

A Citizen AIRMAN

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Reservists in Space

Tracing the history of Citizen Airmen astronauts

page 12



By Lt. Gen. James F. Jackson
Commander,
Air Force Reserve Command

Changing Today's Air Force Reserve for Tomorrow

The Air Force is constantly evolving in order to remain the world's premier air, space and cyberspace force. Part of our transformation involves standing up new units for emerging missions. In 2013, we had several "firsts" in the Air Force Reserve that serve as some indication of our future pathways to success.

One significant milestone involved the 307th Bomb Wing becoming the first Reserve unit in Air Force history to be nuclear certified, when they excelled during their initial nuclear surety inspection. Our Citizen Airmen in the 343rd Bomb Squadron and 707th Maintenance Squadron demonstrated their expertise and strong Total Force experience in becoming qualified to perform the Air Force nuclear mission, in partnership with the active duty.

Warfighters around the globe are constantly in need of more intelligence, surveillance and reconnaissance support. This past year, the Air Force Reserve activated the 655th ISRG to support ever-evolving combatant commander requirements. The 655th ISRG now has units covering the full spectrum of intelligence support, from tactical, full-motion video and signals intelligence exploitation to strategic, higher-level analysis and reporting functions.

Also in 2013, the Air Force established the Air Force Special Operations Air Warfare Center. This newly created center brings together more than 500 active-duty and Reserve Airmen for the special operations mission. The synergistic benefit of this new organization will pay huge dividends for the nation and serves as another valuable example of integrating the Total Force team.

Another one of our successes last year involved the cyberspace mission area. The 960th Cyberspace Operations Group stood up as the "one-stop shop" for cyberspace missions in the Air Force Reserve. Cyberspace is a man-made domain where the rules and technology are changing at a rapid pace all the time. In this realm, our highly experienced Citizen Airmen leverage their civilian cyberspace knowledge and military experience to stay on the cutting edge.

These evolving Air Force Reserve Command mission areas are needed for today's and tomorrow's joint fight. Our recent successes highlight just a small portion of the diverse capability the Air Force Reserve provides our nation. I appreciate all the hard work, not just of the organizations mentioned, but everything that our Citizen Airmen do every day. I look forward to seeing your impressive accomplishments in 2014.

Thanks for all you do!



By Chief Master Sgt. Cameron B. Kirksey
Command Chief Master Sergeant,
Air Force Reserve Command

My Focus in the Coming Year ...

A new year means new endeavors and challenges. To prepare for the year ahead, I wish to share with you my three focus areas: team unity, team opportunities and team wellness. Team unity is centered on the mission, team opportunities are about force development, and team wellness is about caring for our people. I will address team opportunities and team wellness in future commentaries. For this commentary, I want to focus on team unity.

Team unity encompasses several important facets. First and foremost, unity should focus on integration and the mission. One of my goals is to foster better integration at all levels, from individual squadrons to improving how the Air Force Reserve integrates with our Total Force and joint partners. By better integrating and organizing the Air Force Reserve around the mission, we keep the focus on flying, fighting and winning. The recent unit stand-ups referenced in General Jackson's commentary highlight how we have increased our unity of mission by putting an organizational structure around these evolving mission areas.

Often I hear from our Airmen about how they want more time to do the mission. In recent years, ancillary training has continued to increase and takes up considerable time during unit training assembly weekends. I will continue advocating for more time to focus on the mission. If our Airmen can accomplish their ancillary requirements at other times besides UTA weekends or if we can reduce the requirements, then emphasis can be put back on doing the mission, while maintaining the readiness of our Airmen.

Team unity is also about improving how we do the mission. A good idea can lead to better processes, better procedures, better tactics and better programs. An Airman with a good idea can alter the way things are done across the Air Force. If you have an idea to improve how we do our mission, speak up! Your innovative ideas, paired with your high level of experience, ensure we continue delivering exceptional operational capability to the joint fight.

As my commentary emphasizes, team unity hinges around the mission. Our success as an organization is a testament to our ability to work together and get the mission done. In the next commentary, I will address team opportunities and how it pertains to our Citizen Airmen.

I am extremely proud of all your accomplishments. I expect your tenacity will deliver even more amazing results in 2014. I'm here for you!



Capt. Tracy Tucker, a flight nurse with the 433rd Aeromedical Evacuation Squadron, Joint Base San Antonio-Lackland, Texas, works in the rain as a safety spotter during Exercise Global Medic 2013 at Fort McCoy, Wis. Global Medic is an annual joint field training exercise designed to replicate all aspects of theater combat medical support. (Tech. Sgt. Efren Lopez)

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AFRC salutes retired Reservist who helped spark civil rights movement

On the cover: Mike Fossum is a highly decorated NASA astronaut who was a crew member on three different space missions. He was also an Air Force Reservist and a vital link in the chain that connects the Air Force Reserve with America's space program. For more on the Reserve's connection with space exploration, see the story on Page 12. (Photo courtesy of NASA)



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In Focus

Photos from around the Air Force Reserve

Tech. Sgt. James Acol, a firefighter with the 919th Special Operations Wing at Duke Field, Fla., repels down a cliff face at the Marine Mountain Warfare Training Center in Bridgeport, Calif. Three 919th SOW firefighters traveled to California to provide medical support for Air Force explosive ordnance disposal training.



Senior Airman Michael Santana, 920th Security Forces Squadron, Patrick Air Force Base, Fla., clears corners during urban warfare training. Security forces Airmen participate in a variety of training scenarios in different environments to prepare for missions in almost any setting. (Senior Airman Natasha Dowridge)



Senior Airman Andrew Reynoso, 452nd Security Forces Squadron, helps 6-year-old Giovanni Medina get a clear sight picture as he holds on tight to the M240 machine gun. This, as well as other weapons, was on display during the Logistics Readiness Squadron's Operation Family First event at March Air Reserve Base, Calif. (Staff Sgt. Joe Davidson)



Members of the 445th Security Forces Squadron train during an exercise at Powell Park near Wright-Patterson Air Force Base, Ohio. (Tech. Sgt. Frank Oliver)



Senior Airman Krystal Collier, 434th Security Forces Squadron fire team member, secures a landing zone for a U.S. Marine CH-46 Sea Knight during a joint mass-casualty exercise at Grissom Air Reserve Base, Ind. Collier and other 434th SFS Airmen embedded with U.S. Marines and Air Force explosive ordnance disposal personnel during an initial assault to secure a voting location in a simulated overseas nation. (Tech. Sgt. Mark R. W. Orders-Woempner)

ROUND THE RESERVE

Military Members Eligible for Expedited Airport Screening

Members of the Army, Navy, Marine Corps, Air Force and Coast Guard, as well as reservists and National Guardsmen, are eligible for expedited Transportation Security Administration screening.

As part of the ongoing effort to move away from a one-size-fits-all security approach and provide more of the traveling public the ability to participate in expedited screening, the TSA and the Department of Defense partnered to expand TSA Precheck expedited screening benefits to all service members.

Prior to the expansion, which took effect Dec. 20, members of the armed forces could utilize TSA Precheck lanes at 10 domestic airports by presenting their Common Access Card. Now, military members can take advantage of the lanes at all 100 airports offering TSA Precheck.

Using TSA Precheck screening lanes allows service members to keep their footwear on as well as light outerwear and belts. They are also able to keep their laptop in its case and 3-1-1 compliant liquids/gels bag in a carry on.

"Expanding TSA Precheck screening benefits is

great news for our service members and is a tangible sign of this nation's gratitude for the men and women who serve this nation bravely each and every day," said Mary Snavely-Dixon, director of the Defense Manpower Data Center. "We will continue to work with the Transportation Security Administration to help expand this program further."

The new process established under this agreement allows all active-duty, Coast Guard, reserve and National Guard service members to use their DOD identification number when making reservations. That ID number will be used as their known traveler number. When arriving at the airport, service members will then be permitted access to TSA Precheck lanes for official or leisure travel on participating airlines.

"TSA joins with the American people in showing its appreciation for the service and sacrifices of our men and women in the armed forces," said TSA Deputy Administrator John W. Halinski, a 25-year Marine Corps veteran. "Providing expedited screening while on travel is the least we can do for these courageous men and women."

TSA will always incorporate random and unpredictable security measures throughout the airport,

TSA officials said. No individual will be guaranteed expedited screening. Travelers can check the TSA Precheck Participating Airports page online at <http://www.tsa.gov/tsa-precheck/airlines-airports> for information on locations and hours of active TSA Precheck lanes.

