lot of time, sweat and sometimes blood to these aircraft. They become a part of us."

King 52's current dedicated crew chief, Tech. Sgt. Matthew White, also with the 720th AMXS, said while the aircraft was out of commission with a major maintenance issue for a good portion of the time he had it, he was still disappointed to see it retire.

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

King 52's career is ending at the Air Force Materiel Command's 309th Aerospace Maintenance and Regeneration Group, where it will be stored with other retired military and government aircraft.

*(Tech. Sgt. Lindsey Maurice, 920th RQW public affairs, Patrick AFB)*

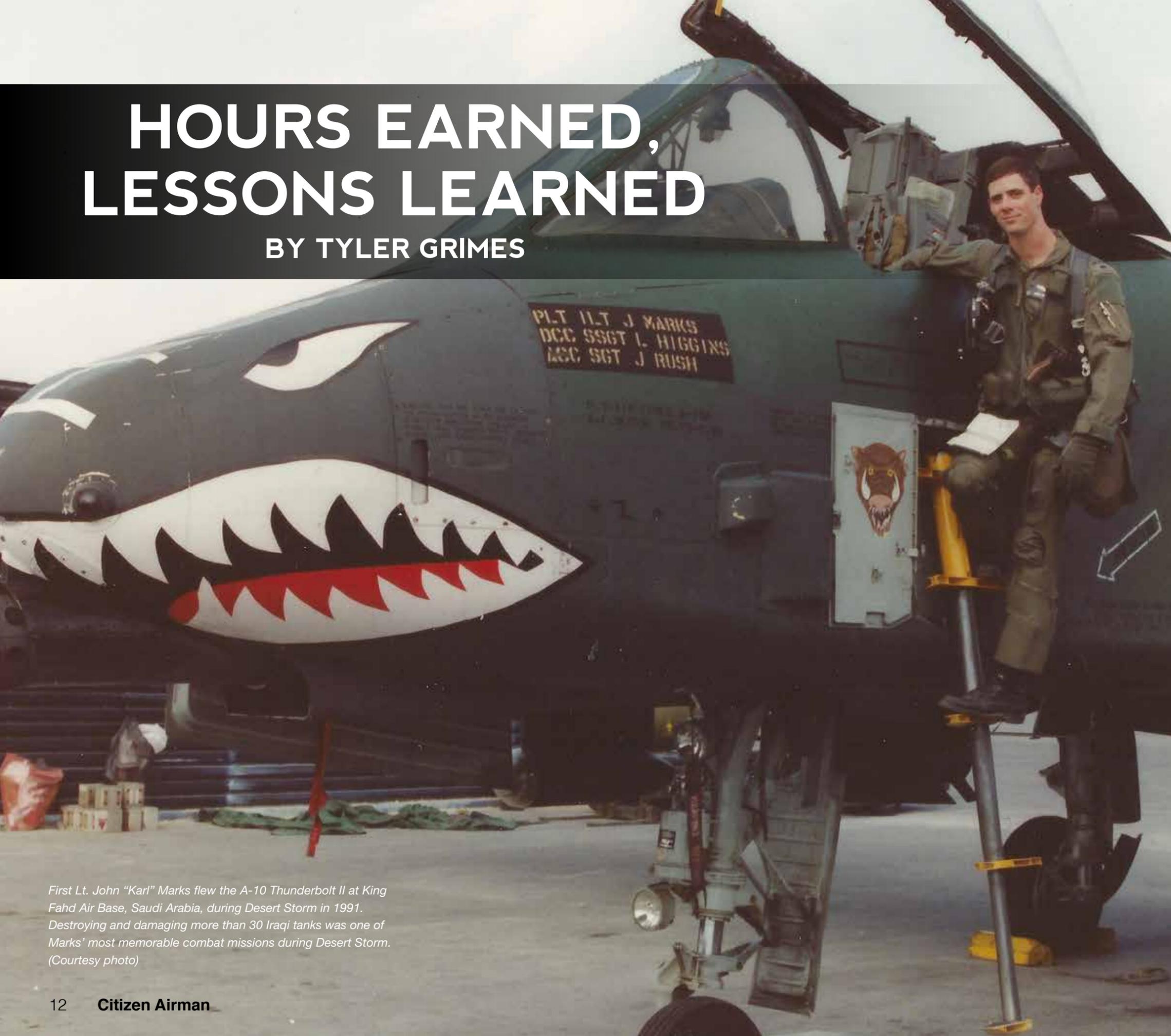


*After more than 50 years of service, King 52, the first HC-130 configured for Air Force rescue operations, is now retired. (Tech. Sgt. Lindsey Maurice)*



# HOURS EARNED, LESSONS LEARNED

BY TYLER GRIMES



*First Lt. John "Karl" Marks flew the A-10 Thunderbolt II at King Fahd Air Base, Saudi Arabia, during Desert Storm in 1991. Destroying and damaging more than 30 Iraqi tanks was one of Marks' most memorable combat missions during Desert Storm. (Courtesy photo)*

Lt. Col. John "Karl" Marks is an A-10 Thunderbolt II pilot with the 303rd Fighter Squadron at Whiteman Air Force Base, Missouri, whose storied career as a Citizen Airman spans almost three decades and multiple areas of responsibility, and he isn't done yet.

In November, Marks achieved another milestone in his Air Force career by surpassing 6,000 flying hours in the A-10, and he shows no signs of slowing down. Having a career that began during the Cold War, Marks' love for flying and the A-10 has been life long.

"I think about how lucky I am every time I strap into the cockpit of this awesome machine, hopefully for quite a few more years," Marks said. "For a 14-year-old kid who built a model kit of the then-new A-10 and thought about how cool it must be to actually fly one of those, it's been a dream come true."

After 11 combat deployments and thousands of sorties, this passionate Reservist recalls one experience that stands out among his many trips downrange. In 2014, while Marks was serving at Bagram Air Base in Afghanistan, a group of military members came to visit his unit to thank him for providing much-needed air support during an intense firefight. The A-10 pilot was able to help get the ground troops out of harm's way, and they didn't suffer any casualties.

"That's as rewarding as it gets for a (close-air support) pilot," he said.

