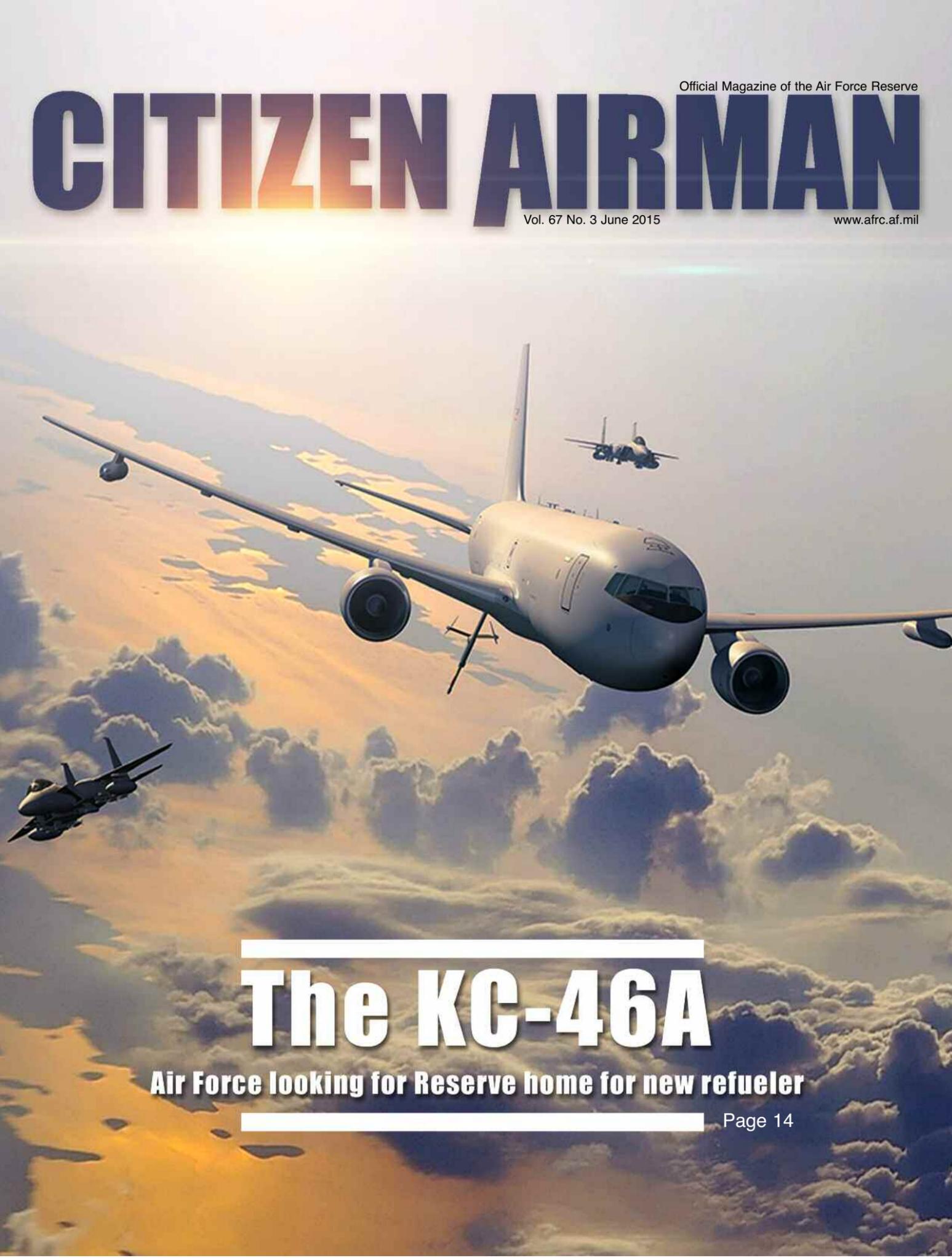


Official Magazine of the Air Force Reserve

CITIZEN AIRMAN

Vol. 67 No. 3 June 2015

www.afrc.af.mil



The KC-46A

Air Force looking for Reserve home for new refueler

Page 14

LIEUTENANT GENERAL
James F. Jackson
 ★★ ★
 FROM THE TOP



SIGNIFICANT IN THE PAST, CRITICAL TO THE FUTURE

On 14 April, we celebrated the 67th anniversary of the Air Force Reserve. This milestone allowed us to reflect on some of the great leaders who have gone before us — airpower giants like Col. Jackie Cochran, Gen. James H. “Jimmy” Doolittle, Brig. Gen. Jimmy Stewart, Brig. Gen. Charles Lindbergh, Maj. Gen. Betty Mullis and Capt. Ronald Reagan. These men and women were innovative and bold leaders who made significant contributions to our Air Force in the past, but today I want to talk about why our Citizen Airmen are critical to the future.

As we look to the future, we understand that the demand for air, space and cyber is not decreasing. Not only are we conducting combat operations, but we are continuing to respond to emerging crises, like the recent devastation caused by an earthquake in Nepal.

Unfortunately, financial constraints and force-shaping initiatives have limited the ability of our Air Force to meet all of our national security requirements. According to Air Force Chief of Staff Gen. Mark A. Welsh III, the gap between requirements and capacity creates risk for our nation. The Air Force Reserve is a hedge against that risk.

In order to combat that risk, we are working on strength-

ening and building our Reserve force. This year we are growing our end strength by 2,100 Citizen Airmen, which will allow us to support current and emerging missions. Also, we are continuing work on Total Force Integration efforts with the active component and the Air National Guard. This growth and integration will increase our operational capability and surge capacity.

Unfortunately, in an era of shrinking budgets and growing requirements, increases in manpower and Total Force Integration are not enough to keep our Air Force strong. We must also continue to be an innovative force. Historically, the Air Force has leveraged technology to defeat our adversaries, and with constrained resources, we know continued innovation is going to be required to defeat our future enemies. Our dependence on technology as a country and as a force is going to continue to grow. Our job as Citizen Airmen is to be ready to respond to these ever-changing threats.

One advantage of the Air Force Reserve is the ability to leverage our civilian experiences. You can often apply the skills and concepts that make you successful in your civilian career to your military specialty. Take time to look for ways

to improve our processes as you continue to grow in your own career field. Not only will innovation allow us to win future wars, it will increase our capacity and strengthen our force. I challenge you to find and implement innovative solutions to ensure we remain the best Air Force in the world.

Going forward, our Air Force is going to rely more, not less, on our National Guard and Reserve forces. We believe innovation is essential for the Air Force Reserve to remain a combat-ready and cost-effective force. Remember that you are critical to the future of the Air Force Reserve and to the future of our nation. Thanks for all you do!

CHIEF MASTER SERGEANT
Cameron B. Kirksey
 CHIEF'S VIEW

BOLD LEADERS WANTED

As General Jackson mentioned, we recently celebrated our 67th birthday as an independent component. This milestone gave us a fantastic opportunity to reflect on the past. It also provided the perfect opportunity to think about the future. We know we are going to remain critical to the future, but to accomplish this as a force we need bold leaders at all levels.

The Air Force Reserve must be ready to meet the challenges we are going to face in the future. Our nation is going to continue to leverage the Air Force Reserve to meet emerging threats, and it is our job to be prepared. We have to be experts in our career fields, leverage our civilian train-

ing, and adapt to changing roles and responsibilities. Technical competence is the foundation, but General Jackson and I also understand that to accomplish our mission we are also going to need bold leaders at every level.

So what does bold leadership look like to me? Bold leaders look for ways to excel in their mission areas. They look for ways to improve the processes around them, and they develop innovative ways to accomplish the mission. They are always looking for opportunities to improve themselves and their organizations. They take the time to connect with their fellow Airmen, and they support each other at all times. Bold leaders are motivated, hard-working and consistent. Finally, bold leaders always take a stand for what is right.

How do I know what they look like? I know because we are serving side by side with these bold leaders every day.

Recently we celebrated the accomplishments of our Outstanding Airmen of the Year (see the article on Page 28). The men and women nominated for this award demonstrated bold leadership and exemplified the meaning of commitment and excellence. They are the men and women who are committed to innovation and decisive thinking. They are fiercely committed to creating a better Air Force Reserve. It is easy to think that a bold leader is the “other guy,” but I

challenge you to become that leader.

My job as your command chief is to get each of you to not only be the best

maintainers, operators and technicians you can be, but to get you to be the best leaders you can be. The demand for airpower is not decreasing, and our Citizen Airmen stand ready to support the fight. I have confidence that as you move forward in your career you will look for a way to be an expert, a leader and a role model for those around you.

Remember you are a bold leader! You have already proven that through your willingness to step up and serve our nation. Together we will create a Reserve force that was not only significant in the past, but one that is critical to our future. Remember, I'm here for you!



CITIZEN AIRMAN

Vol. 67 No. 3

June 2015

- 14**
Air Force looking for home for Reserve KC-46A unit
- 16**
New law to impact VA education benefits
- 18**
New initiative makes it easier to get a pilot slot
- 20**
Air Force officers partner with widowed women from Afghanistan in web-based business venture
- 22**
Do you have what it takes to be a military training instructor?
- 25**
Reservists develop mobile phone app to give Airmen easier access to key instructions, documents
- 26**
Tech. Sgt. Daniel Warren: A hero in the ranks
- 28**
AFRC honors Outstanding Airmen of the Year
- 30**
Profiles in Leadership: Joe Schmid loving life as a NASA flight surgeon and Air Force Reservist

On the cover: The Air Force is looking at four bases to be the location of the first Air Force Reserve-led KC-46A global mobility wing. The KC-46A Pegasus will begin arriving in fiscal year 2019. For the story, see Page 14. (Illustration courtesy of The Boeing Company)

Gen. Mark A. Welsh III *Chief of Staff, United States Air Force*
Lt. Gen. James F. Jackson *Commander, Air Force Reserve Command*
Col. Robert P. Palmer *Director of Public Affairs, Air Force Reserve Command*
Cliff Tyler *Managing Editor*
Bo Joyner *Associate Editor*
Staff Sgt. Sarah Hanson *Noncommissioned Officer in Charge*
Adam Butterick *Designer*

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, Ga., 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/PAP, 155 Richard Ray Blvd., Robins AFB, GA 31098-1661. Or, email them to afrc.pap@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 800-525-0102 or DSN 847-3294.