Further information on TSA Precheck for military members can be found at www.TSA.gov and www.defensetravel.dod.mil. (Information provided by American Forces Press Service)

DOD Adds Synthetic Marijuana to Random Drug Testing

The Defense Department has expanded its zero tolerance for the use of illicit drugs to include synthetic marijuana, also known as "spice," the director of DOD's drug testing and program policy said.

In an interview with American Forces Press Service and the Pentagon Channel, Army Lt. Col. Tom Martin said that in addition to the broad range of drugs for which the military already randomly tests service members, synthetic marijuana will also be included.

"The message we're getting out now is that when you participate in our random urinalysis program, synthetic marijuana products or synthetic marijuana will now be tested along with our other drugs," he said. "It's been known in the general population, both in the medical community and various media reports, that synthetic marijuana drug use is a serious health concern."

Martin noted that while the military typically has a much lower level of drug use than in society at large, synthetic marijuana "still poses a significant risk to both the safety and readiness of our force."

"Prior to synthetic marijuana being banned," he said, "the department went out and did a random study looking at a sampling of military urine specimens from all the different services to see if synthetic marijuana was being used by our members. At that time, the positive rate, or the number of service members who tested positive, was about 2.5 percent."

To put that in perspective, he said, in 2012 the overall positive rate for all the drugs tested for in the urinalysis program was 0.9 percent.

"In 2012, synthetic marijuana products were banned through legislation," Martin said. "So we went back and did a similar study, and what we found is that the actual numbers went down."

However, he added, a high number of service members are using synthetic marijuana.

In addition to testing for synthetic marijuana, Martin said, the military also randomly tests all service members for marijuana, cocaine, amphetamines and other drugs in the amphetamine class, including methamphetamines and the drug known as "ecstasy." The test also looks for codeine and morphine, oxycodone, oxymorphone, hydrocodone, hydromorphone, Vicodin, and different diazepam, such as Valium and Xanax.

Martin said even deployed troops are subject to random drug testing.

"They are still mandated to be tested under the military's random urinalysis program; however, the frequency is determined by the operational tempo," he said.

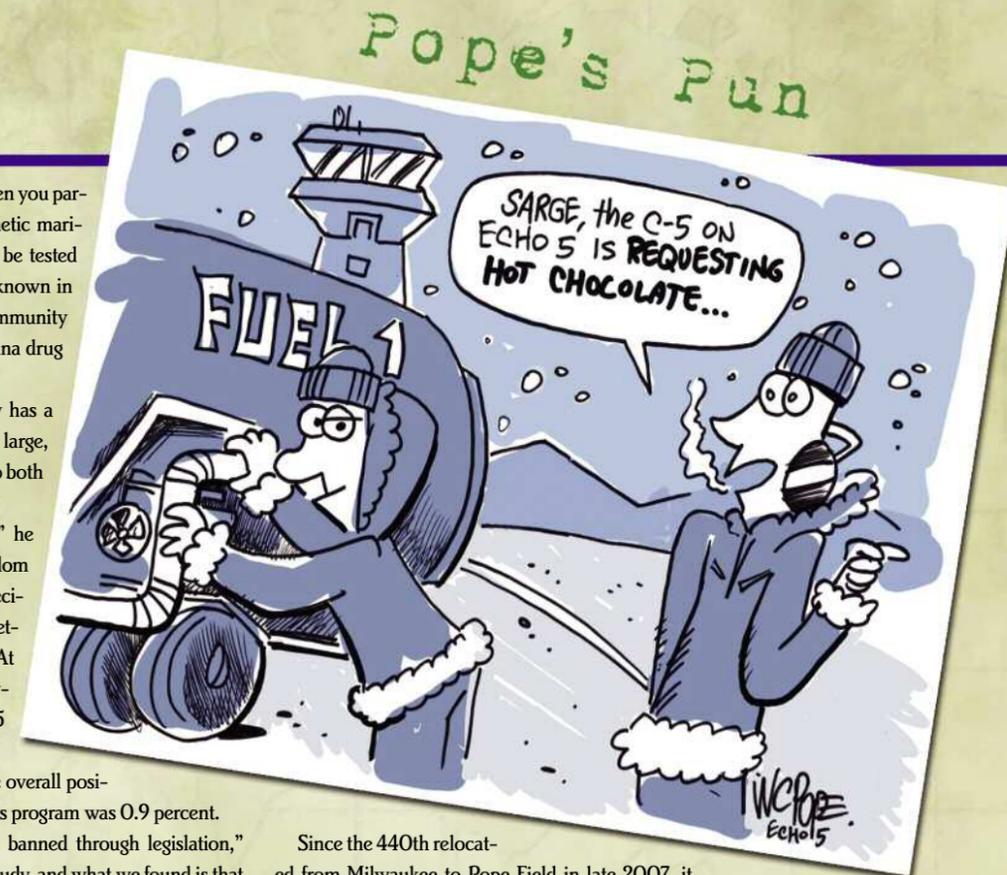
If a random drug test detects the presence of illegal drugs, Martin said, troops are subject to punishment under military law guidelines.

"Any service member who tests positive for either an illicit drug or misuse of a prescription drug falls under any actions deemed appropriate under the Uniform Code of Military Justice, as well as actions that are appropriate as deemed by their commander," he said. (Army Sgt. 1st Class Tyrone C. Marshall Jr., American Forces Press Service)

New Maintenance Operations Center Improves Efficiency at Pope Field

A new Maintenance Operations Center for the 440th Airlift Wing at Pope Field, N.C., is improving communication through the wing's maintenance squadrons and ultimately enhancing the unit's war-fighting capabilities.

The MOC, which opened in October, coordinates and tracks all maintenance tasks for the wing's fleet of C-130 Hercules aircraft and serves as the communications hub for the flight line and back shop maintenance generation and repair activity. The incentive of improving command and control led the wing to establish its own MOC.



Since the 440th relocated from Milwaukee to Pope Field in late 2007, it had used the MOC owned by the 43rd Airlift Group, the active-duty unit also based at Pope. One of the main hurdles for the wing sharing the facility was its location within the command post on the west side of the flight line, which is about a half mile from the 440th's maintenance squadrons. That distance caused communication issues and put the wing's maintenance activities at a disadvantage.

"Most Reserve bases have their own MOC and are not co-located within the command post," said Chief Master Sgt. Thomas Doyle, 440th Maintenance Group superintendent. "It's not a great business model for us to be co-located in the command post."

Col. Sharon Johnson, 440th MXG commander, said the diverse operations and distinct chains of command of both the Reserve wing and active-duty group at Pope were driving forces in establishing a second MOC.

"There are two different and very unique missions here at Pope Field, and our command and control node needs to be focused and in sync with our mission," Johnson said. "It's a dynamic environment on our ramps, and now the 43rd Airlift Group can focus solely on its mission, and we can focus on ours. We can regain the synergy we get from having an MOC located within the maintenance complex."

Wing leadership began exploring the idea of establishing its own MOC last year. That plan was approved and put into place during the summer. The new MOC, located within the 440th MXG, is situated in an office just a few feet away from supervisors who oversee maintenance activities. Closing the half-mile gap has already improved communication.

"We have much better access to the MOC controllers," said Senior Master Sgt. Jeffrey Hoffman, lead production superintendent with the 440th MXG. "When you can talk directly to someone, as opposed to over the phone, it's a lot easier to explain what's going on and what needs to be done. From my desk I can literally talk to an MOC controller."

The new MOC will ultimately improve the wing's efficiency and better prepare its Airmen for combat.

Dover's first C-5 Galaxy returns to base as newest museum exhibit

By Senior Airman Jared Duhon

The very first C-5 Galaxy to be delivered to Dover Air Force Base, Del., is the newest exhibit at the base's Air Mobility Command Museum.

The aircraft was delivered to the base in 1971 and returned to Dover from the Tennessee Air National Guard Aug. 7. It went on display at the museum Nov. 9.

"It is exciting to have it returned to us," said Michael Leister, museum director. "There is a great sense of relief, because we have been working on this for some time and think when people come to see the C-5 they will really be impressed. The airplane display is pretty impressive inside and out."

Staff Sgt. Donald Cridlebaugh, 436th Maintenance Group qualification training program instructor, said the C-5 is an amazing machine and a great asset to the Air Force's global reach mission.

"It cannot be described in photos or video; it must be experienced," Cridlebaugh said. "I wish we could send everyone on a mission, giving them firsthand experience of what it can do, but since we can't, letting them interact with it is the next best thing."

To make room for the C-5 among its other displays, the museum had to move and reposition nine other aircraft.

