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CITIZEN AIRMAN



**RESERVE SPECIAL OPERATIONS MISSION
REALIGNS FOR FUTURE
WARFIGHTING CAPABILITIES**

Official Magazine of the Air Force Reserve



JOHN P. HEALY
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Chief of Air Force Reserve
Commander, Air Force Reserve Command

FROM THE TOP

MORE (RESERVE) AIR FORCE

At a recent engagement, the Secretary of Defense said, "It's airpower, the next generation of it and our ability to project it that will be the decisive factor in whether or not we truly deter our peer adversaries of the 21st century." Echoing this sentiment, the Chief of Staff of the Air Force reinforced the SecDef priorities to secure America's skies, strengthen our global position and keep our enemies off-balance. CSAF calls for focusing Airmen on the mission when we need them, a concept he titles "More Air Force." And More Air Force is the core of what the Air Force Reserve consistently and reliably offers the Total Force.

We are restoring warrior ethos through our operational experience, the core of Reserve lethality. We deliver operational capability across the full spectrum of Department of the Air Force missions as a proven part of the Total Force.

For example, Reserve fighter pilots average more than double the flight hours of active component counterparts. Reservists across the country are leading major technological modernization in Artificial Intelligence, Hypersonics, Electronic Warfare and beyond line-of-sight communications enabling long-range kill chain and our next generation of warfare.

Our impact extends beyond modernizing for the future fight as more than 60% of the Air Force's Aeromedical Evacuation capacity resides in the Air Force Reserve. In addition

to our combat and air mobility capabilities, we conduct special missions comprised of aerial spray, weather reconnaissance and aerial fire-fighting on behalf of our nation's citizens. We will continue to be a combat-ready force multiplier with the operational capability to meet rotational and combatant commander requirements in any theater at any time.

The focus on rebuilding the military and restructuring efforts highlights the depth and variety of expertise our Reservists bring from every sector of civilian industry. Our cost-efficient experience directly adds to the Department of the Air Force's capabilities not just in combat, but in protecting the nation against other threats. In addition to our special missions, we conduct some of Air Force's most hazardous, real-world operations.

Recently, we flew eight Operation Deep Freeze missions in harsh weather conditions between New Zealand and Antarctica to resupply and regarrison our U.S. Antarctic Stations. Just last month, members of the 920th Rescue Wing responded to the scene of an engine explosion on a commercial shipping vessel located approximately 300 miles off the coast of Bermuda. The team rescued two severely injured crew members, delivered them to medical care where they were treated and stabilized. These examples best exemplify our force – Reserve Airmen making a difference every day.

On a daily basis, our Reserve Airmen demonstrate the efficiency, accessibility, experience and lethality necessary to reestablish deterrence. With a 72-hour response time, we are always ready. Reserve support of the Levant Crisis and Operation Spartan Shield in the Middle East are recent examples of our unmatched strategic depth and surge capacity. For the first half of FY24, AFRC not only executed all assigned global force management allocation plan taskings, but an additional 245%; we are the crowd in crowd source.

When it comes to achieving SecDef's second priority – rebuilding the military – we are simultaneously leading the Department of the Air Force's restructuring efforts while meeting operational demands around the globe. To date, our Airmen have also participated in approximately 59 service and major command exercises.

Most recently, we planned and executed Exercise Nexus Forge which certified our Expeditionary Air Base forces prior to their deployment last month.

CSAF has called on all Airmen to focus on the mission; "More Air Force." For the last three years I have focused our Citizen Airmen on exercising the muscles required to deter and defeat aggression. We are the efficient, accessible, experienced and lethal Title 10 Reserve force – the More Air Force our nation needs.





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CHIEF'S VIEW

ANSWERING THE CALL, SHAPING THE FUTURE

On 14 April 2025, our Air Force Reserve celebrated its 77th birthday. Since 1948, the concept of a "Reserve" force, ready to answer the nation's call in times of need, has been woven into the fabric of the U.S. Air Force. Our component, however, is far more than a standby force; it is a force to be reckoned with – lethal, dynamic and absolutely essential for projecting American airpower to every corner of the globe.

Look back through history, and you'll find us etched into every major conflict, every challenge overcome. From the Berlin Airlift to the Global War on Terror, Air Force Reservists have never hesitated to answer the call. We have executed traditional combat operations and have been on the front lines of humanitarian relief efforts. We have struck fear into the hearts of our adversaries and brought hope and aid to those in need.

Forget "weekend warriors" – that term does not define us. We are Citizen Airmen, active participants in shaping global events. Medics, lawyers, industry leaders, entrepreneurs – we wear many hats, but our dedication to this nation never fades. Our talents and unique perspectives form a critical force multiplier, making the Air Force stronger, smarter and more lethal than ever.

Today, as the strategic environment evolves, the Reserve stands ready for a new era. The world is changing, the stakes are higher, the challenges more complex. But amidst this evolution, one thing remains constant: the unwavering readiness of our Reserve Airmen. We are the force this era demands – resilient, agile and ready to deliver on a moment's notice.

We are the Air Force Reserve, and our time is now!



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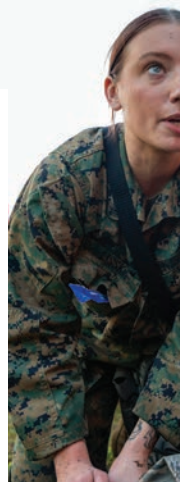
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On the cover: Airmen assigned to the 4th Special Operations Aircraft Maintenance Squadron tow an AC-130J Ghost rider gunship after a wash at Hurlburt Field, Florida. The 4th SOAMXS is responsible for maintenance on the AC-130J, ensuring the gunship is always mission ready. The 919th Special Operations Wing is transitioning one of its warfighting missions to the AC-130J Ghost rider and relocating one of its flying squadrons and aircraft maintenance functions from Duke Field, Florida, to Hurlburt Field. For the story, see page 14. (Airman 1st Class Raul Mercado)

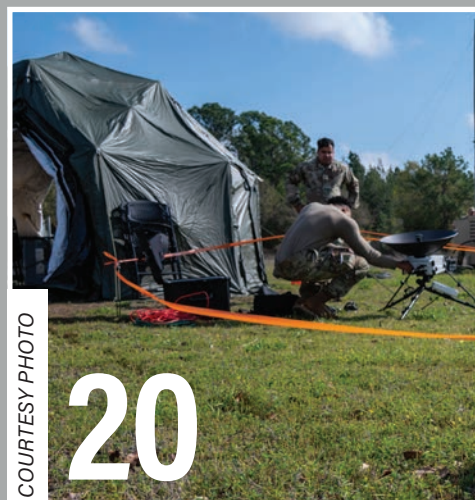


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JOINT EXERCISE REFINES RESCUE CAPABILITY IN CONTESTED ENVIRONMENTS

— By 1st Lt. Symantha King

The 920th Rescue Wing, Patrick Space Force Base, Florida, partnered with the Air National Guard, U.S. Army and Royal Canadian Air Force to train and refine medical staging capabilities for combat operations during exercise Med Beach 25 in late February.