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

Tech. Sgt. Nick Horine of the 931st Security Forces Squadron at McConnell Air Force Base, Kansas, secures an area while participating in urban terrain training at Camp Gruber Training Center, Oklahoma. Members of the 931st SFS and 931st Civil Engineer Squadron participated in 10 days of combat skills training at Camp Gruber, which included land navigation, weapons training, tactical movements, convoy operations, base defense, room-clearing procedures, foot patrols, military operations on urban terrain and combat lifesaving. (Capt. Zach Anderson)



Senior Airman Chris Mendoza of the 624th Aeromedical Staging Squadron at Joint Base Pearl Harbor-Hickam, Hawaii, establishes security before treating a simulated casualty during Operation Joint Medic at Nellis Air Force Base, Nevada. The exercise scenario required the participants to treat and evacuate 27 simulated casualties while under fire. (Tech. Sgt. Colleen Urban)

Senior Airman Daniel J. Becker, server administrator in the 914th Communication Squadron, examines parts of a computer at Niagara Falls Air Reserve Station, New York. (Tech. Sgt. Stephanie Sawyer)

(Below) Tech. Sgt. Daniel Britson, 302nd Force Support Squadron unit deployment manager, Peterson Air Force Base, Colorado, leads Team Pete in carrying a litter during the search and recovery event of the 2015 FSS Readiness Challenge at Dobbins Air Reserve Base, Georgia. Team Pete, made up of six Reservists from the 302nd Airlift Wing and five active-duty Airmen from the 21st Space Wing, placed second overall at the first-ever FSS Challenge. (Senior Master Sgt. Vicki Robertson)



(Left) Tech. Sgt. Rick Lisum, a public affairs photojournalist with the 910th Airlift Wing at Youngstown Air Reserve Station, Ohio, photographs a C-130 Hercules aircraft conducting aerial spray operations over a target site on the Utah Test and Training Range.



Senior Master Sgt. Wendy Hutchins, 86th Aerial Port Squadron port manager, McChord Field, Washington, pushes a pallet on the flight line.



Lt. Col. Aldo Filoni, primary evaluator navigator with the 911th Operations Group, Pittsburgh International Airport Air Reserve Station, Pennsylvania, monitors the main aviation computer on a C-130 Hercules during an all-weather airdrop delivery system exercise sortie near Cadiz, Ohio. During an AWADS sortie, cargo is dropped from an aircraft in the middle of visibility-reducing weather conditions. (Senior Airman Marjorie A. Bowlden)

A member of the U.S. Army Golden Knights parachute team lands at Keesler Air Force Base, Mississippi, during the Thunder on the Bay Air Show and Open House. (Master Sgt. Jessica Kendziorek)



Maj. Nathan Litz, 419th Fighter Wing chief of safety, Hill Air Force Base, Utah, gets his head shaved with help from his daughter, Gracie, who is undergoing chemotherapy to battle lymphoblastic lymphoma. Nearly 80 Airmen from the 419th and 388th FW shaved their heads in a show of support for Gracie. (R. Nial Bradshaw)

Annual Competition Moved from Washington to Bulgaria

The annual Congress of the Interallied Confederation of Reserve Officers, which was originally scheduled to meet in July in Washington, D.C., has been moved to Sophia, Bulgaria. The competition held in conjunction with the NATO-associated event, involving three-person teams participating in running, swimming and shooting events, will also be held in Bulgaria.

Retired Air Force Reserve Col. Chuck Ferguson, who participated in the competition for nine years and now coaches orienteering for the U.S. training camp, said the decision to change locations was made in late March.

The U.S. training camp is still scheduled for July 5 at Camp Johnson in Burlington, Vermont. Members of the team will be selected July 19, and the competition will take place July 24-31.

For information regarding the training camp or competition, contact Ferguson via email at usofrnrc@cox.net. (Staff reports)

McChord Aeromedical Squadron Improves Ability to Train Locally

It might not look like much at first glance: After all, it's just a tent. But that tent is giving the 446th Aeromedical Staging Squadron at McChord Field, Washington, the opportunity to train more Airmen locally.

After requesting funding for the tent in June 2014, the squadron received it in January and took it out of the box for the first time during the February unit training assembly. The portable structure houses a mobile combat aeromedical staging facility.

"I like to have things on hand for my young troops so they can get familiar (with the skills requirements) before they go down (to Camp Bullis, Texas) to their formal training," said Senior Master Sgt. Robert Cutchin, 446th ASTS program manager. "This is a big one for us because we're having a field training exercise in July. We were able to get this tent with the wing commander's approval based on the last FTX we did."

Although he has been to the formal training, Senior Airman John Hendershot is pleased with the chance to get more training.

"It will be good to have on the UTA weekends," Hendershot said. He said having the ability to get a quick two or three hours of refresher training is very valuable.

Manpower reductions and funding restrictions require the Reservists in the ASTS to get creative with their training options.

"We're not manned anymore for a 250-bed CASF (contingency aeromedical staging facility)," Cutchin said. "But our mission is still aerovac patient staging. We still go fly out on missions with (aeromedical evacuation), and we still take care of patients and prepare them to fly."

Having the right equipment on hand helps the Reservists train while they wait to attend the formal training at Camp Bullis.

"We're looking for unique ways to train our folks because we can't get all the formal training down in San Antonio because of limited funding," Cutchin said. "We're trying to make use of local field training exercises, and that's where the equipment comes in as important."

It's just one tent so far, but the ASTS has bigger plans to further enhance the ability of its members to train locally.

"I want to make sure my folks have what they need to train over the weekend because they don't come out here on the weekend to drive computers," Cutchin said.

According to Cutchin, the ASTS would like to have three tents. But that's not all they want. The plan is also to get a readiness trailer designed to simulate the inside of a C-17 Globemaster III aircraft.

"We can't always count on getting an aircraft to train on, so if we have this trailer, we can still accomplish our training," he said. (Sandra Pishner, 446th Airlift Wing public affairs)

Total Force Crew Flies Into Aviation Record Books

A Total Force C-5M Super Galaxy crew at Travis Air Force Base, California, put the aircraft's capabilities to the test in a record-setting flight April 3.

The eight-person crew, comprising members of the active-duty 60th Air Mobility Wing's 22nd Airlift Squadron and the Air Force Reserve's 312th AS, accomplished their goal of establishing standards in 45 previously unset categories. The aircrew claimed records in the Class C-1.T jet category.

"The successful completion of this mission exemplifies both the great teamwork required by the whole team to keep Travis' aircraft flying and the fabulous strategic mobility capabilities the C-5M brings our combatant commanders around the world," said Col. Joel Jackson, 60th AMW commander. "Thanks to everyone who contributed to this powerful showcase of Travis' culture of excellence."

With pallets, fuel and the crew, the C-5M weighed a total of 731,220 pounds.

"We took on approximately 265,000 pounds of cargo, and our goal was to climb as fast as we could to 3,000, 6,000 and 9,000 meters," said Maj. Jon Flowers, 22nd AS chief of standardization and evaluation and pilot for the flight. "We got up to an altitude of approximately 37,000 feet before we ran out of performance."

Among the records achieved were altitude in horizontal flight at 37,000 feet, altitude with payload of 265,000 pounds and time it takes to climb at 27.5 minutes.

The Super Galaxy has now unofficially claimed a total of 86 world aeronautical records, surpassing the B-1B Lancer at 83 records.

All records will be certified by the National Aeronautic Association, the nation's oldest aviation organization. Formal certifications of the C-5M records are expected to take several weeks.

The capability of the C-5M, when compared to the A, B and C models, to reach speeds at a faster rate is critical for the Air Force mission.

"The model before this was performance limited," Flowers said. "It did not have the climb capability or the cargo capability. The C-5M has been changing the game for the warfighter, and tonight we made that point to put the capabilities in the record books."

From aerial porters to maintainers, active-duty members and Reservists from Team Travis made a joint effort to effectively achieve this goal.

"We're honored to play a role in this historic demonstration," said Col. Matthew Burger, 349th AMW commander. "The new capabilities of the C-5M make America better equipped to meet the global challenges of the 21st century." (Airman 1st Class Amber Carter, 60th AMW public affairs)

Veterans Support Organization Comes to Dover AFB

The color combination of red, white and blue, and the bald eagle are symbols for many things in America; however, they are also the foundation for a veteran support network.

Team Red, White and Blue is a nonprofit organization whose mission is to "enrich the lives of America's veterans by connecting them to their community through physical and social activity."

Members of Team Dover are organizing the first Team RWB chapter in the state of Delaware.

Chief Master Sgt. Gerald Barnett, 9th Airlift Squadron superintendent, is the captain for Dover's Team RWB, and he said he is excited to bring the organization to Delaware.

"My goal here is to partner up with the local community and local business to build upon the relationship with the veterans, active-duty, Guard and Reserve," Barnett said.

Dover's Team RWB currently has 53 members and participates in a wide variety of physical activities including running, cycling and CrossFit workouts. RWB members are easily recognizable because they wear their Team RWB shirts at these events, a process known as "wearing the eagle."

From civilians and veterans to active-duty, Guard and Reserve members, anyone is eligible to join Team RWB. Members of the group then plan and organize what they call RWB events.

"You don't have to be a cyclist, you don't have to be an endurance runner or a triathlon athlete, you don't have to be any of these people to be a member of RWB," Barnett said. "If two people want to throw darts and build that community as veterans, than that to us is an RWB event."

Dave Sawicki, 436th Operations Support Squadron flight record clerk, is a former Army paratrooper who serves as Team RWB's veterans outreach director. His mission is to make veterans aware of Team RWB and provide them with knowledge of the organization and how to join.

"If you ask veterans what they miss most about the military, a lot of times what you are going to hear is they miss that camaraderie and being part of something bigger than themselves," Sawicki said. "At team RWB, we recreate that environment for them, and it provides that sense of community, camaraderie and team environment that they lost once



they got out."

A key piece to building that team environment to support veterans comes largely from the support of the local community. Team RWB is already seeing support from businesses in the local area.

Mike Georgules, owner of CrossFit Sweat Angel in Camden, Delaware, was born on Dover AFB and supports Team RWB in its mission to bring the community and veterans together. Members of Team RWB meet at his gym on Thursdays and wear the eagle while participating in high-intensity workouts.

"As a business owner, there is no better country in the world to start your own business and grow on your own and create your own luck," said Georgules. "The only reason I have that opportunity is because of our veterans, past and present."

(Airman 1st Class William Johnson, 436th AW public affairs)

ARPC Helps Former World War II POW Receive Earned Medals

A bomber pilot held as a prisoner of war during World War II visited the Air Reserve Personnel Center at Buckley Air Force Base, Colorado, April 17 to receive his POW Medal, along with various other medals, and then took time to personally meet and thank the members on the recognition service team who assisted him.

The request for former 1st Lt. Clayton A. Nattier's medals came to ARPC in December. Nattier worked in conjunction with retired Lt. Col. Kathryn Wirkus, a constituent service representative from U.S. Rep. Ed Perlmutter's staff, to attain his POW Medal. Wirkus accompanied Nattier to ARPC to meet the professionals who helped.

