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My mother died of colon cancer when she was only 56.

Terrence Howard, actor/musician




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Vol. 41, Issue 32

August 18, 2017

Weather

Friday  PM Rain Showers High 72°F Low 53°F	Saturday  Change of AM Thunderstorms High 71°F Low 58°F
Sunday  Partly Cloudy High 71°F Low 58°F	Monday  Chance of Rain Showers High 71°F Low 58°F

Forecast provided by the 14th OSS Weather Flight


News Briefs

ALS Graduation Ceremony
The Columbus Air Force Base Airman Leadership School will host a graduation ceremony at 6 p.m. Aug. 24 at the Columbus Club.

Wing Newcomers Orientation
A Wing Newcomers Orientation is scheduled for 8 a.m.-1 p.m. Aug. 29 at the Columbus Club for newly arrived active-duty and civilian personnel.

Enlisted Promotion Ceremony
The next Columbus Air Force Base Enlisted Promotions Ceremony is at 3 p.m. Aug. 31 at the Columbus Club.

Inside



Feature 8

SUPT Class 17-13 graduates today at 10 a.m. at the Kaye Auditorium.



U.S. Air Force photo by Airman 1st Class Keith Holcomb
Col. Douglas Gosney, 14th Flying Training Wing Commander, Justice Sharon Lee, from the Tennessee Supreme Court, and Rufus Ward Jr., retired attorney and Columbus native, speak before the Base Community Council luncheon Aug. 11, 2017, on Columbus Air Force Base, Mississippi. Lee and Ward's fathers worked together on the B-17 Flying Fortress, "Smokey Stover Jr.," that was shot down May 12, 1944, over Frankfurt, Germany.

Tennessee Supreme Court justice shares father's POW story, the importance of remembrance

Airman 1st Class Keith Holcomb
14th Flying Training Wing Public Affairs

Children of three World War II prisoners of war gathered during a Base Community Council luncheon Aug. 11 at the Club on Columbus Air Force Base, Mississippi; and Justice Sharon Lee, from the Tennessee Supreme Court, shared her father's story and how it intertwined with the other two POWs.

One of the other children of the POWs was Rufus Ward Jr., retired attorney and Columbus native, and he introduced Lee.

"I'm really honored to introduce the speaker today, and that is Justice Sharon Lee of the Tennessee Supreme Court," Ward said. "Our paths crossed a few years ago, and that's sort of what brought us here."

See POW STORY, Page 4

COLUMBUS AFB TRAINING TIMELINE															
PHASE II				PHASE III				IFF				WING SORTIE BOARD			
Squadron	Senior Class	Squadron Overall	Track Select	Squadron	Senior Class	Squadron Overall	Graduation	Squadron	Senior Class	Squadron Overall	Graduation	Aircraft	Required	Flown	Annual
37th (18-07)	-2.96 days	2.52 days	Sept. 5	48th (17-14)	-6.90 days	-1.57 days	Sept. 8	49th (17-KBC)	-1.25 days	-3.25 days	Aug. 18	T-6	1,617	1,421	28,254
41st (18-08)	-3.40 days	-0.11 days	Sept. 27	50th (17-14)	-0.64 days	0.81 days	Sept. 8					T-1	473	413	7,388
												T-38	616	576	9,905
												IFF	252	194	4,119

* Mission numbers provided by 14 FTW Wing Scheduling.

The SUPT Class 17-13 graduation is at 10 a.m. Aug. 18. The guest speaker is retired Col. Todd Phinney, former Chair of the Leadership and War Fighting Department at the Air War College at Maxwell Air Force Base, Alabama.



14TH FLYING TRAINING WING DEPLOYED

As of press time, 51 TEAM BLAZE members are deployed worldwide. Remember to support the Airmen and their families while they are away.

Deployment numbers provided by the Installation Personnel Readiness Office.

Cochran's staff visits Columbus AFB



U.S. Air Force photo by Melissa Doublin

Three members of Sen. Thad Cochran's staff met with leadership from the 14th Flying Training Wing Aug. 15, 2017, at Columbus Air Force Base, Mississippi. They were able to get acquainted with the base's mission, and shown what the base is doing to maximize pilot production.

Mon	Tue	Wed	Thur	Fri	Sat/Sun	Long Range Events
21 ALS Class 17-06	22	23	24 ALS Graduation, 6 p.m. @ Club	25 SUPT Class 17-14 Assignment Night, 5:30 p.m. @ Club	26/27	Sept. 4: Labor Day Sept. 8: SUPT Class 17-14 Graduation Sept. 11: Patriot Day Sept. 14: SUPT Class 17-15 Assignment Night Sept. 15: Air Force Birthday Ball Sept. 18: Air Force 70th Birthday Sept. 19: POW/MIA Recognition Day Sept. 21: Enlisted Dorm Dinner Sept. 23: CAFB Triathlon Sept. 23: Oktoberfest Sept. 24: Gold Star Mother's Day Sept. 26: Wing Newcomers Sept. 29: SUPT Class 17-15 Graduation
28 Wing Newcomers, 8 a.m. @ Club	29	30	31 Enlisted Promotions, 3 p.m. @ Club	1 AETC Family Day	2/3	

Silver Wings

How to reach us

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Submission Deadline

The deadline for submitting copy for next week's SILVER WINGS is noon Monday. Articles may be dropped off at the public affairs office or e-mailed.

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The SILVER WINGS staff reserves the right to edit or rewrite all copy submitted when necessary. All photos are U.S. Air Force photos unless otherwise stated.

Submit all advertising to the Columbus, Miss., Commercial Dispatch advertising department one week prior to desired publication date. The advertising department can be reached at (662) 328-2424.

NEWS AROUND TOWN

Aug. 19

The Possum Town Triathlon is scheduled for Aug. 19 at Columbus Lake in Columbus, Mississippi. The race starts at 7 a.m., and competition features a 600-yard swim, 17-mile bike ride and 3.3-mile run. For more information visit http://visitcolumbusms.org/index.php/upcoming_events/info/1090#top.

Aug. 25

The Lions Hills Center and Golf Course is scheduled to host a Ladies Scramble Aug. 25. Call Lion Hills at (662) 328-4837 for more information.

Sept. 2

The Mississippi State University football team will face off against Charleston Southern University at 3 p.m. Sept. 2 at Davis Wade Stadium in Starkville, Mississippi.

Sept. 16

The Mississippi State University football team will face off against Louisiana State University at 6 p.m. Sept. 16 at Davis Wade Stadium in Starkville, Mississippi.

discussions and interviews, book signings, live music, local food, young adult and children's activities, as well as exhibitors from across the state and nation.

BARGAIN LINE

The deadline for submitting ads is noon Monday before the desired publication date. Ads turned in after the deadline will run the following week. Ads can be mailed to or dropped off at the public affairs office in the 14th Flying Training Wing Headquarters building, e-mailed to silverwings@us.af.mil or faxed to 434-7009. Calling Ext. 7068 by noon Monday can extend the run date of ads already submitted. Silver Wings reserves the right to limit ads based on content, space and frequency of requests. Advertisements for private businesses or services providing a continuous source of income may not appear in the Bargain Line. They may, however, be purchased through The Commercial Dispatch, 328-2424.

Miscellaneous

For sale: Baldwin piano in excellent condition for \$900. An antique bedroom suite with a queen size bed, box spring and mattress; chest; night stand; and dresser for \$2,000. Photos of the bedroom suite are on Facebook Search Market. If interested call (662) 386-4508.

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70TH ANNIVERSARY

(Continued from page 16)

which became the single airlift manager.

April 4, 1975: Operation BABYLIFT, the aerial evacuation of orphans from Saigon, South Vietnam, began tragically as a C-5 Galaxy crashed in a rice field near the city. Miraculously, 175 of the 330 people on board survived the accident. The United States also began the fixed-wing aerial evacuation of Phnom Penh, Cambodia, which was surrounded by Khmer Rouge forces. By April 11, some 875 Cambodians had flown to Thailand aboard USAF C-130s.

April 12, 1975: In Operation EAGLE PULL, Marine Corps and USAF helicopters, escorted by USAF fighters and gunships, performed the final aerial evacuation of 287 people from Phnom Penh, capital of Cambodia, which was surrounded by advancing Communist forces. The city fell on April 17 to the Khmer Rouge.

April 29, 1975: By this date, in Operation NEW LIFE, the Air Force had evacuated by air more than 45,000 people from Saigon, South Vietnam, including some 5,600 U.S. citizens, on 201 C-141 and 174 C-130 sorties.

April 29, 1975: Operation FREQUENT WIND began. Marine Corps, Navy, and USAF helicopters took part in this final evacuation of Saigon, South Vietnam, which concluded on April 30, when Saigon fell to enemy forces. The helicopters airlifted more than 6,000 evacuees from the South Vietnamese capital in two days. This major operation was the first to involve the flights of USAF helicopters from the deck of an aircraft carrier—the USS Midway.