Lt. Col. Bryan "Stoner" Stone, 442nd Operations Group commander at Whiteman, deployed with Marks in 2012 as his commander and witnessed firsthand the type of Citizen Airman he really is.

"Lt. Col. Marks thrives on being the best attack pilot day in and day out," Stone said. "He never misses an opportunity to hone and improve his craft. He has the tenacity to learn of a lieutenant with the experience of a combat veteran many times over."

Stone went on to explain that what makes Marks stand out is his commitment to training, improving his skills in the air and taking every moment of his more than 6,000 flying hours seriously, as well as his dedication to helping others.

"He continuously mentors and instructs young pilots in the briefing room then teaches them in the air," Stone said. "He makes everyone around him better and strive for perfection."

As an instructor pilot, Marks focuses on developing realistic training scenarios to help his fellow Airmen prepare for missions in the field. And for those who will be deploying for the first time, he has some advice.

"Make sure all your gear is marked with your name and a distinguishing tag so that you can identify it out of a whole lot of other bags," he said. "Make sure your bags have some type of shoulder straps, since wheels probably won't work where you're going, and you will always have to carry all your gear. Make sure your gear is attached to you or to a larger bag. Carabineers work great because if everything you have isn't hooked to you, you'll walk off without something, guaranteed. Make sure you have portable entertainment like e-books since

During his career in the Air Force Reserve, which spans almost three decades, Marks has accumulated more than 6,000 flying hours in the A-10 Thunderbolt II aircraft. (Tech. Sgt. Robert Jennings)



Marks poses in front of his 303rd Fighter Squadron artwork at Bagram Air Base, Afghanistan, during Operation Enduring Freedom in 2014. The 303rd FS is attached to the 442nd Fighter Wing at Whiteman Air Force Base, Missouri. (Courtesy photo)



Marks, then a second lieutenant, shakes hands with an Air Force official during his graduation from Officer Training School in 1987. Marks attended undergraduate pilot training at Columbus Air Force Base, Mississippi, shortly after his OTS graduation. (Courtesy photo)

you will be doing a lot of waiting around, no matter where you go. And finally, know that the most memorable deployments that build the best camaraderie are the ones with the most challenging conditions.”

Stone refers to Marks as a “unique warrior,” who, much like the A-10 he flies, has had to evolve to new field conditions and adapt to a new enemy. He is also a fighter pilot with flying time and a flying record that exceed most of his active-duty counterparts.

“Karl is not an old dog being taught new tricks,” Stone said. “His desire to learn allows him to adapt.”

Stone attributes Marks’ success in reaching the 6,000-hour milestone as a Citizen Airman to his commitment to the Air Force comprehensive Airmen fitness standards.

“Physical stamina is a requirement to reach this milestone,” Stone said. “The mental stamina of briefing, executing the mission and debriefing repeatedly over three decades to the expert level that he does is amazing. His dedication to the mission fuels his desire to learn. His adaptability is remarkable.”

Maintaining a healthy work-life balance is also a big part of Marks’ success as a Citizen Airman, husband and father.

“I try hard to leave work at work and devote all my energy to family when I’m home,” he said. “And I have plenty of hobbies that are great to de-stress from work concerns, although, to be honest, I love my job, so there’s not too much to de-stress from. As I often tell people who ask me what it’s like flying the A-10 for a living, I tell them, ‘It sure beats working.’”

Although Marks loves what he does, the process of deploying can be difficult on his family.

“Family time has a new urgency, and even though we try to do more activities together, things invariably start to get strained as the deployment nears,” he said.

But no matter how challenging or how long he has to wait, coming back from a deployment makes it all worth it.

“I try to keep an even keel and not get too excited until I’m wheels-up on the final leg, whether I’m flying an aircraft back or riding a transport,” Marks said. “The feeling of coming home after a deployment, stepping onto the tarmac and greeting my family never gets routine and is always sweet — it reminds me what I’m really fighting for.”

(Editor’s note: In addition to his flight time in A-10 aircraft, Marks has also accumulated more than 700 hours flying the T-38 Talon as an Air Force instructor pilot.)

# PT-17 STEARMAN

Citizen Airman takes a piece of history to new heights

By Tyler Grimes



*In addition to flying his PT-17 Stearman as part of the Flying Circus Airshow in Virginia, Master Sgt. David Brown (left) takes passengers up in the airplane to share its history along with that of the Army and Air Force. (Courtesy photo)*

For many Citizen Airmen, balancing an Air Force career, civilian employment and life's responsibilities can sometimes feel like a circus. But for Master Sgt. David Brown, first sergeant with the 459th Aerospace Medicine Squadron at Joint Base Andrews, Maryland, being part of a circus — specifically, a flying circus — is his passion.

Brown is a commercial pilot with the Flying Circus Airshow in Virginia, whose love for flight began at an early age.

"When I was a child, I remember my parents taking me to a few of the air shows at Andrews and a few other bases," Brown said. "That was my first exposure to aviation, and I was curious. When I was old enough to take an airplane ride, my dad bought me a flight in a glider where I got to briefly take the controls. That was my first flight in an airplane."

At 16, he began volunteering with the Flying Circus as a ground crew member and started taking flying lessons at a local airport. In 1979, Brown achieved a lifelong dream of getting his pilot's license.

After graduating from East Carolina University's Air Force ROTC program, he was commissioned as a second lieutenant and assigned to the 308th Strategic Missile Wing at Little Rock Air Force Base, Arkansas. Serving as a crew commander for the Titan II intercontinental ballistic missile program, Brown helped complete more than 300 alerts during his four years on active duty. In 1986, he left the Air Force to pursue a career in commercial aviation.

For the next two years, Brown focused on upgrading his pilot's license and received his commercial, instrument and multi-engine ratings. After leaving the Air Force and moving back to his home state of Virginia, he began flying with the circus, performing in its weekly air show, and working as a commercial pilot. The planes Brown flew for the circus were the 1946 Piper L-4, the 1929 Consolidated Fleet biplane and the PT-17 Stearman biplane.

"Flying in a World War II-era biplane is like stepping back into time," Brown said. "The plane flies exactly the same as it did during the time period in the early '40s when it trained pilots for the war. It is truly a time machine in that regard."