When he arrived to meet the team, Nattier thanked retired Brig. Gen. Pat Quisenberry, Evaluations Branch chief; Jacqueline Bing, Sustainment Division chief; Master Sgt. Jeremy Bohn, Pre-trained Individual Manpower Division chief; and Master Sgt. Richard Grybos, NCO in charge of training and development.

"It feels wonderful to receive these medals," Nattier said. "I'd especially like to thank you folks and Ms. Wirkus for making sure all the records got to where they needed to go."

Bing said it was an honor for the recognition team to provide the customer support to Nattier.

"I'm proud of the efforts from our two top senior NCOs, Master Sgts. Bohn and Grybos, who made it possible for him to finally have the actual medals and awards that he so deserves," she said. "I know he went through a lot for our freedom — he is a hero."

Bohn said it meant a lot to him to have the opportunity to assist

Pope's Pun



Nattier with his request.

"It was an honor to meet Mr. Nattier and listen to some of his stories," Bohn said. "I am so thankful that we were able to provide him his awards and decorations and to see the look of excitement on his face."

Nattier entered the U.S. Army Air Forces in 1942 and was assigned to the 306th Bombardment Group in Thurleigh, England, when his crew of 10 Airmen was selected to participate in a raid over Merseburg, Germany, on Sept. 13, 1944. As he piloted a B-17G Flying Fortress bomber in sustained combat operations, the aircraft was hit by enemy flak over Ammendorf, Germany.

Nattier, who called for the crew to bail out, survived with third-degree burns to his face, neck and arms. He was later captured by waiting German forces who imprisoned him in a POW camp known as Stalag 1 until May 12, 1945.

In addition to the POW Medal, Nattier received the Purple Heart Medal, Air Medal with 2 bronze oak leaf clusters, American Campaign Medal, European-African Middle Eastern Campaign Medal and World War II Victory Medal. (Tech. Sgt. Rob Hazelett, ARPC public affairs)

NCO Travels More Than 6,000 Miles to Meet Her Reserve Obligations

Reservists in the 446th Airlift Wing hail from across the country, although a vast majority resides in the Puget Sound area. For many, the commute to Joint Base Lewis-McChord, Washington, for Reserve duty is less than an hour. Not so for a loadmaster with the 728th Airlift Squadron.

Tech. Sgt. Heather Norman, a 12-year Air Force Reserve veteran, travels about 6,700 miles to serve.

Norman's civilian job has her working at an embassy overseas, where she is a contracted flight dispatcher and coordinator.

"My employer, DynCorp International, holds a number government contracts," she said. "I'm on a team of three at an embassy in Southwest Asia where we do all the VIP flights within the country and basic passenger movement for Department of State employees and USAID (the United States Agency for International Development)."

Although she's been in her current contract position for more than two years, Norman has been commuting from overseas for 3 1/2 years, having served under a different contract previously.

Guaranteed Investment Advice for 2015

By Lt. Col. Steve Lanier

Here is some guaranteed investment advice for 2015! Your return on this investment is priceless: your family's safety and health.

Most folks have a ladder of some sort at home to help with occasional tasks such as changing light bulbs, replacing air filters or checking batteries in smoke alarms. If you haven't inspected your ladder lately, take a few minutes to do it today. And if your ladder is like mine, a vintage 1992 model, consider purchasing a new one.

I recently tried out a step stool (a step ladder but with wider steps) during a Saturday stop at a local hardware store and was amazed at by its solid, stable construction. With oversized, slip-resistant steps, rubber feet, a padded handle, and a latch system, this product provides a 9-foot reach that feels very safe and comfortable. And it provides all of this for less than \$50.

Every year approximately 387 Air Force members are injured in falls at home. On average, about 15 of these incidents involve makeshift or outdated and worn-out ladders. This works out to roughly \$800,000

In order to meet her Reserve duty obligations, Norman returns to McChord every 90 days and stays for about 30 or 40 days each time.

"Everybody on contract (at the embassy) has a 90/30 rotation," she said. "So instead of going on vacation, I come here. I purchase my own airline tickets, but my company provides a travel stipend, so I always try to find the best travel deals out there."

Norman plans ahead to get the most out of her trips, according to her supervisor, Chief Master Sgt. Dave Kist, 728th AS chief loadmaster.

"She's extremely proactive," Kist said. "Before she returns to McChord, she'll work with us and find out what the training schedule is so we can maximize her efficiency."

The Air Force Reserve Command policy limiting rescheduled unit training assembly duty to 16 periods per quarter is a challenge, but Norman sometimes gets her rotational break to span two quarters.

"I'll make up any UTAs I've missed, do any UTAs that are scheduled while I'm home and try to fit in five to 10 days of annual tour days," she said.

Norman doesn't consider her long-dis-



per year in mishap costs.

Do yourself a favor and invest in a new step stool, and talk to your family about how to use it properly. It could be your best investment ever!

(Lanier is the director of safety for Air Force Reserve Command at Robins Air Force Base, Georgia.)

tance commuting to be a permanent situation, but she is fully committed to continuing her service in the Air Force Reserve. (Sandra Pishner, 446th Airlift Wing public affairs)

Test Pilot Recognized for Saving Aircraft, Averting Possible Tragedy

Quick thinking and good communication not only saved a \$13 million aircraft and its pilot, it also averted a possible tragedy close to Hill Air Force Base, Utah.

On Jan. 10, 2014, Lt. Col. James "G-Man" Doyle, an Air Force Reserve pilot with the 514th Flight Test Squadron, was taking off on a functional test flight in an A-10C Thunderbolt II when he realized something was wrong.

"Right as the landing gear was sucked up into the airplane, it created a kind of 'thunk' or a 'thud,'" he recalled. "That's when the right engine stopped working."

Doyle was about 50 feet off the ground and hadn't even reached the end of the runway.

"With the A-10, it's kind of a big deal," he said. "First of all, because of the way the engines are turning, the right engine creates about 100 pounds more pressure in the rud-

der pedals. Second, since the A-10 doesn't have all that much thrust in the first place, when one of the engines fails that close to the ground, it's a pretty significant event."

Unlike being in a car that can slowly be guided to the side of the road when the engine fails, Doyle was too far into the flight to simply guide the plane back down onto the runway. He had to circle around the base with only one engine turning and communicate by radio with flight control and the 514th supervisor of flying, Maj. Ryan Richardson.

With Richardson's help, Doyle followed standard emergency procedures by going through three checklists before safely landing back on Hill's runway, all in 10 minutes. Doyle said he was most concerned that the aircraft was so close to the ground when the engine stopped.

"As a fighter pilot, the thought in the back of my mind was, 'Is the other engine going to go, too? And if it does, where am I going to point this airplane to possibly eject so the airplane will crash into a field?' A whole lot of things run through your mind when this happens," he said.

The A-10 was rolled back into the maintenance hangar, and it was determined within an hour that the engine wasn't receiving fuel because the main fuel line had become disconnected. After the repair, Doyle flew the aircraft again and encountered no problems.

For his efforts, Doyle recently received the Air Force Reserve Command Chief of Safety "Pilot of Distinction" award. (Bill Orndorff, Ogden Air Logistics Complex, Hill AFB.)

Florida Intel Unit Reaches Operational Capability Ahead of Schedule

The 28th Intelligence Squadron at Hurlburt Field, Florida, reached its initial operational capability in April, two months ahead of schedule.

"The hard work of the Airmen of this squadron led to reaching our IOC goal well before our established deadline," said Lt. Col. Joseph Marcinek, 28th IS commander. "I'm proud of the job they've done so far and will continue to do in this critical mission."

The squadron grew exponentially in its first year, increasing its manning from zero to 120 percent of authorized officers and 83 percent of enlisted members, for an 89 percent total in manning. During this time, Marcinek and his Airmen focused on recruitment, building processes and programs, training, readiness, and integration with the squadron's active-duty associate unit, the 25th IS.

Through this growth and transition, the 28th IS relied heavily on support from its local supporting Reserve wing, the 919th Special Operations Wing, according to Maj. Elisabeth Applegate, the squadron's assistant director of operations. The 919th SOW's force support squadron supplies the 28th with support on all personnel issues.

With IOC reached, the squadron is working toward achieving full operational capability. During the next year, the 28th IS will focus on the operational functions necessary to be a fully mission-capable unit.

The squadron's mission is to deliver specialized analysis directly to Air Force Special Operations Command forces. Ground analysts in the squadron execute national tactical integration missions, including the associated collection, analysis, and dissemination for mission planning and execution downrange and reach-back.

In addition, the 28th IS hosts the only aircraft maintenance flight within its group, the 655th Intelligence, Surveillance, and Reconnaissance Group, located at Wright-Patterson Air Force Base, Ohio. The aircraft maintenance flight consists of a highly technical team responsible for C-130, U-28 and CV-22 equipment installations. Members of the unit ensure sensitive electronic equipment is properly maintained, configured and loaded for mission success. (Tech. Sgt. Sam King Jr., 919th SOW public affairs)



In Search of the 'Power' By Ralph Lunt

I had the pleasure of talking to seniors during career day at my former high school. With more than 70,000 recipients of this magazine, as well as online viewers, I do my best to make this article relevant to as many as possible. Given that, I believe most everyone will either personally benefit or know someone who would benefit from what I encountered during this career day.

To be frank, being there and knowing that these young people have so much ahead of them was an awesome experience. That said, I was peppered with questions about both military and financial matters. Most of the questions had to do with financial matters, which I was both surprised by and pleased with. Today's young adults want to know about 401k plans, pensions, and other savings programs. They are more aware of the damage debt can do to their well being, and I certainly drove that point home.

So for you parents, grandparents and students out there, I can tell you that my clients who are debt free have the "power." They vacation, help family as needed and leave behind legacies. I encouraged them to think hard about the cost of their future education and evaluate the benefits of the profession they may pursue. Higher education rocks, but it comes with a price, which in my opinion is often overlooked. I coached them to take advantage of employer-sponsored retirement plans as well as Roth individual retirement accounts. I suggested they pursue job openings that offer the best options for employability. Of course, I wished them the best in all their endeavors, but reminded them that current actions have future implications.

College, the next level, is a huge investment and should be treated as such. I encourage all to have sit down with an advisor or a counselor to evaluate costs and benefits of higher education to ensure what they are thinking about doing makes sense. 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, 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.)

Looking for the Right Home

The Air Force is looking at four bases to be the location of the first Air Force Reserve-led KC-46A global mobility wing.

Tinker Air Force Base, Oklahoma; Seymour Johnson AFB, North Carolina; Westover Air Reserve Base, Massachusetts; and Grissom ARB, Indiana, are in contention as potential locations. Once a location is selected, the KC-46A Pegasus will begin arriving in fiscal year 2019.