April 29–September 16, 1975: During Operation NEW ARRIVALS, 251 C-141 and C-130 flights and 349 commercial flights airlifted more than 120,000 Indochinese refugees from Pacific island staging areas to the United States.

May 12, 1975: Cambodian gunboats seized the U.S. merchant ship Mayaguez and its 40-man crew near the Wai Islands, 60 miles from the Cambodian coast. In response, Military Airlift Command transported U.S. marines and equipment from the Philippines and Okinawa to Thailand.

May 15, 1975: Cambodia returned the Mayaguez crew after marines, supported by USAF helicopters and A-7 aircraft, captured the empty ship and assaulted Koh Tang Island, where the crew was mistakenly thought to have been taken. Maj. Robert W. Undorf received the Mackay Trophy for conspicuous gallantry, initiative, and resourcefulness during this military operation—the last ma-

jor American military action in Southeast Asia.

June 6, 1975: The last 16 B-52 Stratofortress aircraft remaining at U-Tapao, Thailand, began redeploying to the United States.

June 15, 1975: The last F-111 unit in Thailand began redeployment to the United States.

September 1, 1975: Gen. Daniel “Chappie” James, Jr., USAF, became the first black four-star general.



Col. Daniel “Chappie” James, Jr., next to his F-4 Phantom in Thailand during the Vietnam War

October 29, 1975: The first F-5E Tiger II aircraft entered the Air Force’s inventory at Nellis Air Force Base, Nevada.

November 29, 1975: The first annual RED FLAG exercise began at Nellis Air Force Base, Nevada, ushering in a new era of highly realistic USAF air combat training for pilots and aircrews.

January 9, 1975: The first operational F-15 Eagle, a new air-superiority fighter aircraft, arrived at the 1st Tactical Fighter Wing, Langley Air Force Base, Virginia. The F-15 was the first fighter to have a thrust greater than its weight, allowing it to accelerate while going straight up.



In the last quarter of the twentieth century, the F-15 Eagle served the Air Force as its premier air-superiority aircraft.

March 22, 1976: The first A-10 Thunderbolt was delivered to Davis-Monthan Air Force Base, Arizona, for test and evaluation. The heavily armored jet attack aircraft, armed with a heavy Gatling gun in the nose and equipped with straight wings able to carry a variety of air-to-ground munitions, was designed for close air support missions.

June 28, 1976: Joan Olsen became the first woman cadet to enter the Air Force Academy and the first woman to enter any of the three Department of Defense service academies.

September 6, 1976: A Soviet pilot landed his MiG-25 Foxbat jet fighter in Hokkaido, Japan, and asked for asylum in the United States. Japanese and U.S. officials closely examined the aircraft and on November 15, returned it, dismantled, to the Soviet Union.

September 29, 1976: The first of two groups of 10 women pilot candidates entered undergraduate pilot training at Williams Air Force Base, Arizona—the first time since World War II that women could train to become pilots of U.S. military aircraft.

January 8, 1977: The first YC-141B (stretched C-141 Starlifter) rolled out of the Lockheed-Georgia Marietta plant. Equipped with in-flight refueling capability, it was 23.3 feet longer than the original C-141A, enabling it to carry more troops and cargo.

March 23, 1977: Tactical Air Command’s first E-3A Sentry aircraft arrived at Tinker Air Force Base, Oklahoma. The Sentry, the Air Force’s first airborne warning and control system aircraft, carried a large rotating radar disk above its fuselage.



June 19, 1977: A C-5 Galaxy flew non-stop from Chicago to Moscow carrying a 40-ton superconducting magnet, the first time a C-5 had ever landed in the Soviet Union. The flight of 5,124 nautical miles required two aerial refuelings.

June 30, 1977: President James E. “Jimmy” Carter, Jr., announced cancellation of the B-1 Lancer bomber program after the production of four prototypes, citing the con-

tinuing reliability of B-52s and the development of cruise missiles.

October 12, 1977: The first class of USAF women navigators graduated, with three of the five assigned to Military Airlift Command aircrews.

February 22, 1978: An Atlas booster launched the first Global Positioning System satellite. A “constellation” of such satellites revolutionized navigation.

December 8–9, 1978: As a result of political tensions and disturbances in Iran, Military Airlift Command airlifted some 900 evacuees from Tehran to bases in the United States and Germany. The airlift included 11 C-141 and C-5 missions. Some 5,700 U.S. and third-country nationals left Iran on regularly scheduled Military Airlift Command flights until Iran’s revolutionary government closed the airport in February 1979.

January 6, 1979: The 388th Tactical Fighter Wing at Hill Air Force Base, Utah, received the first General Dynamics F-16 delivered to the Air Force. The F-16, the newest multirole fighter, could perform strike as well as air-superiority missions.

March 31, 1979: After a nuclear power-plant accident at Pennsylvania’s Three-Mile Island on March 28, C-5, C-141, and C-130 aircraft airlifted testing equipment, lead-shielding materiel, and chemicals to the area.

April 24, 1980: President James E. “Jimmy” Carter aborted Operation EAGLE CLAW, an elaborate attempt to rescue U.S. citizens being held since November 4, 1979, as hostages in Tehran. Three of eight special-operations helicopters suffered mechanical problems and had to be abandoned or withdrawn. In the subsequent withdrawal operation, an RH-53 helicopter collided with an EC-130, resulting in an explosion that killed eight men and destroyed both aircraft. Hastily departing on C-130s, the mission team abandoned the remaining four helicopters in the Iranian desert.

July 10–October 3, 1980: During Operation PROUD PHANTOM, the Air Force deployed tactical fighters to Egypt for the first time. Twelve F-4Es flew from Moody Air Force Base, Georgia, to Cairo, Egypt, for tactical training exercises that benefited both the U.S. Air Force and the Egyptian air force, which was purchasing F-4s from the United States.

October 1, 1980: Operation ELF began with the deployment of four USAF E-3A airborne warning and control system aircraft to Riyadh, Saudi Arabia, to protect Saudi airspace during the Iran-Iraq War. Three KC-135s also deployed during the operation.

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2nd Lt. Connor Colas	T-38
2nd Lt. Hunter Corpus	T-1
2nd Lt. Nathaniel Dickman	T-38
Capt. Austin Ellwein	T-1
2nd Lt. Thomas Frederick	T-38
2nd Lt. Jacob Gill	T-1
2nd Lt. Lewis Gray	T-1
Capt. Samuel Kniskern	T-1
2nd Lt. Lucas Lambrecht	T-1
2nd Lt. Carson Lomas	T-1
2nd Lt. James McDonald	T-1
2nd Lt. Tyler Rico	T-38
2nd Lt. Matthew Robbins	T-1
1st Lt. Andrew Rosenthal	UH-1
2nd Lt. Timothy Shenk	T-1
2nd Lt. Ryan Smithies	T-1
2nd Lt. Bryant Tran	T-38
2nd Lt. Abbie Wendelken	T-1
2nd Lt. Eric Wermuth	T-38



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18-06

ALS, leadership square off in volleyball



U.S. Air Force photo by Airman 1st Class Keith Holcomb

Airman Leadership School students play volleyball against base leadership Aug. 15, 2017, on Columbus Air Force Base, Mississippi. The students won the first two matches against the leadership team, but played a third game in good sport and leadership won the final match.



Commander’s Action Line

434-1414

The Commander’s Action Line is your direct line to the commander for comments and suggestions on how to make Columbus AFB a better place. Although the Commander’s Action Line is always available, the best way to resolve problems is through the chain-of-command.

The Commander’s Action Line phone number is 434-1414. Callers should leave their name and phone number to receive an answer. All names will be kept confidential. Message may be answered in the Silver Wings without names.

Written questions may also be brought to the PA office in the Wing Headquarters building, BLDG. 724, suite 210. Questions and answers may be edited for brevity and style.





Justice Sharon Lee, from the Tennessee Supreme Court, shares her father's story with an audience Aug. 11, 2017, on Columbus Air Force Base, Mississippi, during the Base Community Council luncheon. Her father was shot in the head, shoulder, back and wrist during a bombing mission while on board a B-17 Flying Fortress. Some shrapnel was left in his body for his entire life.

POW STORY

(Continued from page 1)

Ward explained that Lee's father, Staff Sgt. Charles Lee, was a waist gunner on a B-17 Flying Fortress bomber aircraft, "Smokey Stover Jr.," during WWII, and his father, Staff Sgt. Rufus Ward Sr., was the tail gunner on the same aircraft, which would eventually be shot down over Frankfurt, Germany, on May 12, 1944.

