

THUNDER & LIGHTNING OVER
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Colonel Joseph C. Turnham
355th Wing Commander

Welcome!

Welcome to Davis-Monthan Air Force Base, the host of the 2021 “Thunder and Lightning Over Arizona” Air Show and Open House.

We are pleased to open our gates to the public for the first time since 2019 so you can experience the Air Force’s finest air show lineup this year. For nearly a century, DM and Tucson have grown together and it’s our privilege to show you who we are and how we serve.

DM is home to the finest Airmen and military families across the Air

Force, but our mission wouldn’t be possible without the unrivaled support of our neighbors across Tucson and Southern Arizona. As you take in the variety of performances and attractions planned for this event, I encourage you to speak with our Airmen about their service, our Rescue & Attack mission and their experience living and serving in this community.

The Desert Lightning Team and our community partners have worked very hard to deliver an in-

credible show for you. Their effort serves as a small token of appreciation for the incredible support you show us every day.

Our opportunity to fly, fight and win in defense of our nation is a privilege every Airman enjoys, but no other team is lucky enough to serve in a city like Tucson. Thank you for being our wingmen.

RESCUE & ATTACK!

Colonel Joseph C. Turnham
355th Wing Commander

Air Show Events Saturday & Sunday

*Parking, gates and static displays open at 8:30 AM • Flying begins at 10:30 AM
Flying ends at 4:30 PM • Static ramp closes at 4:30 PM*

- U.S. Air Force Thunderbirds
- U.S. Air Force A-10 Thunderbolt II Demo Team
- U.S. Air Force F-35 Lightning II Demo Team
- U.S. Navy F/A-18 Super Hornet Demo Team
- U.S. Air Force Desert Lightning CSAR Demo
- U.S. Navy Parachute Team “The Leap Frogs”
- Vicky Benzing
- Kent Pietsch
- Kirby Chambliss
- Red Bull Helicopter — Aaron Fitzgerald
- Red Bull Skydivers

- Joe Shetterly — RV/8
- Tom Larkin — Mini Jet Airshows
- B-17 Flying Fortress “Sentimental Journey”
- B-25 Mitchell “Semper Fi”
- F6F Hellcat
- Mitsubishi A6M3 Zero
- Douglas C-47 “Old Number 30”
- Aftershock Jet Fire Truck

Specific times and order of performers will not be released by the air show to allow for security, safety, weather and operational concerns.

Performers and aircraft are subject to change or cancel without notice.



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U.S. AIR FORCE THUNDERBIRDS



Courtesy photo

Millions of people have witnessed the Thunderbirds' demonstrations, and in turn, they've seen the pride, professionalism and dedication of hundreds of thousands of Airmen serving at home and abroad. Each year brings another opportunity for the team to represent those who deserve the most credit: the everyday, hard-working Airmen voluntarily serving America and defending freedom.

The Thunderbirds Show Line consists of 24 professionals in various aircraft maintenance specialties. They are selected before each demonstration season based on their job proficiency, dedication to duty, and overall attitude. For each Thunderbirds F-16 aircraft that travels, a crew chief and an assistant crew chief are assigned to it, ensuring their jet is always mission-ready.

The Thunderbirds have the privilege and responsibility to perform for people all around the world, displaying the pride, precision and professionalism of American Airmen. In every hour-long demonstration, the team combines years of training and experience with an attitude of excellence to showcase what the Air Force is all about.

The sharply choreographed, drill-style ground ceremony kicks off the demonstration by showcasing the attention to detail and esprit de corps that defines our enlisted members. As the jets take to the skies and fly only a few feet from wingtip to wingtip, the crowd gets a glimpse of the awesome skills and capabilities that all fighter pilots must possess. The solo pilots integrate their own loud and proud routine, exhibiting some of the maximum capabilities of the F-16 Fighting Falcon — the Air Force's premier multi-role fighter jet.

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— U.S. Air Force A-10C Thunderbolt II —



Courtesy photo

The first production A-10A was delivered to Davis-Monthan Air Force Base, Arizona, in October 1975.

The A-10C offers excellent maneuverability at low airspeeds and altitude, while maintaining a highly accurate weapons-delivery platform. It has the ability to combine large military loads, long loiter and a wide combat radius.

The Thunderbolt II's 30mm GAU-8/A Gatling gun can fire 3,900 rounds a minute and can defeat an array of ground targets to include tanks. Some of their other equipment include electronic countermeasures, target penetration aids, self-protection systems and an array of air-to-surface weapons, including laser and GPS guided munitions, AGM-65 Maverick and AIM-9 Sidewinder missiles.

Thunderbolt IIs have Night Vision Imaging Systems (NVIS), goggle compatible single-seat cockpits forward of their wings, Helmet Mounted Cueing Systems, and a large bubble canopy which provides pilots all-around vision.

The A-10 served in Operation Desert Shield, and Operation Desert Storm, the American intervention against Iraq's invasion of Kuwait, where the A-10 distinguished itself. The A-10 also participated in other conflicts such as Operation Urgent Fury in Grenada, the Balkans, Afghanistan, Iraq, and against the Islamic State in the Middle East.

The A-10C Thunderbolt II is the first Air Force aircraft specially designed for close air support of ground forces. They are simple, effective and survivable twin-engine jet

aircraft that can be used against light maritime attack aircraft and all ground targets, including tanks and other armored vehicles.



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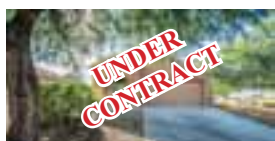
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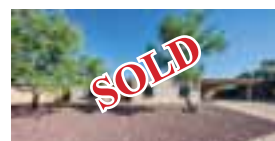
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— U.S. AIR FORCE F-35A LIGHTNING II —

The United States Air Force F-35A is a fifth-generation fighter aircraft that is the newest fighter aircraft in the fleet. The F-35 will be performing along with classic military aircraft as part of the U.S. Air Force Heritage Flight at this year's show. The F-35 is scheduled to fly Saturday only.

The supersonic, multi-role F-35 represents a quantum leap in air dominance capability, with enhanced lethality and survivability in hostile, anti-access airspace environments.

The F-35 combines fifth-generation fighter aircraft characteristics — advanced stealth, integrated avionics, sensor fusion and superior logistics support — with the most powerful and comprehensive integrated sensor package of any fighter aircraft in history. The F-35's advanced stealth allows pilots to penetrate areas without being detected by radars that legacy fighters cannot evade.

