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“Produce Pilots, Advance Airmen, Feed the Fight”

Columbus Air Force Base, Miss.

March 16, 2018

Vol. 42, Issue 10

Weather

Friday  Rain High 67°F Low 56°F	Saturday  Rain High 78°F Low 55°F
Sunday  Thunderstorms High 75°F Low 54°F	Monday  Rain High 77°F Low 49°F

Forecast provided by the 14th OSS Weather Flight

News Briefs

CGOC Beer Garden

The Company Grade Officers Club Beer Garden is scheduled for 6 p.m. March 17 at the Whispering Pines Café.

SUPT 18-06 Assignment Night

Specialized Undergraduate Pilot Training Class 18-07 assignment night is scheduled for 5:30 p.m. March 23, at the Columbus Club.

Happy Irby Golf Tournament

The Happy Irby Golf Tournament is scheduled for 11:30 a.m. March 26, at the Lion Hills Golf Club. See the BLAZE Bulletin for sign-up information.

Inside



Feature 8

The 14th Operations Support Squadron is highlighted in this week's feature.



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

Retired Col. Carlyle “Smitty” Harris, former Vietnam War prisoner of war, speaks to Specialized Undergraduate Pilot Training Class 18-06’s graduation audience about the TAP code March 9, 2018, on Columbus Air Force Base, Mississippi. He spoke to the class about his time as a POW and recounted how his success throughout his life came from the same attributes the pilots have and will continue developed throughout their training.

“Smitty” Harris motivates 18-06 with his story

“It’s such a pleasure to be here today with you,” began retired Col. Carlyle “Smitty” Harris, former Vietnam War prisoner of war. “One of the things I like most is to be with and talk to those folks in blue suits.”

He acknowledged the crowd, and congratulated the newly graduated Specialized Undergraduate Pilot Training Class 18-06.

After thanking the wing and the families he spoke to the graduates about their accomplishment, and how it will change their lives, like it had his.

“The things that have led you to this point are significant; intelligence, education, positive attitudes, perseverance, sacrifice and God given abilities,” Harris said. “The most important

See HARRIS, Page 3

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 (18-15)	-3.33 days	-3.30 days	Mar. 30	48th (18-07)	-1.45 days	2.52 days	Apr. 6	49th (18-FBC)	1.25 days	1.17 days	Apr. 3	T-6	1,365	1,124	11,412				
41st (19-01)	-7.80 days	-2.03 days	Apr. 23	50th (18-07)	3.95 days	-0.57 days	Apr. 6	* Mission numbers provided by 14 FTW Wing Scheduling.				T-1	473	451	3,879				
Col. Brandon Parker, 7th Bomb Wing commander, Dyess AFB, Texas, is the guest speaker for the Specialized Undergraduate Pilot Training Class												T-38	490	578	5,355				
												IFF	188	181	1,996				

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AETC Award

Congratulations to Maj. Bradley Davis, 14th Operations Support Squadron assistant director of operations, on winning the 2017 Air Education and Training Command Flying/Technical Training Annual Award in the "Training Support Flight Commander of the Year" category.

14TH FLYING TRAINING WING DEPLOYED

As of press time, 18 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.



MASCOT CONTEST

The 14th Force Support Squadron is looking for a mascot and we need your help

- Submit a photo or illustration of your design to: columbusfss@gmail.com by Monday, April 9th
- Winner will have their design featured as the mascot for the squadron and win a \$50 FSS gift card

Let your creativity shine!



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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Mon	Tue	Wed	Thur	Fri	Sat/Sun	Long Range Events
19	20 Airshow Table Top Exercise No. 2, 9 a.m. @ Club	21	22 Hearts Apart, 5 p.m. @ Bowl- ing Alley	23 SUPT Class 18-07's Assignment Night, 5:30 p.m. @ Club	24/25 24th: Easter Egg Hunt and Youth Craft Show, 10 a.m. @ Whispering Pines Café 24th: ALS Class 18-03 Picnic, noon @ Lock and Dam	Apr. 5: Pilgrimage Kickoff Party Apr. 5-14: Columbus Pilgrimage Apr. 6: SUPT Class 18-07 Graduation Apr. 7: Catfish in the Alley Festival Apr. 7-8: Autocross on the SAC ramp Apr. 13: SUPT Class 18-08 Assignment Night Apr. 17: Wing New- comers Apr. 21-22: Wings Over Columbus
26 Air Force As- sistance Fund Happy Irby Golf Tourna- ment, @ Lion Hills Golf Club	27 Wing New- comers, 8 a.m. @ Club	28 United Way Annual Meet- ing, 11:30 a.m. @ Mississippi University for Women	29 Columbus Mid- dle School tour Heroes at Home Financial Event, 1 p.m. @ Kaye Alternate Duty Location with Supervisor ap- proval	30 Enlisted Pro- motions, 3 p.m. @ Club	31/1 →	

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SECRETARIES

(Continued from page 12)

year as a defining moment for the service.

“It will be the biggest reform in the Army since 1973 in terms of structure,” he said. “It promises to really reduce the time it takes to ... field a new piece of equipment [and] to do it at less cost, and in time for the Soldier to be able to use it.”

Joint Force Evolution

Wilson stressed that the services are continuing the evolution to a truly joint force. When she first joined the Air Force, she said, being joint meant having to serve in an assignment with people from other services, and joint operations meant deconflicting a battlespace.

“I would say the services are on the cusp of becoming integrated – not just interdependent, not just joint – but integrated in our operations,” she said. “Because if we can do that – if we can gather information faster, decide faster and act faster, then we are going to prevail in 21st-century conflict. I think we are on the cusp of being able to think and move in that direction.”

“What distinguishes our military, what makes us the premier fighting force in the world — which guarantees it will prevail in any conflict — is the quality of our service members,” Esper said. “They are — bar none — the best in the world. They’re smart, they’re aggressive,

“What distinguishes our military, what makes us the premier fighting force in the world — which guarantees it will prevail in any conflict — is the quality of our service members,” Esper said.

they’re resourceful, they are persistent and they have a lot of grit.”

All of the secretaries said the services need some personnel reforms. Wilson noted that it takes 150 days to hire a civilian employee and said the backlog for security clearances has doubled over the past 18 months.

The Air Force secretary said she wants organizational shifting to stop while the service implements acquisition reform.

“There is something we need to pause, which is organizational change,” she said. “There’s been a lot of it in the Pentagon, and we need to just let the org-chart boxes stay where they are this year and focus on things like personnel reform and fine-tuning acquisition.”

NEWS
AROUND
TOWN

March 24

Brantley Gilbert, American country-music singer, will be performing at 7:30 p.m. at the Tuscaloosa Amphitheatre in Tuscaloosa, Alabama. Tickets are available online.

April 5-14

Columbus, Mississippi will be hosting the 78th Annual Spring Pilgrimage April 5-14, 2018. It’s an award-winning event that has been recognized by some as one of the best and most authentic home tours in the South. There will be special events throughout Pilgrimage such as home tours, carriage rides, a half-marathon and 5k run and more.