While being part of the Flying Circus and an employee of the Virginia Department of Transportation, Brown made the decision to join the Air Force Reserve at Andrews after having dinner with a friend who had recently joined the Air National Guard.

"He was enjoying the job there and explained the program, and that encouraged me to check into joining either the Guard or Reserve," Brown said. "I was established in my job with VDOT by then, and I was ready for another challenge. Also, putting the uniform back on and serving the Air Force excited me."

In 1996, he became a Citizen Airman and was assigned to the 459th Aeromedical Evacuation Squadron. After serving with the AES for several years, Brown got the opportunity to serve as the first sergeant for the 459th AMDS. In this position, he set out to address issues and make improvements, including doing something about his unit's physical fitness test failures.

"I had always worked hard to maintain my score above 90," Brown said. "Being an older member, this was a challenge, but I did it by training hard and taking it serious. I felt many of the members who were failing could pass their fitness test if they also followed the same philosophy."

Brown challenged his Airmen to try to beat his fit-to-fight score, offering to buy lunch for anyone who did. In addition, he publicly recognized their achievement with a gift card.

"This started an informal competition in the unit and began to get members focused on fitness," he said. "Those who I recognized for getting excellent scores were encouraged to mentor and assist other members who were struggling. The result was improved scores and many fewer failures. A little positive reinforcement goes a long way I think. Leading by example is critical as well."

In 2002, Brown had a once-in-a-lifetime opportunity to own a piece of history: his own PT-17.

"One of the pilots at the Flying Circus purchased this plane and flew it for several years in our air show," he said. "When he passed away, I happened to be at a point in my life and career that I was considering purchasing a Stearman. I had flown other Stearman aircraft for the air show and other private owners, and I was eager to have my own plane some day."

This particular World War II-era Stearman was used by the U.S. Army Air Corps from 1942 to 1945 before being moved into military surplus. The biplane was then maintained as a crop duster for several years until it was restored to its original military configuration and paint scheme. The aircraft was updated with modern radio and safety equipment to fly in today's air traffic environment.

After purchasing the biplane, Brown started his own business of taking passengers on rides in his PT-17.

"Owning this historic military plane allows me to share the experience of flying a training aircraft from World War II with many people who would not otherwise be able to experience this type of flying," he said.

For Brian Rosenstein, Brown's childhood friend and a fellow pilot, having the chance to work with Brown has been a great experience.

"We have traveled across the country together both as friends and colleagues, and he makes friends with everyone he comes in contact with," Rosenstein said. "He goes above and beyond to treat those who help his business and his customers with the utmost respect and courtesy. He is never too busy to answer questions, let kids sit in the cockpit or impart some knowledge about his Stearman."

Rosenstein shares Brown's admiration for the historic PT-17 and the significance it played in the war.

"We fly an aircraft built by the greatest generation of Americans, which was inspired by technology not far removed from what the Wright brothers envisioned," he said. "When we take passengers up in the Stearman, we share the history of the airplane, Army and Air Force, and have them look out across the wings, struts and wires and



*Brown's Stearman was used by the U.S. Army Air Corps from 1942 to 1945 before being moved into military surplus. The biplane was then maintained as a crop duster for several years until it was restored to its original military configuration and paint scheme. (Courtesy photo)*

realize that there is very little in their field of view to tell them what year it is.”

As a Citizen Airman, VDOT employee and business owner, Brown meets the challenge of competing responsibilities and priorities by balancing his workload carefully and through effective time management.

“As far as my private business goes, I have been able to work that in on the side without it interfering with my job at VDOT or the Reserve,” Brown said. “I mainly fly my private plane on evenings and weekends outside of my regular work schedule, so it has worked out OK. This year, however, I will complete 30 years of service with VDOT, and I plan to retire and just concentrate on operating my aviation business and serving in the Reserve.”

A recent highlight for Brown in his aviation career came in 2015 with the chance to lead a formation of six Stearman aircraft as part of a 50-plane flight over Washington, D.C., for the 70th anniversary of Victory in Europe Day, which marked the end of the war.

“I felt like I was a World War II aviator leading a flight over hostile territory and safely back again,” he said. “It was very cool.”

In 2017 Brown reached two new milestones with his 40th year as a licensed pilot and more than 4,000 hours logged in the air.



*After leaving the Air Force and moving back to his home state of Virginia, Brown began flying with the circus, performing in its weekly air show, and working as a commercial pilot. (Courtesy photos)*

*Brown's love for flight began at an early age. When he was a child, his parents took him to a few air shows. That was his first exposure to aviation, and he has been hooked ever since. (Courtesy photo)*



Recent aircraft announcements impact three Reserve wings

# PREFERRED LOCATIONS



A KC-46A Pegasus refuels a C-17 Globemaster III during a test flight July 12, 2016. The successful mission tested the hydraulic pressure relief valves installed on the KC-46A to correct higher than expected axial loads in the boom. (Boeing photo/Paul Weatherman)

The Air Force's latest decisions regarding the preferred locations of two new aircraft will have a major impact on three Air Force Reserve wings.

In January, Air Force officials announced that Naval Air Station Fort Worth Joint Reserve Base, Texas, home of the 301st Fighter Wing, is the preferred location for the first Reserve-led F-35A Lightning II base. The F-35s will replace the 301st AW's current fleet of F-16 Fighting Falcons.

At the same time, officials also announced that Joint Base McGuire-Dix-Lakehurst, New Jersey, and Travis Air Force Base, California, are the preferred locations for the next two active-duty-led KC-46A Pegasus bases. The Reserve's 514th Air Mobility Wing at Joint Base McGuire-Dix-Lakehurst and 349th AMW at Travis will operate and maintain the KC-46A refueling aircraft under a classic associate unit relationship with the active duty.

NAS Fort Worth is expected to begin receiving its first F-35As in the mid-2020s.

"We selected the Air Force Reserve unit in Fort Worth because it is the location that meets all of the necessary training requirements at the lowest cost," said Deborah Lee James, who, shortly after the announcement, stepped down as secretary of the Air Force. "Additionally, the location will provide mission synergy and access to an experienced workforce for recruiting as a result of its proximity to the F-35 manufacturing plant."