Led by the 920th Aeromedical Staging Squadron, the exercise validated en-route patient staging system readiness while operating in a contested, dynamic environment. Participants rapidly deployed and responded to simulated mass casualty scenarios, ensuring the seamless treatment and transport of patients through multiple modes of recovery platforms and airfield patient movement operations.

During the event, medics responded to a critically injured Airmen who had sustained multiple simulated

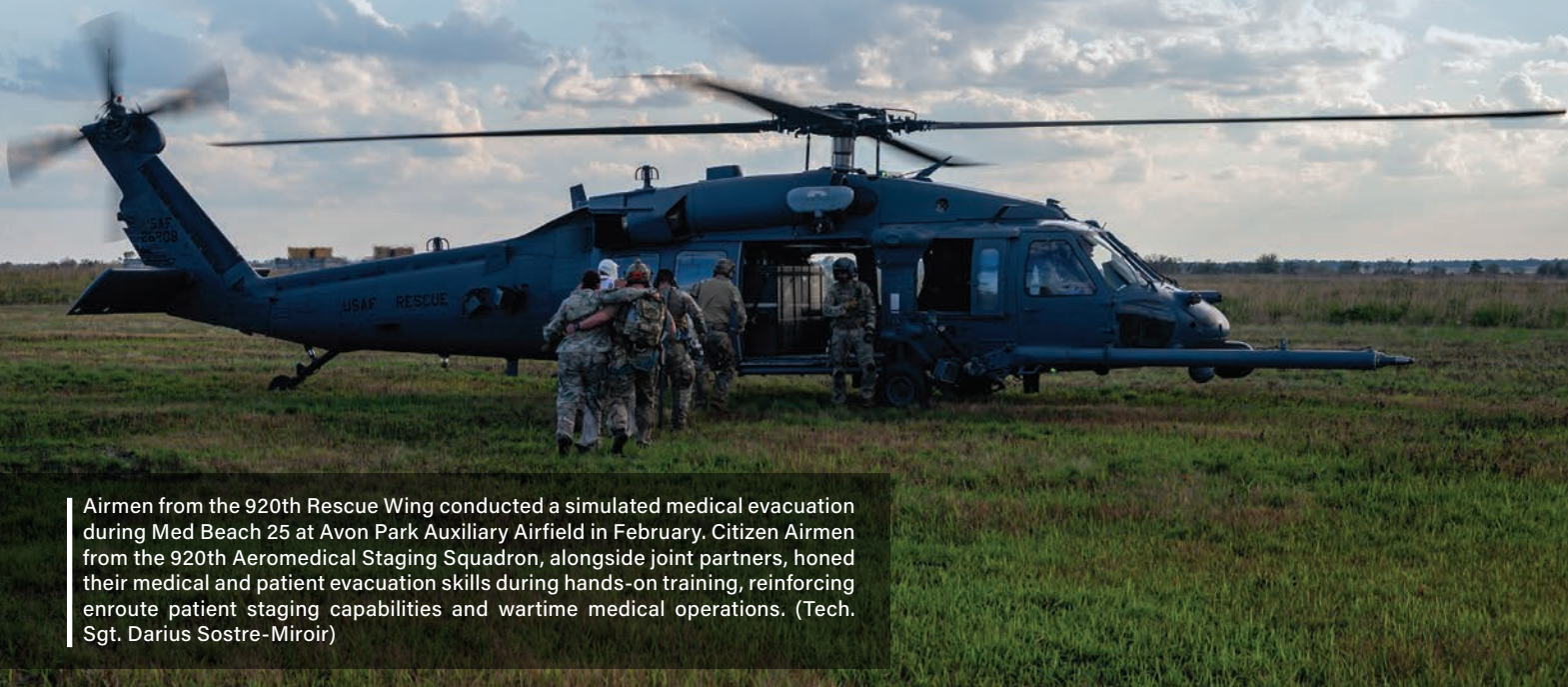
injuries. They conducted full-body assessments, performed triage for stabilization and coordinated with evacuation teams to ensure a smooth transition to the next level of care. The exercise reinforced the importance of rapid decision-making and teamwork in high-pressure situations, ensuring injured personnel received the necessary medical attention without delay.

“For the first time, we’ve tested our en-route patient staging system simultaneously with the 920th Personnel Recovery Task Force under the Agile Combat Employment concept,” said Capt. Mike Beres, 920th ASTS Med Beach 25 planning lead. “Med Beach 25 also implemented new patient movement tracking systems with combatant command coordination and included nighttime operations for the first time.”

The joint and total force effort involved personnel from the 920th RQW, 943rd Rescue Group, 172nd Airlift Wing, 153rd Airlift Wing, 45th Space Force Delta, 927th Air Refueling Wing, 349th Air Mobility Wing, 514th Air Mobility Wing, 159th General Support Aviation Regiment, U.S. Transportation Command and Royal Canadian Air Force.

The force support squadron took part in sustaining Airmen throughout the exercise. They worked in the single pallet expeditionary kitchen to provide hot meals, ensuring participants had the nutrition needed to maintain performance.

The Tactical Medical Augmentation Team played a critical role in the exercise, embedding with multiple elements to provide enhanced medical capabilities. TMAT is de-



Airmen from the 920th Rescue Wing conducted a simulated medical evacuation during Med Beach 25 at Avon Park Auxiliary Airfield in February. Citizen Airmen from the 920th Aeromedical Staging Squadron, alongside joint partners, honed their medical and patient evacuation skills during hands-on training, reinforcing enroute patient staging capabilities and wartime medical operations. (Tech. Sgt. Darius Sostre-Miroir)





Maj. Danielle Humphrey, 920th Rescue Wing Tactical Medical Augmentation Team concept lead nurse, and Tech. Sgt. Kyle Wheeler, 920th Security Forces Squadron fire team leader, perform critical care on a patient during a simulated medical evacuation during Med Beach 25. (Tech. Sgt. Darius Sostre-Miroir)

signed to extend the reach of military medical teams, bridging the gap between initial battlefield care and long-term medical evacuation.

“Med Beach 25 was important to enhance readiness and interoperability within and beyond the 920th Rescue Wing, while merging medical assets with existing en-route care capabilities,” said Maj. Alexander Torres, TMAT concept officer in charge.