After Lee came to the podium, she began talking about her father's journey from the time he entered the U.S. Army Air Corp and began connecting the dots to May 12, 1944. It was a day her father and his crew were on a mission to bomb German fuel production facilities.

A total of 26 aircraft took off from a base south of London, and only 12 returned.

Just after midday on May 12, 1944, the fighter planes guarding the bombers were brought away from the formation by enemy aircraft, leaving the bombers vulnerable.

Lee saw vapor trails from an aircraft that then turned, and started firing upon the Smokey Stover Jr.

"[Their] plane was hit and was going down. During the attack my dad was shot in the head, shoulder, back, and wrist," Lee said. "The pilot rang the bell for everyone to bail out, however, my dad had been knocked down to the floor of the plane and was not able to get up. A fellow Airmen saved his life that day by getting him up and getting him out of the plane."

That Airman was Ward Sr., who was busy manning his gun when all of a sudden, he noticed his pilots parachuting past his window. As he prepared to jump himself, he noticed the incapacitated waist gunner and the ball turret gunner.

He aided each of them in putting on their parachutes and they all bailed out at around 1,500 feet above the ground.

After parachuting to the ground, they were captured and sent to a German POW camp, Stalag Luft IV.

"The conditions were very bad and the rules were strictly

enforced," Lee said. "The food was mostly a mixture of warm water and a few cabbage leaves, usually rotten, and bread was a very dark-brown bread made mostly of sawdust."

On Feb. 5, 1945, many POWs were forced to march 500 miles, during one of coldest winter's that century, to Bitterfeld, Germany, later known as the "Black March."

Lee, along with other POWs who were too sick or wounded to make the march, were crowded into cattle cars, and spent the next 10 days traveling to Stalag Luft I.

First Lt. Julian Boggess, was one of five doctors able to help roughly 10,000 sick and injured POWs at Stalag Luft I. Although Boggess never directly helped Lee, the sons and daughter of the two men became friends through their fathers' stories.

The Stalag Luft I POW camp was liberated May 13, 1945, and Lee at 6 feet 3 inches tall had weighed roughly 90 pounds.

Ward Sr. was liberated from Bitterfeld on April 26, 1945, by the United States' 104th Infantry Division. Ward Sr. moved back to Columbus after he was liberated, and was honored by Columbus AFB with a street named after him in 2007.

"From all the stories I've collected I've learned that once liberated these American Soldiers returned home very different but very much the same," Lee said. "Most had physical problems caused by the war that stayed with them for the rest of their life, most had emotional and mental scarring that never left them, and while in prison camp they had all been cold, hungry, and homesick, and in the dark, lonely hours of the night they all wondered if they would ever get home to see their families again."

With a story about three survivors connected by their hardships as POW's, there's a side that Lee wanted to make known, the side of the story her father carried with him for the rest of his life.

"To them the real heroes were the Soldiers who did not come home, the Soldiers who made the ultimate sacrifice," Lee said. "I think there's a life lesson we can all take away from this. As we face adversity on a much, much, much less-



Justice Sharon Lee, from the Tennessee Supreme Court, shares her father's story with an audience Aug. 11, 2017, on Columbus Air Force Base, Mississippi, during the Base Community Council luncheon. The stories of these three men have brought many prisoners of war families together and their stories continue to spread.



U.S. Air Force photos by Airman 1st Class Keith Holcomb

Retired Army Maj. Gen. Terrill Moffett, former Commanding General of the 104th Infantry Division, prepares to give a coin to each of the children of three World War II prisoners of war during the Base Community Council luncheon Aug. 11, 2017, on Columbus Air Force Base, Mississippi. The 104th ID liberated the POW camp that contained thousands of prisoners from Allied Powers during World War II.

er scale we do need to remember each day as a gift and we should face each day with optimism, hope and a determination to succeed."

Lee reminded the audience that the stories these men carried with them are important to remember, the sacrifices that all veterans have made and the sacrifices they continue to make are stories that in themselves help preserve and protect freedom and liberty.

To show just how important these men were retired Maj. Gen. Terrill Moffett, former Commanding General of the 104th ID handed Lee, Ward, and Dr. Boggess's two sons a coin showing the appreciation the 104th Division carries to this day for the sacrifices the men made through their service during WWII.

Produce Pilots, Advance Airmen, Feed the Fight

Anytime, anywhere: combat controllers enable global access in Estonia

Senior Airman Ryan Conroy
24th Special Operations Wing
Public Affairs

JAGALA, Estonia — A quiet, rural highway in northern Estonia transformed into a bustling military airfield as combat controllers guided A-10C Thunderbolt IIs onto the 50-foot-wide freeway during a flying training deployment, Aug. 10, 2017.

A small force of eight 321st Special Tactics Squadron combat controllers surveyed the two-lane highway, deconflicted airspace and exercised command and control on the ground and in the air to land A-10s from the Maryland Air National Guard's 104th Fighter Squadron on the Jägala-Käravete Highway.

"We wanted to showcase our ability to fight — anytime, anywhere and regardless of the circumstances," said the 352nd Special Operations Wing mission commander and CCT team sergeant for the 321st STS, Royal Air Force Mildenhall, England. "This allows us to train to effectively deploy and sustain professional forces in multilateral operations."

Combat Controllers are trained special operations forces and certified Federal Aviation Administration air traffic controllers. Their mission is to deploy undetected into hostile combat and austere environments to establish assault zones or airfields, while simultaneously conducting air traffic control, fire support, command and control and more.

"Landing on a highway is a unique capability of the A-10 as a fixed-wing aircraft," said Maj. Daniel Griffin, the project officer



U.S. Air Force photo/Senior Airman Ryan Conroy

Two combat controllers with the 321st Special Tactics Squadron observe an A-10 Thunderbolt II landing on Jägala-Käravete Highway, Aug. 10, 2017, in Jägala, Estonia. A small force of eight Special Tactics combat controllers from the 321st STS surveyed the two-lane highway, deconflicted airspace and exercised command and control on the ground and in the air to land A-10s from the Maryland Air National Guard's 104th Fighter Squadron.

for the 104th FS's FTD. "We showcased our ability to project combat airpower forward, either behind enemy lines, or in austere locations with the support from our combat controllers on the ground."

The A-10's wide tires and high-mounted engines help avoid foreign object damage

and allows the aircraft to land on many surfaces other aircraft cannot, explained Griffin.

Special Tactics is U.S. Special Operations Command's tactical air and ground integration force, and the Air Force's special operations ground force enabling global access.

"Our team can open airfields in remote

"We wanted to showcase our ability to fight — anytime, anywhere and regardless of the circumstances," said the 352nd Special Operations Wing mission commander and CCT team sergeant for the 321st STS, Royal Air Force Mildenhall, England.

locations to allow follow-on forces strategic access," said the 352nd SOW mission commander. "This was an opportunity for us to show our NATO partners here that a small team of Airmen [are] able to project incredible airpower further to get after the enemy, when we're called upon to do so."

The flying training deployment is funded by the European Reassurance Initiative in support of Operation Atlantic Resolve. The Maryland ANG is also participating as part of the State Partnership Program, a joint Department of Defense initiative that pairs states with partner nations to improve the capabilities of partner nations and strengthen relationships to facilitate access and interoperability.

Editor's note: Names of some members were removed due to operational security reasons.

AF selects 14,181 for promotion to staff sergeant

Kat Bailey
Air Force Personnel Center
Public Affairs

JOINT BASE SAN ANTONIO-RANDOLPH, Texas — Air Force officials have selected 14,181 senior airmen for promotion to staff sergeant out of 32,006 eligible, a selection rate of 44.31 percent.

The staff sergeant promotion list will be available on the Air Force Portal and myPers Aug. 24, at 8 a.m. CDT. Airmen will also be able to access their score notices on the virtual Military Personnel Flight via the Air

Force's Personnel Center secure applications page.

Those selected for staff sergeant will be promoted beginning Sept. 1, according to their promotion sequence number.

Commanders will receive notice of their selects from their senior rater's agent starting Aug. 17, with the intent to notify their selects no earlier than one day before the public release.

For more information about Air Force personnel programs, go to myPers. Individuals who do not have a myPers account can request one by following the instructions.



U.S. Air Force graphic by Staff Sgt. Alexx Pons
Air Force officials selected 14,181 senior airmen for promotion to staff sergeant of the 32,006 eligible in the 17E5 promotion cycle. The promotion list will post Aug. 24.

1970 - 1980 GENERATION

US Air Force: Breaking barriers since birth

March 17, 1971: Jane Leslie Holley became the first woman commissioned through the Air Force Reserve Officer Training Corps program.