"I think this experience was a big part of my Air Force career," said Airman 1st Class Jose Rosado, 436th Maintenance Squadron C-5 crew chief. "It will help when I go downrange to understand how to use the tow bars of other aircraft. Also, being a part of the team that put a piece of history into the museum was kind of fun."

Cridlebaugh said he looks forward to people being exposed to the C-5.



Dover Air Force Base, Del., received its very first C-5 Galaxy in 1971. That aircraft went on display at the base museum in November.

"When we moved the C-5 to its parking spot, I felt something that I normally only feel while not at Dover AFB," he said. "Many Air Force brothers and sisters of mine have experienced the same feeling. When you work day in and day out, the Air Force feels like a regular company, and it can feel like a job. But, when I go home on leave to see my friends and family, the contrast between the civilian world and the military world helps me to see that what I do as a job every day is amazing." ★

(Duhon is assigned to the 436th Airlift Wing public affairs office at Dover AFB.)

"This is the mission we will go to war with, and we need to make sure our MOC controllers are linked in with what exactly we're doing," Johnson said. (Master Sgt. Steve Staedler, 440th AW public affairs)

Nellis Unit Gains New Remotely Piloted Aircraft Squadron

The 926th Group at Nellis Air Force Base, Nev., added a new remotely piloted aircraft squadron in November.

The 429th Air Combat Training Squadron was activated during a ceremony Nov. 19. It is a geographically separated unit located at Holloman AFB, N.M.

"Gaining the 429th ACTS highlights the Reserve Command's progression in the RPA enterprise and our projected growth into a wing with a dedicated RPA operations group," said Col. John Breeden, 926th GP commander.

"We're excited to expand our mission and partnership with additional regular Air Force units across Air Combat Command through total force integration," he said.

The 429th ACTS is a classic Reserve associate unit that supports three regular Air Force formal training squadrons with MQ-1 Predator and MQ-9 Reaper instructor pilots, sensor operators and mission intelligence coordinators.

"I'm humbled to lead such a talented group of Airmen," said Lt. Col. Brian Moles, 429th ACTS commander. "They are experts at what they do and will no doubt continue to forge the way for RPA operations here."

Moles commissioned into the Air Force in 1988. He is a command pilot with more than 3,200 combined flying hours in the MQ-9, T-6, F-15S, F-15E, A-10A, AT-38B, OV-10A, T-38 and T-37 aircraft.

Before assuming command of the squadron, Moles led the unit as a detachment.

The 429th ACTS has a long history, dating back to 1917 when it was established as the Air Service 41st Aero Squadron at Camp Kelly, Texas, as an infantry and construction unit. It was re-established as a pilot training squadron in 1922, providing basic flight training throughout the 1920s and early 1930s.

In 1935 the unit was reassigned to Langley Field, Va., and equipped with Martin B-10 bombers. It later flew B-18 Bolos and B-17 Flying Fortress bombers.

During World War II, the squadron was assigned to antisubmarine duty on the Atlantic Coast after the Pearl Harbor attack. It then moved to Italy in 1943 to engage in long-range bombardment of strategic targets in Germany, Poland, Czechoslovakia, Hungary, Yugoslavia, Romania and Greece.



The 908th Airlift Wing at Maxwell Air Force Base, Ala., was first established as the 908th Troop Carrier Group, Medium on Jan. 15, 1963 and stood up Feb. 11 at Bates Field, which is now Mobile Regional Airport. The unit's first aircraft was the C-119 Flying Boxcar.

More than 1,000 celebrate 50th anniversary of Alabama's only Air Force Reserve unit

By Gene H. Hughes

The 908th Airlift Wing, Alabama's only Air Force Reserve unit, celebrated 50 years of service to the country Dec. 7 with an event in downtown Montgomery.

More than 1,000 current and former members attended the festivities, traveling from as far away as Hong Kong.

"I joined the 908th in April 1988 — 10 wing commanders ago," said Senior Master Sgt. James Rickels, loadmaster superintendent of the 357th Airlift Squadron. "Seeing my first wing commander, as well as my first three squadron commanders, was fun. I saw numerous friends and acquaintances, some of whom I haven't seen in 15-plus years."

Planning for the event began in early fall, with the formation of a committee that met on a weekly basis. Master Sgt. Jon Butterbaugh led the committee, ensuring preparations stayed on track, despite the challenges of sequestration and a government shutdown.

"Our initial guidance was to put together an elegant event with maximum participation that would capture the significance of our 50 years," Butterbaugh said. "Our initial hurdles were choosing the location, the four-month timeframe and, of course, our current fiscal climate."

"The celebration was quite an undertaking," said Chief Master Sgt. Connie Rollins. "Fundraising was a big effort requiring every group and squadron to get involved. Each was committed to raising a portion of the funds so member ticket costs could be kept at a reasonable price."

Butterbaugh said that given the furloughs dur-

ing the summer and government shutdown in October, along with the celebration being scheduled close to the Christmas holidays, the planning committee was concerned about attendance. Originally, they estimated between 350 and 500 people would attend.

However, once tickets went on sale, people had a very positive response. After the first month of sales, Butterbaugh said 800 people had signed up to attend.

The sergeant said the celebration gave people a chance to reconnect with friends and former colleagues as well as share stories of camaraderie, sacrifice and service.

"One long-retired member told me he thought some of his friends were no longer with us until he saw them at the celebration," Butterbaugh said. "It was great for him to reconnect, and now he has their contact information for the future. I truly knew this event was a success when I witnessed two alumni embracing in the atrium, one wiping away a tear."

Chief Master Sgt. Gary Looney, a 25-year member of the wing, said the event was one of the finest military functions he's ever seen.

"It was great to see my old friends and to meet current wing members," Looney said. "Hopefully, the newer members saw that we older members came out and understand they haven't joined just a unit but a family. It was an awesome event, and my hat is off to those who put it together." ★

(Hughes is a member of the 908th AW public affairs office at Maxwell AFB.)

The squadron was deactivated in 1962 and reactivated in 2010 at Holloman AFB as Detachment 1, 44th Fighter Group, under the 301st Fighter Wing at Naval Air Station Joint Reserve Base Fort Worth, Texas, before transitioning under the 926th GP. (Maj. Jessica Martin, 926th GP public affairs)

Land Use Compatibility Study Under Way at Grissom

Good neighbors often look out for one another, which is exactly what Grissom Air Reserve Base, Ind., is doing with a new study that began in December.

Air Force Reserve Command initiated an air installation compatible use zone study Dec. 5 that will analyze the effects of noise and established aircraft accident potential zones on land use by Grissom and its present and future neighbors.

The last AICUZ study conducted at Grissom took place in 1995, just after the installation was realigned to an Air Force Reserve base. At that point, the then 434th Wing had 22 KC-135R Stratotankers and 18 A-10 Thunderbolt IIs.

Nearly 20 years later, the base is home to only 16 KC-135s. However, Grissom is now a joint-use facility with civilian enterprises such as Montgomery Aviation and Dean Baldwin Painting using its runway and taxiways for their operations.

"A lot has changed in 20 years," said Jeff Woodring, 434th Civil Engineer Squadron environmental management chief. "We've been requesting this study for a while, in large part because of the changes to our flying operations and the joint use activities."

The study's main focus will be the average noise levels, also known as day-night average sound level contours, produced by aircraft using the base, said Cory Walters, 434th CES biological scientist.

"We find out what those contours are and plan our base around them," Walters said. "We also turn that data over to the local community to plan what types of businesses or activities should or should not be placed around the base."

The contours are the Federal Aviation Administration's primary metric used to evaluate noise effects on people.

"Within a certain noise contour, it might be acceptable to have an industrial-type operation but may not be desirable to have residential developments," Walters said. (Tech. Sgt. Mark R.W. Orders-Woempner, 434th ARW public affairs)

DOD Recertifies Imminent Danger Pay Areas

In January the Department of Defense announced changes in imminent danger pay that will go into effect June 1.

"This is a process that began (in 2011) and included in-depth threat assessment from the combatant commands," said DOD spokesman Army Col. Steven Warren. "It was made in coordination with the Joint Staff, combatant commands and military services."

Warren noted this policy change was not a budget-driven decision but rather part of a routine recertification that "happens every couple of years — it's an ongoing process."

According to a DOD news release announcing the recertification, the combatant commands conducted threat assessments for countries within their areas of responsibility.

Following the review, the release stated, it was determined that the imminent threat of physical harm to U.S. military personnel due to civil insurrection, civil war, terrorism or wartime conditions is significantly reduced in many countries, resulting in the discontinuation of imminent danger pay in those areas.