April 8

Styx and REO Speedwagon, American rock bands, will be performing at 7 p.m. at the Tuscaloosa Amphitheatre in Tuscaloosa, Alabama. The event will also feature special guest Don Felder, a guitarist for the American rock band the Eagles. Tickets are available online.



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Evening Worship - 6pm

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HARRIS

(Continued from page 1)

attributes however concern character. You have values you learned your entire lives ... All of the attributes have been honed through your pilot training.”

He went on to explain a story from his life, to show the power of the attributes all pilots develop through their training and through their lives.

“On one bombing mission my concentration on task and target was interrupted suddenly,” he said.

Harris spent 2,871 days as one of the first prisoners of war in the Vietnam War after being shot down April 4, 1965, during a bombing run. His mission was to target the Thanh Hoa Bridge, one of the most important transportation routes the North Vietnamese had throughout the Vietnam War.

“After ejecting from my crippled airplane, I was captured almost immediately upon landing,” Harris said. “The conditions were very, very rough in captivity. We were mistreated malnourished, denied medical attention, and constantly denied POW status; rather we were told we were criminals of war and must pay for our crimes against the North Vietnamese people. Never before had I been so called upon to rely on training and the values learned during my life.”

In the early days of his incarceration there were about 350 pilots held as POWs in North Vietnam. They were isolated and unable to communicate with each other.

The POWs were tortured and interrogated consistently for information and propaganda, but resisted with strength and resiliency more powerful than the North Vietnamese could have imagined.

“Our most important assets turned out to be our communication with each other. One day early in 1965 four of us were taken out of solitary confinement and placed us in a cell



U.S. Air Force photo by Melissa Doubilin

Second Lt. Matthew Robbins, 14th Student Squadron Specialized Undergraduate Training Pilot Training Class 18-06 graduate, receives his wing from retired Col. Carlyle “Smitty” Harris, former Vietnam War prisoner of war and guest speaker, at SUPT Class 18-06’s graduation ceremony March 9, 2018, at Columbus Air Force Base, Mississippi. Col. Douglas Gosney, 14th Flying Training Wing commander, allowed Harris to pin Robbins’s wings because he was his boyhood mentor in their shared hometown.

together. We were ecstatic and stayed up all night talking ... Four days after that we were put back into solitary confinement.”

Harris taught the three men in the cell the TAP code,

which led to the POWs ability to communicate and organize inside of the camps.

They risked their lives to teach incoming captives about the code, to continue the organization and communication throughout the war.

“We went to extreme efforts and jeopardized ourselves sometimes to transmit the TAP code to new shoot downs,” Harris said. “If we were being walked by a guard we would yell out instructions for the TAP code. It was that important. We knew we were putting ourselves in great physical jeopardy by doing so but usually the guards were so startled we were defying them, but since they were in charge of us that act would reflect poorly on them, so sometimes they wouldn’t turn us in.”

The TAP code brought a chain of command to the camps and helped the POWs keep their morale up. They worked together to keep secrets from the enemy. They practiced everything their training and careers taught them in order to, in some cases, successfully return home many years later.

“The keys to our success in North Vietnam, are all those same attributes you have now,” Harris said. “We were not different from other Air Force and U.S. Navy pilots, but our training and values, when needed, gave us the opportunity to step up to significant challenges. “You are now a part of a brotherhood of air force pilots. To get to this point today you have performed consistently and impressively both in the ground and in the air, and you have now joined an elite band of men and women who through war and peace have worn with pride and honor those same wings you will put on today. I wish you luck, success, and,” he paused to tap the letters G-B-U, standing for ‘God Bless You’, a common phrase that brought him and his fellow POWs in Vietnam hope all those years ago.

March is Colon Cancer Awareness Month

14th Medical Group

Colorectal cancer is the third most common cancer in the U.S. and the second leading cause of death from cancer. Colorectal cancer affects all racial and ethnic groups and is most often found in people ages 50 and older. You may also be at higher risk if you are African American, smoke, or have a family history of colorectal cancer.

The best way to prevent colorectal cancer is to get screened regularly starting at age 50. There are often no signs or symptoms of colorectal cancer – that’s why it’s so important to get screened. If you have symptoms, they may include: blood in the stool, stomach pains, aches or cramps that do not go away, or losing weight and you don’t

know why. These symptoms can be caused by something other than cancer. If you have symptoms, see your doctor.

Everyone can take these healthy steps to help prevent colorectal cancer:

- Get screened starting at age 50.
- Encourage your family members and friends over age 50 to get screened.
- Quit smoking and stay away from secondhand smoke.
- Get plenty of physical activity and eat healthy.
- Maintain a healthy weight.
- Don’t drink too much alcohol.

For more information, visit the Centers for Disease Control and Prevention’s website. You may also contact the 14th Medical Group at 662-434-2396 for assistance with referrals and scheduling.

Air Force Marathon MAJCOM runners needed

The Air Force Marathon will take place on Saturday, September 15, 2018 at Wright-Patterson AFB, Ohio. The Major Command Challenge will again be an important part of the 2018 USAF Marathon. A prestigious traveling trophy will be presented to the winning MAJCOM Commander.

Air Force Services Activity is collecting registration forms (AF Form 303) for the following MAJCOMs: ACC, AFMC, AFRC, AFGSC, AETC, AFSOC, AFSPC, AMC, PACAF and USAFE.

Three males and one female will be selected for the full marathon and four males and two females will be selected for the half marathon. Individuals will be selected based upon most

recent experience and fastest times. Those selected may attend in a permissive TDY status as authorized by AFI 36-3003, Military Leave Program. Members selected will receive uniforms and reimbursement for portions of travel, registration fees and lodging. Registration forms are currently being accepted with a 1 May 18 deadline. No late registration forms will be accepted.

Attached is a flyer for local use in Wing Standup or other forums to help promote this program. Instructions will be sent to fitness center managers to pass on to unit fitness representatives. Detailed information about the marathon is located at <http://www.usafmarathon.com> to include registration forms.

DreamBIG and GhostWriter at Wings Over Columbus

Capt. Kelly Mangano
48th Flying Training Squadron

There is nothing in the world that can match the experience of piloting a fighter jet. Very few people get the opportunity to fly these magnificent machines; most of us can only dream of the experience. Consider what it would mean to merely sit in the cockpit of a real fighter. Imagine getting into a flight suit, putting on a helmet, adjusting your oxygen mask and getting strapped into the ejection seat.

DreamBIG Entertainment will be featuring their restored and re-commissioned A-7 Corsair Cockpit at the Wings over Columbus Air and Space Show. Each person who visits may choose to dress as a real fighter pilot complete with flight gear and a helmet for a



Photo by DreamBIG Entertainment LLC & GhostWriter Airshows
The de Havilland Canada DHC-1 Chipmunk is a tandem, two-seat, single-engined primary trainer aircraft developed and manufactured by Canadian aircraft manufacturer de Havilland Canada. It was developed shortly after the Second World War and sold heavily throughout the immediate post-war years, being typically employed as a replacement for the de Havilland Tiger Moth biplane.

hands on tour and experience in their Mobile Interactive Aviation Museum.