Col. Gregory Jones, 301st FW commander, said he is looking forward to the possibility of working with this latest technology in aircraft.

"I am extremely pleased the 301st FW has been selected as the preferred location for the first Air Force Reserve-led F-35 Lightning II unit," Jones said. "Our Airmen eagerly anticipate the opportunity to fly and maintain the newest fighter aircraft in the Air Force inventory."

Air Force Chief of Staff Gen. David L. Goldfein said the F-35 is even better than advertised.

"In the hands of our Airmen, the F-35 will be the most lethal, survivable and adaptable aircraft in our inventory for decades to come," Goldfein said. "No matter how you slice it, the F-35's stealth characteristics, maneuverability, interoperability and its ability to make other aircraft better through sensor fusion make it unmatched by any adversary."

The 301st FW has flown F-16s since the early 1990s. During the past 15 years, the wing has participated in nine combat operations and flown more than 3,500 combat missions.

The Reserve already has one wing actively involved in the F-35 mission. The 419th FW at Hill AFB, Utah, flies and maintains the aircraft in a classic associate relationship with the active-duty 388th FW. In August 2016, Hill's fleet of F-35s reached initial operational capability, and the aircraft were declared combat ready.

Joint Base McGuire-Dix-Lakehurst and Travis AFB will each receive 24 KC-46As to replace their current KC-10 Extender aircraft. The timeline for this replacement is dependent on the

KC-46 delivery schedule. Aircraft aren't expected to begin arriving at the first location until at least 2019.

"Joint Base McGuire-Dix-Lakehurst and Travis AFB were chosen as the next two active-duty-led KC-46A bases because they meet all operational mission requirements at the best value for the Air Force and the American taxpayer and support our tanker recapitalization strategy," James said. "It is absolutely essential that we continue investing in the next generation of tanker aircraft so we have the aircraft necessary to maintain the nation's global reach for years to come."

"The KC-46 will afford combatant commanders extended refueling capabilities and improved global reach, and enable timely joint-service response to humanitarian crises and contingency operations around the world," Goldfein said. He said in the fight against the Islamic State of Iraq and the Levant (an area comprised of Cyprus, Israel, Jordan, Lebanon, Palestine, Syria and parts of southern Turkey), "the Air Force and joint coalition depend on gas from our tankers. In 2016, the coalition flew over 13,600 tanker sorties, fueling aircraft nearly 80,000 times, delivering about 800 million pounds of fuel."

Davis-Monthan AFB, Arizona; Homestead Air Reserve Base, Florida; and Whiteman AFB, Missouri, will be considered as reasonable alternatives to Fort Worth during the environmental analysis process, which must be completed before the Air Force makes a final basing decision. Fairchild AFB, Washington, and Grand Forks AFB, North Dakota, will be considered as reasonable alternatives to McGuire-Dix-Lakehurst and Travis AFB.

*(Information for this story taken from secretary of the Air Force public affairs and 301st FW public affairs news releases.)*



Naval Air Station Fort Worth Joint Reserve Base, Texas, home of the 301st Fighter Wing, is the preferred location for the first Reserve-led F-35A Lightning II base.

# A TRUE TREASURE

Reservist uses civilian skills to support SOCOM Para-Commandos

By Lt. Col. Erin Karl

Bill Walsh is a familiar face to the people of Charleston, South Carolina. He's been the lead weather forecaster for Charleston's No. 1 television station for 30 years. His face is on billboards scattered throughout the city, and his professional Facebook page has 17,000 followers.

Many Charleston residents have come to rely on Walsh for his forecasts. Some also know about his "side gig" as a lieutenant colonel in the Air Force Reserve. For the last three years, Walsh has taken on a distinctive position within the Reserve community as one of two individual mobilization augmentee public affairs officers who support the U.S. Special Operations Command Para-Commandos.

"It's the most amazing military job I've had so far," Walsh said. "You're part of a team made up of Navy Seals, Army Rangers, Green Berets, and Marine special operations members. You better be ready to keep up!"

The Para-Commandos are the Department of Defense's only joint parachute demonstration team. They are made up of special operators from all services who are assigned to staff jobs at SOCOM headquarters at MacDill Air Force Base, Florida. Their participation on the team is a voluntary additional duty that takes them to air shows and sporting events across the country to demonstrate special operations parachute insertion techniques and call attention to the vast talent and sacrifice of special operations forces stationed around the globe.

As a Para-Commando, Walsh wears four hats — trained drop zone safety officer, weather officer, narrator and public affairs officer — all of which allow him to utilize his civilian expertise in meteorology in his military role. In January, he served as one of the team members chosen to work the 2017 College Football Playoff National Championship game between Clemson and Alabama at Raymond James Stadium in Tampa, Florida, where three teammates flew in the flags of each team as well as the American flag.

"What a game!" Walsh said. "To be a part of it, to be on the field and supporting these guys, was a complete thrill."

Walsh's position with the Para-Commandos is an example of how IMAs can be creatively used to enhance and support active-duty missions.

Air Force Reserve IMAs are assigned to active-component organizations and government agencies around the world. They augment their active-duty counterparts in order to plus-up their offices when in need, often filling particular niches that enhance the active-duty mission.



Bill Walsh is the No. 1 weatherman in Charleston, South Carolina. As a lieutenant colonel in the Air Force Reserve, Walsh serves as a public affairs officer for the Special Operations Command Para-Commandos parachute demonstration team. (Courtesy photo)

"Lieutenant Colonel Walsh's type of Reserve job is not the norm," said Col. Clif Stargardt, commander of Headquarters Individual Reservist Readiness and Integration Organization Detachment 6, "but that's what's so great. There are many creative ways IMAs can be used to provide operational capability, strategic depth and surge capability. With a Reservist like Lieutenant Colonel Walsh in a position like the one he fills with the Para-Commandos, you get all three. It's fantastic."

While IMAs are assigned to support an active-component organization, HQ RIO and its seven detachments retain administrative control over the nearly 8,000 Reservists in the IR program. HQ RIO works to ensure IMAs remain at the ready to support their country and are fully integrated with the active-component organizations they support.