During the exercise, the TMAT integrated with security forces to establish a care chain, ensuring isolated personnel were not only extracted but also received continuous medical care throughout their recovery. This coordination included moving patients by vehicle to a helicopter landing zone, transferring them via multiple aircraft and stabilizing them in a temporary medical facility before advanced transport to a higher-level hospital.

Effective communication was essential for coordinating the extraction of critically injured personnel in scenario-based events. A command post controller in the field served as the central hub, relaying information between recovery teams and directing assets to ensure timely medical evacuations.

“What made this exercise unique was its focus on the care chain,” said Maj. Chris Branning, Med Beach 25 air mission coordinator. “We trained on providing continuous medical care through different modes of recovery and transport, elevating the level of treatment at each step.”

Aircrews and medical teams executed complex evacuation scenarios that tested their ability to provide continuous care in austere conditions.

In one such scenario, members from the 920th RQW TMAT concept

and Canadian Armed Forces loaded patients onto an HC-130J Combat King II aircraft at Patrick Space Force Base and provided in-flight medical care en-route to Avon Park. Upon landing, the team quickly transferred the patients to a waiting transport, stabilized them for further evacuation and coordinated airlift to MacDill Air Force Base. The operation demonstrated seamless integration between air and ground medical teams, reinforcing enroute patient staging capabilities in a contested environment.

The 920th RQW is AFRC’s only combat search and rescue wing. Its mission is to plan, lead and conduct military rescue operations and missions to deny competitors and adversaries exploitation of isolated personnel.

CA

(King is assigned to the 920th Rescue Wing public affairs office.)



SERVICES JOIN FORCES TO STRENGTHEN MEDICAL READINESS AT MACDILL

— By Tech. Sgt. Bradley Tipton

The 927th Air Refueling Wing enabled nearly every military branch and component to test their joint service and total force medical capabilities during two exercises – Med Beach and Blue Horizon – on MacDill Air Force Base, Florida, recently. The exercises ran simultaneously, allowing participants to use assets and manpower cost effectively and conduct vital training in preparation for world-wide deployments and readiness.

“We are integrating a joint force in everything we do and laying the foundation to be a premiere joint readiness training location,” said Col. Brook Elkins, 927th Aeromedical Staging Squadron commander. “What we’re able to do now with these exercises has been the culmination of a decade of building relationships and partnerships.”

The 927th ASTS used connections and relationships built over the years to facilitate the evolution in joint medical readiness training, hosting Air Force, Air National Guard, Army Reserve, Navy Reserve and Coast Guard medical professionals for both exercises. Blue Horizon is in its third year on the installation and each time has provided lessons and opportunities for planners to advance the curriculum on offer.

“The two exercises occurring simultaneously allowed for a culminating

event where the Med Beach patients from Patrick Space Force Base were loaded onto an out-bound mission with the 167th Aeromedical Evacuation Squadron out of West Virginia,” said Chief Master Sgt. Bradley Clark, 927th ASTS senior enlisted leader.

“This created an opportunity to embed the Navy into the ERPSS [En-Route Patient Staging System], do the patient movement, process paperwork, experience launch and recovery, and then board the C-130 for an orientation flight.”

Planners from the 927 ASTS worked to incorporate UH-60 Black Hawk helicopters from the 5th Army Reserve Battallion-159th Aviation Regiment to allow Airmen, Sailors, Soldiers and Marines to conduct medical evacuation using 9-Line procedures. The squadron plans to incorporate a U.S. Navy or Coast Guard sea evacuation in a future iteration to bring the joint force experience full circle and let participants experience the full gamut of possibilities.

“Understanding the capabilities of our sister services can assist our medical personnel in planning downrange operations, guiding how we can integrate their strengths into our medical missions,” said Lt. Cmdr. Cameron Cushenberry, officer in charge of Blue Horizon. “This is valuable information and could mean the difference between life and death.”

The 927 ASTS specializes in establishing and operating an en-route patient staging system, establishing the ability to triage patients from the battlefield and provide care or deliver them to aeromedical evacuation units to ultimately transport them to the highest echelons of medicine.

The location of the ASTS, near the back of the installation, offers several advantages for conducting exercises in this fashion. A spacious swathe of land located next to the bay, along with ample warehouse and classroom

space makes their location prime for joint exercises. Participants can get their hands dirty outside, conducting tactical combat casualty care (TCCC) procedures under stress inoculation conditions, and transition seamlessly to a military network-enabled classroom for debrief and further lessons. The Black Hawk helicopters, co-located on the installation, are a short hop to the simulated battlespace for providers standing by with their patients on litters, having been extracted from the chaos of the TCCC environment.

“Many of the participants in these exercises are working toward Air Force Force Generation requirements depending on where they are in the phases,” said Clark. “While the 927th wasn’t being graded, many Med Beach personnel were further along in the force generation cycle, being measured on their readiness for their essential functions.”

Bringing all these capabilities to bear for an exercise is not a small feat and the timing of the two events manages to incorporate the hallmarks of a much larger exercise while maintaining a small footprint in the remote corner of the MacDill peninsula in Tampa Bay.

During the exercises, the 927th and 6th ARW Public Affairs hosted honorary commanders and civic leaders for a tour, allowing participants to view the action.

“Witnessing the exercise first-hand has been an eye-opening experience,” said MaryBeth Williams, a 927th ARW civic leader. “The dedication, adaptability and teamwork displayed by these service members highlight the importance of joint-service training in ensuring medical readiness. Seeing different branches come together to refine life-saving skills under pressure is truly inspiring, and it reinforces the critical role of collaboration in real-world operations.”