"The KC-46A Pegasus aerial tanker remains one of our top three acquisition priorities," said Secretary of the Air Force Deborah Lee James. "It is absolutely essential that we replace our aging tanker fleet so we have the aircraft necessary to maintain the nation's global reach for years to come."

Air Mobility Command and Air Force Reserve Command will conduct detailed, on-the-ground site surveys of each candidate base. They will assess each location's ability to meet operational requirements as well as any potential impacts to existing missions, housing, infrastructure and manpower. Additionally, they will develop estimates of what it will cost to bed down the KC-46A at each candidate base.

Once the site surveys are completed, the results will be briefed to the SECAF and Air Force chief of staff to select preferred and reasonable alternatives for the operating location. The Air Force plans to announce the Reserve-led KC-46A preferred and reasonable alternatives and begin the environmental impact analysis this summer.

"This basing action is another great example of the Total Force relationship the Air Force Reserve Command has enjoyed for many years with Air Mobility Command," said Lt. Gen. James F. Jackson, AFRC commander.

"Bringing the KC-46A online is an important step in recapitalizing a tanker fleet that has been a leader in air refueling for more than five decades," Chief of Staff Gen. Mark A. Welsh said. "This new-age aircraft will achieve better mission-capable rates with less maintenance downtime, improving our ability to respond with rapid, global capability to assist U.S., joint, allied and coalition forces and better support humanitarian missions.

"I want to stress that the tanker units being considered that do not receive the KC-46A will continue to fly their current aircraft for the foreseeable future," Welsh said. "Throughout tanker recapitalization, the Air Force is committed to ensuring continued support of combatant commander requirements."

The Air Force also stressed the importance of its strategic basing process in creating deliberate, repeatable and standardized decisions.

"In this process, the Air Force uses criteria-based analysis and military judgment," said Mark A. Pohlmeier, acting deputy assistant secretary of the Air Force for installations. "We look forward to the next phase of the process when preferred and reasonable alternatives are announced and our candidate base communities have an opportunity to participate by providing input for the environmental impact analysis."

(Secretary of the Air Force public affairs)



A cargo deck above the refueling system can accommodate a mix load of passengers, patients and cargo. The KC-46A can carry up to 18 463L cargo pallets. Seat tracks and the onboard cargo-handling system make it possible to simultaneously carry palletized cargo, seats and patient support pallets in a variety of combinations. The new tanker aircraft offers significantly increased cargo and aeromedical evacuation capabilities.

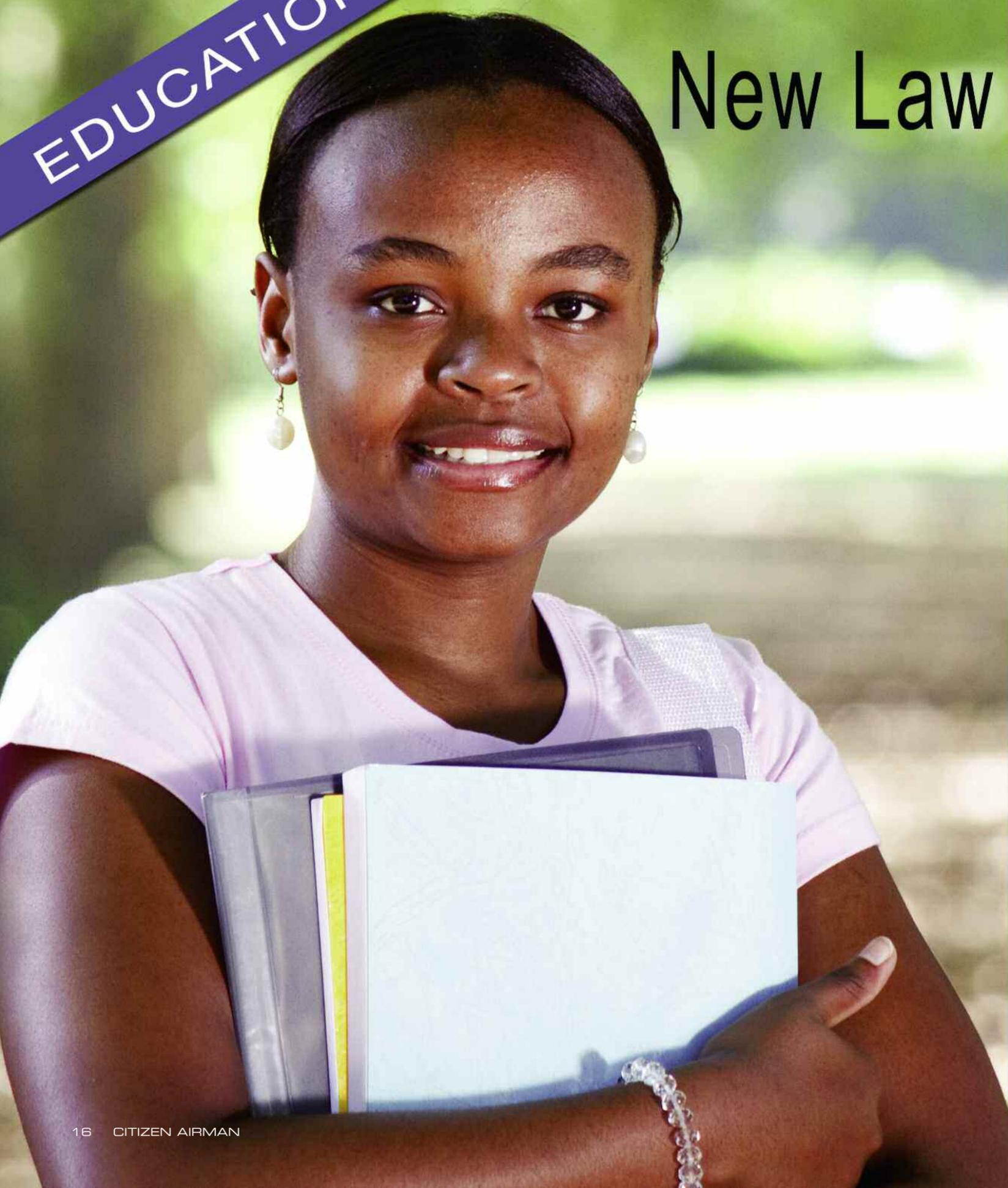
Mission:

The KC-46A is intended to replace the Air Force's aging fleet of KC-135 Stratotankers, the Air Force's primary refueling aircraft for more than 50 years. With more refueling capacity and enhanced capabilities, improved efficiency, and increased capabilities for cargo and aeromedical evacuation, the KC-46A will provide aerial refueling support to the Air Force, Navy and Marine Corps as well as allied nation coalition force aircraft.

The KC-46A will be able to refuel any fixed-wing, receiver-capable aircraft on any mission. This aircraft is equipped with a modernized KC-10 refueling boom integrated with a proven fly-by-wire control system. It delivers a fuel offload rate required for large aircraft. In addition, the hose and drogue system adds additional mission capability that is independently operable from the refueling boom system.

The aircrew compartment contains 15 permanent seats, including accommodations for the aerial refueling operator and an aerial refueling instructor. Panoramic displays give the ARO wing-tip to wing-tip situational awareness.

Two high-bypass turbofan engines, mounted under 34-degree swept wings, power the KC-46A to takeoff at gross weights up to 415,000 pounds. Nearly all internal fuel can be pumped through the boom, drogue and wing aerial refueling pods. The centerline drogue and wing aerial refueling pods are used to refuel aircraft fitted with probes. All aircraft will be configured for the installation of a multipoint refueling system.



New Law to Impact VA Benefits

A new law will go into effect July 1 that will impact the education benefits members of the reserve components are eligible to receive.

Specifically, the law, called the Choice and Accountability Act of 2014, requires the Veterans Administration to disapprove benefits under the Post-9/11 GI Bill and Montgomery GI Bill-Active Duty at public institutions if the schools charge qualifying veterans and dependents tuition and fees in excess of the rate for resident students.

The new requirements will ensure that veterans and their eligible family members will not have to bear the cost of out-of-state charges while using their education benefits.

Following are some questions and answers regarding provisions of the new law:

Q: Do public schools have to offer in-state rates to all veterans and dependents to meet the requirements of the law?

A: No. To remain approved for VA's GI bill programs, schools must charge in-state tuition and fee amounts to "covered individuals." A "covered individual is defined as:

* A veteran who lives in the state in which the institution of higher learning is located (regardless of his/her formal state of residence) and enrolls in the school within three years of discharge from a period of active-duty service of 90 days or more.

* A spouse or child using transferred benefits who lives in the state in which the institution of higher learning is located (regardless of his/her formal state of residence) and enrolls in the school within three years of the transferor's discharge from a period of active-duty service of 90 days or more.

* A spouse or child using benefits under the Marine Gunnery Sergeant John David Fry Scholarship who lives in the state in which the institution of higher learning is located (regardless of his/her formal state of residence) and enrolls in the school within three years of the service member's death in the line of duty following a period of active-duty service of 90 days or more.

Those who initially meet the requirements will maintain "covered individual" status as long as they remain continuously enrolled at the institution, even if they are outside the three-year window or enroll in multiple programs.

Q: What happens if a state does not offer in-state tuition and fees to all "covered individuals"?

A: The law requires the VA to disapprove programs of education for everyone training under the Post-9/11 GI Bill and Montgomery GI Bill-Active Duty if in-state tuition and fees are not offered to all "covered individuals."

Q: What steps must be taken to ensure veterans and their family members can receive VA GI bill benefits at public schools in my state?

A: States must ensure all public institutions of higher learning offering VA-approved programs charge in-state tuition and fees to "covered individuals" as described, to include same-sex spouses and children (biological, adopted, pre-adoptive and stepchildren of same-sex spouses) after July 1. To ensure compliance, states should consider offering in-state tuition and fees to all individuals eligible for benefits under the Post-9/11 and MGIB-AD programs.

Q: When do states have to meet these requirements?

A: Public institutions must offer in-state tuition and fees to all "covered individuals" for veterans and family members to be eligible to receive GI bill benefits for training beginning after July 1. VA will not issue payments for any students eligible for the Post-9/11 GI Bill or the MGIB-AD until the school becomes fully compliant. VA is in the process of developing waiver criteria for states that are actively pursuing changes to comply with these provisions.

Q: If my school becomes compliant after July 1, when will VA begin issuing payments?