The F-35 is designed with the entire battlespace in mind, bringing new flexibility and capability to the United States and its allies. Reliance on any single capability — electronic attack, stealth, etc. — is not sufficient for success and survivability in the future. Missions traditionally performed by specialized aircraft — air-to-air



Courtesy photo

combat, air-to-ground strikes, electronic attack, intelligence, surveillance and reconnaissance — can now be executed by a squadron of F-35s.

When it comes to having a 'quarterback' for the coalition joint strike force, the inter-operable F-35 is clearly the aircraft for the leadership role. The F-35 is designed to share everything it can see with other aircraft and operation centers to expand situational awareness across the entire network of aircraft. F-35s can support legacy aircraft, as well as other F-35s, to achieve mission success and survivability using a combination of stealth, electronic attack, information sharing, and other measures.

The F-35 is in use by the U.S. Air Force (A model), the U.S. Marine Corps (B model) and the U.S. Navy (C model), along with several other nations who have selected the F-35 to be the multi-role fighter of their air forces. The three F-35 variants have similar performance characteristics, and are mainly distinguished by their different basing requirements. As a result, the F-35B and F-35C variants have unique ways to take off and land.

U.S. NAVY LEAP FROGS



Courtesy photo

The U.S. Navy Parachute Team began in 1969 when Navy SEALs and Underwater Demolition Team members volunteered to perform at weekend air shows. The team was officially commissioned "The Leap Frogs" in 1974 by the Chief of Naval Operations, with the mission to demonstrate Navy excellence throughout the United States. Each team member has conducted real-world operations before volunteering to join this elite unit. Following a three-year commitment with the Navy Parachute Team, they will return to their operational units.

After landing, they love answering questions about what it's like to be a Navy SEAL or SWCC. Before every demonstration, they first do a "streamer pass" to help gauge wind speed and direction. Sometimes they'll activate a smoke canister attached to one of their foot brackets and perform what's known as an "early burn." When you see the "early burn" smoke it means they're ready to go. The smoke canisters attached to their feet make it easier for you to see them. Sometimes they're more than two miles up!

The United States Navy Parachute Team "The Leap Frogs" is the official parachute demonstration team of the United States Navy. Part of the United States Naval Special Warfare Command. The Leap Frogs Navy Parachute Team is made up of active-duty Navy SEALs, Special Warfare Combatant-craft Crewmen (SWCC) and support personnel. The team is sanctioned by the Department of Defense and recognized by the Federal Aviation Administration.

U.S. NAVY F/A-18 SUPER HORNET DEMO TEAM



Courtesy photo

F/A-18E/F Super Hornet entered fleet service in 1999, as the replacement for the F-14 Tomcat. The Super Hornet is the second major model upgrade since the inception of the F/A-18 aircraft program and is highly capable across the full mission spectrum: air superiority, fighter escort, reconnaissance, aerial refueling, close air support, air defense suppression and day/night precision strike. The single-seat F/A-18E and the two-seat F/A-18F are high performance, twin-engine, mid-wing, and multi-mission tactical aircraft designed to replace the F/A-18C (single-seat) and F/A-18D (two-seat) aircraft as they reach the end of their service lives and retire.

The F/A-18E and F/A-18F are designed to meet current Navy fighter escort and interdiction mission requirements, to maintain F/A-18 fleet air defense and close air support roles, as well as an increasing range of missions, including Forward Air Controller (Airborne) and Aerial Tanking, as they have proven capability to replace the S-3 as an aerial tanker. F/A-18E/F enhancements include increased range and improved carrier suitability required for the F/A-18 to continue its key strike fighter role against the advanced threats of the 21st century.

JOE "RIFLE" SHETTERLY



Courtesy photo

There are few pilots on this planet who like to cheat gravity more than Joe Shetterly. He loves to fly! Since his first lesson as a toddler, perched on thick pillows in a snug cockpit next to his father, Greg, he's been finding creative ways to break contact with terra firma all his life.

With limited opportunities to fly full-scale airplanes as a young boy, Joe built and flew gas-powered control-line models — something generations of Shetterly boys had enjoyed before him. Soon he was winning radio-controlled aircraft competitions, performing many of the maneuvers that you can see him perform at air shows across North America today.

Joe soloed an airplane at his first legal opportunity: his 16th Birthday. Meeting the FAA minimum age requirement, he earned his private pilot's license at just 17. While still a teenager, Joe began competing in aerobatics!

While earning an undergraduate degree in engineering at the University of Kansas, Joe worked as a full-time flight instructor to help pay his way through school.

After graduating, his passion for flying led him to the Air Force, where he continues to serve. He was selected to fly his dream machine: the venerable A-10 Thunderbolt II (the Warthog!). While stationed in Tucson, AZ, Joe's fighter pilot buddies gave him the call-sign "Rifle."

In 2009, Rifle earned a Master of Aeronautical Science degree from Embry Riddle, and was selected as the Air Force's A-10 Demonstration Pilot, flying nearly 250 aerobatic demonstrations.

Rifle currently flies the Boeing 757 and 767 for a major airline and continues to serve as an A-10 instructor pilot in the Air Force Reserve. He holds an Air Transport Pilot Certificate with commercial privileges in gliders, single-engine, and multi-engine airplanes.

Joe hopes that his air show performances might spark an interest in aviation.

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DESERT LIGHTNING TEAM COMBAT SEARCH & RESCUE (CSAR) DEMO



Courtesy photo

Two Airmen have ejected into hostile territory from a downed aircraft. Time is of the essence as these airmen depend on the quick response of the combat search and rescue team to come to their rescue and save their lives.

This year's Thunder & Lightning Over Arizona Air Show will feature a realistic demonstration of the aircraft and techniques used in a CSAR exercise. It will be loud and explosive!

Highlights from this exciting demonstration include:

- Two Pararescuemen (PJs) jumping from a HC-130J Combat King to simulate downed airmen from a jet that was just shot down.
- A four-ship formation of A-10 Thunderbolts will roll onto the scene and take control of the communications, which will be broadcast to the crowd, and will continue throughout the demonstration.
- The lead A-10 will call in a two-ship of HH-60G Pave Hawk helicopters to pick-up the downed Airmen.
- The HH-60G Pave Hawk helicopters will need additional gas to make it through the rescue. Providing the fuel will be the HC-130J as it flies in formation with the helicopters to perform in-air refueling, while the A-10s fly a protection formation around them.
- The A-10s will suppress a threat with two strafing runs that will include pyrotechnic displays.
- The HH-60 Pave Hawk Helicopters will infil two PJs with a "fast rope" to stabilize and protect the downed Airmen.
- The A-10s will protect the helicopter, PJs and downed airmen with bomb runs that will use pyrotechnic displays.
- The HH-60 Pave Hawk will hoist the PJs and downed Airmen into the helicopter and all aircraft will depart.