April 26, 1971: Crewing an SR-71 Blackbird strategic-reconnaissance aircraft assigned to the 9th Strategic Reconnaissance Wing, Lt. Col. Thomas B. Estes, USAF, aircraft commander, and Maj. Dewain C. Vick, USAF, reconnaissance systems officer, made a record-breaking 15,000-mile nonstop flight, at times attaining speeds in excess of Mach 3. The crew received the MacKay Trophy.

July 16, 1971: Jeanne M. Holm, director of Women of the Air Force, was promoted to brigadier general, becoming the first woman general in the Air Force.

July 23, 1971: Hughes Aircraft Company was awarded a \$70 million contract to build 2,000 Maverick (AGM-65A) air-to-surface missiles for use on F-4E and A-7D aircraft.

July 26, 1971: With an all-USAF crew composed of Col. David R. Scott, Lt. Col. James B. Irwin, and Maj. Alfred M. Worden, Apollo 15 blasted off from Cape Kennedy, Florida. The mission was the first to use a vehicle called a lunar rover on the surface of the Moon.

July 29, 1971: The Air Force completed its flight tests of the experimental X-24A lifting body. Data from these tests contributed to the development of the National Aeronautics and Space Administration space shuttle.

February 17, 1972: Air Force One, a VC-137 Stratoliner aircraft belonging to the 89th Military Airlift Wing, departed Andrews Air Force Base, Maryland, carrying President Richard M. Nixon and his wife on their historic trip to China to meet with Mao Tse-tung and Chinese premier Chou En-lai. This was the first time a U.S. president had visited China, and it marked a new relationship between two countries that had been Cold War enemies since 1949.

April 7-May 13, 1972: In Operation CONSTANT GUARD, the Air Force deployed 12 squadrons and 200 aircraft from the United States to Southeast Asia to blunt a full-scale North Vietnamese invasion of South Vietnam.

April 27, 1972: Four USAF fighter crews, releasing Pave-way I laser-guided “smart” bombs, knocked down the Thanh Hoa bridge in North Vietnam. Previously, 871 conventional sorties had resulted in only superficial damage to the bridge.

May 5, 1972: The Air Force’s sea-launched ballistic-missile detection and warning system— Pave Phased Array Warning System (PAWS)—achieved initial operational capability.

May 10-11, 1972: F-4 Phantoms from the 8th Tactical Fighter Wing dropped precision-guided munitions on the Paul Doumer Bridge in Hanoi, North Vietnam, closing it to traffic.

June 11, 1972: B-52 Stratofortress aircraft used laser-guided bombs to destroy a major hydroelectric plant near Hanoi, North Vietnam.

June 29, 1972: Forward air controller Capt. Steven L. Bennett, USAF, and his observer spotted enemy troops at-



U.S. Air Force graphic by Travis Burcham

tacking a friendly unit and strafed them, forcing a retreat. But a surface-to-air missile crippled the OV-10 Bronco and shredded the observer’s parachute. Captain Bennett, knowing that the observer could not bail out, ditched the OV-10 in the Gulf of Tonkin. He died, but his observer survived. For his heroic sacrifice, Captain Bennett was awarded the Medal of Honor posthumously.

August 28, 1972: Capt. Richard S. “Steve” Ritchie, USAF, flying with Capt. Charles B. DeBellevue, USAF, his weapon system officer, became the Vietnam War’s first ace by shooting down his fifth MiG-21.

September 9, 1972: Capt. Charles B. DeBellevue, flying as weapon system officer in the backseat of an F-4, earned his fifth and sixth aerial victories, becoming the leading ace of the Vietnam War.

September 11, 1972: Using precision-guided munitions, U.S. aircraft destroyed the Long Bien bridge over the Red River in downtown Hanoi, North Vietnam.

October 13, 1972: Capt. Jeffrey S. Feinstein, USAF, a weapon system officer in the backseat of an F-4, achieved ace status by shooting down his fifth MiG-21, becoming the third and final USAF ace of the Vietnam War.

November 22, 1972: A B-52 was hit by a surface-to-air missile while on a mission over North Vietnam, becoming the first Stratofortress lost to enemy action. The crew members ejected over Thailand, where they were rescued.

December 18, 1972: President Richard M. Nixon directed the resumption of full-scale bombing and mining in North Vietnam—an operation known as LINEBACKER II. SSgt. Samuel O. Turner, USAF, became the first B-52 tail gunner to shoot down an enemy airplane.

January 8, 1972: Capt. Paul D. Howman, USAF, and 1st Lt. Lawrence W. Kullman, USAF, flying an F-4D Phantom, scored the last aerial victory of the Vietnam War when they shot down a MiG southwest of Hanoi, North Vietnam, with a radar-guided AIM-7 missile.

January 27, 1973: In Paris, North Vietnam and the United States signed an “Agreement on Ending the War and Restoring Peace to Vietnam.” The cease-fire was set to begin on

January 29.

January 28, 1973: A B-52 Stratofortress crew performed the last Operation ARC LIGHT sortie, bombing enemy targets in South Vietnam at 0628 hours local time. This operation had continued since 1965.

February 12, 1973: Military Airlift Command pilots initiated Operation HOMECOMING, flying the first of 590 released American prisoners of war from Hanoi, North Vietnam, to Clark Air Base in the Philippines. The operation concluded on April 9.

March 28, 1973: The last USAF aircraft departed South Vietnam.



Maj. Gen. Jeanne M. Holm, the first USAF woman general officer, received her second star on June 1, 1973. Richard I. Borda, assistant secretary of the Air Force, and Gen. Horace Wade, USAF vice chief of staff, participated in the promotion ceremony.

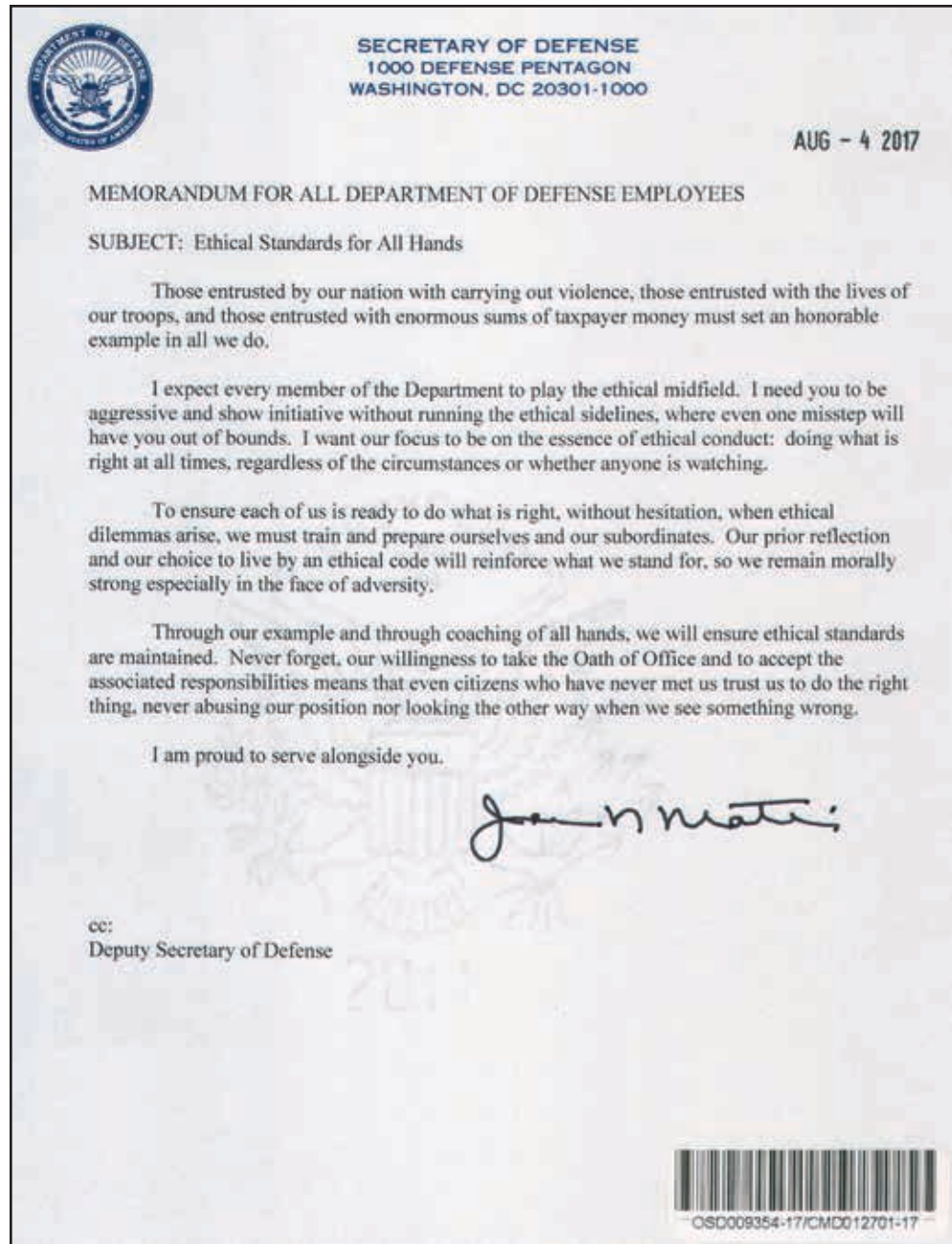
September 3, 1974: Strategic Air Command removed from alert its last Minuteman I intercontinental ballistic missile at the 90th Strategic Missile Wing, F. E. Warren Air Force Base, Wyoming, during conversion to Minuteman III missiles.