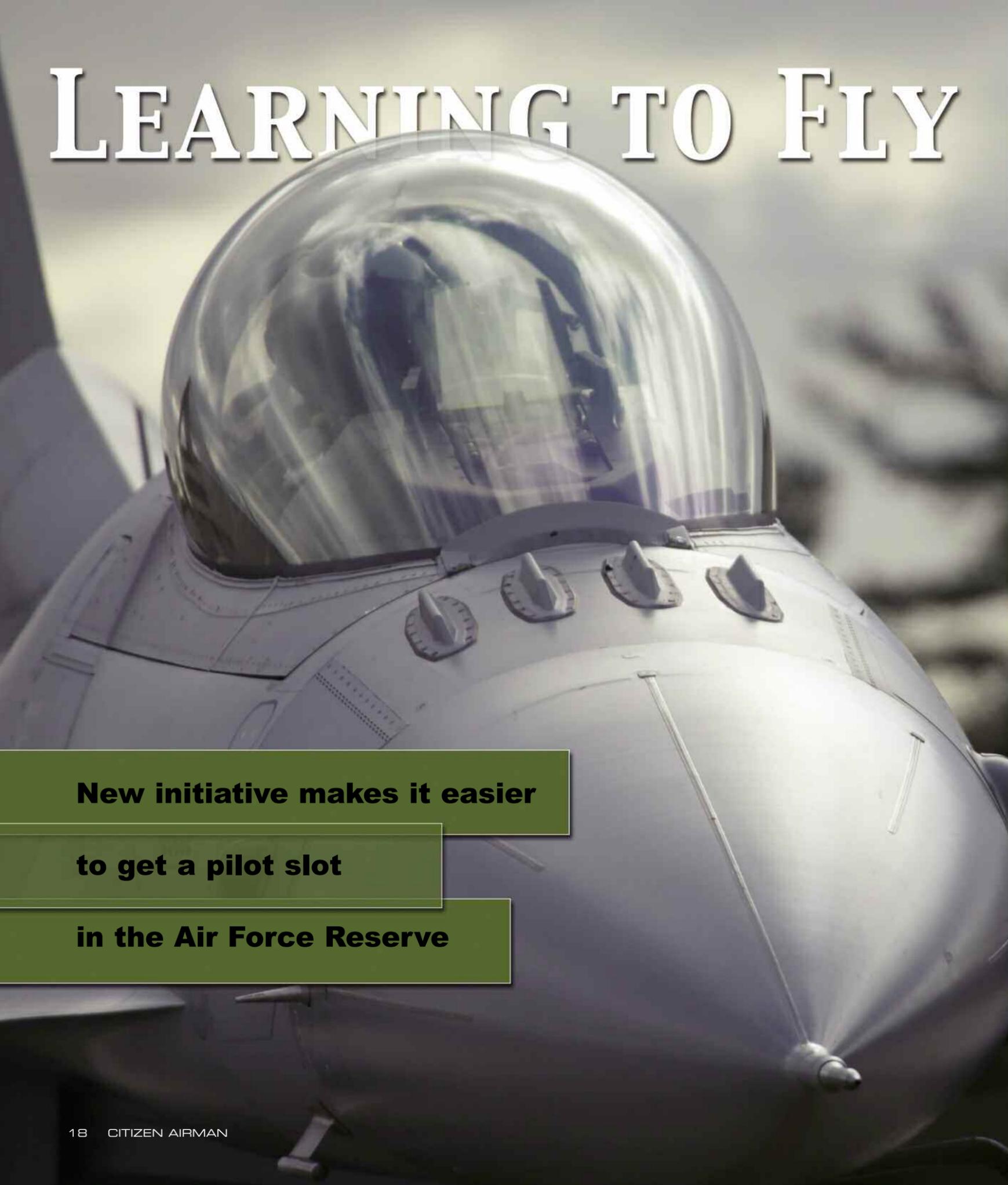
A: VA will not issue payments under the Post-9/11 and MGIB-AD for all students in terms beginning after July 1 if the requirements of the new law are not met, unless a waiver is granted. If the in-state tuition and fee policies are brought into compliance with the requirements after July 1 and no waiver was previously granted, VA will begin making payments for terms, quarters or semesters that begin on or after the date that the compliant policies take effect.

Q: Where can I go to get more information?

A: Questions regarding the provision of this new law may be submitted via email to section702.vbavaco@va.gov. VA will provide updates on its website at www.benefits.va.gov/gibill.

(Information for this article provided by the VA.)

LEARNING TO FLY



New initiative makes it easier

to get a pilot slot

in the Air Force Reserve

By Sandra Pishner

Traditionally, people who don't have a military background or any ties to the military, either through their family or friends, have had a hard time getting a pilot slot in the Air Force Reserve.

However, that process is getting a little easier, thanks to a new initiative.

Previously, anyone seeking a pilot position in the Reserve would have to find a squadron willing to sponsor them through Officer Training School and undergraduate pilot training. Units were hesitant to sponsor anyone who didn't already have a tie to the military culture.

Now, Air Force Reserve Command is conducting undergraduate flight training boards for unsponsored applicants. These boards comprise pilots, combat systems officers (navigators) and air battle managers.

"The boards accept pilot packages from unsponsored people who are otherwise qualified, meaning they are under the age of 29, they have a bachelor's degree from an accredited college, their Air Force Qualification Test and Test of Basic Aviation Skills scores are competitive, and they are physically qualified and can pass the Flying Class 1 physical," said Master Sgt. Yvette Larson, 446th Airlift Wing officer accessions recruiter at McChord Field, Washington.

"If applicants are selected by the board, AFRC will send them to OTS and UPT," Larson said. "While in training, they will be looking for a flying squadron to sponsor them, meaning they belong to that squadron and fly for them after training. If they do not find a squadron during the course of their training, then the AFRC board will assign the member to a unit in need of pilots.

"The way it used to be is we could submit them unsponsored, but before they could go to OTS and UPT, they had to start interviewing with squadrons and hope to find one to sponsor them. If a squadron sponsored an applicant, that squadron would send them to training. Now, AFRC has simplified the process for the applicant."

Although the process is simpler, it still is not a cake walk. Securing a pilot slot still requires a lot of persistence, handshaking and baby holding.

Reily Finnelly is an unsponsored applicant who began OTS in May and will attend follow-on UPT in September. She started her journey to become a pilot in the Reserve back in the fall of 2013.

"You definitely have to work for it," said the Washington State University graduate. "I first contacted Sergeant Larson in August 2013 and have been in contact with the squadrons (at McChord Field) for a little bit over a year. You have to stay motivated through the whole process."

Finnelly would come out to McChord on a frequent basis and introduce herself around to people in the three Reserve C-17 Globemaster III flying squadrons.

"They (squadron leadership) really like to get to know people they are considering sponsoring," Larson said.

Although Finnelly's pilot application went in as unsponsored, her persistence and hard work helped convince the 97th Airlift Squadron to snatch her up after the AFRC UPT board approved her package.

Finnelly has her private pilot's license and currently works for Kenmore Air in Seattle as a dispatcher. Although she does not come from a family with a history of military service, flying is in her blood.

"I have two uncles who fly for American (Airlines), and my grandpa flew for Northwest, so it kind of runs in my family. It wasn't until the summer after my junior year in college that I got my private pilot's license. After I started working at Kenmore Air, I figured out I wanted to make a career out of it," said the 24-year-old.

Finnelly's mother, Laurie, and sister, Janie, were on hand March 25 when Finnelly took the oath of office.

"It's very exciting," Laurie said. "We're thrilled for her. Once she decided the Air Force was a great possibility for her, I was surprised at her stick-to-itiveness and the fact that she made it happen. We were told that it would be a very difficult process, and she would be very lucky if she got in."

Not only did she get in, but Finnelly received multiple interview offers.

"As soon as her package was accepted by the AFRC UPT board in January, she had offers to interview from Dover (Air Force Base, Delaware), Duke Field (in Florida) and March (Air Reserve Base, California)," Larson said. "So she quickly got three squadrons that called expressing interest in her joining them. Reily is local. Her heart is to fly here at McChord, but she was willing to fly anywhere to serve her country. So it's really nice that she was able to have the 97th AS sponsor her after she was selected by the AFRC board."

Larson said AFRC will conduct UPT boards this month and in November to consider unsponsored pilot candidates.

(Pishner is assigned to the 446th AW public affairs office at McChord Field.)

One Scarf, Four Officers, 100 Lives

By Staff Sgt. Sarah Hanson

How can one scarf help a woman and her child? How can 100 scarves help a village? How can an infinite number of scarves help a nation?

Maj. Josh Carroll, an Air Force Reservist and Duke University School of Law student, knows how.

Carroll, along with three active-duty Air Force officers, started a company called Flying Scarfs when they were all deployed together back in 2011. Their partners: widowed women from Afghanistan.

"[We wanted] to help them build a sustainable way of making income," Carroll said. "We formed a non-profit social business, which sells handcrafted scarves made by these women on our e-commerce webpage and to fair trade boutiques."

At age 18, Carroll saw the Twin Towers in New York fall, and at that moment he felt an obligation to serve his country.

He decided to enroll in his college's ROTC program and shortly thereafter joined the Air Force as an active-duty member. Then in 2013, he transitioned into the Air Force Reserve as an intelligence officer.

His first assignment was Hickam Air Force Base, Hawaii, and from there he went to Seymour Johnson AFB in North Carolina. Carroll is currently stationed at Joint

Base Langley-Eustis, Virginia, where he works with the 42nd Intelligence Squadron. In his 10-year Air Force career, he has deployed to Afghanistan and two other locations in Southwest Asia.

However, it was on his deployment to Bagram Airfield that his business venture began.

"I never thought in a million years I would help create a scarf company in Afghanistan," he said. "To some people, it's such a crazy idea. But if you actually look back and think about it, it's pretty simple."

The plan was to take a finished product, ship it to the United States, and sell it to American consumers and businesses. Any profits that were made would go back to the more than 100 Afghan women who handcrafted the scarves.

"Recently, I couldn't find a job to earn [money] to feed my kids, then I was told about Flying Scarfs," said Khanum Gul, a widowed Afghan woman. "I enrolled with [them], and now I can feed my kids, pay our rent and buy school supplies for my children."

Carroll and his partners chose scarves because of their lightweight nature; they are relatively inexpensive to ship from overseas to the United States. The officers also chose scarves because of the symbolism involved.

"In Afghanistan a scarf is used to cover someone up, cover a woman's hair or [her face]," Carroll said. "Now we're shipping these to women in the U.S. who choose to wear them, which then turns [the scarves] into symbols of freedom."

Each scarf is about \$40, and they come in different colors, designs and materials. Last year, the company made around \$180,000 in sales.

"We started with an order of 10 scarves, and we sent them back home to see if people would like them," Carroll said. "All our family and friends loved them. Now, we order thousands of scarves at a time, almost more than [the women] can make."

Carroll and his partners believe that by aiding these widowed women in their country, they are in a sense helping their own.

"If they have a strong economy, a strong country, then they need less help [from us]," he said. "We just wanted to do something that was outcome driven, knowing that when we leave Afghanistan there were going to be these markets for [the Afghans] who are trying to build a life for themselves instead of being supported by foreign aid."