The DOD news release noted the following areas would no longer be designated as imminent danger areas for IDP purposes:

- The nine land areas of East Timor, Haiti, Liberia, Oman, Rwanda, Tajikistan, United Arab Emirates, Kyrgyzstan and Uzbekistan.
- The six land areas and airspace above Bahrain, Kuwait, Qatar, Saudi Arabia, Serbia and Montenegro.
- The four water areas of the Arabian Sea, Gulf of Aden, Gulf of Oman and Red Sea.
- The water area and air space above the Persian Gulf.

"Of specific note, imminent danger pay will remain in effect for the following: Iraq, Afghanistan, Lebanon, Jordan, Pakistan, Syria, Yemen and Egypt," Warren said. (Air Force News Service) ★

It's Your Money

Be Prepared: Have Those Tough Talks

By Ralph Lunt

Traditionally, I try to gear my column to the unique world we live in as Citizen Airmen. Financially, we are a very diverse group asked to manage benefits that change based upon our duty status as well as benefits offered by our civilian employers. It can be complicated, but it could be worse.



I had a client go in for knee surgery on a Tuesday in December. He was dead on Thursday. Dealing with death is not easy and something I'd suggest you talk about with your loved ones, beneficiaries or whoever will handle your personal affairs. I am not an attorney, and this isn't legal advice. I'm simply providing a few suggestions based on my experience in the financial business.

First, manage your paperwork. What do you have, and who gets it? DO NOT expect your financial adviser or insurance company to have all your records. Companies get bought and sold, go out of business, and change systems and names. As a result, data sometimes gets lost. Does someone you trust know where everything is?

Many times, after a spouse passes, I've heard, "I'm not sure what this is, or I didn't know we had this." Don't let this be the case if something happens to you.

It may take some time, but conducting a thorough financial inventory is extremely helpful. We all have our own style, but take the time to sit down with your mom, dad, spouse or a friend and discuss what you have financially as well as your plans in the event something happens to you.

Obviously, this could be a five-minute phone call if all that you have is a bank account and your \$400,000 Servicemembers Group Life Insurance policy. For others who have a significant amount of financial assets, it could take hours.

The military is all about being prepared. Do those who care for you a favor and prepare them. Fly safe! ★

(Editor's note: This feature is designed to provide financial advice and information of a general nature. Individuals should conduct their own research and consult a financial adviser before making any financial decisions. Based in Cleveland, Ohio, Lunt is a certified financial planner and vice president of a financial planning and consulting firm. He is also a colonel in the Air Force Reserve, serving as the reserve forces director of the Great Lakes Region of the Civil Air Patrol adviser's program.)

Reservists in Space

Citizen Airmen have a strong connection with America's space program

By Bo Joyner

Ron Sega can remember sitting on the linoleum floor inside his parents' house in Ohio and watching on a small black and white television set as Alan Shepard became the first American to travel into space in 1961. Just a third-grader, he didn't know it at the time, but Sega would go on to follow in Shepard's footsteps and become an astronaut himself, traveling into space twice in the 1990s.

Sega was also an Air Force Reservist . . . and a vital link in the chain that connects the Air Force Reserve with America's space program. He is one of at least three astronauts to travel into space while simultaneously serving in the Air Force Reserve. The others were James Bagian, who was a part of space missions in 1989 and 1991; and Mike Fossum, a still-active astronaut who traveled into space three times from 2006 to 2011.

But the Reserve's connection to the space program goes back to the early days of space travel when a handful of daring test pilots were putting their lives on the line to challenge how fast and high man could fly.

Robert White was a 38-year-old major in the Air Force in 1962 when he joined the elite ranks of America's four astronauts at the time. Mercury astronauts Shepard, Virgil Grissom, John Glenn and Scott Carpenter went into space atop a ballistic missile and returned in a capsule that parachuted into the ocean. White made the trip as the pilot of a rocket-powered X-15 research aircraft, flying

nearly 60 miles above the Earth's surface and completing a conventional landing on Rogers Dry Lake at Edwards Air Force Base, Calif.

Flying at that height earned White the distinction of being the first man to receive a winged astronaut rating for piloting an airplane in space. He would later transition from the Air Force to the Air Force Reserve, where he would eventually retire with the rank of major general.

The X-15 was the forerunner of the space shuttle, the aircraft that Sega, Bagian and Fossum would later use to travel into space. They all owe a debt of gratitude to White and the other test pilots who were making history at Edwards at the time.

"They were flying during a remarkable period in the history of flight," Jim Young, chief historian at the Air Force Flight Test Center at Edwards, said in White's *Los Angeles Times* obituary in 2010.

"When Chuck Yeager broke the sound barrier at Mach 1 in the Bell X-1 (in 1947), he flew at about 700 miles per hour," Young said. "Just over 14 years later, Bob White is flying at Mach 6 and just over 4,000 miles per hour. It was an extraordinary time at Edwards Air Force Base."

White became the first pilot to exceed Mach 6 on Nov. 9, 1961, attaining a top speed of 4,094 miles per hour in the X-15.

Robert Rushworth was another Air Force test pilot who earned his astronaut wings in the X-15. On June 27, 1963, he flew the experimental plane to an altitude of 53.9 miles. At the time, astronaut wings were awarded to pilots who flew 50 miles or higher. Rushworth had a distinguished military career and retired from the Air Force Reserve with the rank of major general.

Michael Collins reached the rank of brigadier general before retiring from the Air Force Reserve in 1990. In October 1963, NASA selected Collins to serve as one of the third group of astronauts. He served as the backup pilot for the Gemini VII mission and as the command module pilot on the successful Apollo 11 moon mission, which lasted July 16-24, 1969.

NASA selected Charles Duke as an astronaut in 1966. He served as a member of the astronaut support crew for the Apollo 10 flight, capsule commander for Apollo 11 and backup lunar module pilot on Apollo 13. He retired as a brigadier general from the Air Force Reserve in 1986.

Sega was an individual mobilization augmentee assigned to Air Force Space Command at Peterson AFB, Colo., when he was selected for the astronaut program in July 1991.

He spent eight days in space beginning on Feb. 3, 1994, as part of space shuttle mission STS-60. STS-60 was the first joint U.S./Russian space shuttle mission, the second flight of the Space Habitation Module-2 and the first flight of the Wake Shield Facility. The WSF was an experimental science platform placed in low Earth orbit by space shuttle astronauts.

During the eight-day mission, the crew of Discovery con-

ducted a wide variety of biological materials science, earth observation and life science experiments. Sega served as the flight engineer for ascent and entry on the mission, performed several experiments on orbit, and operated the robotic arm, berthing the Wake Shield onto its payload bay carrier on four separate occasions.

Sega travelled into space again on March 22, 1996, when STS-76, the third docking mission to the Russian space station Mir, launched. He was the payload commander for this mission and the lead

on Biorack, a small multipurpose laboratory located in the Spacehab module carried in the shuttle payload bay. Biorack was used for technology development, fundamental biology research and environment characterization. He was responsible for planning and on-orbit operations, including the transport of 4,800 pounds of science and mission hardware, food, water and air to Mir.

A distinguished graduate of the U.S. Air Force Academy in 1974, Sega entered the Air Force Reserve with the 901st Tactical Airlift Group at Peterson AFB in 1982. He switched over to the IMA program in 1989 just prior to being selected



Robert White made the cover of *LIFE* magazine in 1962 for being the first man to receive a winged astronaut rating for piloting an airplane in space. An active-duty Air Force major at the time, he would go on to retire from the Air Force Reserve as a major general.

Astronaut Mike Fossum works outside the International Space Station during his first space mission in 2006. Fossum, who has three space missions under his belt, spent 18 years in the Air Force Reserve, retiring as a colonel in 2010. (Photo courtesy of NASA)

for NASA's astronaut program. He had a distinguished Reserve career that included assignments as the mobilization assistant to the commander of Headquarters Air Force Space Command, Reserve assistant to the chief of Air Force Reserve and Reserve assistant to the chairman of the Joint Chiefs of Staff. He retired from the Reserve in 2005 with the rank of major general.

During a recent telephone interview, Sega said what he learned in the Air Force Reserve served him well during his time in space.

"There are a lot of similarities between Reserve operations and NASA operations," he said. "The thing that stands out to me the most is the incredible teamwork that is required in both organizations. I learned early on when I was flying C-130s with the 901st Tactical Airlift Group that everyone has a job to do to make sure that plane gets off the ground and gets where it needs to go.

"The same holds true for space travel. The astronauts get most of the credit, but there are so many people working behind the scenes to make sure the mission is successful. Teamwork is the most important thing, whether you're launching the space shuttle or a C-130."

Sega is currently serving as the vice president for energy and the environment at Colorado State University.