We're calling this CSAR Demo "The Desert Lightning Team (DLT) CSAR Demo" to highlight the interoperability of the attack and rescue functions in the 355th Wing. Major Josh "Nomar" Geidel will lead the CSAR Demo as the Rescue Mission Commander known as "Sandy 1."



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KIRBY CHAMBLISS



Courtesy photo

Kirby Chambliss is one of the most outstanding pilots ever to fly air shows and in the Red Bull Air Races. He can boast two world titles and 10 race victories, which puts him third on the all-time wins list. The American with the never-say-die spirit has been a leading force in the sport throughout his career that began in 2003. His prowess in the raceplane has seen him on the podium in 11 of his 12 seasons, a remarkable string of consistency that was only snapped in 2014.

Chambliss grew up racing motocross but always knew he wanted to become a pilot. He began flying at the age of 13 and by 24 became the youngest commercial pilot at Southwest Airlines. By the time he made it to captain at 28, he was already polishing his aerobatic skills. His interest piqued when completing his aerobatic training for an earlier job flying a business jet.

After fueling aircraft to earn money in his high school years, he flew as a freight pilot and later took to aerobatics in 1985. He now flies the Zivko Edge 540 and jokes that the controls and wings are mere extensions of his own arms.

— RED BULL —

SKYDIVING TEAM



Courtesy photo

The Red Bull Skydive Team constantly pushes the realms of possibility for its spectacular wingsuit and skydiving projects! The wingsuit flyers can reach speeds well over 100 mph while hovering within feet of each other. The team is known for their experimental jumps in which they accomplish stunts that no other group has ever done in the world.

The Red Bull Skydive Team — consisting of four exceptionally gifted aerial acrobats -show which possibilities the playground of the third dimension offers. This show builds up the extra rush for sports events, concerts, business parties or product presentations. No matter if day or night, over land or water — with breathtaking light and smoke effects this action is a perfect highlight on special occasions.

HELICOPTER



Courtesy photo

For years, there was only one pilot licensed in the world by the FAA to perform aerobatics in a helicopter. That pilot, Chuck Aaron, thrilled air show audiences around the world with his feats in the MBB-BO 105 until he retired from flying air shows in 2015.

That's when another "Aaron", Aaron Fitzgerald stepped up to learn to fly the Red Bull Helicopter. And after several years without the Red Bull Helicopter appearing on the air show circuit, fans are clamoring to see this very unique act again.

Fitzgerald is not new to flying. After serving as a paratrooper in the U.S. Army, he went on to civilian flight training in California, and began flying everything from crews building power lines to news helicopters.

From there, he had an opportunity to learn to fly aerobatics with Red Bull when his predecessor, Chuck Aaron, retired, and the rest is history.

"I was honored to be chosen for the training," Fitzgerald said. "I wasn't sure how well I would do because I hadn't flown a lot of aerobatics ... but I've really been enjoying it."

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Vicky Benzing



Courtesy photo

Vicky's beautiful Stearman was manufactured in 1940 by the Boeing Aircraft Company for use as a military trainer in WWII.

In 1990, the airplane was taken out of storage and restored by Stadel Aircraft, based in Yuba City, California. It was converted back to a standard acrobatic category aircraft. Vicky purchased the airplane in 1998 and she bases it at The Pine Mountain Lake Airport near Yosemite, California. Vicky loves to fly the airplane at air shows, demonstrating the grace and beauty of flight in this early trainer.

Except for the engine and a smoke system, Vicky's Stearman remains as originally built 75 years ago. It has two ailerons instead of four, like most Stearman that are flown in airshows. So it takes two hands on the stick and a lot of muscle to roll it. Vicky has learned to keep positive G's on her Stearman at all times, just as the WWII pilots would have done. Vicky considers herself lucky to be a steward of this timeless masterpiece.

Tom Larkin Mini Jet Airshows



Courtesy photo

The "star" of Mini Jet Airshows is a modified SubSonex Jet, otherwise known as JSX003. The SubSonex is an Experimental Jet that comes as a kit from the Sonex factory in Oshkosh, WI. It weighs 500 lbs, goes up to 300 mph, and it is fully aerobatic. This particular aircraft was the first kit ever sold and flown, and it has been flying for approximately 4 years. The jet is powered by the PBS TJ-100 engine from the Czech Republic, and at full throttle it is capable of producing 258 lbs of thrust while burning 45 gallons/hr of jet fuel. As beautiful as the jet is, there is no paint on it. It is completely wrapped in a vinyl covering, similar to a show car. The smoke system is custom and it puts out a smoke trail from start to finish.

During the show, pilot Tom Larkin will be performing a cross section of maneuvers that he routinely used while instructing and flying fighters in the Air Force. Mini Jet Airshows is the culmination of a 30+ year dream to own and fly a Mini Jet in airshows.

If you've never seen a jet doing a full aerobatic routine in a small confined space, you're in for a real treat!

Kent Pietsch



Courtesy photo

Kent Pietsch, sponsored by Jelly Belly® will bring his aerobatic comedy act to the skies in his bright yellow, jelly bean-decorated 1942 Interstate Cadet aircraft. Pietsch performs extreme maneuvers during his performance such as a dead stick, or total power off, routine from an altitude of 6,000 feet. During the performance, the aircraft's aileron will fall off during mid-air, and Pietsch will land the aircraft on top of his RV.

Pietsch began his flying career at a young age and at 16 years old, took his first solo flight. Following in his father's footsteps, Pietsch began flying commercial charters for his father's company, Pietsch Aircraft, in Minot, North Dakota, in 1974. Soon after, he restored his Interstate Cadet and began flying air shows with his father and brother Gary.