After you've felt the controls in the Corsair Cockpit and you're feeling like a pro, turn your eyes to the sky and watch Nathan Hammond fly his "GhostWriter" in an action packed routine full of loops, rolls and verticals, held tightly right in front of the crowd. Flying two miles high and ten miles wide, you're sure to see how precise Nathan flies his Super Chipmunk as he skywrites for Wings over Columbus!

Please join us April 21st-22nd at Wings over Columbus to feel the thrills and watch some of America's best pilots tear up the sky!



Courtesy photo

The LTV A-7 Corsair II is an American carrier-capable subsonic light attack aircraft manufactured by Ling-Temco-Vought to replace the Douglas A-4 Skyhawk. Its airframe design was a smaller version of the supersonic Vought F-8 Crusader. The Corsair II initially entered service with the United States Navy during the Vietnam War. It was later adopted by the United States Air Force, including the Air National Guard, to replace the Douglas A-1 Skyraider and North American F-100 Super Sabre. The aircraft was also exported to Greece in the 1970s, and to Portugal in the late 1980s.

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.

Taking Care of Us

Capt Jonathan Harris
14th Operations Support Squadron

For the next six weeks here at Columbus Air Force Base, the Air Force Assistance Fund will give Team Blaze the chance to contribute to the greater good of their local Air Force community.

"Even though a lot of people think Air Force Assistance Fund and the Combined Federal Campaign are similar or maybe even the same, they are extremely different. AFAF is a chance to help our own branch, base, and family," said 1st Lt. Jack Neilan, from the 37th Flying Training Squadron. "It could be helping the Airman living next story or the widow you sit next to at church. When we donate to AFAF, we know the money will help take care of us – which really hits home."

The AFAF is an annual effort to raise funds for the charitable affiliates that provide support to our Air Force families in need; active duty, retirees, reservists, guard and our dependents, including surviving spouses. The charitable affiliate organizations provide support in an emergency, with educational needs, or a secure retirement home for widows or widowers of our Air Force members in need of financial assistance. Each individual who donates has four options they can select from; AFAF representatives do not endorse one over another.

The first option is the Air Force Aid Society which has helped Airmen and their families in times of need since 1942. It may be for an everyday expense like a utility bill, something far more unexpected like the need to fly home for a family funeral or a request for a special piece of medical equipment to improve the quality of life for a disabled child. Whether your emergency is big or small, AFAS is there to help —2015 alone the society was able to support over 15,000 emergency cases totaling \$8.1 million.

Next is the Air Force Village, founded in 1970. The AFV is a retirement community with the core charitable mission to care for retired Air Force officers' widowed spouses who need financial assistance. The AFV provides a secure, comfortable environment where widows are surrounded by friends in a home they cannot provide for themselves.

Similarly, the Air Force Enlisted Village mission is simple: To Provide a Home. Established in 1975, the AFEV ensures that surviving spouses of retired enlisted Airmen are not living in less than desirable conditions or homeless. The AFEV also serves the mothers of active-duty and retired airmen and provides temporary housing to surviving spouses of enlisted members who die while on active duty.

Finally, there is the LeMay Foundation, founded by General and Mrs. Curtis LeMay, which awards grants to enlisted and officer retirees' surviving spouses. In 2015, LeMay Foundation gave over \$600,000 in assistance that benefitted widows with monthly grants to augment incomes that fall below the poverty line and it also provided one-time grants to assist with needs like hearing aids, dental care, and minor home repairs.

The Air Force Assistance Fund campaign will run from March 27-May 5. For more information or to donate, please contact Capt Jonathan Harris at jonathan.harris.15@us.af.mil or Staff Sgt. Shaylah McKinney-Jones at shaylah.mckinney_jones@us.af.mil. Additionally, each squadron also has its own project officer who can provide any assistance you might need.



Test pilot briefs T-6 nation

1st Lt. Geneva Croxton
Air Education and Training
Command Public Affairs

JOINT BASE SAN ANTONIO-RANDOLPH, Texas — An F-16 Fighting Falcon's sustained 9 g-force break turn is no small matter on a normal day. Imagine yourself there. Your head weighs 180 pounds and your arms are pinned to the stick and throttle; let go of your breath the wrong way, and you watch the world fade from gray to black in an instant. Now add to this situation a corset-tight upper vest built to restrict lung inflation and an oxygen hose with half the normal flow rate – on purpose.

This is the situation Maj. Justin Elliott, Air Force Strategic Policy fellow, experienced for two weeks in 2015 while trying to identify the array of physiological problems affecting Department of Defense fighter pilots.

Currently working South Asia strategy for a deputy assistant secretary of defense, Elliott's flight experience is uniquely suited to communicating the complexity of physiological problems affecting the DOD's fighter fleet.

A graduate of both United States Air Force Weapons School and Test Pilot School, Elliott has flown over 2,000 hours and 255 combat hours in more than 30 aircraft from the MiG-15 to the F-15SA Advanced Eagles. His flight test experience spans from early F-22 Raptor "work of breathing" testing to managing the development and testing of the Air Force's first "smart" cockpit pressure gauge, fielding this year.

In a powerful statement of transparency, Air Education and Training Command officials decided to put Elliott's experience to good use.

"The punchline is that we do not have all the answers yet," Elliott emphasized upfront in his 45-minute brief. "But, the best doctors, flying physicians, physiologists, engineers and pilots in the world are working on this every day. And right now, I am going to catch you up to the state of the science."

Following a recent series of unexplained physiological events, Maj. Gen. Patrick Doherty, 19th Air Force commander capitalized on Elliott's expertise, asking him to share his experiences with AETC's T-6 student pilots and instructor pilots.

During a two-week period, Elliott briefed all of AETC's flying training wing members. The briefing was one he initially presented to AETC senior leaders during a cross-tell event at Joint Base San Antonio-Randolph Feb. 8-9.

"We want our aircraft back in the air, but our priority is making sure our aircrew are safe and smart in the aircraft, confident in themselves and their equipment," said Doherty.

nio-Randolph Feb. 8-9

"We want our aircraft back in the air, but our priority is making sure our aircrew are safe and smart in the aircraft, confident in themselves and their equipment," said Doherty. "I took the brief from Major Astro Elliott's at the On-Board Oxygen Generation System Conference, his flying experience and knowledge is invaluable to our Air Force, and I knew it would be critical for our young officers to hear what he had to say, so we sent him out to talk to T-6 Nation the following week."

This visionary move by Air Force leaders is a positive departure from the way physiological research was communicated to pilots during the F-22 Raptor investigations in 2012. Instead of dictating procedural changes to pilots from an isolated group of researchers, Air Force officials are opening joint communications lines across all platforms and career fields involved in addressing this critical problem.

"It is heartwarming to see this kind of transparency from our leadership," Elliott said. "It will go a long way in keeping the faith with our aircrews."