The Para-Commandos perform two or three weekends a month, and during those times the team needs help with media interaction and scheduling. Instead of detailing an active-duty public affairs troop from SOCOM headquarters, two IRs assigned to the team split the duty of providing those on-site resources.

"Bill Walsh is truly a treasure. Actually, that's his nickname on the team," said Keith Walter, leader of the Para-Commandos. "He has increased our media and press engagement by probably 1,000 percent. That's not hyperbole. Prior to his arrival on the team, we were lucky to interact with the press three or four times a year. Now it's three or four times a weekend."

Walsh was nominated last year and again this year for Para-Commando of the Year. He's the only Reservist in the history of the team to be nominated for the award. Walter said that's a testament to what a great asset he is for the team.

"He's not just an asset," Walter said. "He's a treasure." (Karl is assigned to the SOCOM public affairs office at MacDill AFB.)

*Background photo: Lt. Col. Ken Ates, an Army Green Beret and member of the Special Operations Command Para-Commandos, delivers the American flag into Raymond James Stadium in Tampa, Florida, prior to the 2017 College Football Playoff National Championship game between Clemson and Alabama. (Photo courtesy of Yvette Walter)*



# A TIGER'S TALE

## To salute or not salute

By Master Sgt. Chance Babin



Eddie the Tiger, aka Senior Airman Quincy Wheaton, poses with (left to right) Lt. Gen. Stayce Harris, assistant vice chief of staff and director of the Air Staff, Headquarters Air Force, Washington, D.C.; Lt. Gen. Maryanne Miller, Air Force Reserve Command commander; and Chief Master Sgt. Ericka Kelly, AFRC command chief. (Master Sgt. Chance Babin)

There are many times in the military when service members are faced with making a quick decision about whether or not to render a salute. But very rarely does someone find himself in a situation where he is being coined by a major command commander while dressed in an orange and white tiger outfit during a nationally televised football game and having to answer the question, "Do I salute?"

But that's exactly the extremely unusual situation Senior Airman Quincy Wheaton, a knowledge operations management Airman with the 433rd Airlift Wing, found himself in while prowling the sidelines of the Georgia Dome during the Air Force Reserve Celebration Bowl Dec. 17.

Wheaton is a senior at Grambling State University, whose football team was facing off against North Carolina Central in the bowl game. During the fall, he suited up as Grambling's mascot Eddie the Tiger, named after Eddie Robinson, the school's legendary football coach.

"I met Generals Miller and Harris (Lt. Gen. Maryanne Miller, Air Force Reserve Command commander; and Lt. Gen. Stayce Harris, assistant vice chief of staff and director of the Air Staff, Headquarters U.S. Air Force, Washington, D.C.) while they were walking on Grambling's sideline," Wheaton said. "I just remember seeing the stars on their shoulders, showing off such high rank, and I thought to myself, 'I have to go meet them and shake their hands.'"

Before actually approaching the generals, Wheaton knew he had to prowl gently and not attack.

"I definitely didn't want to startle them or catch them off guard by having a big orange and white tiger just walking up to them," he said. "That's one downside to being a mascot. You never know how people may react toward you or their own personal feelings toward mascots. It's not always so pretty."

Wheaton cautiously approached the generals and Chief Master Sgt. Ericka Kelly, AFRC command chief, so as not to startle them, introduced himself and stated he was a Reservist at Joint Base San Antonio-Lackland, Texas. He explained the reason he was in a Tiger suit and that he is currently a student at GSU.

"They are the highest-ranking individuals in the Air Force who I've ever personally met, so the whole ordeal was truly an honor," Wheaton said. "I'm sure their reactions to having a conversation with a big orange tiger were still quite funny. They were so nice and seemed happy to meet me."

Soon after meeting the trio, Wheaton was faced with the dilemma of whether or not to salute.

"Getting coined while in the tiger suit was a surreal experience," he said. "I was completely shocked that she (Miller) even coined me."

For Wheaton, having the opportunity to meet such high-ranking officials and getting coined, while wearing his other "uniform" at GSU's biggest game of the year, caused him to have a lot of emotions.

"I believe I was in so much shock, I honestly forgot to salute," he said. "I thought about it afterwards: 'Should I have saluted? Would I look silly saluting her in a tiger suit?' I know you're supposed to, especially because it was an officer. That all ran through my mind in the brief moment of speaking with them."

With Grambling pulling off an exciting 10-9 victory in the waning moments of the game to take home the Air Force Reserve Celebration Bowl Championship, securing the Historically Black Colleges and Universities National Championship, it was a big day all around for Wheaton. And to top things off, he got to perform for only the second time with the World Famed Grambling State University Tiger Marching Band during halftime in front of family, friends and a national television audience. And, of course, there was that thing about getting coined in a tiger outfit.

"To get my first coin was something, but to get it from the commander of AFRC, that's amazing," Wheaton said. "That's something worth bragging about."

*(Babin is a public affairs superintendent assigned to the AFRC Recruiting Service at Robins Air Force Base, Georgia.)*



Wheaton, a senior at Grambling State University in Louisiana, suited up as the school's mascot for the last time during the Air Force Reserve Command Celebration Bowl Dec. 17 in Atlanta. Grambling beat North Carolina Central 10-9. (Master Sgt. Chance Babin)

# IN SAFE HANDS

## C-17 pilot retires as AMC record holder

By Maj. Brooke Davis

A C-17 Globemaster III pilot assigned to the 728th Airlift Squadron at Joint Base Lewis-McChord, Washington, recently retired from the Air Force Reserve as the holder of Air Mobility Command's safety flying hour record.

Lt. Col. JW Smith accumulated a total of 17,753.5 flying hours, or nearly two years in the air, without being involved in any severe safety mishaps. This total included 34 missions to the Antarctic as part of Operation Deep Freeze, the U.S. military's logistical support to the Antarctic Program, which is managed by the National Science Foundation.

Weather changes quickly at the bottom of the world, and safely landing a C-17 packed with cargo on an ice runway, while wearing night-vision goggles, requires skill and experience.