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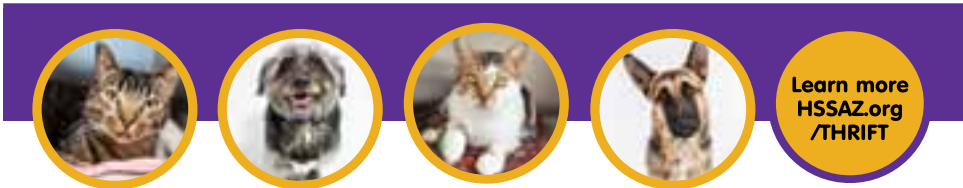
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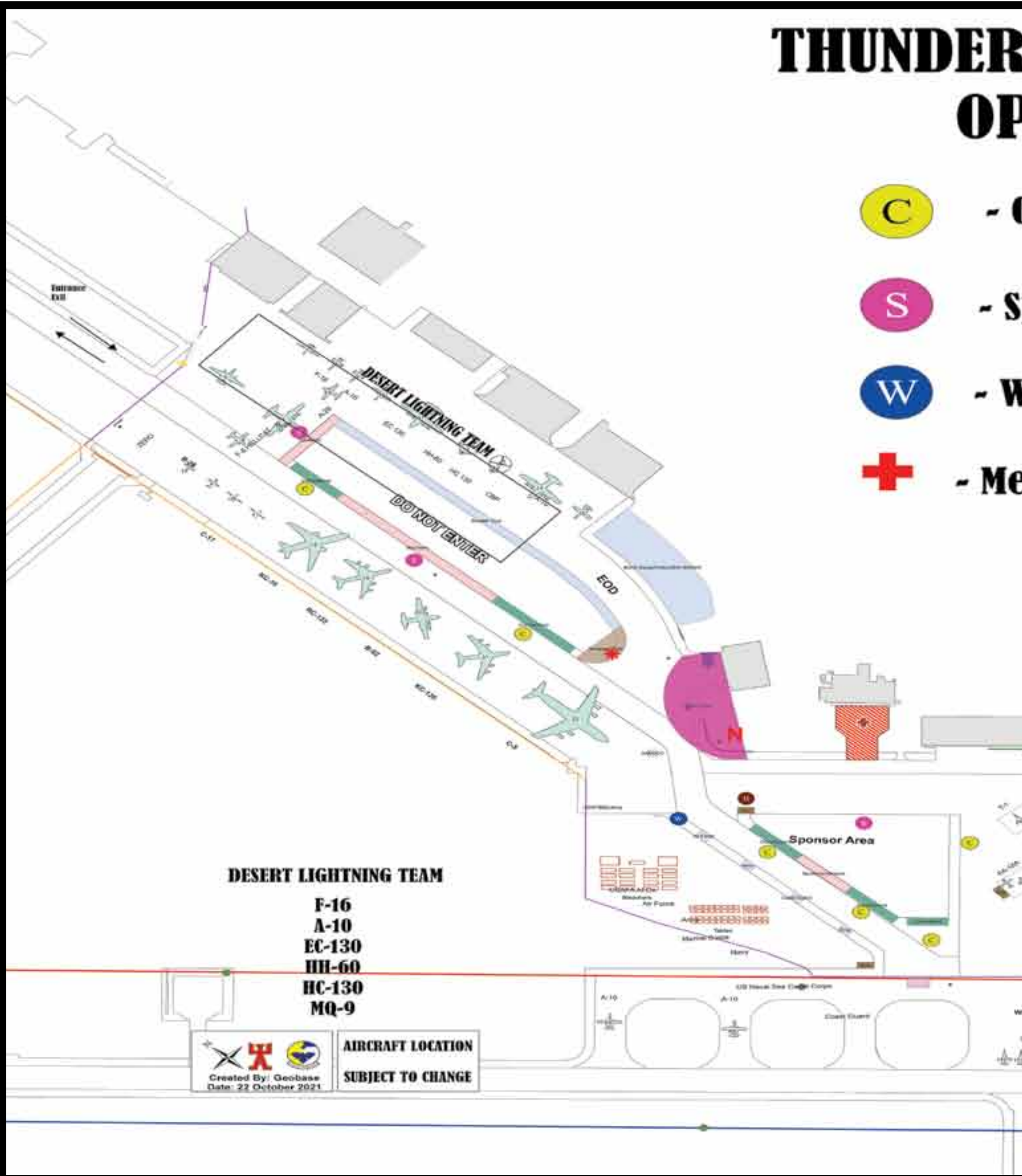
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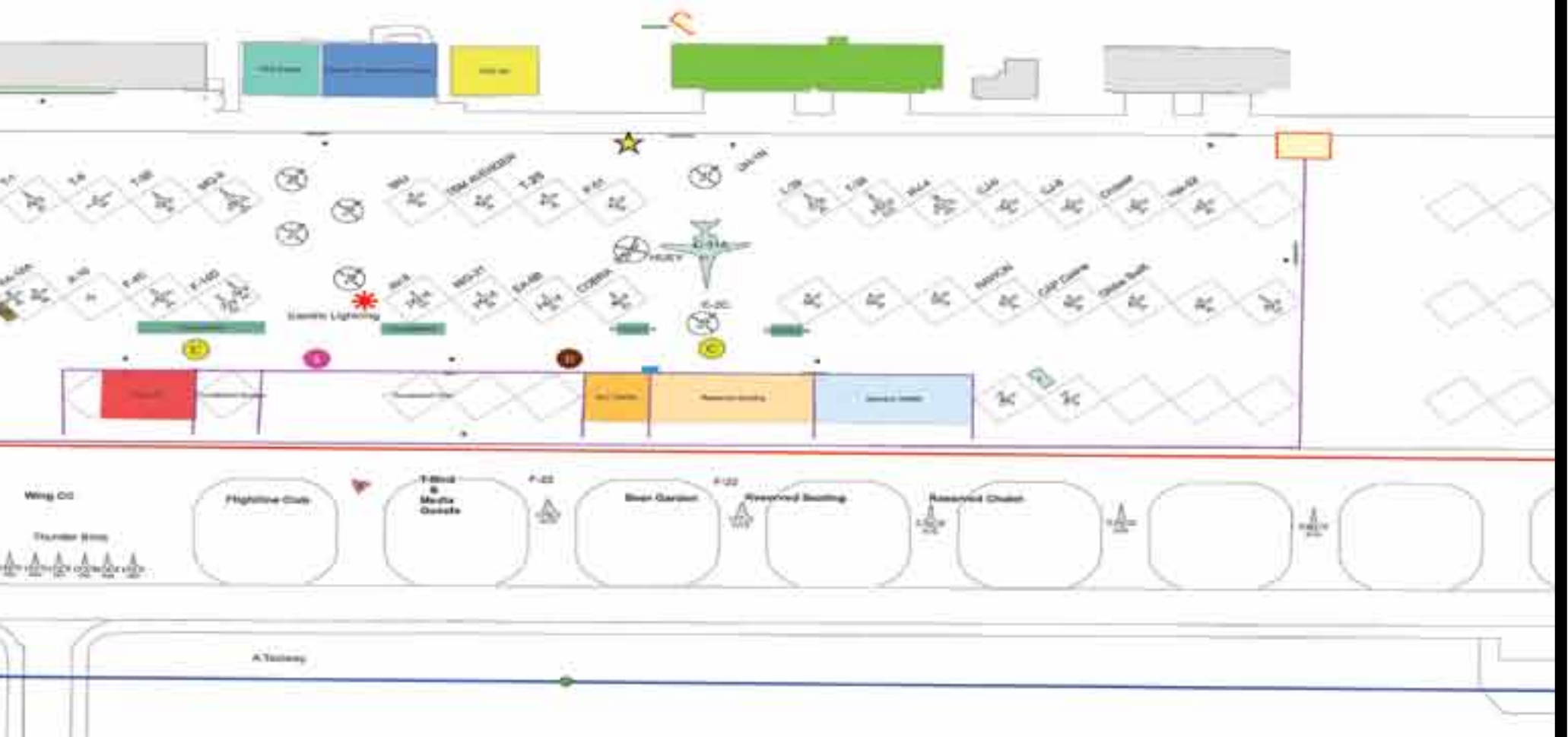