January 13, 1974: Dr. John L. McClucas, secretary of the Air Force, authorized purchase of the General Dynamics F-16—a low-cost, lightweight, highly maneuverable aircraft.

March 25, 1975: The United States organized an airlift to evacuate about 10,000 people a day from Da Nang, South Vietnam. Communist forces had completely cut land routes between this coastal provincial city and the rest of the country.

March 31, 1975: Completing the consolidation of all military airlift under a single manager, the Air Force transferred the tactical airlift resources of Pacific Air Forces, United States Air Forces in Europe, and Alaskan Air Command to Military Airlift Command. In December 1974, the Air Force had consolidated Tactical Air Command’s airlift resources, including C-130s, with those of Military Airlift Command,

See 70TH ANNIVERSARY, Page 18



Renter’s insurance update for Columbus AFB residents

Kay Quinlan

14th Civil Engineer Squadron, Housing Program Manager

An article was published in the Silver Wings a few weeks ago that explained the Defense Department’s updated policy to basic allowance for housing.

In that article it was stated as of Feb. 1, 2017, Hunt Military Communities no longer provided renter’s insurance to service members and that all residents are highly encouraged to purchase their own renter’s insurance.

However Hunt has decided to continue to provide full renter’s insurance, including personal property coverage, for all current residents until Jan. 31, 2018.



U.S. Air Force photo by Airman 1st Class Keith Holcomb

Col. Douglas Gosney, 14th Flying Training Wing Commander, speaks at the Base Community Council luncheon about the Financial Impact Report Aug. 11, 2017, on Columbus Air Force Base, Mississippi. The total economic impact from the fiscal year 2016 was \$260.8 million, an increase of \$11.2 million from fiscal 2015. The economic impact is measured in three categories: personnel and payroll, indirect jobs, and annual expenditures.

Gosney reveals Economic Impact Report at BCC luncheon

Airman 1st Class Beaux Hebert
14th Flying Training Wing
Public Affairs

Col. Douglas Gosney, 14th Flying Training Wing Commander, presented the fiscal year 2016 Economic Impact Report to the Base Community Council Aug. 11 during a luncheon at the Club on Columbus Air Force Base, Mississippi.

BCC members and wing leadership met and discussed the impact Columbus AFB has on the local economy.

“The Base Community Council is a service organization that enhances the strength of the Columbus Air Force Base mission and that is to Produce Pilots, Advance Airmen and Feed the Fight,” said Larry Cantrell, BCC President.

The economic impact for Columbus AFB during fiscal 2016 was \$260.8 million, and that’s separated into categories of annual expenditures, payroll and indirect jobs. This was an \$11.2 million increase from fiscal 2015.

Gosney said, some of the increase may be due in part to the “small annual increase in military pay, the yearly cycle of promotions where the promotees earn a little more mon-

ey than before and the hiring of civilians to fill vacant spots.”

Payroll contributed the most with \$144.5 million. This portion is how much money the base personnel are receiving putting into the local economy through groceries, gas, entertainment and other goods.

According to the EIR, annual expenditures reflects what the base spends apart from payroll, and in fiscal 2016, \$83.5 million went toward construction, contracts, supplies and equipment and miscellaneous expenditures.

Indirect jobs means those jobs that were potentially hired on to possibly fill the needs of base requirement. Example being extra staff in businesses in order to keep up with the amount of people assigned to the base.

Columbus AFB also has a large population of retired veterans who generated \$110.4 million, which is not a part of the \$260.8 million produced from the other three categories.

“As proud as we are of the economic boost that the base and the mission brings to the community, we are really more proud of the relationships and the support we show each other,” Gosney said. “Neither of us could be as good as we are without the support of each other.”



Thirteen Team BLAZE members were recognized at the Senior NCO Induction Ceremony Aug. 11, 2017, at the Club on Columbus Air Force Base, Mississippi. The ceremony recognized the 13 members on their promotion to master sergeant and induction into the senior NCO tier.

Top 3 welcomes, recognize future senior NCOs

Airman 1st Class Keith Holcomb
14th Flying Training Wing Public Affairs

Thirteen BLAZE members were recognized for their promotion to master sergeant Aug. 11 inside the Club on Columbus Air Force Base, Mississippi.

At the event to offer some words of encouragement and wisdom was Chief Master Sgt. Tracy Tolliver, 14th Medical Group Superintendent. She spoke to the future senior NCOs, giving her opinion on what makes a great leader.

“I believe it is always important to remain humble in whatever position you hold in life, but you must always bring some hustle to the game or you’ll get left in the dust,” Tolliver said.

She told them of an acronym, HUSTLE, that she uses to lead.

H is for humble; U is for understanding; S is for sincerity; T is for trust; L is for leadership; and E is for expectations.

“All of those things are what HUSTLE means to me,” Tolliver said. “It is time to bring your A-game. Your Airmen, NCOs, fellow senior NCOs, officers and commanders need you more than ever; you will find yourself in new and unique situations and how you approach, advise and handle those positions are what will define you as a senior NCO and a leader.”

Then taking the stage, the new senior NCOs received their certificates handed to them by Col. Douglas Gosney, 14th Flying Training Wing Commander, and Chief Master Sgt. Bradley Reilly, 14th Operations Group Superintendent.

After passing out certificates Gosney had some final words for those being recognized.

“Congratulations, this is a huge, huge milestone that you’ve reached in your career,” Gosney said. “You’ve earned it, the Air Force does not just give these things away.”

Becoming a senior NCO is not a small task and it comes with even more responsibility than previous ranks.

“Your leaders want you to move out and lead, they want you to lead up and down the chain of command,” Gosney said. “I rely on folks every day, below my rank and below my position to make informed decisions and try to do the right things on behalf of this mission, our Airmen and our families.”

Gosney explained that good leadership understands and listens to everyone around them, to make the right choices.

“Don’t change who you are,” Gosney said, “but do look above and below you, figure out the things you like about somebody else’s leadership style and modify them put them in your toolkit and try to become a better leader.”

Professional Organization Corner

Company Grade Officers Council

The council — second and first lieutenants, and captains — promotes the development of CGOs throughout the 14th Flying Training Wing. They maintain an informational network to enhance the professional development and officer camaraderie the throughout the wing.

Meets first Friday of every month at 11:30 a.m. at the Columbus Club.

President: 1st Lt. Jamion Lewis; **Vice President:** Capt. Sheila Butler

BLAZE Top 3

The Top 3 establishes and maintains a spirit of comradeship and esprit de corps that will enhance the prestige of all senior NCOs, encourage an attitude of unified purpose and set an example for all enlisted personnel according to the standards, traditions and customs of the Air Force.

Meets the third Thursday of every month at 3 p.m. at the Columbus Club.

President: Master Sgt. Carmina Beedle; **Secretary:** Master Sgt. Jimmy Kitchens

BLAZE 5/6

The 5/6 represent motivated staff and technical sergeants. They provide an opportunity to meet Airmen, and to network with peers. The organization mentors junior enlisted, assist other private organizations, and are heavily involved with community relations.

Meets the last Wednesday of every month at noon at the Columbus Club

President: Staff Sgt. Whitney Felder; **Vice President:** Jeffrey Vanrees

AFSA Chapter 651

The Air Force Sergeants Association is the only association solely dedicated to representing enlisted men, women and their families. AFSA has a by-name seat at the influential tables in Congress and the Pentagon to help shape the tough policy decisions affecting the enlisted corps today. Members do not have to be an NCO.

Meets the third Thursday of the month at noon at the Columbus Club

President: Master Sgt. Kristina O’Meara; **Vice President:** Master Sgt. Eric Severs

First Four

The Airman’s Activity Council functions as a social and professional organization established to enhance morale, esprit de corps, and cooperation between members from the E1-E4. This is accomplished through fundraisers, on and off base, volunteer opportunities, and events or trips for those eligible to become members.