Bagian was an engineer and medical doctor who also happened to be a major in the Air Force Reserve when he made his first flight into space as a mission specialist aboard Space Shuttle Discovery on March 13, 1989. During the five-day mission, the crew conducted various experiments, deployed a tracking and data relay satellite, and took more than 3,000 photographs of the Earth using several types of cameras, including the IMAX 70mm movie camera.

Bagian traveled to space again aboard Space Shuttle Columbia June 5-14, 1991, during STS-40, a dedicated space and life sciences mission. During the nine-day mission, the crew performed experiments that explored how the heart, blood vessels, lungs, kidneys and hormone-secreting glands respond to microgravity, the causes of space sickness, and changes in muscles, bones and cells that occur in humans during space flight.

In all, Bagian spent more than 337 hours in space and orbited the Earth more than 200 times.

In the Air Force Reserve, he reached the rank of colonel and served as the pararescue flight surgeon for the 939th Air Rescue



Fossom shows his Air Force pride during one of his three space missions. (Photo courtesy of NASA)



Five NASA astronauts and a Russian cosmonaut squeeze through the tunnel that connects the shirt-sleeve environment of the Space Shuttle Discovery and the Spacehab module. Spacehab is located in the spacecraft's payload bay. Ron Sega (bottom right) was an Air Force Reservist at the time of this space mission in 1996. He spent 23 years in the Reserve, retiring as a major general in 2005. (Photo courtesy of NASA)

Wing, Portland International Airport Air Reserve Station, Ore.

He was a part of NASA's astronaut training program in the early 1980s, helping plan emergency medical and rescue support for the first six space shuttle flights, when he first started thinking about joining the Air Force Reserve.

"In 1981, we were going through some training with the 304th Air Rescue Squadron on egress and rescue, should the shuttle come down at some point other than the normal Edwards landing site," he said in a 1990 *Citizen Airman* article. "At that time, I didn't know what a PJ (pararescue jumper) was; in fact, I couldn't even spell 'PJ,' but they really impressed me. They were all very competent and had a lot of real experience. At that point, I was thinking about how I could get into the pararescue business."

At just about the same time, the Air Force decided to bring physicians into Reserve rescue units. The timing seemed perfect, so Bagian decided to join. Although he was extremely busy with astronaut training at the time, Bagian welcomed the new challenges being a Reservist provided.

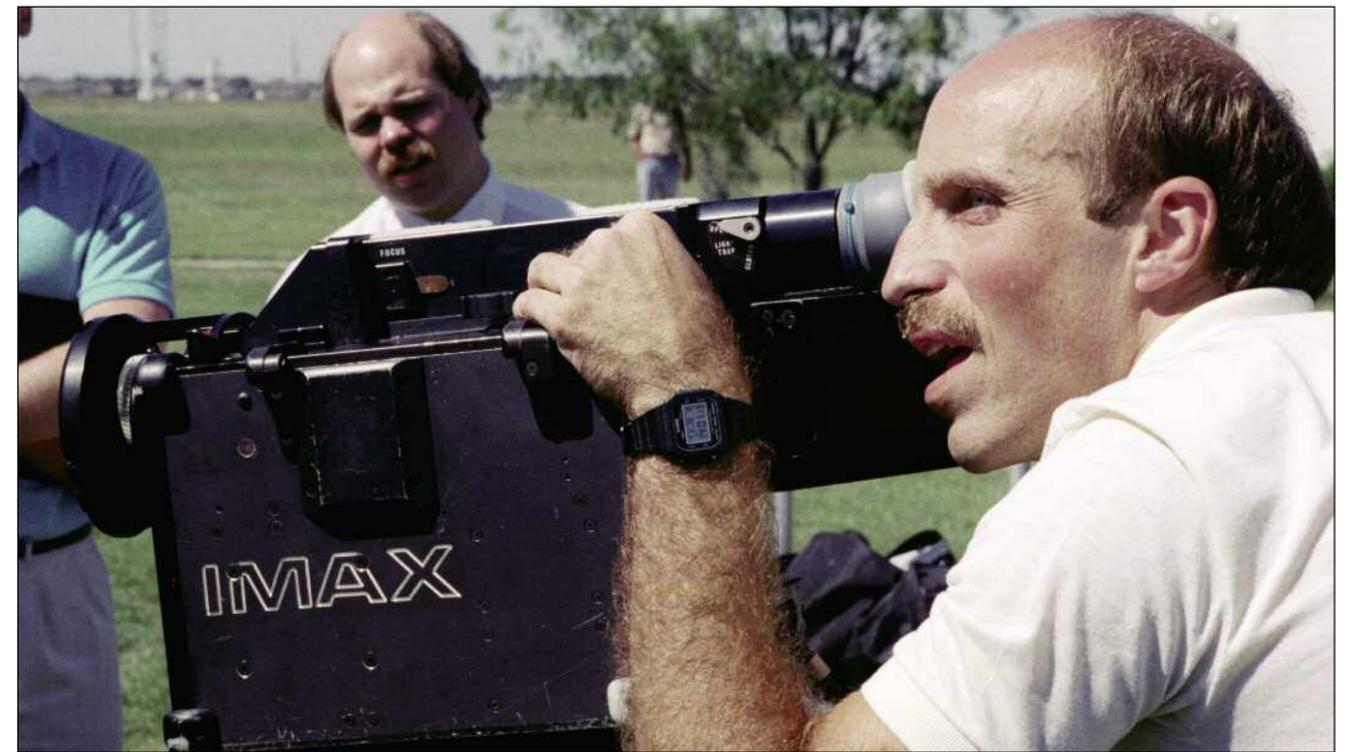
"I like being challenged," he said. "And being an adviser for pararescue challenges me in many of my abilities. You are forced to use all your skills in determining how to rescue someone. How will you get to the person needing rescue? How will you get them out once you've administered initial medical treatment? I like it because I can use all my knowledge."

Today, Bagian is serving as the director of the Center for Health Engineering in the Department of Anesthesia at the University of Michigan.

Fossom is still active in the astronaut program and would love to travel into space again.

"I would go again in a heartbeat," he said during a recent telephone interview.

He first traveled into space in July 2006 aboard STS-121, a return-to-flight test mission and assembly flight to the International Space Station. During the 13-day mission, the crew of Space Shuttle Discovery tested new equipment and procedures that increased the safety of space shuttles and pro-



James Bagian gets in some training on the operation of one of the IMAX cameras he would use on board the Space Shuttle Discovery during his trip to space in 1988. Bagian was an Air Force Reservist when he made the space flight. He served as the pararescue flight surgeon for the 939th Air Rescue Wing, Portland International Airport Air Reserve Station, Ore., and eventually retired as a colonel. (Photo courtesy of NASA)

duced never-before-seen high-resolution images of the shuttle during and after its launch. The crew also performed maintenance on the space station and delivered and transferred more than 28,000 pounds of supplies and equipment and a new crewmember to the station.

Fossom returned to space in May 2008 as a part of STS-124, the 26th shuttle flight to the International Space Station. Space Shuttle Discovery docked with the space station on June 2 to deliver the Japanese Experiment Module-Pressurized Module and the Japanese Remote Manipulator System. The STS-124 astronauts delivered the 37-foot Kibo lab, added its rooftop storage system, performed maintenance work and primed the new Japanese module's robotic arm for work during the nine days it was docked at the orbiting laboratory.

Fossom's third spaceflight began when he, Russian cosmonaut Sergei Volkov and Japanese astronaut Satoshi Furukawa embarked on a mission to the International Space Station on June 7, 2011, aboard a Russian Soyuz spacecraft. They arrived at the station on June 9 and spent 165 days on the complex. Fossom assumed command of the space station on Sept. 14.

"That was definitely a highlight of my career to this point," he said. "Being the commander of a \$100 billion space station that 15 nations had a hand in building, maintaining and operating was an awesome responsibility."

While serving as the space station commander, Fossom got to witness the Space Shuttle Atlantis as it left the space station for the last time.

"I actually got a picture of Atlantis as it backed away, and the robotic arm on the shuttle appears to be saluting goodbye to the station," he said. "They've made posters out of that photo. It was a historic moment, and I was honored to have been there

when it happened."

Fossom received his commission in the Air Force from Texas A&M University in May 1980. He spent 12 1/2 years on active duty before transitioning to the Reserve in 1992. He retired from the Reserve in 2010 as a colonel but still maintains close ties with the Air Force and the Reserve.