446th Airlift Wing Citizen Airmen and active-duty Air Force members from the 62nd AW form blended aircrews who support airlift flights to the Antarctic. Smith's depth of flying expertise — he flew his first Deep Freeze mission in 2003 — helped aircrews perform these missions safely in the harsh Antarctic environment.

Senior Master Sgt. Derek Bryant, 446th Operations Group loadmaster, flew on three Deep Freeze missions with Smith.

"Flying with a pilot who is so seasoned into the Antarctic really helped facilitate safe landings and the safe offloading of people and equipment," Bryant said. "He could anticipate the flow of operations and provide input that was a tremendous help when you're working in a sub-zero, inhospitable climate."

When he was recognized as the record holder of AMC safe flying hours, Smith humbly said he was just lucky enough to fly.

He was commissioned through University of Washington's ROTC program in 1984 and served 11 years on active duty, transitioning to the Air Force Reserve and McChord's Rainier Wing in 1996. Prior to joining the Reserve, he was stationed in Colombia and got to fly as much as he wanted in the C-12 Huron with the air attaché.

In addition to the C-17 and C-12, Smith also flew the C-141 Starlifter. He said he didn't have a favorite airframe.

"As long as I was flying, it didn't matter which plane I was in," he said.

In an article published in AMC's "Mobility Forum," Smith said there are no secrets to flying without mishaps. What he relied on was training, proper procedures, experience and an element of luck.

He recalled a powerful quote from his pilot training that has stayed with him over the years: "A lot of warnings in our flight manuals are written in blood."

*(Davis is assigned to the 446th AW public affairs office at Joint Base Lewis-McChord. Editor's note: Severe mishaps include class A and class B mishaps. Class A mishaps include a safety mishap of \$2 million or more, fatalities and destruction of aircraft. Class B mishaps include a cost from \$500,000 to \$2 million, permanent partial disability and the hospitalization of three or more people.)*



Lt. Col. JW Smith retired from the 728th Airlift Squadron at Joint Base Lewis-McChord, Washington, as the holder of Air Mobility Command's safety flying hour record.

# T A T T O O S & M A R I J U A N A

## Citizen Airmen should be aware of new Air Force policies

By Tyler Grimes

With the recent implementation of the Air Force's new tattoo and pre-accession marijuana policies, Citizen Airmen and those interested in becoming Reservists should be aware of the new rules and how to stay in compliance with the regulations.

According to the Air Force Policy Memorandum for Appearances and Accession Standards Review, there are now no limits on size or location of tattoos on the back, chest, legs and arms. However, tattoos, brandings and body markings are not authorized on the head, scalp, neck, face, tongue or lips. Tattoos on the hand are restricted to one single band on one finger on one hand.

The Air Force's previous tattoo policy did not allow tattoos that covered more than 25 percent of an Airman's exposed body. Tattoos that promote any type of discrimination, as well as those that are considered obscene, are still not allowed.

The purpose of the revised policy is to ensure the Air Force continues to be able to recruit and retain talented men and women across the total force.

The new policy also outlines guidance for cosmetic tattoos. Cosmetic tattoos that are performed by licensed and qualified medical professionals to correct a medical condition, illness or injury are allowed for male and female Airmen. Female Airmen are also authorized permanent facial makeup such as eyebrows and eyeliners. However, the makeup must be moderate, have a natural appearance and be in good taste.

Potential Reserve recruits must disclose any tattoos, markings or brands that do not meet these standards during their initial accession into the Air Force for review by Air Force Reserve Recruiting. Tattoo alteration and complete removal may be necessary prior to acceptance into the Air Force.

"The new Air Force policy on tattoos will have a positive effect for all those applicants who have the aptitude, skills and knowledge the Air Force Reserve has been looking for," said Senior Master Sgt. Clark Gilleo Jr., superintendent of accessions, waivers and policy for the Air Force Reserve

Command Recruiting Service. "The past instructions rendered those individuals ineligible to join and serve, but now, with this new policy, they have that opportunity to be a part of the world's greatest air force."

The revised policy about pre-accession marijuana usage removes limits to the number of times a recruit can use marijuana prior to entering military service. However, any pre-service marijuana usage resulting in legal proceedings can be a disqualifying factor.

"The new Air Force policy on pre-accession marijuana usage does not have any direct effect on Air Force Reserve Recruiting Service procedures," Gilleo said.

While the policy does not change how Citizen Airmen are recruited, it is still important to understand the new regulations and the impact they may have. For example, a medical diagnosis of a substance-related disorder or addiction is still medically disqualifying.

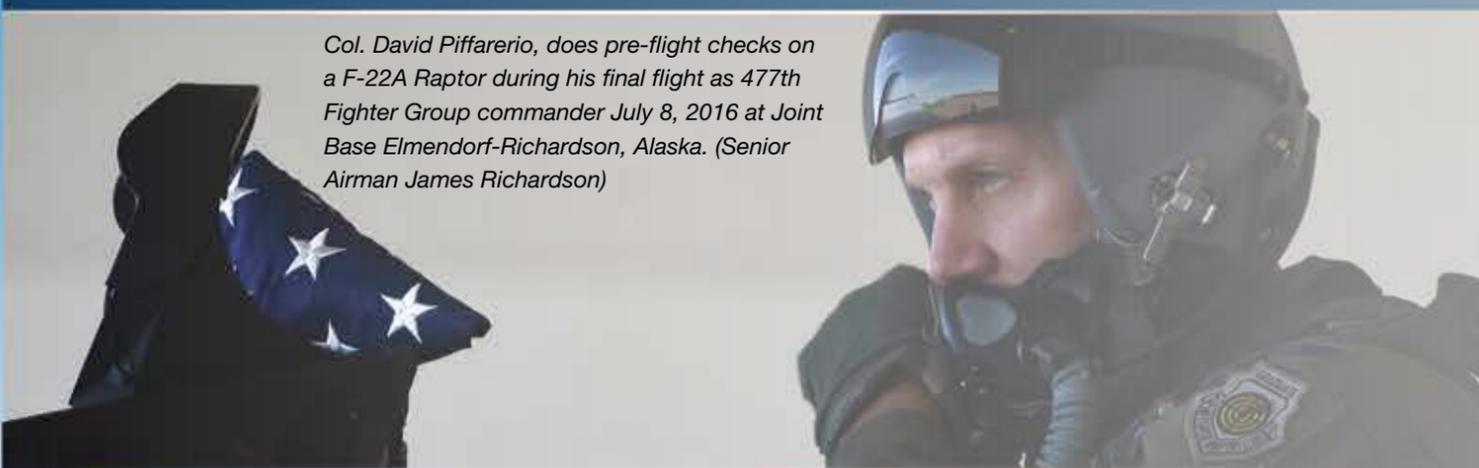
Local commanders have the authority to enforce these policies and place further restrictions for legal, moral, safety, sanitary and foreign country cultural purposes. Failure to adhere to the new regulations is a violation of Article 92 of the Uniform Code of Military Justice.