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BUSHWHACKER 21-07: Agile Combat Employment

by Staff Sgt.
KRISTINE LEGATE

355th Wing Public Affairs

Davis-Monthan Airmen implemented the Dynamic Wing concept with Exercise Bushwhacker 21-07, Oct. 4-8.

This exercise helped broaden and refine skillsets DM Airmen gain from training outside of their career specialties to provide the wing the ability to rapidly deploy agile and self-sufficient forces.

“Our Airmen are able to perform duties outside of their Air Force Specialty Codes,” said U.S. Air Force Lt. Col. Leif Nordhagen, 355th Wing director of Agile Combat Employment. “On day one, all personnel were aiding in setting up tents, providing security, and establishing internal and external communication — it didn’t matter if they were a communication or civil engineer troop, or a maintainer — they were chipping in to get the job done.”

Multi-capable Airmen training held at DM offers knowledge in expeditionary skills to fight and survive in contested and austere environments. This allows DM to reduce the footprint and size of deployed forces, enabling ACE capabilities.

“With evolving technology, our enemies’ weaponry can not only reach our already established bases, but they can target them as well,” said U.S. Air Force Col. Joseph Turnham, 355th Wing commander. “We have to be able to move around, so that we’re not that easy fixed target for our adversaries.”

To combat that developing threat, ACE was introduced to reduce the dependency from those airfields by providing adaptable, self-sufficient forces.

“MCA are the foundation of ACE,” Turnham said. “The whole premise of this exercise is disaggregating our forces across theater while still generating rescue and attack air power. They provide us with the capabilities to spread out, further complicating our adversaries’ targeting situation while also sustaining our forces.”

This iteration of Bushwhacker focused on base operations and support, while observing how Airmen effectively respond to conventional and chemical, biological, radiological, nuclear and high-yield explosives, known as CBRNE, attacks. A small element of DM’s Dynamic Wing participated in a simulated forward deployment to Gila Bend, Arizona, where they established a short-term contingency location and faced simulated attacks from adversaries.

“Airmen executed how to set up, de-

fend, sustain, operate, command and control and relocate an airbase,” Nordhagen said. “The team forward deployed to Gila Bend to minimize the distance from take-off location to the area of responsibility. This reduced transit time, eliminated a reliance on in-flight refueling and created enough on-station time to meet mission objectives.”

Bushwhacker allowed DM Airmen to execute and test ACE processes and timelines to pack up, load and reestablish wing facilities and command and control structures at dynamically identified forward locations. It incorporated Guardian Angels, an HC-130J Combat King II and A-10 Thunderbolt IIs from DM, Airmen on temporary duty assignment from out of state, U.S.

See BUSHWHACKER, Page 21



U.S. Air Force Airmen prepare to defend a forward operating base from simulated adversaries during Exercise Bushwhacker 21-07 Oct. 5, Davis-Monthan Air Force Base, Ariz. DM’s multi-capable Airmen have developed expeditionary skills to fight and survive in contested and austere environments.



LEFT: A U.S. Air Force Airman radios in an update from a forward operating base to Sunglow City during Exercise Bushwhacker 21-07 Oct. 5, Davis-Monthan Air Force Base, Ariz. Bushwhacker exercises are intended to improve upon the Dynamic Wing concept, testing and enhancing DM’s multi-capable Airmen in establishing, sustaining and defending the base with organic command and control.



Photos by Staff Sgt. Kristine Legate

U.S. Air Force A-10 Thunderbolt IIs and an HC-130J Combat King II along with U.S. Army CH-47 Chinooks from Ft. Carson, Colo., are ready for simulated flight missions during Exercise Bushwhacker 21-07 Oct. 5, Davis-Monthan Air Force Base, Ariz. Bushwhacker exercises are intended to improve upon the Dynamic Wing concept, testing and enhancing DM’s multi-capable Airmen in establishing, sustaining and defending the base with organic command and control.

BUSHWACKER *(from Page 20)*

Army CH-47 Chinooks from Ft. Carson, Colorado, and Army National Guardsmen from various states implementing a Joint Personnel Recovery Task Force

required for future major combat operations.

“Our Dynamic Wing fits into the first generation of lead wings and this showcases how we achieve that,” Turnham said. “It demonstrates how we provide command and control elements and move forces

around theater to deliver rescue and attack, while also being able to provide command and control to other forces. DM and its Airmen are continuously proving that we’re agile, giving us operational unpredictability.” Exercises like Bushwhacker shape the

Air Force’s future employment strategies. Through continuous training, DM Airmen balance the need for robust capabilities with the need for agility and the ability to relocate bases to new locations with minimal notice.



A U.S. Air Force Airman assigned to the 52nd Combat Communications Squadron from Robbins Air Force Base, Ga., sets up a satellite in a simulated austere environment in Sunglow City Oct. 5, Davis-Monthan Air Force Base, Ariz. Bushwhacker allowed DM to execute and test agile combat employment processes and timelines to pack up, load and re-establish wing facilities and command and control structures at newly established locations.

U.S. Air Force Airmen are settling in to an HC-130J Combat King II during Exercise Bushwhacker 21-07 at a forward operating base Oct. 5, Davis-Monthan Air Force Base, Ariz. This iteration of Bushwhacker focused on base operations and support, and a small element of DM’s Dynamic Wing participated in a simulated forward deployment to Gila Bend, Ariz., to establish as a short-term contingency location.