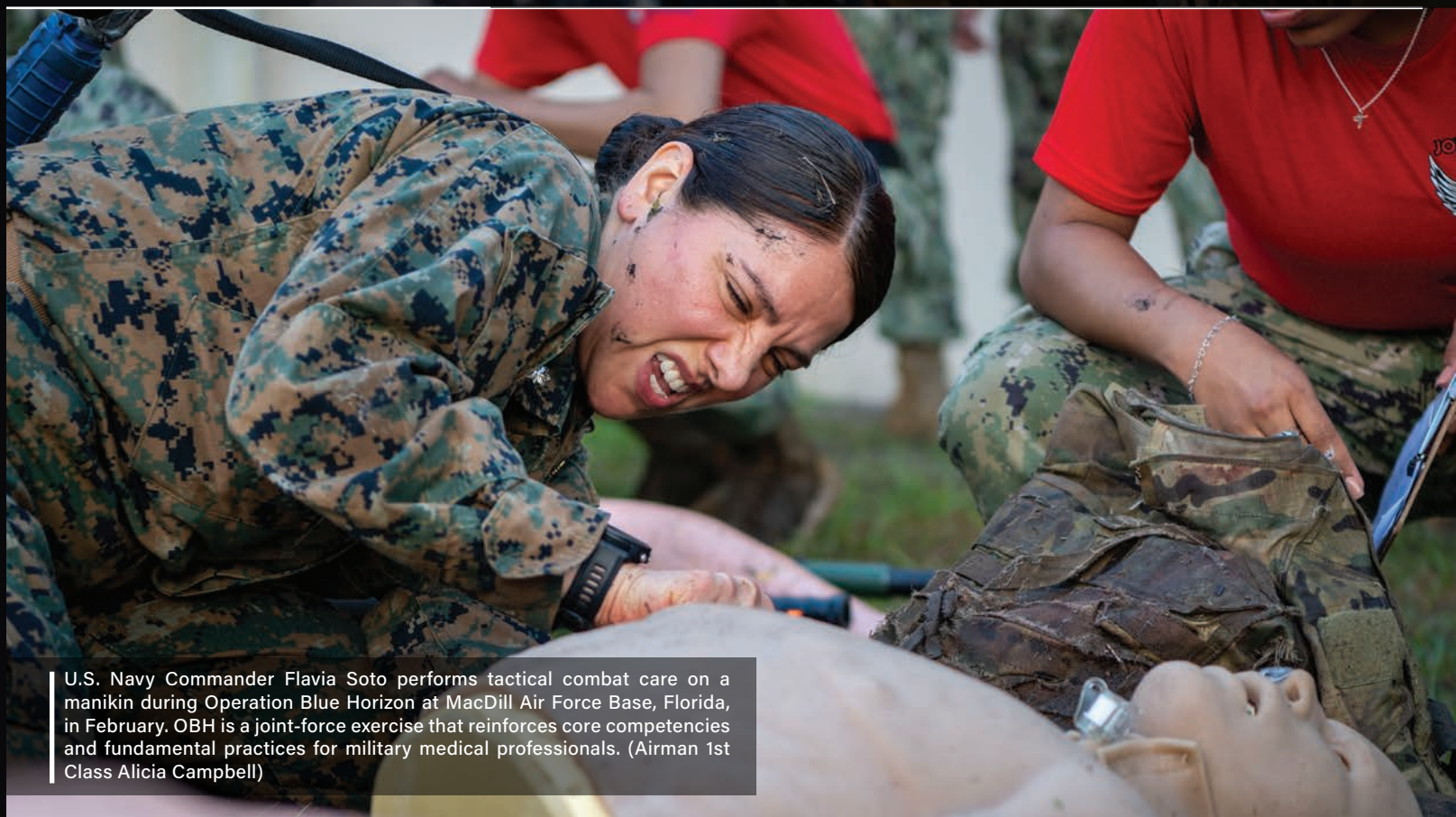


Along with the action on MacDill, around 30 physicians visited the University of South Florida Center for Advanced Medical Learning and Simulation for advanced trauma life support skills training.



(Tipton is assigned to the 927th Air Refueling Wing public affairs office.)

An aircrew member assigned to Golf Company, 5th Battalion, 159th Aviation Regiment, assists Operation Blue Horizon participants during a simulated aeromedical evacuation on a UH-60 Black Hawk at MacDill Air Force Base, Florida, in February. OBH is a Navy-led joint force combat readiness exercise for military medical personnel and reinforces interoperability among sister services to improve joint readiness, scale and capabilities. (Airman 1st Class Alicia Campbell)



U.S. Navy Commander Flavia Soto performs tactical combat care on a manikin during Operation Blue Horizon at MacDill Air Force Base, Florida, in February. OBH is a joint-force exercise that reinforces core competencies and fundamental practices for military medical professionals. (Airman 1st Class Alicia Campbell)



COMBINED RESERVE AND GUARD RIVET JOINT SORTIE SHOWS AFFORGEN POTENTIAL

— Story and photos by Dana Heard



Lt. Col. Maresa Zorrilla, 49th Intelligence Squadron commander, departs the RC-135 Rivet Joint after completing her final sortie aboard the plane at Offutt Air Force Base, Nebraska, in April. Opposite page left: Lt. Col. Brian Ross, 238th Combat Training Squadron director of operations, briefs Air National Guard and Air Force Reserve personnel prior to flying a sortie in the RC-135 Rivet Joint. The sortie was the first time that Guardsmen and Reservists flew primarily without the assistance of active-duty members. Opposite page right: Lt. Col. Justin Snider, 49th IS director of operations prepares for the inaugural joint Air Force Reserve, Air National Guard Rivet Joint sortie.





Air Force Reserve Command's 49th Intelligence Squadron and the Nebraska Air National Guard's 238th Reconnaissance Squadron launched a joint RC-135V/W Rivet Joint sortie from Offutt Air Force Base, Nebraska, April 6, marking the first time a Rivet Joint sortie was primarily crewed by Guard and Reserve Airmen.

The 49th IS is the only flying squadron in the Air Reserve Component to execute the RC-135 mission. For squadron members, this milestone expands the operational capability by enabling a second weekend mission without pulling traditional Reservists away from their civilian careers during the week.

The Nebraska ANG crewed the front end, giving their pilots, navigators, airborne systems engineers and electronic warfare officers valuable training time alongside a seasoned Reserve cryptologic mission crew.

"The biggest thing here is we want to prove that we can do it kind of on our own as much as possible," said Lt. Col. Brian Ross, 238th RS director of operations. "I'm just really excited to get out there and go fly with our partners here in the 49th. We've been trying to do this for a while now and the stars kind of aligned and we hope to keep doing this in the future."

The 49th IS remains fully engaged in the Air Force Force Generation model, currently mobilizing 10 to 11 members annually to locations outside the continental U.S. The first six Airmen recently departed with five more preparing to follow. Partnering with the Nebraska ANG for weekend sorties helps the unit meet flying requirements while preserving a healthy work-life balance for Reservists.

"Now that we're part of AFFORGEN, the 49th IS will constantly cycle through phases of pre-deployment preparation, active deployment and reintegration," said Maj. Curtis Nielsen, 49th IS assistant director of operations. "That's why it's critical we support our traditional Reservists at every stage."

The flight also served as a memorable moment for Lt. Col. Maresa Zorrilla, 49th IS commander. She completed her final sortie, also referred to as a fini-flight, aboard the Rivet Joint alongside her Airmen and received a celebratory water salute upon landing.