# UNMATCHED EXPERIENCE

## Arctic F-22 pilots provide fifth-gen capability on a budget

*Col. David Piffarerio, does pre-flight checks on a F-22A Raptor during his final flight as 477th Fighter Group commander July 8, 2016 at Joint Base Elmendorf-Richardson, Alaska. (Senior Airman James Richardson)*



*Lt. Col. Brian "Notcho" Budde, an F-22 pilot with the 302nd Fighter Squadron, celebrates achieving 1,000 flying hours in the Raptor.*



### By Maj. Carla Gleason

Citizen Airmen provide the nation with combat power, at a reduced price, with increased experience and greater longevity; and they've been doing it since the beginning of total force integration.

Nowhere is that more apparent than the fifth-generation TFI fighter squadrons at Joint Base Elmendorf-Richardson, Alaska. JBER is home to more than 75 F-22 Raptor pilots, and 18 of those are Reservists with the 302nd Fighter Squadron, which is part of the 477th Fighter Group.

The experience 302nd pilots bring to the table is unmatched. Four of the 18 have 1,000 hours of F-22 flight time, and three more are expected to reach that mark this year. In fact, since the F-22 formally entered service at JBER in 2007, the base has produced 11 1,000-hour pilots, and more than half of them have been Reservists. This handful of Air Force Reserve pilots has nearly double the career flight-time hours in the F-22 Raptor as their active-duty counterparts.

"It's more difficult to 'grow' an inexperienced pilot in the F-22 because you get, maybe, 120 hours in a year," said Col. Christopher D. Ogren, commander of the 477th FG. "Compared to 180 (hours) in the F-16, for example, it is just harder to provide that hands-on flight time that breeds great pilots. The more experienced pilots become invaluable in instructing and training. You could say while active duty produces the knives, we sharpen them."

Despite all of its challenges, JBER's TFI construct has benefits that often go unnoticed. One of those benefits is cost savings. Traditional Reservists are cheaper to employ, averaging about one-third of the cost of active-duty pilots. In fact, the entire annual salary of one traditional Reservist F-22 pilot is less than the cost of a single Raptor sortie.

Traditional Reservists are Citizen Airmen who have private-sector jobs in addition to their service commitment. And since they do not work full time for the Air Force, they are not entitled to certain benefits such as housing or a cost-of-living allowance.



*Members of the 477th FG recognize Maj. Chad Newkirk for reaching 1,000 flying hours.*



*Reserve pilots at JB Elmendorf-Richardson have nearly double the career flight time hours in the F-22 Raptor as their active-duty counterparts.*



*Piffarerio gets a ceremonial water salute during his final flight as 477th FG commander. (Senior Airman James Richardson)*

Brig. Gen. Samuel C. Mahaney, Air Mobility Command deputy director of operations, strategic deterrence and nuclear integration, calls this cost-efficient blending of statuses the Reserve-led total force enterprise.

"The overriding reason the enterprise works is simple," he said. "Our Reservists or Guardsmen are executing the mission or training for the execution, or (they are) off the federal payroll."

"Total force integration may not be the ideal combat power construct we want, but it is what our nation can afford," Ogren said. "We are insurance for the combatant commanders, president of the United States and the nation because it's cost-prohibitive to keep a ready force capable of achieving all the things we may be called to do at the drop of a hat. The Reserve helps us get there."

For nearly 70 years, Citizen Airmen have provided combat-ready forces to meet the needs of combatant commanders. Despite their civilian commitments, Reservists must maintain the same military operational proficiency, flight hours and standards as their active-duty counterparts.

Members of the 302nd FS have a dual mission. First, like any pilot, they must become, and stay, combat-ready. At the end of the day, that is why the Air Force Reserve exists — to provide combat power to combatant commanders.

Secondly, the Arctic Reservists provide training and experience to pilots and aircrews across the board: teaching, mentoring and increasing capabilities to the total range of flight operations. They sit on alert, instruct and train both active-duty and Reserve members, participate in active-duty exercises and training events, and plan combat operations alongside their active-duty counterparts. And they deploy. A quarter of the pilots from the 302nd FS chose to deploy in 2016, and two of them were traditional Reservists volunteering to put their civilian lives on hold in order to serve their country.

Total force integration and maintaining a pool of highly trained fifth-gen Reservists becomes more critical as the Air Force moves into the era of the F-35. There are 181 operational F-22 Raptors in the Air Force today, with plans to bring aboard more than 1,700 F-35s. Fifth-gen Airmen are not created overnight. It takes years to develop competence both on the operations and maintenance side. The integration efforts today will play a vital role in the Air Force's ability as a total force to move forward with the next iteration of fighter aircraft.

Allowing experienced Reservists to sharpen the tools of those around them, planning and integrating them into strategic operations, and taking advantage of their voluntary participation when needed will result in unmatched combat power every time. The steep learning curve of TFI gets flatter and easier to manage each time integrated operations are put into practice.

*(Gleason is assigned to the 477th FG public affairs office.)*

# Eternally Grateful

By Capt. Joe Simms

A 39-year-old man is rushed to Mease Countryside Hospital in Clearwater, Florida, in critical condition after going into cardiac arrest. After initially treating him in the emergency room, doctors transfer the patient to the hospital's critical care unit, where members of his family anxiously wait at his bedside, hoping to see any signs of improvement.

Every day at 7 p.m., family members notice a quiet professional coming on shift. Her detailed and meticulous nature settles their nerves, and her kind words provide them comfort.