Photos by Staff Sgt. Kristine Legate



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Airman graduates from Army's Air Assault School

by Airman 1st Class
Vaughn Weber

355th Wing Public Affairs

U.S. Air Force Staff Sgt. Steven Rybicky, 68th Rescue Squadron medical logistician, graduated from the Army's Air Assault School at Fort Campbell, Kentucky, Aug. 10.

Rybicky entered the Army's Air Assault School at Fort Campbell on Jul. 27, along with 350 other military personnel. Over the 11-day course, many people were cut and on the final day only 143 successfully completed the course and graduated.

"I was given the opportunity from my commander to go," Rybicky said. "I did my research on the course and it looked like a fun, humbling challenge and a good opportunity to learn from another military branch."

Day zero starts at 4:45 a.m. when members are assigned a roster number, given a list of mandatory items they have to keep with them throughout the remainder of the course, and required to run two miles under 18 minutes in uniform. After that they perform physical training for 1-2 hours before completing a course consisting of 11 obstacles, two of which are mandatory and designed to give students confidence to work at higher elevations.

"I think this course is great for people that work in areas that require you to do more than just your Air Force Specialty Code," Rybicky said. "It challenges you mentally and physically to really help develop [as a] multi-capable Airmen."

Phase I is Combat Assault, which is geared toward preparing Airmen for hand and arm signals along with aircraft safety orientation. Phase II is Sling Load Operations, consisting of planning, inspecting and preparing sling loads, and the responsibilities of personnel. Phase III is Rappelling Operations, where students learn how to tie a hip rappel seat and rappel at higher levels. Each phase lasts three days with a major physical training event and final exam at the end.

"Being the first and only one in my career field to attend and graduate was an amazing opportunity I am grateful for," Rybicky said.

Other personnel that attended the course included Rangers, infantrymen, cadets, intel, nurses and many other military members.

In an ever-changing world, having the ability to adapt to changes and be multi-capable is paramount in keeping the Air Force ready to respond to potential conflicts anytime, anywhere.



Courtesy photos

U.S. Air Force Staff Sgt. Steven Rybicky poses in front of the Army's Air Assault School Aug. 10, Fort Campbell, Ky.



Rybicky poses in front of the Army's Air Assault School Aug. 10, Fort Campbell, Ky. At the start of the course, Rybicky stood with 350 participants and by the end of the course Rybicky was one of the 142 that successfully completed the training.

Training to defend

by Senior Airman
Alex Miller

355th Wing Public Affairs

The 355th Wing hosted various training sessions during Exercise Bushwhacker 21-07 at Davis-Monthan Air Force Base, Arizona, Oct. 4 - 8.

This training encompassed learning about use of force and other rules of engagement, the Law of Armed Conflict, as well as practicing individual movement, team movement, searching techniques and weapons handling and detention. These are critical skills for Airmen as they learn to deal with situations they may face downrange.

"The exercise is important here at Davis-Monthan because it is helping our defenders not only refine their base defense skills, it is allowing them to learn how to work with other Air Force Specialty Codes in developing base security as a team," said Staff Sgt. Logan Goode, 355th Security Forces Squadron combat arms instructor. "When we incorporate everyone into base defense, we are ensuring everyone and everything inside our bases are secured."

The training is part of the Air Force's ongoing Agile Combat Employment academy designed to develop multi-capable Airmen and increase operational flexibility.

"ACE operations may require Air Force units to deploy in small, quick moving teams, where every member must be prepared to directly defend against an attack," said Maj. John Kepple, 355th

SFS commander. "This exercise prepared 355th Wing personnel to fight and communicate as a team to defend a forward operating base."

The 355th Wing is developing Airmen to meet the needs of the ever-changing global climate of war by forging an unmatched and unprecedented state of high-end readiness. This is being sustained by multi-capable Airmen that are able to execute dynamic force employment and agile combat employment in contested and austere environments.

"These Airmen were spun up and ready to go to work, many were already helping set up fighting positions and training newer augmentees," said Goode. "These exercises will help make our force more competitive and lethal than ever before."

Exercising elements of ACE enables us to operate from locations with varying levels of capacity and support, ensuring Airmen and aircrews are postured to deliver lethal combat power across the spectrum of military operations.

"Integrated Base Defense means everyone on a base - from the Security Forces Airmen at the gate to a spouse calling in a suspicious vehicle - is responsible for security, whether at home station or deployed," said Kepple. "As a reminder, any suspicious activity should be reported."

The 355th Wing is leading the way in executing the priorities of Air Force and Department of Defense senior leaders by staying ready to exercise combat airpower anytime, anywhere through constantly evolving and enhanced training.



Photos by Staff Sgt. Kristine Legate

Airmen are apprehending a simulated oppositional force during Exercise Bushwhacker 21-07 on Sunglow City, at Davis-Monthan Air Force Base, Ariz., Oct. 4. Bushwhacker allowed Airmen to execute and test agile combat employment processes and timelines to pack up, load and reestablish wing facilities and command and control structures at newly established locations.



An Airman stands guard while Airmen build up a tent during Exercise Bushwhacker 21-07 on Sunglow City at Davis-Monthan Air Force Base, Ariz., Oct. 4. Bushwhacker allowed Airmen to execute and test agile combat employment processes and timelines to pack up, load and reestablish wing facilities and command and control structures at newly established locations.

Inspiring the Next Generation of aviators

by 1st Lt.
LILIA CALVILLO

355th Wing Public Affairs

Editor's note: The mention of the nonprofit organization, Women in Aviation International, does not constitute endorsement of affiliation by Davis-Monthan Air Force Base or the U.S. Air Force.

Airmen from the 55th Electronic Combat Group and 354th Fighter Squadron attended the Women in Aviation International's Girls in Aviation Day event in Mesa, Arizona, Sept. 25.

The annual event is held in multiple locations across the country and introduces girls ages 8-17 to career fields in aviation and STEM. Providing an opportunity to interact with role models face-to-face gave the girls an experience of a lifetime to meet career aviators and science, technology, engineering and math professionals.

Two of the career aviators from Davis-Monthan who attended the event were Staff Sgt. Kari Tucker, an airborne cryptologic language analyst from the 55th ECG, and Capt. Charlene Sufficool, an A-10 Thunderbolt II pilot with the 354th FS.

Both women grew up wanting a career in aviation, but didn't know if it was possible.