Meets the last Friday of every month at noon at the Montgomery Village

President: Senior Airman Brittani Amavizca-Waddington; **Vice President:** Airman 1st Class Katelyn Jaime; **Secretary:** Airman 1st Class Kiara Crespo

Air Force Readiness Programs

(Editor’s note: All activities are offered at the Airman & Family Readiness Center unless otherwise specified. For more information about any of the activities listed, call 434-2790.)

Hearts Apart

The Hearts Apart Social program is from 5-7 p.m. Aug. 24 and is a monthly event intended to provide community bonding, fun and appreciation for the families of active-duty personnel who are deployed, remote, or on an extended temporary duty assignment. Food and activities are provided. For more information or to register, call 434-2790.

Wing Newcomers Orientation

This brief is from 8 a.m.-3 p.m. Aug. 29 and is mandatory for newly arrived active-duty and civilian personnel. Spouses are encouraged to attend. The orientation is at the Columbus Club. For more information or to register, call 434-2790.

Military Life Cycle

The Military Life Cycle workshop is from 1-2 p.m. Aug 29 and allows the VA contractors to explain to service members — whether first term, separating, retiring or a veteran — what services the VA offers and what they are able to provide throughout the member’s military career and how to apply for benefits. For more information or to register, call 434-2790.

Smooth Move

The Smooth Move class is from 10-11:30 a.m. Sept. 7. The class provides relocating members/families with valuable information about moving. Attendees will learn what to expect from the Travel Management Office, housing, military pay, legal, billeting, TRICARE, medical records, and the Airman and Family Readiness Center. To register, call 434-2790.

Transition Assistance Program GPS Workshop

The Transition Assistance Program Workshop is from 7:30 a.m.-4 p.m. Sept. 11-15. The workshop will have seminars about: transition, military occupational code crosswalk, financial planning, health benefits, Mississippi Department of Employment Security, Department of Veterans Affairs, Disabled TAP, Department of Labor TAP portion. Pre-separation counseling is required before attending. Recommend attendance is eight to 12 months prior to separation/retirement. Spouses are encouraged to attend with their sponsor. For more information or to register, call 434-2790.

Career Technical Training

The Career Technical Training is a transition event and is from 8 a.m.-3 p.m. Sept. 18-19 and explores technical careers for post military personnel using VA Educational benefits. It is conducted by CALIBRE, private company con-

Airman Leadership School retreat



U.S. Air Force photo by Airman 1st Class Keith Holcomb

Airmen, attending Airman Leadership School, perform a retreat ceremony Aug. 10, 2017, on Columbus Air Force Base, Mississippi. ALS is a professional military education course that develops Airmen into effective front-line supervisors.

tracted by DVA. Prior registration is required, company requires 10 days notification and must have minimum of eight participants. For more information or to register call 434-2790.

Federal USAJobs Workshop

The workshop is at 10:30 a.m. Sept. 20 and involves advice/tips on writing resumes, applications and job searching when using USAJobs. For more information or to register, call 434-2790.

Entrepreneurship Track Transition Workshop

The entrepreneurship workshop is from 8 a.m.-3 p.m. Sept. 21. The workshop is conducted by the Small Business Administration for veterans and all base personnel interested in starting up and operating their own business. To register and for more information, call 434-2790.

Linked-In Workshop

The Linked-In workshop is from 2-5 p.m. Sept. 25-26. Attendees will learn how to establish and use a Linked-In account. To register or for more information, please call 434-2790.

Pre-separation Counseling

This counseling is a mandatory briefing for personnel separating or retiring, to be completed at least 90 days prior to separation. It may be completed up to 12 months prior to separation or retirement. The counseling takes place daily at 8:30 a.m. It takes approximately 60 minutes. Please contact A&FRC, 434-2839/434-2790 for more information.

Pre, Post Deployment Tour Brief

These briefings are mandatory briefings for active-duty personnel who are either deploying or returning from deployment or a remote tour. The briefings are held daily at the Airman and Family Readiness Center. Pre-deployment is at 9:30 a.m., and post-deployment is at 1:30 p.m. Please contact A&FRC, 434-2839/434-2790 for more information.

Survivor-Benefit Plan

Are you nearing military retirement? The one decision you will need to make before you retire involves participation in the Survivor Benefit Plan. As with all good decision-making, you need to know the facts before you can make a sound decision, and be wary of anyone telling you they can offer you a better deal. Always get the true facts about the SBP before making up your mind. Additional details are available by calling (662) 434-2720.

Military and Family Life Consultant Program

The MFLC counselors provide non-medical counseling to help Airmen (both single and married), their spouses and other family members to cope with stressful situations created by deployments, reintegration, and life challenges such as martial issues, parenting, career stress and anger. All consultants are licensed mental health providers. Counselors can meet either on or off base. There is no charge for services and appointments can usually be made within one to two days. To contact the MFLC, call 62-364-0504.

Volunteer Opportunities

If you are interested in volunteering please contact the Airman & Family Readiness Center. We have volunteer opportunities located throughout the base for a one-time event, special events, or on a continual basis. Volunteers are needed on base at the Youth Center, Child Development Center, Library, Golf Course, Medical Clinic, Chapel, Airman Attic, Thrift Store, the Retiree Activities office and many others. For more information please call A&FRC at 434-2790.

Air Force Recovery Coordination Program

The Recovery Coordination Program streamlines and improves the way care and support are delivered to wounded, ill, and injured Airmen and their families. The RCP provides the support of a Recovery Care Coordinator who guides the Airman and family along their road to recovery. Those eligible include wounded, ill and injured Airmen who: (1) have a serious illness or injury (2) are unlikely to return to duty within a specified amount of time (3) may be medically separated from the military. Additional details are available by contacting the Columbus AFB RCC at DSN: 493-3399, Office: 334-953-3399 or tim.griggs.1.ctr@us.af.mil.

Chapel Schedule

Whether you are new to Columbus Air Force Base or have been around for a while, our parish communities welcome you to join us as we worship, fellowship, and encourage one another. For more information, please call 434-2500.

Catholic Community

Sundays:

3:45 p.m. – Religious Education, grades K-9 (Chapel Annex)
4 p.m. – Choir Practice (Chapel Sanctuary)
4 p.m. – Confession (or by appointment)
5 p.m. – Mass w/Children’s Church Fellowship Dinner after Mass on 1st and 3rd Sundays of the month

Tuesdays:

11:30 a.m. – Daily Mass

Wednesdays:

11:30-12:30 p.m. – Adoration

Protestant Community

Sundays:

9 a.m. – Adult Sunday School (Chapel Library)
10:45 a.m. – Traditional Worship Service

Tuesdays:

5 p.m. – Student Pilot Bible Study (Chapel Library)

Wednesdays:

4 p.m. - Music Rehearsal

Ecumenical services

Wednesdays:

6 p.m. – AWANA, a religious education program for children ages three years old to 6th grade
6 p.m. – Adult Bible study on the Gospel of John
6 p.m. – Youth Group

**When you see this sign, stop.
Help keep our children safe.**

Viewing the solar eclipse: 5 things to know

Maj. Oscar H. Corredor
14th Medical Operations Squadron

Fellow BLAZE Team members, on Aug. 21 a perfect lineup of the sun, moon and Earth will be visible across North America from coast to coast for the first time in 38 years. One of the grandest and most fleeting natural spectacles known to humanity, this total solar eclipse is predicted to be the most viewed ever. Here are five things for Airmen and families to know for a safe viewing experience:

1. The path of “totality”—when the moon entirely blocks the sun’s face—will stretch from Salem, Oregon, starting at 10:16 a.m. and reach Charleston, South Carolina, at 2:48 p.m. This means Mountain Home Air Force Base, Idaho; F.E. Warren AFB, Wyoming; Offutt AFB, Nebraska; Scott AFB, Illinois; Arnold AFB, Tennessee; Shaw AFB, South Carolina; and Joint Base Charleston, South Carolina, will briefly experience near 100 percent eclipse, while the rest of the United States will see at least 70-90 percent to include Columbus AFB.

2. Looking directly at the solar eclipse without proper eye protection is unsafe and can cause serious permanent eye damage. The lone exception is during the brief total phase of the eclipse which will last under three minutes and only within the 70-mile wide band of totality. Outside of that window, there will be harmful rays for the duration of the celestial event.

3. **Homemade filters and standard sunglasses—even dark or polarized ones—are not sufficient to prevent eye damage.** This also goes for unfiltered cameras, telescopes, binoculars, and other optical devices. The only safe way to directly view the uneclipsed




or partially eclipsed sun is through special-purpose solar filters (“eclipse glasses” or handheld solar viewers) that are “CE” certified and meet the ISO 12312-2 international standard. Look for these at community centers, public libraries, and through reputable manufacturers online. Those within the narrow band of totality can remove the solar viewer when the moon completely covers the sun and should replace it for the remaining partial phases. Always supervise children us-

ing solar viewers as young eyes are particularly susceptible to solar exposure damage.