"I recently presided over the retirement ceremony for a good friend of mine, and I'm scheduled to serve as the commissioning officer at Texas A&M in a few weeks," he said. "But my biggest tie to the Air Force is my son, who is an Air Force T-38 instructor pilot at Sheppard (AFB, Texas) and will soon train to be an F-15E Strike Eagle pilot."

Fossom, who spent most of his Air Force career in the F-16 flight test world, said his Air Force and Reserve experiences definitely helped him perform his duties as an astronaut.

"At both NASA and with the Air Force Reserve, there is a singular focus on the mission that is always at the forefront," he said. "What I learned in the Reserve in terms of critical decision-making certainly helped me later on in my work at NASA."

While U.S. space shuttles were retired from service upon the conclusion of Atlantis' final flight on July 21, 2011, NASA works closely with a host of international partners to still support the International Space Station. Fossom maintains close ties with the Russian space program.

"I spend a couple months every year in Russia," he said, "and I would love the opportunity to return to the space station (possibly on board a Soyuz spacecraft)."

If he does get to return one day, Fossom will have the opportunity to write yet another chapter in the Air Force Reserve's long and illustrious involvement in space exploration. ★

Double-Duty

Federal police officer serves in Reserve as anti-terrorism protection officer

By Master Sgt. Kelly Ogden

Most of the time you'll find Yvette Orellana working as a federal police officer for the U.S. Forest Service in sunny Santa Barbara, Calif., patrolling in her squad car, writing tickets, protecting natural resources and serving her local community as a mentor to teens heading down the wrong path.

It would be understandable if, during her time off from such a stressful law enforcement career, Orellana enjoyed a much quieter, slower-paced life. However, nothing could be further from the truth. In her "downtime," Orellana trades in her police uniform for camouflage and serves as an anti-terrorism officer for 12th Air Force (Air Forces Southern) at Davis-Monthan Air Force Base, Ariz.

Orellana, who is a technical sergeant, has served in the Air Force for 11 years, first on active duty and now as an individual mobilization augmentee. She has had several deployments and assignments that have taken her all over the world, but she considers her current position in the 12th AF (AFSOUTH) Force Protection Office as her best assignment to date.

Orellana said that in her previous assignments, she didn't get to see behind the scenes and didn't always understand the operational and tactical direction that she was given. However, her time at AFSOUTH, the air component to U.S. Southern Command, has opened up her eyes to the level of time, effort and operational planning that goes into making every mission and/or exercise a success.

For Orellana, operating in security forces at the numbered air force versus the squadron level is like night and day.

"In a traditional security forces squadron, I belonged to a unit and would serve as either a team leader or a fire team leader," Orellana said. "Here, the job is totally different. You aren't just protecting the base, you're in charge of all of the security for Department of Defense personnel in our area of responsibility."

The most difficult part of her job is getting people to realize that there are dangers in their environment and practicing operational security at all times.

"We do things that are for other people's own good, but they don't always see that until something bad happens," she said. "We have the responsibility of making sure everyone follows regulations and policy for equipment storage, weapons accountability and equipment accountability, because if it gets stolen it falls on us."

During a recent deployment in support of New Horizons



Tech. Sgt. Yvette Orellana received an Air Force Commendation Medal in September for her accomplishments while serving as the anti-terrorism officer for the 12th Air Expeditionary Task Force-New Horizons Belize, Headquarters 12th Air Force (Air Forces Southern).

STAFF SGT. ADAM GRANT

Belize, an annual civil engineering and medical event, Orellana deployed for four months as the anti-terrorism officer for several medical readiness training exercises. She assessed vulnerabilities, coordinated and supervised more than 50 Belizean Defence Force members, and provided security and vulnerability assessments on all of the schools, hospitals, hotels and restaurants that the task force planned on visiting. Her favorite part of the deployment was interacting with the locals and learning their culture.

Having a father from Guatemala and being able to speak fluent Spanish has helped Orellana remove a little bit of the cultural divide between U.S. service members and partner nations in Central America, South America and the Caribbean, which assists in creating partnerships and long-lasting friendships. However, the fact that she is a female has led to some issues in her interactions with male-dominated militaries abroad.

"It's a double-edged sword because some of the countries we visit have very male-dominated militaries," Orellana said. "In my position, I often have to interact with higher echelon leaders. The U.S. is very diverse in the fact that a man and woman can do the same job (if qualified), and I think that we are kind of showing these other countries that if given the opportunity, a woman can succeed in any position."

Orellana brings the same kind of drive and passion she uses in her job to her role as a mentor for teenage girls at the Sunburst Academy, which is run by the California Army National Guard.

Sunburst is a six-month live-in academy for youth who might have dropped out of school, got into trouble or are just headed down the wrong path. Orellana recently mentored a 16-year-old who was behind in school and hanging out with the wrong crowd.

"She was a good student, but you could see the path that she was going down," Orellana said. "We connected over Guatemala and the fact that we had come from a similar environment and background. ... but, I obviously chose a different path. It's inspiring and makes you feel good to teach someone about making good decisions and reinforcing those decisions positively."

The teenager she mentored is now caught up on her school credits and scheduled to graduate this year. ★

(Ogden is assigned to the 12th Air Force (Air Forces Southern) public affairs office at Davis-Monthan AFB.)



With Air Force Reserve Command Commander Lt. Gen. James Jackson by her side, Secretary of the Air Force Deborah Lee James speaks during a hearing of the National Commission on the Structure of the Air Force in January. James said the Air Force will rely more on the Reserve and National Guard in the future.

JIM VARHEGYI

THE WAY AHEAD

Air Force to rely more on Reserve, Air National Guard

The Air Force will rely more on its Air National Guard and Reserve components in the future with the aim to preserve more capabilities as the service seeks to reduce its personnel, the service's top leader said Jan. 9.

In her first testimony as secretary of the Air Force, Deborah Lee James addressed members of the National Commission on the Structure of the Air Force.

The commission will make recommendations on whether, and how, the structure should be modified to best fulfill current and anticipated mission requirements for the Air Force in a manner consistent with available resources.

James, who was formally sworn in as the 23rd secretary Dec. 20, spoke at length about the future of the total force.

"I see our Air Force as a smaller Air Force over time but a more capable Air Force," she said, emphasizing the importance of developing leaders with experience across the components. "I would like to see our Air Force 10 years from now be led by a chief of staff who has had major reserve component experience."

The Air Force needs to do a better job of relying on its Guard and Reserve components, James said. As a result, she feels this evolution will preserve the force and its capabilities.

On the topic of readiness, which service leaders have expressed concerns about since sequestration was implemented, James called into question the option of going to a "tiered

readiness" model.

"I'm not convinced at all that this form of tiered readiness is workable," she said. "In fact, I'd say it's not workable for the Air Force. We need to be ready right away and not in a tiered approach."

To maintain readiness, the service is slated to reduce personnel by up to 25,000 during the next five years, along with implementing other cost-saving measures.

Looking to the future size of the Air Force, James noted every component will feel the impacts of force management.

"No component is going to be totally sheltered by force shaping and reduction," James said. "We want to get the best defense for our nation, particularly when resources are scarce."

In 1993, James held the position of assistant secretary of defense for reserve affairs, and while that job prepared her for her commission appearance, she said she hopes the need for the conversation will disappear in the future.

"I hope 10 years from now we won't be debating issues like this because it would be second nature," James said. "The key thing is to blur the lines between components."

The commission was scheduled to submit a report, containing a comprehensive study and recommendations, by Feb. 1 to the president and the congressional defense committees. ★

(Air Force News Service)

Got an Idea?

The Reserve Advisory Council wants to hear about it

By Col. Bob Thompson

Got a great idea that can improve things for your fellow Reservists? The Air Force Reserve wants your input and has tasked the Reserve Advisory Council to represent all categories of Citizen Airmen and bring their ideas to the attention of Air Force senior leaders.

The council has 13 members representing air reserve technicians, traditional Reservists, individual mobilization augmentees and active Guard and Reserve members.

"The Reserve Advisory Council is represented by seven officers and six enlisted Reservists to ensure connectivity to all ranks as well as various career fields," said Col. Carlos Hill, liaison to the council and director of policy integration for Air Force Reserve at the Pentagon. "We

want everyone in the Air Force Reserve to feel comfortable reaching out to the council no matter what their rank or duty status."

The council has brought several ideas forward to help shape new Air Force policies and even new federal laws. Travel pay for Reservists performing inactive duty training more than 100 miles from their homes was funded by Congress thanks to the council's input in 2010.

"We want all Reservists to know their opinions matter and their ideas can get through to make our Air Force Reserve better," said Chief Master Sgt. Desriann L. Stevens, chief of policy integration and liaison to the council. "When you contact a member of the Reserve Advisory Council, you're accessing someone who has input to the highest levels of our Air Force, Department of Defense and lawmakers on Capitol Hill."