Luckily for Carroll and his partners, their

leadership was very supportive of what they were trying to accomplish.

"When they found out, leadership and the wing commander, they supported us," Carroll said.

"When congressional leadership would come visit, we would tell them about it. People just understood what we were trying to do on a number of different levels.

"[Our commander] understood that the landscape of the war had changed, that it wasn't about bombs anymore," he said. "What we were trying to do was piece back together a broken country and give back to the people."

When the group of officers returned from their deployment, they received the President's Volunteer Service Award and the Military Outstanding Volunteer Service Medal for their work in Afghanistan.

However, the biggest reward for Carroll and his team was knowing that they were creating job security for Afghans and enabling them to sustain themselves long after Americans depart.

"We just took a product that was already being made and opened up the market, and if we could just expose people to the fact that there are people in [Afghanistan] who are very talented artisans, who can do great things and create great products, then we might be on a path to sustainability for these people."

For more information, visit the Flying Scarfs website at www.flyingscarfs.com.



(Left to right) Capt. Dale Gogan, Maj. Joshua Carroll, Capt. Jonathan Hudgins and Capt. Ryan Bodenheimer stand with Wasil, an Afghan entrepreneur, in front of his shop on Bagram Airfield, Afghanistan. The four officers and Wasil started a business called Flying Scarfs, which sells scarves handcrafted by Afghan women to people and businesses worldwide.



Calling All Reservists

Do you have what it takes to be a military training instructor?

Story and photos by Staff Sgt. Sarah Hanson

Imagine getting up at the crack of dawn. You stretch, you yawn, then you get dressed and head to work. You tiptoe into your office. Reveille plays over the speaker system, which signals you to begin your first task: getting 40 basic trainees out of bed.

This is just one of the many things military training instructors are responsible for as they mold tomorrow's Airmen. Do you have it in you to join them?

The 433rd Training Squadron at Joint Base San Antonio, Texas, is looking for responsible NCOs to take the challenge of becoming an MTI.

"We are looking for responsible, mature people; people with self-control, who have initiative and portray a professional image," said Chief Master Sgt. Jesse Gomez, 433rd TRS superintendent. "We want someone who can follow rules and doesn't have a hidden agenda aside from coming to train and develop tomorrow's Air Force."

The 433rd maintains a cadre of MTIs who augment the Air Education and Training Command. They support the 737th Training Group and seven basic training squadrons. The squadron is the only unit made up of Reserve MTIs.

"I've been here since 1999; we have other members who have been here longer," Gomez said. "Our members have an average of five years of experience, which has a lot of value and adds continuity [to the group]."

Members of the 433rd can serve as line MTIs, who work with the basic military trainees, or they can be assigned to support functions like basic expeditionary

Airmen skills training, war skills military studies or MTI school.

"Our unit is built on two categories: operational and strategic," Gomez said. "To satisfy the operational piece, we have a full-time staff of air reserve technicians and active Guard and Reserve members. These members are embedded with different units serving in different positions, which gives the MTIs opportunities to grow."

Before Reservists can step into one of these positions, they first have to ask themselves: Is this right for me?

To help answer that question, the 433rd offers any and all Reserve members who might be interested in becoming an

MTI the chance to join their Shadow Program.

"They'll see the meat and potatoes of the training," said Master Sgt. Jose Rodriguez, 433rd instructor supervisor and recruiting team member. "They'll be placed with a trainer or seasoned instructor and observe a zero week flight. I highly recommend this to anyone who is thinking about becoming an MTI because it will really help you make your determination."

Rodriguez and his team go on recruiting trips to help get more Reserve members to take the challenge and become MTIs. They even created a Facebook page to help increase their numbers.

When the recruiting team gets an interested member, they start working with that individual to complete an application package. Some items needed in the package are a member's latest physical training test scores and last three Enlisted Performance Reports.

Rodriguez said one of the challenges with traditional Reservists is their EPRs. Some members just don't have enough or any at all. If that is the case, Rodriguez and his team can accept a Letter of Evaluation.

Another challenge with getting a member through the application process is the assessment of the candidate's work performance by peers and subordinates. This step is time consuming and poses as a unique challenge for Reserve members since they are not always in the office.

Once the application is completed, it is routed up the chain of command. When a

Tech. Sgt. James MacKay and his daughter, Staff Sgt. Amanda MacFarlane, are the first father and daughter duo serving as military training instructor at the same time. (Benjamin Faske)



Father, daughter share passion for mentorship as MTIs

By Airman 1st Class Justine Rho

The morning of March 27 at the parade grounds on Joint Base San Antonio-Lackland, Texas, two Airmen became the first father and daughter duo to serve together as military training instructors.

After the Air Force basic military training graduation parade ceremony, the newest 737th Training Group MTIs were honored upon accomplishing certification training. During this recognition ceremony, Tech. Sgt. James MacKay, a 321st Training Squadron MTI, presented his daughter, Staff Sgt. Amanda MacFarlane, with the well-known MTI campaign hat.

MacKay and MacFarlane both served diverse careers prior to becoming MTIs but maintained a shared passion for mentorship and developing Airmen. Their career paths led them both to join the Air Force Reserve as MTIs so they could lead and train the next generation of Airmen.

"In my previous positions, I was often responsible for training new members on their on-the-job responsibilities, and to me, that was the best part of the job," said MacFarlane, who previously served as an active-duty Korean linguist. "I felt like I could make a positive impact by ensuring the Airmen and noncommissioned officers had the knowledge and tools they would need to get their job done and contribute to the mission. As an MTI, you have the tremendous opportunity to have a positive impact on the next generation of Airmen."

MacKay entered the Air Force as a member of the Michigan Air National Guard in November 1983 and has since been a munitions systems specialist, an air traffic controller and a fire protection specialist serving on active duty, in the Air National Guard and now the Air Force Reserve.

In 2013, MacKay was accepted as an MTI candidate and transferred into the Reserve. He credits his personal success to outstanding mentors who encouraged him to complete all of his goals, including attending and graduating from the Defense Department Fire Academy at the age of 47.

"There were many times my mentors set me up for success, both personally and professionally," MacKay said. "I hope to pay that forward and give our newest Airmen the tools they need to thrive in today's Air Force."

MacKay, who has another daughter currently serving in the Air Force as an air traffic controller, said he feels an immense amount of pride in both of his daughters' careers.

"I have always been proud of my daughters and their military careers," he said. "When (Amanda) told me she had been accepted into the MTI program, I was thrilled. I think she has the same passion for teaching and mentoring others as I do, and I believe she will find this position as challenging and rewarding as anything she's done previously."

This sense of pride is mirrored in MacFarlane's decision to become an MTI.

"I've always been proud of my father's service and professionalism," she said. "I look up to him for being a positive influence."

(Rho is assigned to the 502nd Air Base Wing public affairs office at JB San Antonio-Lackland.)

Tech. Sgt. Kevin Gray, 433rd Training Squadron military training instructor, inspects basic military trainees on the drill pad at Joint Base San Antonio, Texas. In order to keep up his skill set, Gray marched and conducted a series of controlled movements with a flight of basic trainees, all while being evaluated by a peer.

member is approved, the process of becoming a MTI begins.

When new members arrive at the 433rd, they not only get enrolled in MTI school, but they get additional training prior to their first day of class.

“What we do differently here is we give people training prior to MTI school to help them be more successful,” said Tech. Sgt. Raymond Santiago, 433rd TRS unit training manager. “We go over different things like what a command voice is. Because of this initial training prior to attending MTI school, we’ve had at least one award winner in every [graduating class].”

Staff Sgt. Amanda MacFarlane, 433rd MTI, recently graduated the school and is now in the task qualification process, which is a 90 days long. Once she completes the process, she will be fully certified and ready to be on her own as an MTI.

“It’s on-the-job training, so I’m assigned to a flight with a trainer who helps me learn how to lead a flight,” MacFarlane said. “It’s been a really great experience so far. I’m really enjoying it.”

A day in the life of an MTI is filled with numerous appointments and a schedule that is so tight it leaves little room for error.

“Everything in basic military training is a matter of minutes,” said Tech. Sgt. James MacKay, 433rd MTI. “We start our day at 0530; we do PT, eat chow; we have classes, then after lunch you hand off your flight to your ‘tap out,’ which is basically your support. It’s a two-man team. You both are responsible



Members of the 433rd Training Squadron practice a formation during a unit training assembly weekend. The 433rd TRS is the only unit of Reserve basic military training instructors in the Air Force.

trainees. “I gave them a foundation. I was able to mentor and mold them and get them on the right path to start their Air Force career.”

“If you want to challenge yourself and make an impact, call us. Seek out this opportunity,” Gomez said. “This is the best-kept secret in the Air Force Reserve Command, maybe even the entire Air Force. We need people who really want to do this.”

The 433rd TRS currently has about 25 vacancies — both full-time and traditional Reservist positions. For information, call (210) 671-2410 or DSN 473-2410, or send an email to 433trs.recruiting@us.af.mil.



Tech. Sgt. Aaron Fritz, 433rd Training Squadron military training instructor, supervises basic military trainees during weapons assembly.

for ensuring everything that has to happen that day happens.”

BMT is eight weeks long, which means MTIs have two months to “transform civilians into motivated, disciplined warrior Airmen with the foundation to serve the world’s greatest Air Force”.

“I’ve only been with a flight for about a week and a half now, but I can already see a change in the trainees,” MacFarlane said. “I can see they are starting to understand what it means to become an Airman, and seeing that transformation is fascinating and really rewarding.”

“At graduation, you see that the parents can’t even recognize their own kids because of the difference in the way they stand, their sense of pride now that they have joined the Air Force,” said Rodriguez about the transformation of

POWERED BY INNOVATION

Reservists develop mobile app to give Airmen easier access to key instructions, documents



By Bo Joyner

A pair of Air Force Reservists thought that Airmen needed easier access to some key Air Force instructions and documents, so they decided to do something about it.

Capt. David Garrett and Master Sgt. James Scapperotti were talking one day about how difficult it can sometimes be to access electronic versions of key AFIs. Their solution to the problem: “Let’s see if we can create a mobile phone app that lets Airmen easily call up vital instructions no matter where they are.”

Garrett currently serves as the executive officer to the command surgeon at Air Force Reserve Command headquarters, Robins Air Force Base, Georgia. Scapperotti is an instructor supervisor at the Air Force Recruiting School, Joint Base San Antonio-Lackland, Texas. The pair met about 10 years ago when Scapperotti was Garrett’s in-service recruiter as he made the switch from active duty to the Air Force Reserve, and they have been good friends ever since.