"Though these issues are new to T-6s, they are very familiar to me given my life as an experimental test pilot who happened to be right place at the right time," said Elliott, who built the core of his brief in 2015 with outreach and culture change in mind.

Three years later, the brief has grown to include collaborative anecdotes from F-35 Lightning II, T-45 Goshawk, the international fighter community, and even the Air Force's elite pararescuemen.

"Woven together, these stories teach lessons that will last well beyond the mechanical 'smoking gun' we are certain to find and solve in the T-6 fleet," said Elliott.

Elliott recommends pilots use the following "do no harm" approach to change their



U.S. Air Force photo by Melissa Peterson

U.S. Air Force Maj. Justin Elliott, Air Force Strategic Policy fellow, was recorded while presenting a briefing at Joint Base San Antonio-Randolph, Texas on Feb. 22, 2018. Elliott's briefing, sharing an aviator's perspective on physiological events in flight, is now being integrated into student undergraduate pilot training across Air Education and Training Command bases.

psychological mindset in the air to arrive home safely.

"Do not try to diagnose yourself at 500 knots – or 316 knots in your case," Elliott emphasized, "Just get to a safe space."

"Imagine yourself again in the 9 g-force situation – but you did not put yourself there in a controlled flight test," he said. "Instead of focusing on breathing and cognitive abilities, imagine you are focused on a target lock or an aerial gun attack when you suddenly feel dizzy and unable to think straight."

"Many of my friends have been there, and it creates a mental stress not comprehensible at 1G and 0 knots," said Elliott. "At least six physiological issues we know of can compound to put you in this situation on any given day. We have to teach people how to get out of it."

He also said, "Unnecessary mental stress of realizing something is affecting you beyond classic hypoxia – especially when no one has told you what it is – can lead to subconscious hyperventilation that makes a bad situation worse."

By education alone, aviators can take an important step towards safety. The good news is, while the causes of physiological symptoms vary dramatically, the solution is the same.

"Go to Colorado or to Bagram Air Base, Afghanistan where I landed every day at

5,000 feet," Elliott said. "No matter what your jet was doing to you before, breathing ambient air calmly at these altitudes, at a normal rate and depth, will work you toward recovery. There is no need to rush home in a panic and land a jet at the peak of your cognitive problems. Just descend to a safe altitude and relax."

A group of experts in medical, physiological, aviation and engineering called COPE Fighter has been refining this solution for the past two years.

"COPE will solve the mechanical issues across our current fleets, rewrite our syllabi to educate aircrew, change checklists, and cross-flow solutions across platforms," said Elliott. "We are not focused on one platform. COPE will work to ensure we design our future systems with the physiological state of the science in mind. That means aiming sensors at humans so the pilot never has to think about breathing again."

"What we have been hearing over the last few weeks has been word of mouth, so it was nice to have someone informed on the situation talk to us about it," said 1st. Lt. Joseph Uhle, 37th Flying Training Squadron upgrade instructor at JBSA-Randolph.

Since briefing AETC personnel in person, Elliott's briefing was recorded and is now being integrated into student undergraduate pilot training across AETC bases.

Air Force, NATO works to address pilot shortage

John Ingle
82nd Training Wing Public Affairs

SHEPPARD AIR FORCE BASE, Texas — The shortage of pilots in the Air Force has been well documented, but the United States isn't the only member of NATO looking for more people to fill seats.

That was one of several topics discussed during the 75th meeting of the Euro-NATO Joint Jet Pilot Training program Steering Committee at Sheppard Air Force Base that wrapped up March 9, 2018.

Col. Andrea Themely, 80th Flying Training Wing commander, said the program was tasked to conduct a capacity study after the 74th Steering Committee meeting in September, as well as the limitations to growing T-6A Texan II, T-38C Talon and Introduction to Fighter Fundamental tracks taught in the program.

"We knew going into this that it would be a competition for scarce resources to try to get everybody's students through this program," she said. "We also knew the T-6 operational pause that we took in February would also have ramifications on the student throughput of the program for not just the U.S. students, but for all of our partner nations."

Themely said the availability of simulator and flight instructors is one of the primary reasons preventing the program from expanding the number of student pilots it can handle at one time.

In years past, the Air Force tended to be the "shock absorber" when it came to assigning the number of seats each partner nation requested heading into the year. Themely said the U.S. no longer desires to serve as the shock absorber as it works to address the pilot shortage and the program works down a path to figure out how to meet the needs of all NATO partners in the Euro-NATO Joint Jet Pilot Training.



U.S. Air Force photo by Danny Webb

Aircrews in T-38C Talons from the 80th Flying Training Wing practice maneuvers at Sheppard Air Force Base, Texas, May 14, 2014. Pilots practice take offs, landing, touch and goes and tactical formation.

It's no secret that the T-38 is an old aircraft; aircraft flown at Sheppard AFB came into active service in the 1960s. The colonel said the cost for maintaining the fleet of more than 120 continues to increase, which prompted the committee to query about the new T-X trainer the Air Force has selected to replace the T-38 and when it would arrive at Sheppard AFB.

Themely said the Air Force has announced Joint Base San Antonio-Randolph, Texas, will be the first base to receive the Advanced Pilot Trainer, but the service has yet to decide in what order the other flying training bases — Columbus AFB, Mississippi; Laughlin AFB, Texas; Sheppard AFB; and Vance AFB, Oklahoma — will take delivery of the jets. The colonel said the 80th FTW should be considered first because it has the largest T-38 fleet in Air Education and Training Command and has the only fighter-centric flying training program.

"Almost 50 percent of the total U.S. Air Force students that fly fighters come from Sheppard Air Force Base," she said. "This is the only fighter training pipeline for our part-

ners from Germany, Norway, the Netherlands and Denmark.

"To be able to have that stepping stone from our T-38 to the fifth-generation fighters — we have a huge capability gap right now. That T-X will bridge that gap and be able to give us all of the capabilities that we need to train our fifth-generation pilots."

She said eight of the 14 partner nations participating in ENJJPT have purchased the F-35 for their respective air forces.

The contract for building the T-X aircraft has yet to be awarded but that is expected to happen this spring.

Themely said there were several changes to the training syllabus, but none more significant than the addition of air combat maneuvering sorties in Introduction to Fighter Fundamentals. The module trains pilots to work within an element of two aircraft to defeat a bandit. She said it's a little more advanced than traditional dog fighting.

The colonel said U.S. pilots received air combat maneuvering training in their follow-on aircraft, which would be the F-15C Eagle or the F-22 Raptor. With the syllabus change, U.S. pilots in IFF will receive the same advanced training as their colleagues.

"That was a big win to train our U.S. personnel the same as our international personnel because it is one program and it should be one syllabus and we should all meet the same standard at the back end," she said.

Themely said there were a few other syllabus changes of note including adding more flexibility in pilot instructor training, deleting a formation simulator sortie in the T-6 track, and a few other administrative changes.

The next Steering Committee meeting will be this fall in Romania, the newest ENJJPT partner nation. Romania is scheduled to begin sending instructor and student pilots to the program in 2019 with instructors arriving first.