"I flew next to my director of operations, Lt. Col. Justin Snider," Zorrilla said. "It was an honor to fly with him and the rest of our incredibly skilled Airmen on my final sortie."

Snider serves part-time as an information integration officer and works full-time as an executive for General Atomics in San Diego.

"This experience and combat capability that the Guard and Reserve bring to the fight is second to none," Snider said.

The mission also served as a fini-flight for Master Sgt. Eric Pyatt, 170th Operations Support Squadron operations superintendent, who will retire this year after more than 20 years of service.

"I was hired as the first ACE-1 in the unit almost 16 years ago," Pyatt said. "I was lucky enough to help grow the maintenance squadron, and so having a fini-flight with a lot of the maintainers that I brought on and have worked with has been great."

The goal is to fly training sorties like this every Nebraska Air National Guard drill period, which is every other month.

As the 49th IS continues to strengthen partnerships and advance mission readiness under AFFORGEN, moments like this highlight not just operational progress but a new standard for mission success.

(Heard is assigned to the 55th Wing public affairs office.)





Pilots walk to their aircraft at Homestead Air Reserve Base, Florida. Air Force Reserve Command and the Air National Guard are testing a new program, called the Total Force Shared Service concept, aimed at encouraging active-duty Air Force pilots to continue flying in the Reserve Component once they separate from active duty. (Master Sgt. Allissa Landgraff)



TFS2:

NEW PROGRAM TAKES AIM AT TOTAL FORCE PILOT RETENTION

— By Bo Joyner

Air Force Reserve Command and the Air National Guard are testing a new program aimed at encouraging active-duty Air Force pilots to continue flying in the Reserve Component once they separate from active duty.

In February, Lt. Gen. John P. Healy, chief of the Air Force Reserve and commander of Air Force Reserve Command; Maj. Gen. Duke Pirak, acting director of the Air National Guard; and Lt. Gen. Adrian Spain, Air Force deputy chief of staff for operations, signed a memorandum establishing the Total Force Shared Service (TFS2) program.

TFS2 is an initiative that offers flexibility to active-duty pilots seeking to affiliate with the Reserve or Guard, while ensuring no loss of capacity to the regular Air Force.

According to the memo, “Many pilots choose to leave RegAF at the end of their initial, 10-year Undergraduate Pilot Training commitment. These are highly experienced pilots in which we have made great investment. Therefore, it is imperative that

we encourage pilots to affiliate with the Air Reserve Component if they choose to leave RegAF. When pilots affiliate, we retain talent for the Total Force, increasing our Total Force warfighting readiness and reducing the ARC pilot shortage.”

“The TFS2 model allows active-duty pilots to separate with one year left on their Active-Duty Service Commitment (ADSC) in return for a three-year Air Reserve Component commitment, with a one-year payback tour on Active-Duty Operational Support (ADOS) orders during the ARC commitment,” said Lt. Col. Brian McGinnis, AFRC’s TFS2 project manager.

Under the TFS2 beta test there will be two options for separating members transitioning to the Reserve:

Under option 1, a member separates from the active-duty Air Force, joins an associate Reserve unit and immediately serves a 12-month ADOS tour with the active-duty unit before serving the remaining two-year Reserve Component commitment as a traditional Reservist. This option is designed to give stability to individuals who desire to remain at their current geographical location.

Under option 2, a member separates from the active-duty Air Force, joins an associate Reserve unit as a traditional Reservist and then has no longer than 12 months before serving an ADOS tour with the active-duty unit. Option 2 also allows the Air Force and Reserve units to mutually enter into an agreement where any Reservist or combination of Reservists from the gaining Reserve unit can help fill a capacity when there is a void left by the separating member. However, the separating member still owes the 12-month ADOS tour. This option is designed for members seeking to get started in an airline career who want to remain in the Reserve as an insurance policy for economic downturns.

McGinnis said the TFS2 beta test will be conducted at five locations: Luke Air Force Base, Arizona; Travis AFB, California; Laughlin AFB, Texas; Joint Base Langley-Eustis, Virginia; and Joint Base Elmendorf-Richardson, Alaska. The goal is to take initial applications in fiscal 2025 for the first pilot transfers to the Air Reserve Component in fiscal 2026.

For more information on TFS2, e-mail McGinnis at brian.mcginnis-is.2@us.af.mil.



RESERVE SPECIAL OPERATIONS MISSION REALIGNS FOR FUTURE WARFIGHTING CAPABILITIES

— By Liz Easterling

The 919th Special Operations Wing is making a significant move as it transitions one of its warfighting missions to the AC-130J Ghost rider and relocates one of its flying squadrons and aircraft maintenance functions from Duke Field, Florida, to Hurlburt Field, Florida.

The move represents a major milestone in the wing's storied lineage transforming for future operations while taking it back to its roots as an operational gunship unit supporting global operations.

"The 919th has a long and storied history as an agile, flexible fighting force," said Col. Scott Hurrelbrink, 919th SOW commander. "Transitioning back to our roots with the AC-130J mission allows us to expand our capabilities and bring our deep operational experience to deter, defend and, if necessary, defeat aggression from adversaries any time, any place."

A large AC-130J Ghost rider gunship is parked on the tarmac. In front of it is a white maintenance truck. A person is standing next to the truck. The background shows a clear blue sky and some airport infrastructure.

Airmen assigned to the 4th Special Operations Aircraft Maintenance Squadron tow an AC-130J Ghost rider gunship after a wash at Hurlburt Field, Florida. The 4th SOAMXS is responsible for maintenance on the AC-130J, ensuring the gunship is always mission ready. The 919th Special Operations Wing is transitioning one of its warfighting missions to the AC-130J Ghost rider and relocating one of its flying squadrons and aircraft maintenance functions from Duke Field, Florida., to Hurlburt Field. (Airman 1st Class Raul Mercado)



The relocation of the 711th Special Operations Squadron, 919th Special Operations Aircraft Maintenance Squadron and 919th Special Operations Maintenance Squadron to Hurlburt Field allows the wing to strengthen its partnership with the active-duty AC-130J aircrews and aircraft maintainers there.

The units will fly and maintain the Ghost rider which provides close air support, air interdiction and armed reconnaissance. Known for its precision firepower and close air support capabilities, the AC-130J brings enhanced avionics, sensor systems and weapons that will allow the 919th SOW to continue its legacy of excellence.

One of the initial missions for the 919th Special Operations Group was flying the AC-130A Spectre gunship aircraft from 1975-1995. During this period, the 919th provided close air support, armed interdiction and reconnaissance while also providing range

clearing support for missile launches at Cape Canaveral and the NASA Space Shuttle in northeast Florida.