For Tucker, she wanted to prove to her family that she could pursue a career in aviation by joining the Air Force just like her brother.

"I was 16 years old when my brother



Courtesy photo

Airmen from the 55th Electronic Combat Group and 354th Fighter Squadron attended Women In Aviation International's Girls in Aviation Day event Sept. 25, Mesa, Ariz. The annual event is held in multiple locations across the country, and introduces girls ages 8-17 to career fields in aviation and STEM.

graduated from Basic Military Training out at Lackland AFB, Texas. My family went out to see him graduate and it was a moving experience. It wasn't until my senior year of high school when I realized joining the Air Force was an option," said Tucker.

Tucker now hopes she is able to pass down

the motivation she had to pursue a male dominated career field, to the young girls interested in aviation.

"It was amazing to see how many girls and young women were interested in aviation," Tucker said. "So many girls said that they want to be an astronaut or a pilot

when they grow up. Showing them all the pictures and gear and hanging out in the hangar I think really meant a lot to so many of them."

Sufficool also followed family into the Air Force. Her father, a former Air Force Thunderbirds crew chief, inspired Sufficool to pursue the Air Force. She never thought she could be a pilot, let alone a fighter pilot. It wasn't until her commander at the U.S. Air Force Academy encouraged her to pursue a career as a fighter pilot that she considered it might be a possibility.

"I was lucky enough to make the Wings of Blue Parachute Team and my commander at the time encouraged me to apply for a rated pilot slot," Sufficool said. "Up until then, I never thought of it as a possibility for myself. I still had not met a woman who was a pilot and thought it was a boys-only Air Force Specialty Code."

Sufficool finally met her first female pilot at a USAFA summer program and she got her first opportunity to pilot an aircraft. This experience and her commander's encouragement led her to pursue a career as an A-10 pilot.

Since then, Sufficool finds it important to be a role model to young girls and women who aspire to become aviators.

"I really enjoyed being able to look these girls in the eyes and tell them that they absolutely have what it takes to fly," Sufficool said.

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Airmen Execute Forward Area Refueling Point Operations at Twentynine Palms

by Airman 1st Class
WILLIAM TURNBULL

355th Wing Public Affairs

A dry and desolate landscape flanked by mountains provided the perfect austere environment to use a makeshift runway to test the 355th Wing's dynamic capabilities.

Twentynine Palms, California, provided the unique AM-2 matting landing zone, created with steel plates joined together. In contingency operations, AM-2 matting would be the runway of choice in areas without improved surfaces for pilots to land, refuel, rearm and get back to the fight.

Multi-capable Airmen from across the 355th Wing flew in an HC-130J Combat King II assigned to the 79th Rescue Squadron to assist and observe the 357th Fighter Squadron's A-10 Thunderbolt IIs in receiving ground refueling at the Twentynine Palms Expeditionary Landing Field, Sept. 10.

These Airmen supported the groundwork necessary for austere landing and forward area refueling point operations between an HC-130J and four A-10s.

"This was the first time A-10s have executed a FARP operation at Twentynine Palms," said Capt. Julian Rooks, 357th FS director of operations. "Hopefully this will pave the way for more intense Agile Combat Employment training opportunities at the expeditionary airfield."

FARP and ACE go hand-in-hand and enable applied knowledge of the expeditionary skills necessary to fight and survive in contested and austere environments.

"We're using this unit level exercise as an opportunity to allow trained MCA to see their skills in action. The intent is to put a face to the name of MCA training," said U.S. Air Force Lt. Col. Joel Bier, 357th FS commander.

The 355th Wing continues to lead the way in ACE concepts through developing MCA skills to generate operational unpredictability.



Photos by Airman 1st Class William Turnbull

U.S. Air Force Airmen refuel an A-10 Thunderbolt II from Davis-Monthan Air Force Base, Arizona, at Twentynine Palms Expeditionary Landing Field, Calif., Sept. 10. This training was the first time that an A-10 has executed ground refueling operations at Twentynine Palms.

Two A-10 Thunderbolt IIs from Davis-Monthan Air Force Base, Arizona, prepare to land and refuel at Twentynine Palms Expeditionary Landing Field, Calif., Sept. 10. This training event was an opportunity for Airmen to gain knowledge in expeditionary skills to land, refuel, rearm, and get back to the fight in contested and austere environments.

Veterans Day outdoor Fair comes to Tucson Estates

American Legion Post 102 and AMVETS 770 are sponsoring an outdoor Veterans Day Fair on Thursday, November 11 from 9 a.m. to 4 p.m. at Tucson Estates Memorial Park, located inside Tucson Estates off Kinney Road and Western Way Circle. The traditional Veterans Day ceremony begins at 11 a.m.

The ceremony includes several guest speakers, a Quilt of Valor presentation by Robin Brown, musical tributes and more.

Vendors, live music by the Whiskey Riverdogs band, silent auction, 50/50 and gift certificate raffles, a "Veterans Wall" for guests to sign commemorating the

event, and a tribute wall of posters from a local charter school are just some of the fun to be found throughout the event.

Those still wishing to participate as a vendor or entertainer may contact Anthony Savoca from American Legion Post 102 at savocaanthony@yahoo.com.

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Staff Sgt. James Thompson

U.S. Air Force 1st Lt. Jens Kaiser (right) translates for Ally Campo, a Defense POW/MIA Accounting Agency scientific recovery expert, and local media during a tour of the excavation site in Brandenburg, Germany, Aug. 12. The mission of DPAA is to provide the fullest possible accounting for our missing personnel to their families and the nation.

Airman's heritage supports POW/MIA mission

by Senior Airman
Nicholas Ross

355 WG

The U.S. Air Force has many opportunities for Airmen to develop skills they already have. From the Air Force Credentialing Opportunities On-Line Program to the Air Force Digital University, there is an Air Force education program out there for everyone to help discover or enhance these skills.

Looking to utilize his language skills, an active duty Air Force officer, who emigrated to the U.S. from Germany with his family when he was in high school, discovered an Air Force education program called Language Enabled Airman Program, while browsing the Air Force Portal.

LEAP is an Air Force Culture and Language Center managed, volunteer program that deliberately develops language enabled, cross-cultural Airmen and Guardians with working-level foreign language proficiency.

"I wanted to use my native proficiency in German," said 1st Lt. Jens Kaiser, 355th Force Support Squadron sustainment services flight commander. "Knowing a language is one part, but also having the cultural understanding of that language is something that sets apart native speakers with someone learning the language."