The council is chaired by Brig. Gen. Karen A. Rizzuti, mobilization assistant to the commander of 24th Air Force, Joint Base San Antonio-Lackland, Texas. Besides the general and her two liaisons, the council includes:

- Lt. Col. John A. Boccieri, commander of the 773rd Airlift Squadron, Youngstown Air Reserve Station, Ohio.
- Lt. Col. Tony Polashek, deputy commander, 514th Operations Group, Joint Base McGuire-Dix-Lakehurst, N.J.
- Lt. Col. Tim Welter, IMA, U.S. Transportation Command, Scott Air Force Base, Ill.
- Capt. Philip A. Spencer, 566th Intelligence Squadron, Buckley AFB, Colo.
- 1st Lt. Kristen E. George, flight nurse, 459th Aeromedical Evacuation Squadron, Joint Base Andrews, Md.
- Chief Master Sgt. Richard A Dawson, superintendent of cyberspace operations in the Operations Division, Headquarters Air Force Reserve Command, Robins AFB, Ga.
- Chief Master Sgt. Michael Du, superintendent, 4th Combat Camera Squadron, March Air Reserve Base, Calif.
- Senior Master Sgt. Stephanie A. Moncalieri, superintendent, Business Analyst Division, Headquarters Air Reserve Personnel Center, Buckley AFB.
- Senior Master Sgt. Sandra L. Plentzas, first sergeant, 944th Medical Squadron, Luke AFB, Ariz.
- Master Sgt. Jennifer B. Lynch, flight chief, Readiness and Emergency Management, 944th Civil Engineer Squadron, Luke AFB.

If you have an innovative idea, contact a member of the council today. ★

(Thompson is a public affairs officer assigned to the Office of Air Force Reserve at the Pentagon.)

The Road to Recovery

New team helps Reservists get well, get their benefits and get back to life

By Debbie Gildea

Members of the air reserve component who are injured or develop an illness while on active-duty orders now have a centrally located team of specialists working to help them get well, get their benefits and get back to their lives.

The Air Reserve Component Case Management Division, recently established at the Air Force Personnel Center at Joint Base San Antonio-Randolph, Texas, is composed of total force medical, personnel and finance specialists to help injured ARC Airmen get well, said Lt. Col. Thomas Matschek, division chief.

Medical continuation originated in 2004 when many ARC Airmen returned from deployment injured or ill and in need of care, Matschek said. In addition, force readiness was affected. Originally decentralized with major commands managing their own programs, everything was centralized in 2008 under the Air Force Medical Operations Agency. An independent review indicated that adding case management would improve the process, he said.

Bringing all key players under one roof is helping to minimize the length of time an Airman spends in the medical continuation system and enable the active-duty and ARC specialists to maximize their care and support, the colonel explained.

"Since the July initial operational capability point, we've averaged about 25 new case certifications or existing case extensions per week," he said. "We've seen some great successes when we've been able to use our medical case management skills to bring some of our more severely wounded Airmen to major military treatment platforms or VA (Veterans Administration) poly-trauma centers of excellence. These locations help ensure an affected Airman has efficient access to a full spectrum of evaluation and treatment options."

The priority for Airmen on medical continuation orders is to get well. The priority for the MEDCON team is to assist

Airmen in obtaining authorized medical care, entitlements and benefits.

"We are trying to ensure Airmen receive the appropriate entitlements and benefits through a prompt, all-encompassing administrative process, and the Centralized Care Division is helping us do that," Matschek said. "We're eliminating a lot of the guessing by providing individualized case management, with special attention to complex situations."

While processes are standardized, individual cases and outcomes will vary.

"We have a large Reserve and Guard population, and their needs range from routine to urgent, so this division will significantly change the landscape for injured ARC Airmen," Matschek said. "It's important to note that 47 percent of the total force comes from ARC, and those Airmen are involved in every contingency. More than 11 percent of ARC Airmen were involved in Iraq in 2008, and 22 percent were in Afghanistan."

ARC Airmen deploy and work side by side with active-duty Airmen, and like their active-duty teammates, they are removed from forward locations if seriously injured or ill.

Unlike active duty, however, a line of duty determination is required for ARC Airmen, as well as an evaluation to determine whether or not they will be vectored to the MEDCON program.

"The line of duty determination and evaluation will help us identify members who may not have been identified earlier and, if necessary, vector them to the MEDCON program," Matschek said. "There are also unique cases that may not surface until several months after demobilization. Those cases will be handled through the service members' medical unit and vectored to the ARC-CMD."

Once on medical continuation orders, ARC Airmen are required to report to their unit or alternate duty location and perform work to the extent that their medical condition allows.

In addition, they are scheduled for a variety of appointments focused on help-

ing them get better and enabling them to return to duty. If an Airman requires additional time for treatment or recovery beyond a six-month period, or the condition has not improved, the ARC CMD will either request an extension to the MEDCON orders or recommend Integrated Disability Evaluation System processing.

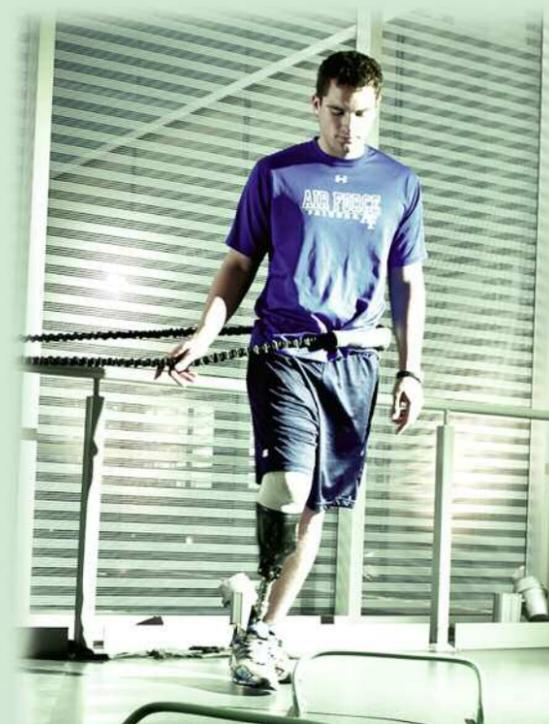
"Sadly, some Airmen will not be returned to duty, and this division will help prepare them for the medical evaluation board or other separation process," Matschek said.

The decision to establish a holistic division at the personnel center supports the Air Force's long tradition of caring for Airmen, the colonel said.

"We have a continuing obligation to care for all Airmen throughout their service and, in many cases, beyond," he said. "This division will help us meet that obligation."

For more information about the ARC medical continuation program or for information about other personnel issues, visit the myPers website at <https://mypers.af.mil>. ★

(Gildea is assigned to the Air Force Personnel Center public affairs office at Joint Base San Antonio-Randolph.)



OPERATOR ENGAGEMENT TALKS

Air Force Reserve plays a critical role in mission designed to strengthen partnerships with foreign militaries

Many people know that Brazil is scheduled to host the 2016 Summer Olympic Games, but did you know Brazil has the biggest air force in all of Central and South America?

As part of an effort called “Operator Engagement Talks,” a total force team of regular and Air Force Reserve Airmen recently traveled to Brazil to discuss interoperability, lessons learned and ways to work together better with their Brazilian counterparts.

“The Brazilian air force is the largest air force in Latin America and a highly professional organization,” said Lt. Col. David Sears, a Reservist in the Air Staff’s Regional Plans and Issues Office at the Pentagon. “We have a long history of cooperation with them stretching back to World War II, when our Army Air Corps worked with the Brazilian air force to patrol the South Atlantic in search of German submarines.”

Directed by the Air Force chief of staff, the talks are a key component of the overall national military strategy to strengthen U.S. partnerships with foreign militaries, train and assist security forces, and pursue military-to-military ties with a

broad range of governments. The Air Force Reserve plays a critical role in this mission.

“Today the operational challenges are different, but we hope to overcome them by having smart Airmen get together and learn from each air force’s experience,” said Sears, who coordinated the Brazilian conference. “Issues like deconflicting remotely piloted aircraft traffic with civilian airspace, finding efficiencies in space operations, border control and countering transnational organized crime affect both the U.S. Air Force and the Brazilian air force, so we can learn by talking to each other.”