The unit became a special operations wing in August 1992 and has supported Air Force Special Operations Command in a variety of missions to present day.

“Our aircrew and support specialists are excited to get back to our AC-130 roots and embark on these new missions,” said Lt. Col. William Palmatier, 919th Special Operations Group deputy commander. “The Ghost rider is an incredibly capable aircraft, and our team is eager to bring expertise to this platform as value-added mission partners with our active-duty counterparts.”

The move will be completed in phases, with Initial Operational Capability expected in fall 2026 and Full Operational Capability by mid-2028. The transition not only enhances the

919th SOW’s operational effectiveness but also ensures that the Air Force Special Operations Command maintains a force that is ready to respond to emerging threats.

“Our Citizen Air Commandos will demonstrate, once again, that they are ready for this moment,” said Hurrelbrink. “The transformation taking place will allow the 919th SOW to remain a highly capable fighting force that leverages the extensive skills and experience within the wing for decades to come.”

With this move, the 919th SOW is positioning itself for the future, reinforcing its role as a lethal, adaptable and mission-ready force capable of executing the Air Force’s most demanding special operations missions.



(Easterling is assigned to the 919th Special Operations Wing public affairs office.)



ROUND THE RESERVE

TRAVIS RESERVISTS PROVIDE CRITICAL MEDICAL SUPPORT IN SAINT LUCIA

A specialized medical team from the 349th Air Mobility Wing, Travis Air Force Base, California, participated in an annual medical readiness exercise in late February in the eastern Caribbean island country of Saint Lucia.

The team consisted of approximately 30 Air Force Reserve health professionals. These professionals worked closely with their host nation counterparts, engaging in a variety of medical procedures and real-world training sessions designed to enhance treatment capabilities and build lasting professional relationships.

"Our team members are comprised of AF Reserve members from different medical departments such as: vas-

cular surgery, flight medicine, general surgery and dental just to name a few," said Col. Robert Noll, 349th Medical Squadron commander.

The deployment aims to enhance medical readiness and build robust partnerships between the U.S. and Saint Lucia medical communities. The individuals from Travis comprised the Lesser Antilles Medical Assistance Team. The LAMAT mission seeks to strengthen U.S. partnerships within Latin America and the Caribbean region by providing relief to overwhelmed medical facilities through collaboration with host nation medical practitioners and respective Ministry of Health officials.

"This is a great opportunity to collaborate with a foreign country, especially our host nation medical counterparts," said Noll. "These types of engagements provide vital opportunities for our Reserve Citizen Airmen to sharpen their skills and expertise while working alongside their allies and partners in a resource-constrained environment."

"I'm so excited to come here and offer our medical expertise to the country of Saint Lucia. I felt a real sense of purpose by helping organize and inventory vital medical supplies," said Capt. Ann Villaruz, 349th Medical Squadron member. 

(Rodney Crum, 349th Air Mobility Wing public affairs.)



Lt. Col. (Dr.) Puneet Pande, left, and Tech. Sgt. Jasmine Abalos, right, 349th Medical Squadron, treat a patient during the Lesser Antilles Medical Assistance Team mission at the Anse La Raye Health & Wellness Centre, Saint Lucia, in February. (Tech. Sgt. Ryan Green)



TRAVIS RESERVIST IS FIRST IN AFRC TO COMPLETE KC-46 NVG INSTRUCTOR COURSE

Lt. Col. Gregg Boulanger, instructor pilot and chief of training with the 79th Air Refueling Squadron at Travis Air Force Base, California, made history as the first Reservist to complete the Night Vision Goggle Academic Instructor course for the KC-46 aircraft.

Boulanger, who completed the course in December at Wright-Patterson Air Force Base, Ohio, is now qualified to instruct others in using NVGs for the KC-46 aircraft. The NVG Academic Instructor course is designed to train aircrews to operate in low-light and no-light conditions using night vision technology. The course includes ground academics on how to properly use NVG devices.

Boulanger is now able to instruct and train other Citizen Airmen in the 79th ARS to become NVG qualified on the KC-46.

"Lt. Col. Boulanger is not only training Citizen Airman but also training the active duty on NVGs," said Lt. Col. John Cuellar, 79th ARS commander. "He went from being a Citizen Airman to embodying that Tota Force model and working with our counterparts. It really shows one fight, one Team Travis."

The goal of the course is for Airmen to learn how to operate the KC-46 in low-light and no-light conditions, improving safety and mission effectiveness during nighttime flights.

"These devices enable us to acquire the runway using infrared, which is undetectable to the naked eye, but we can use these night vision goggles to see that light, find the runway and still maintain safe operations," said Boulanger.

Senior Master Sgt. Mike Parks, 79th ARS boom operator has obtained his qualification in NVG on the KC-46 aircraft under Boulanger's training.

"To go into a new airframe with a new mindset and new operation of reality, bold steps must be taken. The focus in this squadron has been about taking those bold steps in areas that are tactically relevant," said Parks.

With NVG training now integrated into the 79th ARS readiness program, Airmen are honing their skills for operations that may involve future nighttime scenarios, including takeoffs and landings with limited lighting at airfields.

In addition to Boulanger and Parks, the individuals from the 79th ARS who made history as AFRC's first KC-46 NVG initial cadre team are: Maj. Michael Renolayan, Maj. John Milani, Maj. Christian Rotter, Maj. Mark Garrison, Master Sgt. Ryan Gregory, Tech. Sgt. Matthew Johnson, and Staff Sgt. Samuel Nolan.



Lt. Col. Gregg Boulanger demonstrates the proper wear of aviation night vision goggles during a training demonstration at Travis Air Force Base, California. Boulanger recently completed the Night Vision Goggle Academic Instructor Course for the KC-46 aircraft and is now qualified to instruct others in using NVGs on the KC-46. (Dennis Santarinale)



ROUND THE RESERVE

DOVER RESERVISTS EXERCISE COMBAT CAPABILITIES DURING MARCH MADNESS 2025

Citizen Airmen from the 512th Airlift Wing sharpened their combat capabilities during the March Madness 2025 exercise Feb. 27- March 2 at Dover Air Force Base, Delaware.

The readiness exercise is a biennial requirement, and this one was planned on an accelerated timeline, said Master Sgt. Elrico Edwards, 512th AW Inspector General exercise planner.

"We had to plan this in six months instead of the year we usually have," he said. "To do this in half the time and have the results we had, really exceeded most of our expectations."

Once players processed through a personnel deployment function line, the majority were assigned to two different operating areas on base. The first area was near and around the flightline. The second area was at the Tactics and Leadership Nexus training area where the mock deployers established a bare base. In total, exercise participants responded to more than 90 exercise scenarios. Some of these injects included the simulated loss of power and chemical attacks.