Service Secretaries: People are most important part of DoD's success

Jim Garamone

DoD News, Defense Media Activity

WASHINGTON — Speaking at a forum here March 12 on issues surrounding the president's fiscal year 2019 defense budget request, the three service secretaries agreed that the Defense Department's most crucial need is continued investment in people.

Army Secretary Mark T. Esper, Navy Secretary Richard V. Spencer and Air Force Secretary Heather Wilson told the Center for Strategic and International Studies that the American military's most crucial advantage is its people and that investment must continue to attract and retain them.

All three service leaders said the fiscal 2018 budget goes a long way toward repairing the damage done by the Budget Control Act spending cuts and that the 2019 request will begin the road to modernization.

"At the end of the day, people are what makes everything work, and we really have to focus on this," Spencer said.

War for Talent

The services will be in a war for talent with the private sector, other portions of government and each other, the Navy secretary noted.

"We are all going to be looking for more people to do more things in a more intelligent manner," he said. "We are going to have to figure out a way to adopt and adapt those people that we have."

Esper noted that the budget request supports the National Defense Strategy announced last month. He said the world is entering a "dynamic environment" with the return of great-power competition with Russia and China and the threats from Iran, North Korea and terrorism.

The Army must be capable of countering terror threats as well as those posed by near-peer competitors, he said.

The Army must be able to fight across the spectrum of warfare, and it must be fast, Esper said. He pointed to the stand-up of the Army Futures Command later this

See SECRETARIES, Page 14



U.S. Air Force photo by Senior Airman Mozer O. Da Cunha

Secretary of the Air Force Heather Wilson is briefed by 2nd Maintenance Squadron Airmen during a tour at Barksdale Air Force Base, Louisiana, Nov. 14, 2017. The secretary recently spoke at a forum at the Center for Strategic and International Studies and said the American military's most crucial advantage is its people and that investment must continue to attract and retain them.



Medical Corner

Running, exercise improves health

Medicine for the body

Running and exercise are powerful medicines for the body and can also be fun. We now have proof that doing some form of exercise helps in decreasing and preventing the onset of several diseases as well as improves the health of the mind. Research has shown that people who are active have lower blood pressure, lower stroke rates and lower chances of developing type-2 diabetes. Nearly everyone can add some form of exercise or running to their daily routine — even people whose bodies have been through a lot.

Your body in motion

People have been running for millennia. A commonly used term when describing anything in motion is "locomotion," or the movement or the ability to move from one place to another. You would think that we would have it all figured out by now but quite the opposite.

Your body does not move in only one dimension. If it did, you would not be able to move your legs and arms in front of, to the side of, or behind you. Your body is in constant motion, from the time you wake up to the time you go to sleep. How we move throughout the day is automatic and takes no thought to it. Yet, when running, we think about how we need to place our feet, how to breathe, how we should swing our arms, etc.

Running techniques

Many new runners may not always use the right technique or know what running techniques are causing themselves to be injured or hurt. Injuries can be avoided and eliminated when the proper running techniques, or body mechanics, are applied. So what are running techniques? Running techniques are the proper ways to position your hands, feet, head, elbows, wrists, etc. to allow the body the maximum efficiency and biomechanically advantageous running posture. If running faster is your goal, applying the right techniques will help you to move not only more efficiently but also safely decreasing the chances of injury to joints and muscles.

The five principles of running success

To help with improving your running technique, apply these five principles of running to improve your gait, posture, time and distance.



Principle 1 - Posture (Run Tall)

Imagine your head over shoulders, shoulders over hips, hips over the mid-foot upon landing. Focus on looking straight ahead to the horizon, keeping mid foot and heel level, imagine leaning slightly forward as if to give a kiss.

Principle 2 - Strong & Stable Core

Strength and core exercises will actually help your running and prevent injuries. A strong **core** helps runners with their stability, balance, posture and overall control. Runners are increasingly recognizing the importance of core strength. Overall, core strength training reinforces the way that your pelvis, abs, hips and lower back work together.



Principle 3 - Arms & Hands

Arms set the rhythm of the run, allow the elbows to bend 90 degrees or less, keep the hands at your waist and relax the shoulders and hands; foot always lands under your hand. Swing the opposite arms and legs in sync while running. The arms forward and backward in line with the direction of movement, The arms should not cross center of body, let hands pass the body at hip height.

Principle 4 - Feet

Keep feet close to center with full foot contact the ground, do not lead with the heel, think balance and rhythm, and know that the legs store and release energy. Be sure to utilize glutes to get foot down and generate more spring and power as foot releases from ground. Avoid over striding and forefoot landing, and heel landing. Remember to allow midfoot landing, and avoid heel strike, which is typically caused by to over striding.



Principle 5 - Cadence & Rhythm

Your height, weight, leg and stride length and running ability will determine your optimal cadence. Everyday runners generally fall between 160-170 steps per minute, while elite runners strike the ground around 170-180 steps per minute or higher — with some getting above 200 at their fastest speeds. Focus on engaging your glutes and pop off the ground, do not actively lift your leg upward; let it spring. Always try to extend hips to propel forward. Find a rhythm that is natural for your spring action.



A personal message from your health promotion

Health Myth Busting Team



Dear Health Myth Busters,

I am a new member to the Air Force. Prior to basic training, I had not been doing much running. While running daily in basic training, I was unable to improve and I am interested in becoming a better runner. I have been trying to incorporate running into my weekly routine, however, it still feels uncomfortable as if I am not progressing, hence I do not enjoy running. From the on-line sites I have researched, I have learned that 'running form' is a typical problem for new runners. What do they mean by 'running form' and how do I 'fix it'?

Sincerely,

Future Efficient Runner

Dear Future Efficient Runner,

As a beginner runner, there are common beliefs that running is a natural act, and everyone should be able to pick up the skill easily. However, running is like any other new activity that requires a gradual learning curve, and the development of those skills over time. As you gain knowledge around the new skills, you will need to practice them, self-correct, and remove any barriers that distract you from honing the new skill you want to learn...in this case, running efficiently.

One of the most important tools for new runners begins with learning efficient running form. Running form is based on a set of techniques that allows the runner to remain injury-free, and to run the most efficiently as possible given speed, distance, and specific performance goals. When the runner can maintain good body position, the runner will be able to run with good form and use less energy to run faster, ultimately improving efficiency. Running form principles include: Posture, core, arms, feet, and cadence.

By following these five principles it can help you improve and refine your own technique and running form. Ultimately, with practice and training you will become a top performer and run with ease, ultimately providing the feeling of enjoyment.

When learning a new sport, especially in the case of running techniques the information can be daunting and overwhelming. In an effort to assist with your learning style, we've included pictures with each tip. To keep these tips fresh in your mind and at your fingertips, you may want to print a copy to carry around. Throw one in your gym bag to refer to whenever you need a refresher on the five principles of good form.