“On March 5 of this year, I was trying to pull up the enlisted force structure on my phone through the Air Force Portal website in a PDF version, and it wouldn’t load,” Scapperotti said. “I called Captain Garrett and told him how frustrated I was. We both agreed that these things should be easier for everyone to access, and we thought a mobile app was the best way to get that done.”

About two weeks later, their AF Pocket Mentor app was available for free on iTunes for Apple iPhone users.

“We had never done app development before,” Garrett said. “Neither one of us are IT (information technology) guys. James works at the recruiting schoolhouse in Texas, and I’m a healthcare administrator here at the headquarters. But we started looking into it, and all of the tools you need to create a mobile app are readily available. So we decided to give it a shot.”

Currently, the AF Pocket Mentor app, which is not an offi-



Capt. David Garrett displays the AF Pocket Mentor mobile phone app that he and Master Sgt. James Scapperotti developed to give Airmen easy access to key Air Force instructions and documents.

cial Air Force app nor is it endorsed by the Air Force, contains AFI 36-2618, The Enlisted Force Structure, commonly referred to as the Little Brown Book; United States Air Force Core Values, commonly called the Little Blue Book; and AFI 1-1, Air Force Standards.

“If you look in the waiting room at the medical clinic or at lunchtime at the BX (base exchange), you’ll see that Airmen always have their smartphones in their hands,” Garrett said. “We thought it just made sense to put these tools in their hands whenever they might need them. AFIs like the Little Brown Book are priceless, whether you are enlisted or an officer. Why not have them available on your smartphone wherever you are?”

“The great thing about a mobile app is that you can always add to it,” Scapperotti said, explaining that the pair is currently looking into adding other AFIs and working on adding an Air Force dress and appearance section complete with pictures.

“We’ve kicked around a lot of ideas for making the app better,” Garrett said. “We would like to use the app to help young Airmen get connected with a mentor, and we think there are lots of things we can do in the area of physical fitness to help Airmen keep track of their fitness and better prepare for their fitness test.”

The pair is also working on an Android version of the app for non-Apple smartphone users.

Garrett and Scapperotti hope that what they have done with the AF Pocket Mentor might inspire other Reservists to try their hand at finding innovative solutions to potential problems.

“The opportunities are limitless,” Garrett said. “What we want other Airmen to know is if you have a good idea, you can create your own app or your own site. James and I came across a problem we thought needed fixing, and we wanted to push ourselves to do something neither of us had ever done before. Hopefully, we’ve come up with a solution that Airmen will find useful.”

TECH. SGT. DANIEL WARREN

A Hero in the Ranks

By Staff Sgt. Sarah Hanson

Tech. Sgt. Daniel Warren describes his life outside of his job as a pararescue jumper as “pretty boring.”

“When I’m home, I like to lay low with my wife, two dogs, and we have a baby on the way,” Warren said.

But his life as a member of the 308th Rescue Squadron at Patrick Air Force Base, Florida, is anything but boring. A little over a year apart, Warren earned a Bronze Star for valor and has had his name added to the prestigious MacKay Trophy.

When Warren deploys, he typically serves as a pararescue team leader. As a PJ, his mission is to rescue, recover and return American or allied forces in times of danger or extreme duress.

According to the PJ factsheet, “whether shot down or isolated behind enemy lines; surrounded, engaged, wounded or captured by the enemy; PJs will do whatever is required to deny the enemy a victory and bring our warriors home to fight another day.”

In September 2012, Warren was involved in a five-hour fire-fight against insurgents at Camp Bastion, which is located in Afghanistan.

“It was actually our night off. ... we were dead asleep on the couch,” Warren said. “I was basically given a call on the radio to get a medical ruck and report to the Tactical Operations Center. [From there] we grabbed some night-vision goggles and rifles, got into the back of a truck and pressed to the flight line.”

During the firefight, Warren and his team rendered medical treatment to wounded personnel.

“When we went forward, there were about four or five guys with shrapnel injuries,” he said. “We did stabilization treatments and sent them back to the rear.”

Warren’s actions during that firefight earned him a Bronze Star. Little did he know that a little more than a year later, another significant event would get his name on one of the most prestigious trophies in the Air Force.

On Dec. 21, 2013, Warren boarded a CV-22 Osprey — one of three — that was tasked to evacuate 30 U.S. citizens in Bor, South Sudan. The day before the mission, a United Nations helicopter was brought down by gunfire in the same area.

As the formation of CV-22s — code-named Rooster 73, 74 and 75 — approached the airfield, they encountered ground fire. Each aircraft was struck by several rounds, and four people in Rooster 73 were shot.

Warren and two other teammates, Tech Sgt. Jason Broline and Staff Sgt. Lee VonHack-Prestinary, both PJs assigned to the mission, started to evaluate the medical situation of the wounded.

“We couldn’t land to get to the other aircraft [where the wounded were], because if we landed the aircraft would have

been permanently disabled or ‘hard broke,’” Warren said. “So, since we couldn’t treat these guys, we had to get creative.”

Warren and his team initiated a technique called walking blood bank, which they had learned from a mobile surgical team. They started drawing blood from people aboard their aircraft, Rooster 74, and soon after they found a match for one of the critical patients aboard Rooster 73.

“It’s a game-changer,” Warren said of the blood bank. “You can give all the IV (intravenous) fluids and pain medication, but what a patient really needs when he is bleeding out is oxygen, and only blood can do that.”

The aircraft later landed in Entebbe, Uganda, where Warren and his team started working, hands-on, with the four wounded victims. The patients were then transferred to a C-17 Globemaster III medical support plane, where they received more treatment before being transported to a hospital in Kenya.

Warren, his fellow PJs and the aircrews of Rooster 73, 74 and 75 all earned a spot on the MacKay Trophy for their actions during the South Sudan mission.

“Really, it was the aircrews that saved everybody’s lives,” Warren said. “Myself, Lee and Jason are just honored to be among those guys.”

The MacKay Trophy is awarded for the most “meritorious flight of the year” by an Air Force person, persons or organization. The National Aeronautic Association presented the trophy, which is on permanent display at the National Air and Space Museum, during a ceremony in Washington, D.C., on Nov. 5, 2014. Warren and several other people who participated in the mission attended.

“It was great to see the aircrews again; there were lots of hugs, handshakes and stories,” Warren said. “I am very honored to receive the MacKay Trophy, I mean I’m in the company of giants like Rickenbacker and Doolittle. It’s unreal.”

“Sergeant Warren deserved the awards he has received because he has put himself out there,” said Maj. Chad Senior, 308th RQS commander. “He is a relentless worker and a classic overachiever. That, coupled with the fact that he is always volunteering to deploy, has allowed him to have operational success.”

(Editor’s note: After serving in the enlisted ranks for 11 years as a member of the active Guard and Reserve, Warren plans on attending Officer Training School in the late summer. Once his training is complete, he plans on joining the Alaska Air National Guard as a combat rescue officer.)

Outstanding

Reserve senior leaders honor command's top performers

On the heels of the Air Force Reserve celebrating its 67th birthday in April, more than 200 senior leaders gathered in Atlanta to honor the Air Force Reserve Command's outstanding Airmen for 2014.

In conjunction with a wing commander and command chief conference, Lt. Gen. James F. Jackson, AFRC commander, and Chief Master Sgt. Cameron B. Kirksey, command chief master sergeant, recognized the command's top performers. The Outstanding Airmen of the Year are:

- Senior Airman Kresston L. Davis, fire team member, 908th Security Forces Squadron, Maxwell Air Force Base, Alabama, Airman of the Year.
- Tech. Sgt. Clayton B. Crouse, pararescue team leader, 306th Rescue Squadron, Davis-Monthan AFB, Arizona, Noncommissioned Officer of the Year.
- Master Sgt. Timothy C. Chisolm, aircraft propulsion functional manager, Headquarters AFRC, Robins AFB, Georgia, Senior NCO of the Year.
- Master Sgt. Jerrod W. Kester, HQ Readiness & Integration Organization, Buckley AFB, Colorado, First Sergeant of the Year.

Kresston, Crouse and Chisolm will go on to represent AFRC in the Air Force 12 Outstanding Airmen of the Year competition. Kester will not compete in the Air Force competition because it does not include a first sergeant category.

In a message announcing the winners, Jackson wrote, "This month we celebrated the 67th birthday of our Air Force Reserve. Our theme has been 'Air Force Reserve: Significant in the past, critical to the future.' Throughout the month, we heralded some of our Reserve airpower giants who were significant to our past. Last week, we had a chance to celebrate some future Airmen leaders — our 2014 Outstanding Airmen of the Year."

The general said the competition was incredibly tough. "Our Citizen Airmen continue to embody and exemplify the meaning of commitment and excellence, and each of you are critical to the future. Chief Kirksey and I want to congratulate our winners and thank you all for what you do — you are making a difference!"

Following are highlights of the award winners' accomplishments:

Senior Airman Kresston L. Davis

- During a deployment to Manas Air Base, Kyrgyzstan, as a member of the 376th Air Expeditionary Wing in support of operations in Afghanistan, performed seasoned NCO duties:
 - Led three squad expeditionary force missions, directing their movement and fire control measures with zero mishaps.
 - Secured critical airfield where KC-135 Stratotankers supplied 15 million pounds of fuel to aircraft flying Operation Enduring Freedom missions.
 - Conducted two patrols and led K9 sweep teams outside the perimeter fence to track insurgents.



Airman Davis

— Assisted with hand-to-hand combat skills training where she trained 32 security forces members; volunteered for a security detail that had to transport 350 weapons to another location and was coined by the deployed security forces commander.

— Awarded an associate degree in criminal justice from the Community College of the Air Force and completed 12 hours toward a bachelor of science degree in information systems, maintaining a 3.0 grade point average.

— Completed Airman Leadership School and utilized the skills she learned to mentor four junior Airmen.

Tech. Sgt. Clayton B. Crouse

— Synchronized Guardian Angel assets with HH-60 support for operations at undisclosed deployed locations while ensuring 100 percent casualty evacuation and personnel recovery was maintained countrywide. During that timeframe, multiple missions were taking place, and the Guardian Angel assets were able to treat and save a number of nationals and U.S. personnel. Without the synchronization, the missions would have continued without evacuation support within mandated timelines.

— Built an exercise planning template that can be applied to the planning process of any exercise. The template reduced the amount of time it takes to plan, process and organize information.

— Helped assemble, train and deploy a small team to support the Alaska Air National Guard's 212th RQS while its pararescue jumper teams were deployed. The team supported missions in the squadron's area of operations for approximately 30 days, and one PJ saved four lives.

— During two deployments, provided point of injury treatment to several Soldiers wounded in action.

— Taught tactical combat casualty care concepts to host-nation soldiers. Syllabus included more than 40 procedures to include invasive surgical techniques, advanced surgical techniques and battlefield trauma procedures. Ran an indigenous clinic that treated approximately 300 patients a month.