Roughly 280 players and 60 evaluators were involved in the event. An-

thony Velazquez, 512th IG director of exercises, said a common theme he saw during the exercise was the positive attitude of everybody involved. "Everybody came together and tried to build this and make it the best version possible," he said. "I was very proud to be part of this."

Edwards said what he saw during the exercise increased his appreciation of the Liberty Wing's warrior ethos.

"If things go wrong, I'm very comfortable with our ability to protect our assets and get out of Dodge if needed," he said. "The exercise proved we are very capable."

The four-day exercise ended with a burger burn where Col. Eric J. Rive-ro, 512th AW commander, praised the Reservists on their accomplishments.

"You guys have really hit it out of the park," he said. "What you have done by focusing on the mission and readiness has laid the groundwork for what we need to do and continue to do in the future."

(Jeremy Larlee, 512th Airlift Wing public affairs.)



Two members of the 512th Security Forces Squadron assess and identify the simulated chemical warfare agent present on a piece of chemical detection paper left outside of a tent during a wing-wide exercise on Dover Air Force Base, Delaware, in March. (Senior Airman Alexis Morris)



MAINTENANCE GROUP SHOWS STRENGTH AND SPIRIT IN C-17 PULL CHALLENGE

CA

In a display of teamwork, strength and esprit de corps, members of the 514th Maintenance Group, Joint Base McGuire-Dix-Lakehurst, New Jersey, participated in a unique training that tested their physical limits while boosting unit cohesion.

The squadron organized a C-17 aircraft pull challenge, where 81 military members successfully pulled the 280,000-pound transport aircraft, loaded with an additional 20,000 pounds of fuel, a distance of 30 feet, 2 inches using only ropes and their combined strength.

"This event perfectly blends readiness training with team building," said Lt. Col. Joseph Trynosky, 514th MXG commander. "The training is valuable to demonstrate our capability to operate in austere locations if vital equipment, like a tow vehicle, becomes inoperable or unavailable."

The idea originated with Staff Sgt. Arianna Cooper, 514th Aircraft Maintenance Squadron Tactical Aircraft Maintenance Specialist, who initially proposed it as a team-building exercise. Her leadership quickly recognized its potential as a valuable training opportunity. To make the event happen, Cooper coordinated with the Wing Safety Office and secured approvals from both the 514th Air Mobility Wing commander and the 305th Air Mobility Wing commander.

Before the challenge, several maintainers calculated the aircraft's breaking force and the pulling power an average

maintainer could generate. Their calculations suggested it would take approximately 27 people to move the massive C-17, but the group ensured they had more than adequate manpower for the task.

"I can't believe how far we pulled it," Cooper said. "We did the math, but I still wasn't convinced we'd be able to move it."

Prior to the main event, unit leadership hosted a cookout, giving participants the opportunity to fuel up and socialize in a relaxed environment. The pre-event meal created a festive atmosphere that carried throughout the day's activities.

"Events like these are crucial for maintaining high morale while providing practical training for our Airmen," said Chief Master Sgt. Antonio Ortiz, 514th MXG superintendent. "The physical challenge of pulling an aircraft weighing several hundred thousand pounds requires the same communication and synchronized effort that our maintenance teams need every day."

Given the event's success, Cooper hopes to make the C-17 pull an annual tradition, combining physical training, team building and practical demonstration of the unit's capability to overcome challenging environments.

(Capt. Christina Wiskowski, 514th Air Mobility Wing public affairs.)



Members of the 514th Maintenance Group, Joint Base McGuire-Dix-Lakehurst, New Jersey, test their physical limits while boosting unit cohesion during a C-17 aircraft pull.



ROUND THE RESERVE

EXERCISE EMERALD HOWL TESTS COMMUNICATION SKILLS FOR TACTICAL READINESS

In today's rapidly evolving operational landscape, communication is more than just a connection, it's a lifeline. For the communications professionals of the 919th Special Operations Wing, Duke Field, Florida, ensuring seamless, secure and resilient communications in dynamic environments is critical.

Citizen Air Commandos from the wing hosted Emerald Howlin late March to enhance the deployment readiness, technical proficiency and leadership development of Airmen in the wing. The exercise provided members the opportunity to operate communications equipment in a controlled but challenging environment. By taking a hands-on approach to their systems training,

participants worked with tactical radio kits and deployable network packages, reinforcing their ability to establish and maintain communication networks under any operational condition.

The exercise emphasized leadership development by placing junior non-commissioned officers and Airmen in roles where they were able to make decisions, manage teams and apply their training in real-time scenarios.

"I'm incredibly proud of how our Airmen stepped up during Exercise Emerald Howl," said Lt. Col. Ryan Liss, 919th Special Operations Communications Squadron commander. "This exercise gave them the chance to lead, make real-time decisions and apply

their skills in a way that prepares them for any mission. "Watching them grow as Reservists and leaders in this environment has been one of the most rewarding parts of my role."

Unlike traditional training weekends, Emerald Howl allowed Airmen to take ownership of their roles in a way that built confidence and fostered problem-solving skills. As the squadron executed readiness throughout the exercise, the goal was always to ensure their teams could seamlessly deploy their equipment and troubleshoot challenges in a dynamic setting. 

(Liz Easterling, 919th Special Operations Wing public affairs.)



Warfighters from the 919th Special Operations Wing work on tactical communications tools during Operation Emerald Howl at Duke Field, Florida, in March. The exercise provided members the opportunity to operate communications equipment in a controlled but challenging environment.



I CARE

BUILDING A STRONGER FORCE THROUGH PEER SUPPORT

The demands of military life can take a toll, often leading to internal struggles that go unnoticed. Recognizing the need for a proactive approach to well-being, Senior Airman Nohora Guzman, with the unwavering support of her mentor, Capt. Adewale Olajubelo, and the 439th Airlift Wing leadership team at Westover Air Reserve Base, Massachusetts, spearheaded the *I Care* program.

This peer-to-peer support initiative aims to combat interpersonal and self-directed violence within the Air Force, fostering a culture where seeking help is not a sign of weakness, but a testament to strength and camaraderie.

I Care goes beyond traditional reactive measures by equipping Airmen with the tools and knowledge to support each other. The program primarily targets Airmen ranked E7 and below, training them as "*I Care* ambassadors." These individuals undergo comprehensive training through six evidence-based modules, learning to recognize warning signs, respond effectively to sensitive situations and connect peers with appropriate resources.