Sincerely,

Health Myth Busters

BLAZE Hangar Tails: P-38 Lightning I

Mission

The versatile P-38 Lightning I performed many different missions during World War II, including dive bombing, level bombing, bombing through clouds, strafing, photo reconnaissance and long range escort. It first went into large-scale service during the North African campaign in November 1942, where the German pilots named it Der Gabelschwanz Teufel (“The Forked-Tail Devil”). When the Lightning began combat operations from England in September 1943, it was the only fighter with the range to escort bombers into Germany.

Background

The P-38 was originally conceived as an advanced, high-performance twin-engine interceptor. On Feb. 11, 1939, Lt. Ben Kelsey set a coast to coast record of 7 hours, 48 minutes in the sleek prototype Lightning, but crashed while landing. Despite the accident, development continued and the first of 13 service test YP-38s flew on Sept. 16, 1940. Early model P-38s experienced turbulent airflow over the tail and problems at high dive speeds, known as compressibility, but later modifications corrected these difficulties.

The first major production version was the P-38E, which had a 20mm cannon rather than the earlier 37mm cannon. Production of the E began in September 1941 and 210 were built. The next version, the P-38F, introduced pylon racks that could carry either bombs or droppable fuel tanks, greatly extending its range. Production of the G began in August 1942, followed by the P-38H in May 1943, which had a more

powerful version of the Allison V-1710 engine.

The P-38J, introduced in August 1943, was considerably improved over earlier models. It had better cockpit heating (a notable problem on earlier models), more efficient cooling for its engines, a flat bulletproof windscreen, additional fuel in the wings, and increased maneuverability.

Features

The Lightning truly shined in the Pacific theater; seven of the top eight scoring USAAF aces in the Pacific flew the P-38. On April 18, 1943, the long range of the P-38 enabled USAAF pilots to ambush and shoot down an aircraft carrying Admiral Isoroku Yamamoto, who was the planner of the Pearl Harbor raid and the commander of the Imperial Japanese Navy. The P-38 became the standard USAAF fighter in the Pacific theater until the closing months of WWII.

The final production version was the P-38L, which could carry two 300-gallon drop tanks. Deliveries of the L began in June 1944 and continued until August 1945. Of the 10,038 P-38s built, 3,923 were P-38Ls.

General characteristics

Armament: Four .50-cal. machine guns and one 20mm cannon

Engines: Two Allison V-1710s of 1,475 hp each

Maximum speed: 414 mph

Cruising speed: 275 mph

Range: 1,300 miles



A P-38 Lightning I performs at the 2014 Airshow and Open House April 5-6, 2014 at Columbus Air Force Base, Mississippi.

Ceiling: 40,000 ft.

Span: 52 ft.

Length: 37 ft. 10 in.

Height: 12 ft. 10 in.

Weight: 17,500 lbs. loaded



U.S. Air Force photo by J.M. Eddins Jr.

Senior Airman Anthony Naugle, right, an A-10 crew chief with the 357th Fighter Squadron, 355th Fighter Group based at Davis-Monthan AFB, Tucson, Arizona, gets a lesson in the maintenance of one of the two 1,000 hp (746 kW), turbo-supercharged, 12-cylinder Allison V-1710 engines on a P-38 Lightning from Doug Abshier after the day's practice flights at the Heritage Flight Training Course, Mar 5, 2016.



U.S. Air Force photo by Senior Airman Cheyenne A. Powers

A P-38 Lightning and an F-86 Sabre perform a flyover during the annual Heritage Flight Training and Certification Course at Davis-Monthan Air Force Base, Arizona, March 2, 2018. During the course, aircrews practice ground and flight training to enable civilian pilots of historic military aircraft and U.S. Air Force pilots of current fighter aircraft to fly safely in formations together.

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.)

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 is held daily at 8:30 a.m. It takes approximately one hour. Please contact A&FRC, 434-2790 for more information.

Pre- and Post-Deployment Tour Briefing

These briefings are mandatory for active-duty personnel who are either deploying or returning from deployment or a remote tour. The briefings are held daily at the A&FRC. 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.

Heart Link

The next Heart Link is from 8:30 a.m.-noon. May 23, in the A&FRC. This half-day program is open to all spouses of active-duty military members assigned to Columbus AFB. Attendees will receive information about life in the Air Force, in the local area, and at Columbus AFB from local subject matter experts including spouse leaders. To register or for more information, please call A&FRC at (662) 434-2790.

Hearts Apart

The next Hearts Apart is from 5-7 p.m. March 22, in the A&FRC. This monthly social event is for family members whose sponsor is deployed, on a remote tour, or TDY for more than 30 days. To register or for more information, please call A&FRC at (662) 434-2790.

Transition Assistance Program GPS (Goals, Plans, Success) Workshop

This workshop is from 7:30 a.m.-4 p.m. April 2-6, at the A&FRC. The Transition Assistance Program (TAP) Workshop has seminars on: transition, military occupational code cross-walk, financial planning, health benefits, Mississippi Department of Employment Security, Veterans Affairs, Disabled TAP, Department of Labor (TAP portion). Preseparation counseling is required before attending. Recommend attendance eight to 12 months prior to separation/retirement. Spouses are encouraged to attend with their sponsor. To register, call 434-2631.

Career Technical Training Track Workshop

The next Career Technical Training Track Workshop is from 8 a.m.-3 p.m. May 7, in the A&FRC. This workshop covers the importance and how to go about obtaining skills required

Harris briefs Rotary Club



U.S. Air Force photo by Sonic Johnson

Lt. Col. Christopher Harris, Wings over Columbus 2018 Air and Space Show director, briefed members of the West Point, Mississippi Rotary Club March 15, 2017, at the historic Ritz Theatre.

to make better decisions about your technical goals. To register or for more information, please call A&FRC at (662) 434-2790.

Wing Newcomers Orientation

This brief is from 8 a.m.-noon March 27, at the Columbus Club. The orientation is mandatory for newly arrived active-duty and civilian personnel. Spouses are encouraged to attend. For more information, call 434-2790.

Military Life Cycle

The next Military Life Cycle is from 1-2 p.m. March 27, Veteran Affairs contractors 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. To register or for more information, please call A&FRC at (662) 434-2790.

Federal USAJobs Workshop

The next Federal USAJobs workshop is from 9-10:30 a.m. April 11. This is a workshop on writing resumes, applications and job search, using USAJobs website. Call 434-2790 to register.

Smooth Move

The next Smooth Move workshop is from 10-11 a.m. March 13, in the A&FRC. This monthly venue provides information for relocating members and families. Here you'll learn what to expect before you move from agencies such as Traffic Management Office (TMO), Housing, Military Pay, Lodging, Tri-Care, School Liaison

Officer and A&FRC. To register or for more information, please call the A&FRC Relocation Manager at (662) 434-2701/2790.

Entrepreneurship Track Transition Workshop

This workshop is from 8 a.m.-3 p.m. May 10-11. The entrepreneurship workshop is conducted by the Small Business Administration for veterans and all base personnel interested starting up and operating their own business. To register and more information call 434-2790.