Members of the Pentagon’s Air Staff currently meet with military representatives from 15 countries in the program. Brazil is a recent addition: The first meeting happened in 2010. Maj. Gen. Timothy Ray, director of operational planning, policy, and strategy, led a delegation of subject-matter experts to Brazil’s capital, Brasilia, to meet with his counterpart on the Brazilian air staff. Together, they shared thoughts on how the two air forces confront similar challenges in air domain awareness, space operations and remotely piloted aircraft operations — all in a budget-constrained environment.

“Ultimately, that’s the objective of each Operator Engagement Talk — to identify specific milestones for improving interoperability between us and our partner,” Sears said. “Tracking those to completion is 90 percent of my work.”

“The Reservists and civilians here provide continuity,” said Col. Tom Fuhrmann, an Air Force Reserve individual mobilization augmentee and branch chief in the Regional Plans and Issues Office. “Building partnerships, a core function of the U.S. Air Force, is all about building relationships. Everyone who has deployed knows it’s hard to build lasting relationships when folks rotate in and out of a base or office every couple of years or less.

“By working with a particular air force over time, we get to know the issues and people. That helps us develop regional expertise so we can give better advice to senior leaders as they make decisions about basing, access, combined training and international exercises.”

Fuhrmann is one of three Reservists working in the branch alongside five active-duty Airmen and five civilians.

“The (Operator Engagement Talks) program has been around for about 20 years,” Fuhrmann said. “It’s been an important engagement tool, although the number and selection of countries we meet with changes over time depending on resources and



Members of the Brazilian air force (facing camera) discuss issues with their U.S. Air Force counterparts during an Operator Engagement Talks meeting in Brazil’s capital, Brasilia. The U.S. Air Force team comprised both Reservists and active-duty members. The talks are a key component of the overall national military strategy to strengthen U.S. partnerships with foreign militaries, train and assist security forces, and pursue military-to-military ties with a broad range of governments.

operational priorities. Our goal is to support the major commands and the U.S. Air Force global partnership strategy by identifying key issues with specific countries where the headquarters staff can help make things happen.”

Fuhrmann organizes the branch by geography: Sears works with countries in Latin America, while other officers specialize in the Middle East, Europe, Africa and the Pacific region. Some planners speak a foreign language, but being a linguist is not a requirement for the job.

“The language of Airmen is worldwide,” Fuhrmann said. “Regardless of which air force we meet, a shared aviation culture and historical experience allow us to understand each other.”

“Every air force has its skill sets, and every relationship has something to offer to both us and them,” Sears said. “If an incident were to happen in a region of the world and we needed to work with a partner — or rely on them — it would be important to be familiar with how they work and what each of us could bring to the matter at hand.”

Master Sgt. Agustin Casis is an aerial porter assigned to the 459th Force Support Group at Joint Base Andrews, Md., and is a Reservist serving on active duty with the regional plans team. Though many of the sergeant’s duties involve administrative and information technology support, he is closely involved with every conference that meets in the building.

“Since arriving here in April, I’ve worked with the planners to host Singapore, Chile, Brazil and the United Arab Emirates,” Casis said. “There’s a lot of work and diplomacy that goes into making these relationships happen.”

America’s partnerships with other nations date back to the American Revolution when France became the new nation’s first strategic ally. Engagement with partner nations continues to be critical to success in today’s global environment.

“The need to identify and work with capable partner air forces isn’t going away,” said Maj. Andrew Ray, an active-duty officer in regional affairs. “As budgets decline around the world, that fact makes what we’re doing even more important.” ★



Maj. Gen. Timothy Ray (left) presents a gift to Maj. Gen. Jeferson Domingues de Freitas during recent Operator Engagement Talks in Brasilia, Brazil. Ray and Domingues led a contingent of U.S. Air Force and Brazilian air force subject-matter experts in a series of talks designed to share thoughts on how the two forces confront similar challenges in a budget-constrained environment. Operator Engagement Talks play a critical role in strengthening U.S. partnerships with foreign militaries.

Maj. Gen. (retired) Joseph A. McNeil ... an American Hero



Lightning Strikes at Hill

Utah base selected as the home for first operational F-35A unit

Members of the Air Force Reserve's 419th Fighter Wing at Hill Air Force Base, Utah, will be among the first to fly and maintain the Air Force's newest fighter, the F-35A Lightning II.

In December, the Air Force announced that Hill AFB was selected as the home for the service's first operational F-35A unit. The base was chosen after a lengthy analysis of multiple locations' operational considerations, installation attributes, and economic and environmental factors.

"Hill AFB is ideally suited to assure a successful path to initial operational capability," said Timothy Bridges, deputy assistant secretary of the Air Force for installations. "The nearby Utah Test and Training Range provides access to one of the largest and most diverse airspace and range complexes in the Air Force. Access to high-quality airspace and ranges is essential for the first operational F-35A wing."

The decision culminated a nearly four-year process that included an extensive Environmental Impact Statement that examined impacts on such factors as air quality, noise, land use and socioeconomics.

Hill AFB is also home to the F-35 depot, which provides fleet maintenance support, a key factor to the long-term sustainment and readiness of the F-35A fleet.

Another strength of the base is the already established classic association between the active-duty 388th FW and the 419th. This total force integrated unit is capable of providing accelerated seasoning of new personnel to maximize the F-35A's advanced capabilities.

"This is great news for Hill AFB, and we welcome the addition of the Air Force's newest, next-generation fighter aircraft," said Col. Lance Landrum, 388th FW commander. "The F-35 is

critical to ensuring our dominance over the battlefield in today and tomorrow's advanced threat environment. Hill is the perfect place for this weapons system given the nearby Utah Test and Training Range, our existing infrastructure and continued support from the local community. We look forward to paving the way for its arrival."

"Flying F-35s alongside our active-duty counterparts is a great example of the Air Force's 'total force' vision, which seeks to increase capability from new technology while leveraging the experience, stability, continuity and cost effectiveness of our Reserve personnel," said Col. Bryan Radliff, 419th FW commander.

Col. Kathryn Kolbe, 75th Air Base Wing commander at Hill, said the announcement was great news for the base and the entire state of Utah.

"Selecting Hill to host America's newest fifth-generation fighter is a tribute to the 388th and 419th Fighter Wings' rich heritage," she said. "It is fitting the 388th Fighter Wing become the first fully operational F-35 unit, just as it was with the F-16 in January 1979. The selection to place it here speaks volumes to the viability of Team Hill's commitment to our nation's security."

Construction on base to prepare for the aircraft is expected to start almost immediately in order to be ready to accept the first F-35As, which are scheduled to arrive in 2015. The base is projected to receive 72 F-35As, replacing the 48 F-16 Fighting Falcons currently assigned to Hill.

The F-35A, manufactured by Lockheed Martin, is intended to be the Air Force's premier strike aircraft through the first half of the 21st century. It is a multirole fighter that is expected to eventually replace the service's F-16 and A-10 fleets. ★

(This article was written by the 75th ABW public affairs office at Hill AFB.)



The young college student sitting at the far left in this photo is Joe McNeil, and he's an American hero. At about 4:30 in the afternoon on Monday, Feb. 1, 1960, McNeil and three of his buddies sat down at the lunch counter at the Woolworth's in downtown Greensboro, N.C., and asked the waitress for a cup of coffee. "We don't serve Negroes here," she said before asking them to move down to the standup snack bar at one end of the long L-shaped counter. As everyone at the time knew, the seats were for whites. The snack bar was for blacks. The four young men didn't move. In fact, they stayed in their seats until after the Woolworth's closed for the day. Then they came back the next day. ... and the next ... and the next ... and the next. On Feb. 2, the "Greensboro Four" were joined in their protest by 23 men and four women. The next day, the number of protesters swelled to 80. By the fourth day, there were 300 people gathered around the "whites only" Woolworth lunch counter, vowing to return every day until they were served. As word of what these brave young men had done spread, so did the movement they had started. Soon, there were protests at lunch counters in 54 cities in nine states. The Greensboro sit-ins continued for five months until the F.W. Woolworth Co. finally agreed to integrate its lunch counters. With a simple act of courage, Joe McNeil had helped spark the civil rights movement in the United States. He is an American hero for what he did at that North Carolina lunch counter, but he is also a hero for volunteering to put his life on the line for a country that once treated him as a second-class citizen. After graduating from North Carolina A&T State University in 1963, McNeil was commissioned in the Air Force and became a navigator on the KC-135 Stratotanker air refueling/cargo aircraft. He served valiantly during the Vietnam War and joined the Air Force Reserve in 1969. He proudly served in the Reserve for 31 years, retiring as the mobilization assistant to the Air Force Reserve Command commander with the rank of major general in 2000. As the nation celebrates African American History Month, the Air Force Reserve would like to take the time to salute Joseph A. McNeil, a true American hero.





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