4. **Indirect viewing techniques are a safe and fun alternative.** Pinhole projectors using your hands, cereal boxes, or other projection techniques are popular ways to safely observe a solar eclipse. Look online for instructions on how to make a simple projector. For the safest viewing experience, NASA will host a livestream “Eclipse Megacast” with exclusive multi-platform coverage across the path of

totality.

5. **For more information and resources to safely enjoy the rare solar eclipse, contact the Columbus AFB optometry clinic at (662) 434-2331.** NASA also has a safety section at <https://eclipse2017.nasa.gov/safety>. Remember, **NEVER look directly at the sun with the naked eye except during the brief total phase.** If you experience problems with your eyes or vision following the eclipse, be sure to check in with the optometry clinic.



Visit www.columbus.af.mil
to learn about
Columbus AFB agencies
and other important information.



MyMC2 app

Welcome to the My Military Communities information page. MyMC2 is the mobile application that centralizes all of your installation’s community events, organizations and services right in your pocket.



How do I get MyMC2 for my phone?

You can access this app by navigating to the native app store or market on your device and search for “MyMC2”, or you can scan this QR code and it will take you directly to the download page in your phone.



iPhone
QR code

Android
QR code

If you have any questions or need support please visit www.facebook.com/mymc2support.

Taking care of your Airmen

**Chief Master Sgt.
Tammy L. Kinder-Tims**
14th Operations Squadron
Chief Controller

When you train in the Air Force you train to a standard. Your Airmen will perform to the standard that you accept. If you are willing to accept sub-standard performance that’s exactly what they’ll do.

Taking care of your Airmen. We hear this phrase a lot, but what does it really mean?

Most people understand the crisis management part of taking care of your Airmen. Those times when life just hits hard. You contact the first sergeant, other base agencies or maybe just watch their dog so they can go on emergency leave. Supporting your Airmen during those challenges is very important, but I want to focus on the day to day aspects of taking care of your Airmen.

The first and most important thing you can do for your Airmen is training. Many moons ago, when I was a new three-level, my supervisor handed me a training guide and showed me a library of Air Force instructions and told me to study. I didn’t understand how to use the guide, plus there were so many acronyms, it looked more like alphabet soup than English. I had no idea how to even begin because my supervisor did not bother to teach me. I languished in that room for hours trying to figure out what to do.

The following day when my supervisor quizzed me I performed terribly. He assumed that I was either stupid or lazy and tried to correct that perceived deficiency by assigning me to work two extra hours a day and reprimanding me in public. Thankfully, a fellow three-level came to my rescue and showed me how to use the guide. I’m sure my supervisor thought the marked improvement in my performance was due to his motivation techniques. He could not be further from the truth. You cannot correct a training deficiency with a reprimand. If your Airmen are not meeting performance standards don’t automatically jump to discipline. Your first and most important tool for taking care of your Airmen is training.

When you train in the Air Force you train to a standard. Your Airmen will perform to the standard that you accept. If you are willing to accept sub-standard performance that’s exactly what they’ll do. As a senior airman I had to write weekly training evaluations. I put the least amount of work into those evaluations that I could and I had a supervisor who accepted them. But then I was assigned a new supervisor who would not accept those old evaluations, he expected more. I had to re-write so many evaluations that I quickly became an expert. My flight chief was so impressed,

he had me conduct classes on evaluation writing. The only difference between me not meeting standards and exceeding standards was the expectations of my supervisor. He would not accept a mediocre effort. Enforcing the standards is the second most important tool for taking care of your Airmen.

So let’s say your Airmen are fully trained, you’ve made your expectations of high standards clear and they are still not performing? What are you missing? Motivation. There is no “one size fits all” approach when it comes to motivation. You have to know what works for that individual.

When I was a staff sergeant I had two Airmen who were habitually late for work. I tried everything to correct it to no avail until I made time off reward based. Previously, when the mission allowed early release, I would let the Airmen go equally, a fair share version of time off. After I took away that privilege, it only took one month of working every second of every shift to end the habitual tardiness. When those two Airmen saw their colleagues get to leave 30 minutes early on a Friday, it was far more powerful than any reprimand I could give. In fact, those two now tried to out-work each other for the privilege of going home early and became the strongest performers on that crew. I had finally found the right motivation. Get to know your Airmen, figure out what drives them, and then reward them with something that matters to them.

Taking care of your Airmen isn’t about solving all their problems or making life as easy for them as possible. It’s training them, holding them to high standards, finding their motivators and rewarding respectively. Taking the time to get to know them and investing in their development is truly what it means to take care of your Airmen.

BLAZE Hangar Tails: A-10 Thunderbolt II

Mission

The A-10 Thunderbolt II has excellent maneuverability at low air speeds and altitude, and is a highly accurate and survivable weapons-delivery platform. The aircraft can loiter near battle areas for extended periods of time and operate in low ceiling and visibility conditions. The wide combat radius and short takeoff and landing capability permit operations in and out of locations near front lines. Using night vision goggles, A-10 pilots can conduct their missions during darkness.

Thunderbolt IIs have Night Vision Imaging Systems, or NVIS, goggle compatible single-seat cockpits forward of their wings and a large bubble canopy which provides pilots all-around vision. The pilots are protected by titanium armor that also protects parts of the flight-control system. The redundant primary structural sections allow the aircraft to enjoy better survivability during close air support than did previous aircraft. The aircraft can survive direct hits from armor-piercing and high explosive projectiles up to 23mm. Their self-sealing fuel cells are protected by internal and external foam. Manual systems back up their redundant hydraulic flight-control systems. This permits pilots to fly and land when hydraulic power is lost.

The A-10 has received many upgrades over the years. In 1978, the aircraft received the Pave Penny laser receiver pod, which sensed reflected laser radiation from a laser designator. Pave Penney has now been discontinued in favor more capable advanced targeting pods. The A-10 began receiving an inertial navigation system in 1980. Later, the Low-Altitude Safety and Targeting Enhancement (LASTE) upgrade provided computerized weapon-aiming equipment, an autopilot, and a ground-collision warning system. In 1999, aircraft began to receive Global Positioning System navigation systems

and a new multi-function display. In 2005, the entire A-10 fleet began receiving the Precision Engagement upgrades that include an improved fire control system (FCS), electronic countermeasures (ECM), upgraded cockpit displays, the ability to deliver smart bombs, moving map display, hands on throttle and stick, digital stores management, LITENING and Sniper advanced targeting pod integration, situational awareness data link or SADL, variable message format, or VME, GPS-guided weapons, and upgraded DC power. The entire A-10 fleet has been Precision Engagement modified and now carries the A-10C designation.

The Thunderbolt II can be serviced and operated from austere bases with limited facilities near battle areas. Many of the aircraft's parts are interchangeable left and right, including the engines, main landing gear and vertical stabilizers. Avionics equipment includes multi-band communications; Global Positioning System and inertial navigations systems; infrared and electronic countermeasures against air-to-air and air-to-surface threats. And, it has a heads-up display to display flight and weapons delivery information.

The Thunderbolt II can employ a wide variety of conventional munitions, including general purpose bombs, cluster bomb units, laser guided bombs, joint direct attack munitions or JDAM, wind corrected munitions dispenser or WCMD, AGM-65 Maverick and AIM-9 Sidewinder missiles, rockets, illumination flares, and the GAU-8/A 30mm cannon, capable of firing 3,900 rounds per minute to defeat a wide variety of targets including tanks.

General Characteristics

Primary Function: Close air support, Airborne Forward Air Control, Combat Search and Rescue

Contractor: Fairchild Republic Co.

Power Plant: Two General Electric TF34-GE-100 turbo-fans

Thrust: 9,065 pounds each engine

Wingspan: 57 feet, 6 inches (17.42 meters)

Length: 53 feet, 4 inches (16.16 meters)

Height: 14 feet, 8 inches (4.42 meters)

Weight: 29,000 pounds (13,154 kilograms)

Maximum Takeoff Weight: 51,000 pounds (22,950 kilograms)

Fuel Capacity: 11,000 pounds (7,257 kilograms)

Payload: 16,000 pounds (7,257 kilograms)

Speed: 450 nautical miles per hour (Mach 0.75)

Range: 2580 miles (2240 nautical miles)

Ceiling: 45,000 feet (13,636 meters)

Armament: One 30 mm GAU-8/A seven-barrel Gatling gun; up to 16,000 pounds (7,200 kilograms) of mixed ordnance on eight under-wing and three under-fuselage pylon stations, including 500 pound (225 kilograms) Mk-82 and 2,000 pounds (900 kilograms) Mk-84 series low/high drag bombs, incendiary cluster bombs, combined effects munitions, mine dispensing munitions, AGM-65 Maverick missiles and laser-guided/electro-optically guided bombs; infrared countermeasure flares; electronic countermeasure chaff; jammer pods; 2.75-inch (6.99 centimeters) rockets; illumination flares and AIM-9 Sidewinder missiles.