Linked-In Workshop

The Linked-In workshop is from 2-5 p.m. May. 14-15. The workshop will teach you how to establish and use a Linked-In account. To register and more information, please call 434-2790.

Bundles of Joy

The next Bundles of Joy workshop is from 1-3:30 p.m. May 17, at the A&FRC. This program is designed for active-duty Air Force members and/or their spouses who are pregnant or have a child 4 months old or less. Attendees will learn about finances, labor and delivery, and infant care. A \$50 gift card sponsored by the Air Force Aid Society will be provided for each qualifying child. To register or for more information, please call A&FRC at (662) 434-2790.

Employment Workshop

An employment workshop on local and base employment opportunities is held every Wednesday, 1-2 p.m. This program provides

military families and DOD civilian member's individual assessment and career counseling to assist with local employment, preparation for future endeavors via education, job search, or self-owned business objectives in the local area. For more information, please call A&FRC at (662) 434-2790.

Sponsorship Training

An electronic version of sponsorship training called eSponsorship Application & Training (eSAT) is now available. It can be found on the Military Installations homepage military-installations.dod.mil, under "Are You A Sponsor?" For additional information, please contact the A&FRC Relocation Manager at (662) 434-2701/2790.

Discovery Resource Center

The Columbus A&FRC has 12 computers with internet access available for job searches, assessments, resumes, cover letters, state and federal applications, and companies' employment information. A printer and fax machine is available. A lending library of books, DVDs, and periodicals on transition and EFMP topics are available for check out. These resources are available on a first-come-first-serve basis.

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) Start date TBA
4 p.m. – Choir Practice (Chapel Sanctuary)
4 p.m. – Confession (or by appointment)
5 p.m. – Mass
Fellowship Dinner after Mass on 1st and 3rd Sundays of every month

Tuesdays:

11:30 a.m. – Daily Mass

Wednesdays:

11:30-12:30 p.m. – Adoration

Friday:

5 p.m. – Stations of the Cross

Protestant Community

Sundays:

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

Wednesdays:

4 p.m. - Music Rehearsal

Thursdays:

5:30 p.m. – Student Pilot Bible Study (Chapel Library)

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

Columbus Air Force Base Information and Events
Join our Facebook page at Columbus AFB Living, Twitter at @columbusafbliving, Instagram at columbus_afb_living, or visit our website at www.columbusafbliving.com to keep up to date with all the great events happening around base. Check out the calendar on the website for important Airman and Family Readiness Center events. For more information, contact 434-2337.

Mascot Search
The 14th Force Support Squadron is looking for a mascot and we need your help. Show us your creativity and help create the new face of 14th FSS. Submit a photo or illustration of your mascot design by 11:59 p.m. CST Monday, April 9 to columbusfsk@gmail.com. Everyone is eligible to participate and the winner will win bragging rights and a \$50 gift card! The winner will be notified via email once all submissions have been reviewed. For more information contact the 14th FSS Marketing Department at 434-2337.

Lunch Buffets at the Overrun
Enjoy daily lunch buffets Tuesday-Friday at the Columbus Club. Daily buffets include: Tuesday: taco and nacho for \$9, Wednesday: chicken wings and pasta for \$10, Thursday: southern-style lunch for \$10 and Friday: fried catfish for \$10. Club Members receive a \$2 discount. For more information, contact 434-2489.

BLAZE Teen Book Club
Stop by the Base Library and pick up “The Dog Days of Charlotte Hayes” by Marlane Kennedy. Book discussion will be held at 4 p.m. March 21. For more information, contact 434-2934.

Free-Range Kayaking
Start your summer with adventure and explore Lake Lowndes with Free-Range Kayaking from 8 a.m.-noon Apr. 14. Register at Outdoor Recreation from Mar. 22-Apr. 12. The cost is \$15 for ages 18 and up; \$12 for ages 17 and under. For more information, contact 434-2505.

Kick Butts Health Fair
Stand up, speak out and seize control of tobacco. Stop by the Youth Center from 4-5 p.m. March 26 and learn more about tobacco cessation. For more information, contact 434-2504.

March Madness Lunchtime three-on-three Basketball Tournament
Are you ready to shoot some hoops? Sign up by March 22 at the Fitness Center for a lunchtime three-on-three basketball tournament. The tournament begins at 1 p.m. on March 26. Games will be played in the Fitness Center gymnasium. For more information, contact 434-2772.

Spring Fling 5K Fitness Run
Kick off spring with the 14th Force Support Squadron and participate in the Spring Fling 5K Fitness Run at 8 a.m. March 24 at the Whispering Pines Café. Feel free to wear your favorite spring costume. For more information, contact 434-2504.

Spring Fling and Egg Hunt
14th Force Support Squadron is offering a Spring Fling and Egg Hunt from 10 a.m.-2 p.m. March 24 at the Whispering Pines Café. Activities will include a parade at 10:15 a.m., egg hunt at 11 a.m., music, games, food, prizes, family fun and face painting. For more information, contact 434-2504.

Baseball, Tee Ball and Girls Softball Registration
Registration now open for youth 3-18 years of age. The cost is \$35 for ages 3-4 years and \$40 for ages 5-18 years. Volunteer coaches are needed and sports physicals are required. Register no later than March 30. For more information, contact 434-2504.

Tennis Registration
Registration now open for youth 8-18 years of age. The cost is \$40 per participant. Volunteer coaches are needed and sports physicals are required. Register no later than March 30. For more information, contact 434-2504.

New Storytime Schedule
The Base Library is offering Storytime on Tuesdays at 10 a.m. for children 3-6 years old and Thursdays at 1 p.m. for children 2 years old and younger. For more information, contact 434-2934.

Paddleboard Yoga Instructors Needed
Outdoor Recreation is seeking volunteer Paddleboard Yoga instructors for classes to be offered during the summer. For more information, contact 434-2505.

Game Night at the Library
The Base Library is offering a free game night at 5 p.m. the second Thursday of each month. For more information, contact 434-2934.

Horse Boarding Available
The Columbus Air Force Base Riding Stables usually has stall

space available. For pricing and more information, contact Outdoor Recreation at 434-2505.

Free Mango Languages
Learn a new language today! Free Mango Languages available at the Base Library; real-life conversations in over 70 languages. For more information, contact 434-2934.

Play Paintball
Outdoor Recreation offers paintball for groups or individuals. You must book twenty-four hours in advance; 17 years old and under must be accompanied by an adult. The cost is \$15 per person for party of 10 or more; \$20 per person for party of nine or less. You must purchase paint balls at Outdoor Recreation for \$50 per case of 2,000. For more information, contact 434-2505.

The Overrun Open Friday Nights
The Overrun is open Fridays 4:30 p.m. until midnight. For more information, contact 434-2419.

Library Hours of Operation
The Base Library hours of operation are Monday, Tuesday, Wednesday and Friday 10 a.m.-5 p.m.; Thursday 10 a.m.-7 p.m.; Saturday 8 a.m.-noon. For more information, contact 434-2934.