— Despite a high operations tempo and participating in a



Sergeant Crouse

120-day temporary duty assignment, earned a master's degree while maintaining a 3.965 grade point average.

Master Sgt. Timothy C. Chisolm

— Drafted a T-56 aircraft engine sustainment cost study; compiled and evaluated life cycle management data. Result: cut waste and saved \$16 million annually.



Sergeant Chisolm

— Led an AFRC project to salvage KC-135 Stratotanker engines and backfill Reserve vacancies, leading to a savings of \$20 million. Efforts lauded by the secretary of the Air Force.

— Drafted a \$3 million aircraft modification proposal for C-5Ms at Dover Air Force Base, Delaware; funded contract maintenance team spurring key modernization program to success.

— Tackled an engine

maintenance backlog by negotiating \$100 million in depot repairs and achieving a 90-percent mission capable rate on 94 war reserve engines.

— Achieved a 10-percent reduction in aircraft damage caused by foreign objects, resulting in a savings of more than \$1.8 million.

— Pursuing a bachelor's degree in human resources management; amassed 72 credit hours and maintained a perfect 4.0 grade point average.

— On short notice, volunteered for the Senior NCO Academy at Maxwell Air Force Base, Alabama

— Organized effort to collect and distribute 200 backpacks and approximately \$2,000 worth of supplies to local schools.

Master Sgt. Jerrod W. Kester

— With the deactivation of the Readiness Management Group at Robins AFB and a move to Buckley AFB to stand

up the HQ Readiness Integration Organization, worked to provide a plan to decrease the stress of approximately 61 civilian and military members making a permanent change of station move. Not only was the new organization moving, it was also undergoing a restructure of detachments, which added to the list of those members who would be relocated. By planning ahead and reaching out to everyone affected, Kester was able to reduce not only the PCS stressors but also the spin-up time, keeping the mission moving forward.

— Assisted two individual Reservists who had fallen on hard times by helping resolve approximately \$13,000 in travel and pay expenses they were owed and providing valuable resources for helping with housing and job opportunities.

— Working with his commander, Col. Christopher Crouce, and his wife, Denise, a Key Spouse, established an HQ RIO Key Spouse Program, placing people from each of the organization's eight detachments in a position to serve approximately 7,500 individual Reservists and their families.

— Provided a fitness program after duty hours to assist members with maintaining the level of fitness needed to stay healthy and be successful in meeting Air Force standards. The program is also available to civilian employees.

— Selected to become an adjunct instructor at the Air Force First Sergeant Academy, filling in for full-time instructors when needed. Before being able to perform as an adjunct instructor, Kester completed the 80-hour Air University Academy instructor course.

— Earned a bachelor of arts degree in social and criminal justice while maintaining a 3.75 grade point average. (Staff reports)



Sergeant Kester



Air Force Reserve Command's Outstanding Airmen of the Year winners pose for a photo with Lt. Gen. James Jackson (far left), AFRC commander, and Chief Master Sgt. Cameron Kirksey (far right), AFRC command chief, during the AFRC OAY banquet. The AFRC banquet honored Citizen Airmen for their hard work and dedication. (Brad Fallin)

Joe Schmid is loving life as a NASA flight surgeon and Air Force Reservist

(Editor's note: This story is part of a regular series of articles that highlight the unique capabilities Air Force Reservists bring to the fight every day. Make sure to check out future issues of the magazine for more Profiles in Leadership.)

By Bo Joyner

It's extremely rare today for a doctor to make house calls, but as a NASA flight surgeon based at the Johnson Space Center in Houston, Dr. Josef Schmid has traveled around the world to take care of his patients. In fact, he's even treated a few patients who were out of this world.

"As one of NASA's 14 flight surgeons, I've done medicine in the back of a T-38, in the mid-deck of a space shuttle that just landed, on the telephone to the International Space Station and in the field next to a Soyuz space capsule that just landed on the steppes of Kazakhstan," said Schmid, who is also a brigadier general in the Air Force Reserve. "As flight surgeons, it's our job to take care of the astronauts and their families. To me, this job is the ultimate in family medicine, flight medicine, space medicine and telemedicine. But it's way more than a job. It's been my

dream since I was 4 years old to work for NASA."

When asked what it's like to be a flight surgeon, Schmid said, "It's like taking care of Lewis and Clark. I have the honor of being on the team that cares for current astronauts and many of my heroes, from those who have flown the X-15 to those who have walked on the moon. It's an honor to have a part in supporting the team that explores space, to help flight crews to maintain and preserve their health, to teach astronauts how to handle medical emergencies on the space station, to talk to kids about space medicine and the Air Force, to work on the team with our international partners. ... I can't believe they pay me to do this."

Clearly, Schmid is passionate about his civilian job of taking care of NASA's astronauts. And he's equally passionate about serving in the Air Force Reserve. Currently, he is the deputy joint staff surgeon and director, Reserve Medical Readiness Operations and Affairs, Special Staff to the Chairman, Joint Chiefs of Staff at the Pentagon.

"I try my best to carry the message of the joint staff surgeon, the joint logistics director and the chairman of the Joint Chiefs of Staff," Schmid said. "Our team serves as the joint interface between the COCOM command surgeons and the surgeons general of the services for all things medical: training, readiness, operations and contingencies as well as health affairs for garrison and operational medicine. As a Reservist, I also support the equities of the reserve com-

ponent and inform the active duty on the capabilities and experience we bring as well as what effect their actions will have on our Reservists."

Having served on active duty for eight years before joining the Air Force Reserve in 2000, Schmid is well qualified to help bring together the active-duty and reserve component medical communities. He said leaving active duty to accept a civilian space medicine residency was the toughest decision he's ever had to make in his life.

"Fortunately, the Reserve picked me up and allowed me to continue to serve," he said.

"The Air Force Reserve has since taken me around the world as a flight surgeon with the 433rd Medical Squadron (Joint Base San Antonio-Lackland, Texas). The Defense Institute for Medical Operations taught me to instruct life-saving skills to first responders in Nepal, Mexico, Rwanda, Romania and Bosnia-Herzegovina. I've served as commander of the 433rd Aerospace Medicine Squadron and as an IMA (individual mobilization augmentee) at Air Force Space Command and the Air Force Medical Operations Agency. It continues to be an incredible ride."

The general said there are a lot of similarities between NASA and the Air Force Reserve, but there are also some key differences.

"Both NASA and the Reserve have huge and critically important missions," he said. "Training; ensuring readiness for emergencies and contingencies; planning; deploying; working within a bureaucracy; overcoming limited budgets and resources; developing incredible people who are completely dedicated to their nation and making the impossible possible: The Air Force Reserve and NASA both do all of this."

"The goals of NASA are exploration in extreme environments and bringing the benefits to everyone on the Earth, while the Air Force fights and wins in the air, space and cyberspace; but the medicine is still the same. As medics, in both organizations we support and care for the team doing the work, whatever and wherever it might be."

Schmid works extremely hard to handle two demanding careers that are located half a country apart, but he says he loves what he does and manages with a lot of help from home.

"I don't have the chance to watch a lot of TV, that's for sure, but I love what I do," he said. "Neither job is work for me. The trick is scheduling and to absolutely ensure that I meet or exceed the expectations of all my bosses, including my most important boss, the CINCHOME – my spouse! My wife enjoys her own professional career and is still completely supportive of both my lives. We do travel and spend a lot of time together. Indeed, the triad of family, Reserve and civilian job is what supports it all."

The flight surgeon said the intensive medical training and repeated worldwide experiences he has received while in the Air Force and Air Force Reserve have helped him tremendously at NASA. On the flip side, he believes his NASA experiences have helped him be a better Air Force Reservist.

"I try to bring NASA innovation, experience supporting extreme environments, working through problems with engineers and others outside my field, the complexity of spaceflight and working



Brig. Gen. Joe Schmid is the deputy joint staff surgeon and director, Reserve Medical Operations and Affairs at the Pentagon.

with international partners from multiple cultures and imagining creative solutions to seemingly impossible problems, and the teamwork that goes along with both NASA and the Reserve missions. ... I try to bring that to the fight."

Schmid said he is continuously striving to be a servant leader.

"I think it's my job to do whatever I can to remove the barriers and to find the resources so that the true experts – the medics, the nurses, the physicians, the warfighters – can do their job, reach their own potential, so we as a team can defend our nation and promote stability and freedom around the world."

The general said he has had some wonderful mentors over the years in his military career who have helped him develop and shape his leadership style.

"Honestly, almost every single person I've met or worked with in the Air Force has taught me something – from my commanders and senior leaders to the nurses, the

chiefs, the MSCs, the NCOs and the civilians doing their jobs, and many times my patients" he said. "I've also seen some poor leaders and have tried hard to avoid some of the things they did. And I've had numerous mentors correct me and do their best to draw the best out of me."

When asked what was some of the best advice he's received over the years that he would like to pass along to other leaders, Schmid offered the following:

- Figure out what **your** role is, establish clear goals and get the right people, equipment, procedures and communication to execute these goals.
- Establish trust, respect and excellence as the norm.
- Be quiet and listen; watch and observe.
- Maintain open and frequent communication with everyone. Trust folks to work the problems and expect them to come up with their own solutions and recommendations.
- Respect everyone – your leaders and your followers. You never know what a person might be doing to support the mission or what challenges they might be going through personally and how you can help them unless you respect them.
- You are continuously being observed. Think before you speak or act.
- Do what is good for the four U's: the United States, the U.S. Air Force, the unit, and then and only then, you.
- Learning from bad leaders can be as helpful as learning from good leaders.
- Praise in public; criticize in private.
- Stay flexible in your leadership style and use whatever is best for the situation or person.
- Dream big; set your goals and work incessantly to have the team and individuals reach their potential.
- Lead in whatever you do. If it is doing your job and turning a wrench or delivering medical care downrange or leading a squadron; lead yourself and lead your team.
- Work hard and continuously to develop yourself and your wingmen and never think something is below you to do. Over-deliver on what you under-promise. Set high goals and enjoy yourself. Take care of your people, and they will take care of you!

NASA flight surgeon Joe Schmid has traveled the world taking care of astronauts and their families. Here he waits for a Soyuz space capsule to land in Kazakhstan. (Photo courtesy of NASA/Bill Ingalls)

WINGMAN TOOLKIT.ORG

Resilience Tools to Maintain a Balanced Lifestyle



*DROP AND GIVE
ME 60 (SECONDS,
THAT IS)!*



The Wingman Toolkit has a new website and mobile app and Chief Master Sgt. Cameron Kirksey wants to tell you about it!



Scan the QR code to watch the video on your mobile device. Then visit WingmanToolkit.org to explore brand new toolkit features and download the mobile app!