Each module addresses a critical aspect of personal well-being and interpersonal dynamics:

- **The Circle of Trust:** Develops effective communication skills and emphasizes the importance of healthy relationships.
- **The Expedition of Self-Discovery:** Encourages self-awareness, promotes setting healthy boundaries and guides individuals in defining personal goals.
- **Unleashing the Power of Resiliency:** Helps Airmen identify and replace ineffective coping mechanisms with healthier alternatives, building resilience against life's challenges.
- **Stand Up and Speak Out:** A Bystander Intervention: Equips Airmen to recognize potentially harmful situations and empowers them to intervene safely and effectively.

- **Protect Against Interpersonal Violence:** A Tactical Approach: Provides a deeper understanding of risk factors associated with interpersonal violence and equips Airmen with strategies for prevention and response.
- **Protecting Lives:** Identify and Respond to Warning Signs: Focuses on recognizing signs of self-directed violence and emphasizes the importance of connecting individuals with appropriate mental health resources.

The *I Care* program is more than just a series of training modules; it represents a cultural shift within the Air Force. By empowering Airmen to support one another, Guzman and the 439th AW leadership team are building a more resilient, connected and supportive military community. *I Care* ensures that no Airman faces struggles alone, creating an environment where seeking help is not a last resort but a step towards a healthier, stronger future for all.

Should you like more information regarding how to implement *I Care* at your unit or interested becoming an *I Care* ambassador for your unit, please contact Guzman via email at nohora.guzman@us.af.mil, or Capt Adewale Olajubelo at adewale.olajubelo@us.af.mil. 



THE HISTORY ARCHIVES

WHEN IN DOUBT ... REDOUBT

(Editor's Note: As the Air Force Reserve celebrates 77 years of providing combat-ready forces to fly, fight and win, the Air Force Reserve Command Office of Historical Services is providing the readers of Citizen Airman magazine with a series of stories spotlighting key moments in the command's history. The initial story in this series focuses on Operation Redoubt.)

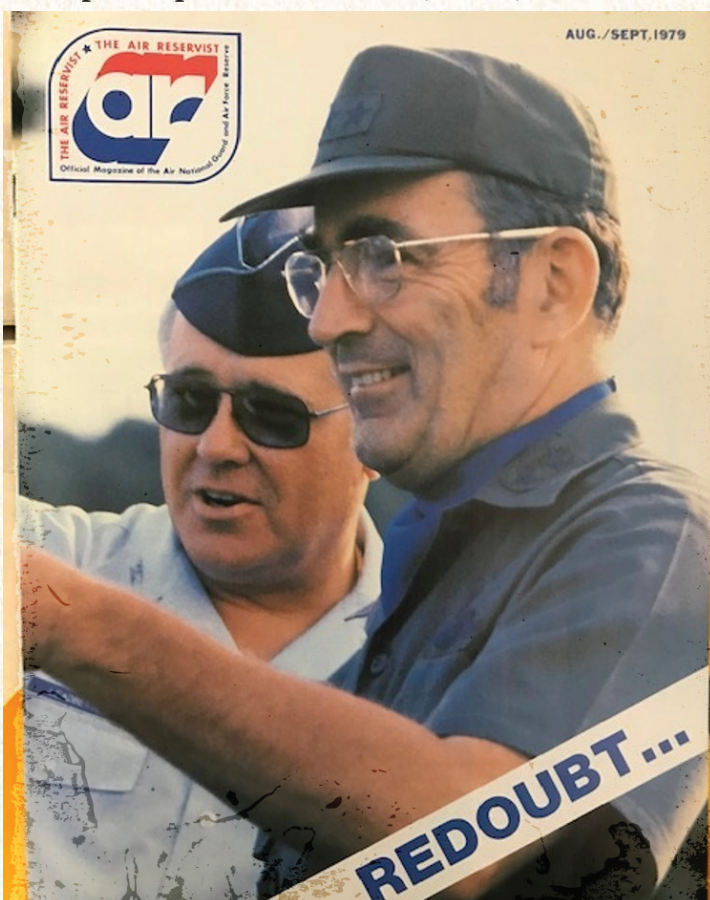
Since 1948, maintaining readiness has been one of the primary motivations for the Air Force Reserve. In fact, the Air Force established the Air Force Reserve to ensure that the service would be able to perform its assigned missions in a timely and effective manner during the next major conflict.

In November 1976, Maj. Gen. Richard Bodycombe hit the ground running as the vice commander of the Air Force Reserve. One of his main goals was ensuring that the Air Force had no doubt that the Air Force Reserve was a vital part of the Total Force. To that end, he initiated planning for Operation Redoubt, a large-scale mobilization and deployment designed to demonstrate the Reserve's accessibility and readiness.

By the middle of December 1976, Bodycombe approved the concept developed by the Headquarters Air Force Reserve staff. Over the course of 1977, the Air Force Reserve executed phase I of the concept which featured a command post exercise, a Reserve-wide recall exercise, and a mobilization and demobilization test.

Between May 4 and May 7 of 1978, the Air Force Reserve conducted phase II of Operation Redoubt to increase mobilization processing, command and control, and crisis reaction capability throughout the headquarters and Reserve units. During execu-

tion of phase II, more than 18,000 Reservists at 31 locations were processed, 20,000 members from 245 units participated in exercises, and 1,000 members,



The cover of The Air Reservist magazine from August and September 1979 shows Maj. Gen. Richard Bodycombe, Air Force Reserve vice commander, talking with Col. G. Dennis Leadbetter, 14th Air Force vice commander, about Operation Redoubt, a large-scale mobilization and deployment designed to demonstrate the Reserve's accessibility and readiness.



At the beginning of phase III of Operation Redoubt, which began in June 1979, the Air Force Reserve successfully contacted 36,067 of the 40,046 available Reservists within 24 hours. During the subsequent mobilization portion of the exercise, Air Force Reserve units flew 124 aircraft that completed 1,047 sorties, airlifted 1,925 passengers and transported more than 635 tons of cargo. In addition, more than 1,731 Reservists deployed to the forward operating bases, while 265 aerial port Airmen took part in deployment and redeployment actions.

The chief of staff of the Air Force and other Defense Department officials praised the Reserve's efforts in Operation Redoubt. When assessing the success, Bodycombe asserted that it was "another successful undertaking that attracted a lot of attention and credit to the Air Force Reserve. Moreover, it was done so realistically that internally it gave the Reservists a feeling of doing something worthwhile which was good practice and in turn raised their confidence." The legacy of Operation Redoubt lives on today as the Reserve continues to hone its edge and demonstrate readiness in events such as Desert Hammer 25 and Nexus Forge.



A security policeman captures an "intruder" on the flight line at Volk Field, Wisconsin, during Redout III.





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