Lawn Mower and Bicycle Repair
Outdoor Recreation is now offering lawn mower repair and self-help bicycle repair. For more information, contact 434-2507.

Hobby and Craft Instructors Needed
Do you have a hobby or craft project you can share with others? Arts & Crafts is looking for craft instructors. For more information, contact 434-7836.

Referees Needed
Referees needed for various sports at the Fitness Center. For more information or to sign up, contact 434-2772.

RV Storage Lot
Don't clutter your home space, park with us. Outdoor Recreation offers a great place to store your RV year around. You will have 24-hour access and can pay monthly or yearly. For more information, call 434-2505.

Instructors Needed
The Youth Center is seeking instructors for tumbling classes, dance classes, piano and guitar lessons. For more information, contact the Youth Center.

Fitness on Request
The Fitness Center offers a truly comprehensive group fitness platform that is available all day and completely customizable to meet your needs with 119 different classes on the Fitness on Request system. For more information, call 434-2772.

Space A Lodging
The Magnolia Inn usually has openings for Space A family and single units. Contact the lodging desk at 434-2548.

Ride in Style
Information Tickets and Travel offers a shuttle service to the airport of your choice. For more information, contact 434-7861.

Climbing through the ranks

Senior Master Sgt. LaTash Luzum
14th Force Support Squadron superintendent

As I look back over my career I humbly tell you that as a young Airman I never imagined that I would be selected to serve our great United States Air Force as a chief master sergeant.

It simply was not a goal I had set and to be honest with you, as Airman 1st Class LaTash Mason, I probably did not think I had what it takes to be a chief. But what I did have was five Senior Non Commissioned Officers, including two Chiefs, and five noncommissioned officers at my first duty station on Joint Base Anacostia-Bolling, Washington D.C., who took the time to shape what I consider the bedrock of my Air Force career.

See, my mother did a pretty good job instilling foundational principles which blended perfectly with our Air Force Core Values; however, it was those SNCOs and NCOs who took time to help me fully understand how they applied in our Air Force culture. They set the precedence for what I aspired to be and that was a leader. I watched those leaders

Through it all, I did not lose sight of being a leader. Not just any kind of leader though, I wanted to be the type of leader that I was fortunate to have as an airman. You, Air Force big “A” Airman, deserve nothing less.

truly lead by example. They consistently displayed every single facet of our Core Values without a second thought. It was an inherent part of who they were and over time it became an inherent part of me.

Integrity first, service before self, and excellence in all we do unknowingly became my roadmap to chief master sergeant. For me it is just that simple. Doing what is right ... at all times, being dedicated to our Air Force and its mission as well as my family, and trying to do my best ... period. I will also continue to be honest and tell you that Senior Master

Sgt. LaTash Luzum, despite our Core Values, still faced and overcame challenges at various points in my career. It was in those challenges I learned valuable lessons, adjusted accordingly, often apologized, and in turn grew more confident in my leadership abilities.

Through it all, I did not lose sight of being a leader. Not just any kind of leader though, I wanted to be the type of leader that I was fortunate to have as an airman. You, Air Force big “A” Airman, deserve nothing less.

With you at the forefront of my mind and with the support of my family, I was able to achieve this milestone. My selection for promotion to chief master sergeant is an honor and privilege that I don't take lightly. It's not about me, it's about you; I will not lose sight of that. There is no magic formula to promotion, but I do know that hard work does not go unnoticed.

With that, if you would have asked me five years ago if I thought I would be promoted to Chief, I would have told you no without hesitation. Solely because it was not my focus. So, do your part and do it with our core values in mind and I am confident that recognition and promotion will follow.



Don't
text
while
driving

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

Eyes on the skies: Weather Flight always on watch

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

Severe rainstorms, hail or tornadoes, the 14th Operations Support Squadron's Weather Flight has seen it all on their radars, here.

With the help of the weather flight, the pilot training mission presses on to help produce every pilot on Columbus Air Force Base.

"The primary goal is exploiting the weather and being as detailed as possible," said Staff Sgt. Ramon Curtis, 14th Operations Support Squadron noncommissioned officer in charge of Mission Services. "We touch every squadrons' operations and help with everything on base, from the Base Exchange to the flying operations within 300 nautical miles."

With Mississippi humidity comes the rain and odd weather patterns that can appear and slow flying down for the new students, because they need constant visual of the ground. With the right forecasting and recognition of patterns the weather flight can properly brief the squadrons on their ability to fly hours or days ahead.

"The weather here has shown me everything, we get all kinds of weather here," Curtis said. "The most challenging thing though is forecasting around this area and the 'Columbus Bubble', where stuff comes in from the west and we see it, we forecast for it, but then it splits over us and ends up in Alabama."

Columbus AFB has a single mission; produce pilots, advance Airmen, and feed the fight. The weather flight exemplifies that mission.

"We are helping student pilots get the jobs they wanted, it's pretty cool," said Senior Airman Tavone Travers, 14th OSS weather forecaster.

No two days of weather are the same, and no two seasons have the exact same patterns either. The dynamic changes create constant challenges for weather flight to overcome.

"It is super unique here, but forecasting is forecasting," Curtis said.



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

The 14th Flying Training Wing's flightline operations building holds many units, including the 14th Operations Support Squadron Weather Flight.

"The weather here has shown me everything, we get all kinds of weather here," Curtis said. "The most challenging thing though is forecasting around this area and the 'Columbus Bubble', where stuff comes in from the west and we see it, we forecast for it, but then it splits over us and ends up in Alabama."

"Weather is all about experience, and that's what we try and teach these new airmen here. The part I like about this job is we are always in the know. We get a lot of great opportunities being the top deploying career field, having the ability to attach with U.S. Army units and things like that. I stay in because of the opportunities the job offers."

Weather experts will be necessary for the foreseeable future and provide airmen with a different perspective of the various missions across the Air Force. Those Airmen will continue aiding pilots and commanders with critical weather analysis to get any task in front of them accomplished safely and effectively.



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

Senior Airman Tavone Travers, 14th OSS weather forecaster studies weather patterns March 12, 2018, on Columbus Air Force Base, Mississippi. Looking at previous storms and patterns airmen can learn about reoccurring weather that may help future forecasts.



U.S. Air Force photo/Airman 1st Class John Day

First Lt. Rob Curry, 14th Student Squadron, conducts training on maintenance checks and cleaning for a Tactical Meteorological Equipment-53 Sensor with 14th Operations Support Squadron Weather Flight members April 5 at Columbus Air Force Base, Mississippi. The TMQ-53 Sensor's capabilities include the tracking of wind speeds, airfield pressure, visibility, precipitation and altimeter settings. The weather readings are put into a weather model to help predict weather patterns and are used in deployed environments for daily reports to aircrews preparing for missions.



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

A T-1 Jayhawk taxis past the FMQ-19 system March 15, 2018, on Columbus Air Force Base, Mississippi. The system helps weather gauge the amount of rainfall has occurred to better inform pilots and commanders with critical weather analysis to get any task in front of them accomplished safely and effectively.