"There was a scare early one morning," said Chief Master Sgt. Shane Smith, 920th Operations Group, Patrick Air Force Base, Florida. "This young nurse quickly assessed the situation, took control and solved the problem while continuing to calm and assure me, for which I was humbly grateful."

What Smith didn't realize at the time was the nurse — Julimar Fuentes — who probably saved his brother's life that morning is also a member of the Air Force Reserve.

"I wanted to learn more about this nurse so I could thank her for her outstanding professionalism and calming presence," Smith said. "To my surprise, or not, this young lady is a supply technician with the 927th Logistics Readiness Squadron at MacDill (AFB, Florida)."

Fuentes, a senior airman who immigrated to the United States from Venezuela with her family, performed her duties that day just as she has every day for the past two years as a registered nurse. She said her dedication and professionalism are products of her upbringing.

"My family and I came to Orlando when I was 15," Fuentes said. "By the time I was 21, I knew I wanted to help people in some way, but I didn't know what route I wanted to take. Then a friend mentioned the Air Force, and at first I thought I didn't have the physical abilities to make it in the Air Force.

"But that's what's great about the Air Force," she said. "You have so many other skills you must use to succeed. You can't only be physically strong, you have to be strong emotionally and intellectually, so the Air Force brought out skills I didn't know I had back then."

Due to Smith's brother's critical condition, he was Fuentes' only patient, which allowed her to spend more time monitoring his condition and interacting with the family.

"I looked at the patient and family, and I put myself in their shoes," Fuentes said. "My main focus was the patient, but I was also attending to the family. For some reason I was just drawn to them."

She said working in a highly stressful field such as critical care can lead to exhaustion and burnout. Also, there are times

that may make critical care nurses question if putting in the long hours, exposing themselves to infectious diseases, and staying strong as they see patients and their families struggle are all worth it.

So when Smith's brother recovered enough to speak, and his family called Fuentes into the room to share the moment, it had a profound impact on her.

"The thanks I received definitely reiterated the fact that, yes, I am making a difference and, yes, what I do is important," Fuentes said. "Sometimes you forget how you impact people's lives, but when you receive thanks from the families and the patients, that's the most rewarding part of the job."

Shortly after completing her on-the-job training at MacDill AFB, Fuentes was accepted into the nursing program at Hillsborough Community College in Tampa, which propelled her on her way to becoming a critical care nurse.

Managing the contents of a warehouse filled with airplane parts may not seem like a logical Reserve career considering what she does as a civilian, but, according to Fuentes, the experience has been invaluable to her.

"If I had gone through nursing school when I was younger, I don't think I would have had the discipline to stay with it when things became difficult," Fuentes said. "The Air Force gave me the discipline and perseverance to succeed and get through the tough times at work and during school."

Fuentes plans to continue her schooling as she is gaining the experience needed to one day enroll in a master's degree program to become a nurse anesthetist. She also plans to earn her commission one day, a goal that is well within her reach according to Lt. Col. Meredith Seeley, 927th LRS commander.

"We have so many smart, talented and amazing Citizen Airmen serving throughout the Tampa Bay community, and Senior Airman Fuentes is a great example," Seeley said. "Her determination, drive and poise are carried over into everything she does and will continue to drive her to excel in whatever she decides to pursue."

Thanks to Fuentes' actions, a young man is still alive and a member of her Air Force Reserve family is eternally grateful.

"I'm delighted to say that after a week in the intensive care unit and having a defibrillator installed, he's now back home and resting," Smith said regarding his brother. "I'm proud to serve alongside her and could only hope that she would be my nurse if I was ever in my brother's position."

*(Simms is assigned to the 927th Air Refueling Wing public affairs office at MacDill AFB.)*

*Senior Airman Julimar Fuentes serves as a supply technician with the 927th Logistics Readiness Squadron at MacDill Air Force Base, Florida, and a critical care nurse in her civilian job. While on duty at Mease Countryside Hospital in Clearwater, Florida, she was instrumental in saving the life of a patient that, unbeknownst to her, was the brother of another Air Force Reservist. (Staff Sgt. Xavier Lockley)*



## CONNECT WITH US!



@USAFRESERVE



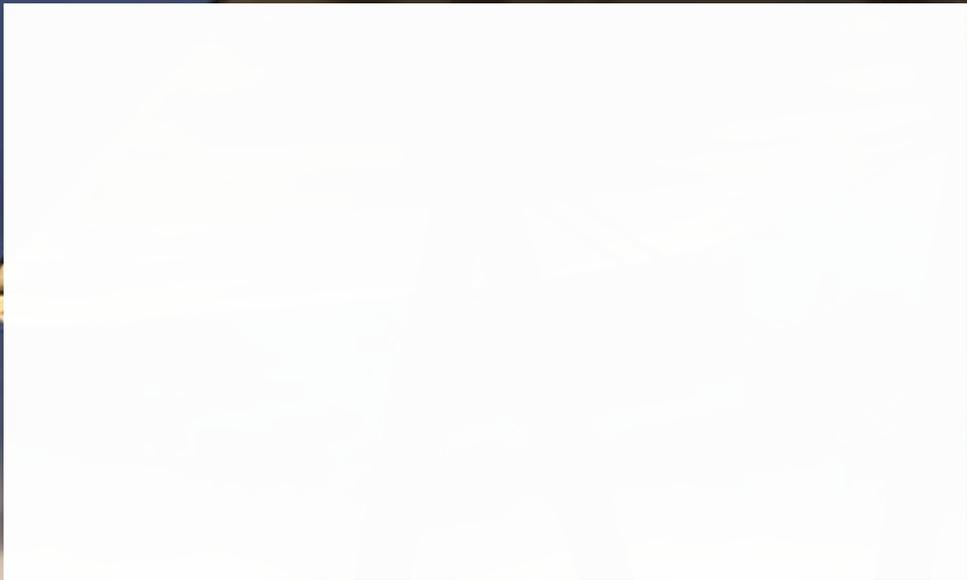
@USAFRESERVE



@AFRCPA



@USAIRFORCERESERVE



Flying World War II-Era Biplane  
Like Stepping Back in Time ... Page 16