To become a LEAP scholar, Kaiser had to demonstrate proficiency in a foreign language specified on the Air Force Strategic Language List, receive endorsement from his unit commander and compete for nomination through a board process. The board reviewed his academic history and job performance, existing language proficiency, his potential to achieve higher levels of language proficiency, and saw if he met the Air and Space Force language requirements.

"I knocked out my defense language proficiency tests and oral proficiency interview and applied," said Kaiser. "I was accepted on my first board that I applied to."

Kaiser's LEAP consisted of multiple courses, one of which, the strategic competition German language course, is part of the Cyber Language Intensive Training Event. Cyber LITE is a strategic power competition course for advanced language proficiency LEAP scholars, who have career-related ties to cyber operations and/or an academic background in cyber studies.

"You get an extreme sense of accomplishment when completing a LITE, as well as a boost in confidence regarding your language and cultural capabilities," said Kaiser.

An additional course, an advanced German military engagement practicum, Kaiser supported the Defense POW/MIA Accounting Agency operations in a recovery of a crashed B-17 Flying Fortress from World War II.

"As I had prior knowledge about what DPAA does and stands for, I immediately jumped on the opportunity to assist with the mission," said Kaiser.

On July 31, 2021, he traveled to Rheinsberg, Germany, to assist with the excavation mission.

"We all participated in the digging and the sifting through dirt, but my primary duty was translating," said Kaiser. "I was able to translate information between the archaeologist and team leads with the German explosive ordnance disposal, witnesses, historians, community leaders and local press."

LEAP scholars who attain the required level of proficiency and experience are awarded the LEAP Special Experience Identifier, which identifies qualified service members for language-related assignments and other opportunities such as the DPAA mission in which Kaiser took part.

"If you know a second language, LEAP will help you maintain and fine-tune your language capabilities, allowing you to put them to real world use," said Kaiser. "I wanted to make sure to put that skillset to use for the Air Force."

Energy Awareness Month promotes energy efficiency throughout the year

Energy Awareness Month was in October, but it's never too late or too soon to take a moment and consider your energy use, whether on or off base.

Efficient energy use saves money and makes funds available for other necessary costs.

Here's how you can help while on base:

- Adjust your thermostat to 78 degrees or above in the summer, and 68 degrees or below in the winter.
- Power down equipment and lights when not in use.
- Close doors and windows when the heating, ventilation and air conditioning (HVAC) is on.
- Purchase and use high efficiency appliances, equipment and LED lighting.
- Report water leaks and energy waste to 520-228-3171.

Here's how you can help at home:

- Use ceiling fans.
- Adjust the thermostat to a few degrees lower in the winter.
- Caulk and weatherstrip doors and windows.
- Maintain your HVAC system and change filters regularly.
- Use oscillating fans.
- Wash clothes in cold water.

Submit your energy or water saving project ideas to the Davis-Monthan Air Force Base energy manager at 520-228-6026 or email at gary.krivokapich.1@us.af.mil.

Learn more about how Davis-Monthan Air Force Base is using energy efficiently at www.dm.af.mil.

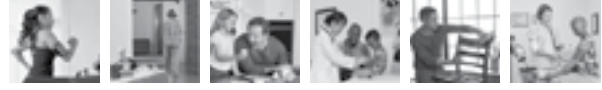


Courtesy photo

LED stadium light installation near the ramp at Davis-Monthan Air Force Base. The stadium lighting is mission critical and the new LED lighting will last longer and use 75 percent less energy than incandescent lighting.



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ABOUT COCONINO COUNTY ARIZONA

As the second largest geographic county in the contiguous United States, Coconino County is home to many diverse landscapes ranging from tall Ponderosa pines to colorful deserts and everything in between. The employees and citizens who reside and work in our County are just as diverse. The name Coconino is derived from "Cohonino," the Hopi word for Havasupai and Yavapai. Our name represents more than one group of people, which is fitting since it is the different ideas and perspectives of our individuals that make us so strong. Coconino County is a great place to live, work and flourish because our people are our most valuable asset. "Vast and endless beauty and home to many cultures" is more than just our motto...it is what makes us unique.



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- 21 years of age
- Hold class "A" CDL and material handling experience.
- 3 years of previous truck driving experience required
- Home every night

Material Handler
Moriarty, NM Branch Location

- Perform product loading/unloading
- Operate a forklift, overhead crane and construction tools (Certification required - training available)
- Must have high school diploma/GED
- Be at least 18 years of age

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Celebrating Black History Month

SPECIAL PUBLICATION



Buffalo soldiers were African American soldiers who mainly served on the Western frontier following the American Civil War.



The Tuskegee Airmen, the popular name of a group of African-American military pilots who fought in World War II.

February is Black History Month: celebrating, honoring and educating Americans on the achievements of African Americans throughout American history.

On **January 28, 2022**, each of Aerotech News and Review's publications will publish a special edition dedicated to the achievements of African Americans in the military and aerospace. These issues are sure to be informative, thought-provoking and wonderful keepsake editions.



Dr. Mae C. Jemison
First African-American Woman in Space.



Gen. Benjamin O. Davis, Jr.
First African-American USAF Pilot.



Christina Hopper
First African-American Fighter Pilot.



Guion "Guy" Bluford, Jr.
First African-American in Space.

Please join us in honoring the African American community by placing your company's ad in this special edition. Call **(877) 247-9288** to place your ad, or email Sandi Bueltel at sbueltel@aerotechnews.com



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Average Monthly Visits:

64,313

Source: (Google Analytics,
Feb. – July 2021 Avg.)

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SPECIAL EDITION: *Women in Aerospace and Military*



During World War II, the Women Airforce Service Pilots, WASPs, were the first women in history trained to fly American military aircraft.



NASA's 'Rocket Girls'
The women "computers" pose for a group photo in 1953.

March is Women's History Month: celebrating, honoring and educating Americans on the achievements of women throughout American history.

On **February 25, 2022**, each of Aerotech News and Review's publications will publish a special edition dedicated to the achievements of women in the military and aerospace. These issues are sure to be informative, thought-provoking and wonderful keepsake editions.



Sally Ride
First Woman in Space



Janet Wolfenbarger
First Air Force female four-star general



Major General Jeannie M. Leavitt
First Female Fighter Pilot



Amelia Earhart
First woman to fly solo across the Atlantic

Please join us in honoring the women in aviation and military history by placing your company's ad in this special edition. Call **(877) 247-9288** to place your ad, or email Sandi Bueltel at sbueltel@aerotechnews.com



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