Crew: One

Unit Cost: \$18.8 million

Initial operating capability: A-10A, 1977; A-10C, 2007

Inventory: Active force, 187; Reserve, 49; ANG, 107



U.S. Air Force photo by Staff Sgt. Melanie Norman

Col. Jon Mott breaks the record for the most documented hours in an A-10 Thunderbolt II during a refueling mission March 30, 2007. Mott, with the Massachusetts Air National Guard's 104 Fighter Wing, has flown more than 4,570 hours in the A-10.



U.S. Air Force photo by Senior Airman Greg L. Davis

The A-10 Thunderbolt II is the first Air Force aircraft specially designed for close air support of ground forces. They are simple, effective and survivable twin-engine jet aircraft that can be used against all ground targets, including tanks and other armored vehicles.

Autocross comes to Columbus AFB

Staff Sgt. Christopher Gross

14th Flying Training Wing Public Affairs

Seventeen autocross drivers from the Columbus, Mississippi, surrounding communities and states competed in several categories for fastest times on the flightline at Columbus Air Force Base Aug. 12-13.

The event was sponsored by the Sports Car Club of America. They host the event several times throughout the year at Columbus AFB, with the next scheduled for Oct. 28-29.



Chuck Bigelow, of Columbus Mississippi, drives his 1973 Porsche 914 through an autocross course during a timed run Aug. 12, 2017, on the flightline at Columbus Air Force, Mississippi. Bigelow and 16 other individuals participated in an autocross event hosted by the Sports Car Club of America. Bigelow ran his fastest time Aug. 13, with a PAX time of 50.883. Bigelow is also an honorary Columbus Wingman.



Todd Jardee, of Brandon, Mississippi, prepares to off load his 1973 Datsun 240Z from his trailer Aug. 12, 2017, on the flightline at Columbus Air Force Base, Mississippi. Jardee along with 16 other individuals participated in an autocross event hosted by the Sports Car Club of America.

Walking away with the fastest PAX, or handicap, time of the weekend was Eric Davis of Conway, Arkansas, with a time of 45.083 in his 2005 Honda S2000.

The event was free and to participate drivers had to have a valid driver's license or be at least 14 years old with a driver's permit and accompanied by a licensed driver.

Carlotta Ford, SCCA member, helped with registration over the weekend and also ran time trials.

She said the group likes coming to Mississippi because it provides some great open areas to run.



Brady Loretz, of Sheridan Arkansas, loosens the lug nuts on a 2005 Honda S2000 Aug. 12, 2017, on the flightline at Columbus Air Force Base, Mississippi. Loretz participated in an autocross event hosted by the Sports Car Club of America.



Chuck Bigelow, of Columbus, Mississippi, in his 1973 Porsche 914 waits with fellow drivers for his turn on the autocross course Aug. 12, 2017, on Columbus Air Force Base, Mississippi. Bigelow and 16 other individuals participated in an autocross event hosted by the Sports Car Club of America. Bigelow ran his fastest time Aug. 13, with a PAX time of 50.883. Bigelow is also an honorary Columbus Wingman.



Todd Jardee (left), of Brandon, Mississippi, talks with a participant while standing by Jardee's 1973 Datsun 240Z on Aug. 12, 2017, on the flightline at Columbus Air Force Base, Mississippi. Jardee along with 16 other individuals participated in an autocross event hosted by the Sports Car Club of America.

~ U.S. Air Force photos by Staff Sgt. Christopher Gross ~



T-1A Jayhawk



T-38C Talon

SUPT Class 17-13 earns silver wings



1st Lt. Kohei Azuma
Mie, Japan
U-125, TBD, Japan



1st Lt. Michael Bernstein
Underhill, Vt.
A-10, Davis-Monthan AFB, Ariz.



1st Lt. Matthew Brau
Poquoson, Va.
T-6A, Columbus AFB, Miss.

Twenty-three officers have prevailed during a year of training, earning the right to become Air Force pilots.

Specialized Undergraduate Pilot Training Class 17-13 graduates at 10 a.m. today during a ceremony at the Kaye Auditorium. Retired Col. Todd Phinney, former Chair of Leadership and Warfighting Department at the Air War College, Maxwell Air Force Base, Alabama, is the graduation guest speaker.

Students will receive their silver pilot's wings at the ceremony, and students who excelled in their respective training tracks are recognized.

First Lt. Grant Schwartz, T-38C Talon, and 2nd Lt. Patrick Lewis, T-1A Jayhawk, received the Air Education and Training Command Commander's Trophy for being the most outstanding students overall in their classes.

The Air Force Association Award was presented to Schwartz and Lewis. The award is presented to a graduate in each flight who excelled in training and typified the tenets of the association; promoting aerospace power and a strong national defense.

Schwartz and Lewis, were named the distinguished graduates of SUPT Class 17-13.

The 52-week pilot training program begins with a six-week preflight phase of academics and physiological training to prepare students for flight. The second phase, primary training, is conducted in the single-engine, turboprop T-6A Texan II at Columbus AFB, Miss. Students learn aircraft flight characteristics, emergency procedures, takeoff and landing procedures, aerobatics and formation flying. Students also practice night, instrument and cross

country navigation flying.

Primary training takes approximately 23 weeks and includes 254.4 hours of ground training, 27.3 hours in the flight simulator and 89 hours in the T-6A aircraft. After primary training, students select, by order of merit, advanced training in the fighter-bomber or airlift-tanker track.

Both tracks are designed to best train pilots for successful transition to their follow-on aircraft and mission.

Advanced training for the fighter track is done in the T-38C Talon, a tandem-seat, twin-engine supersonic jet. T-38 training emphasizes formation, advanced aerobatics and navigation. Training takes approximately 26 weeks and includes 381 hours of ground training, 31.6 hours in the flight simulator and 118.7 hours in the T-38C aircraft.

The airlift-tanker track uses the T-1A Jayhawk, the military version of a multi-place Beech Jet 400 business jet. Instruction centers on crew coordination and management, instrument training, cross-country flying and simulated refueling and airdrop missions. Training takes about 26 weeks and includes 185 hours of ground training, 53.6 hours in the flight simulator and 76.4 hours in the T-1A.

Each class is partnered with business or civic organizations during their year of training. This program is designed to foster closer ties between the community and Columbus AFB. Today, each student will be given a set of pilot wings with their names engraved on the back as a token of good luck from their partners. SUPT Class 17-13 pilot partners are Christina Bastow from Courtyard by Marriott and Mike Davis from RE/MAX Realtor.



1st Lt. William Merkle
Washington, D.C.
C-21, Ramstein AB, Germany



1st Lt. Grant Schwartz
Decorah, Iowa
F-35, Luke AFB, Ariz.



1st Lt. Ryan Sprta
Boise, Idaho
C-146, Duke Field, Fla.



2nd Lt. Caleb Fisher
Boise, Idaho
C-130J, Little Rock AFB, Ark.



2nd Lt. Emery Gumapas
Virginia Beach, Va.
C-130J, Yokota AB, Japan



2nd Lt. Eric Johanson
San Diego
C-17, Travis AFB, Calif.



2nd Lt. Patrick Lewis
Milwaukee
C-17, JB Pearl Harbor-Hickam, Hawaii



2nd Lt. Trevor Phinney
Rochelle, Ga.
HC-130J, Moody AFB, Ga.



2nd Lt. Cristian Rodriguez
Bogotá, Columbia
E-3, Tinker AFB, Okla.



2nd Lt. Carlos Samaniego
Asunción, Paraguay
TBD



2nd Lt. Christopher Schoenig
Bellvue, Colo.
T-1A, Columbus AFB, Miss.



2nd Lt. Barrett Schroeder
Arlington Heights, Ill.
C-17, Dover AFB, Del.



1st Lt. Austin Carter
Nashville, Tenn.
T-6A, Columbus AFB, Miss.



1st Lt. William Durkee
Birmingham, Ala.
F-16, Holloman AFB, N.M.



1st Lt. Austin Hornbrook
Gettysburg, Pa.
F-16, Holloman AFB, N.M.



2nd Lt. Nash Blackwelder
Melbourne, Fla.
HC-130N, Patrick AFB, Fla.



2nd Lt. Lukasz Bokun
Chicago
C-130, Peoria ANGB, Ill.



2nd Lt. Matthew DeRobertis
Baton Rouge, La.
RC-135, Offutt AFB, Neb.