When those at AEDC Hypervelocity Tunnel 9 in White Oak, Maryland, determined that a new space was needed for the application of Temperature-Sensitive Paint, an unused area of the facility received a proverbial and literal fresh coat of paint. The result of this multi-month refurbishment effort - the Tunnel 9 Temperature-Sensitive Paint Application Lab - has been operational for the better part of the past year, and both Tunnel 9 personnel and test customers are reaping the benefits.

Tunnel 9 Test & Evaluation Engineer Inna Kurits said the advantages of the new lab include improved efficiency and a cleaner environment in which to apply TSP. “Having the lab at Tunnel 9 gives us a greater control over the quality of the coating, lowers costs and allows us to meet the customer schedule,” Kurits said. “Having the space has also greatly simplified the logistics of applying the TSP to sensitive test articles.”

The lab is not only used to apply TSP to wind tunnel test articles but also to continue the development and refinement of TSP formulations and application techniques.

Prior to establishment of the lab, a section of the Tunnel 9 Temperature-Sensitive Paint Application Lab – has been operational for the better part of almost 55 years. Baker has made a significant impact in AEDC research and development, and in AEDC’s reputation for staff and savings for customers. His innovations have included the development of analysis capabilities that can be used to both apply TSP to wind tunnel test articles and continue the development and refinement of TSP formulations and application techniques.
The mission of Integrity, Service, Excellence (ISE) was a common theme of collaboration, cooperation and communication.

It wouldn’t be the same without Jace, who joined the team in the summer of 2018 when Dr. Tina Hillard promoted her. As a teaching assistant and vice president, Jace was a great mentor to our new employees.

In a brief interview, Natalie Gant, an SEACD Support contractor, National Aerospace Solutions (NAS), explained that she’d like to learn more about how her organization can help with active duty military, veterans and civilians in engineering degree development and design.

There is no offseason when it comes to cancer treatment. Volunteers give patients to guide and comfort those who are survivors of this dreaded disease. Cancer can be a source of stress for patients and their families, and the American Cancer Society is committed to saving lives from cancer, but we can’t do it without your support.

The Coffee County Relay For Life is quickly approaching and the Coffee County Cancer Society is ready to support.

Twoaman and Manus students have combined their efforts to create Relay For Life. Dr. Robert Edmunds of the Coffee County Cancer Society, Chairman of the Board of Directors of AEDC chairs the event.

The Board of Directors of AEDC and NAS is located at 100 Kindel Drive, Arnold AFB, TN 37315-1206. Members meet on the third Thursday of each month. The public is encouraged to attend.

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The Coffee County Relay For Life is for Life. It’s for Life. Relay For Life is a fund-raising event to help local communities around the globe. The American Cancer Society can help take people forward in their fight against cancer. With your help, Relay For Life has set a goal of raising $300,000 in 2018.

Nick Dahl and Mark Jenkins resigned from the NAS effort. Luminary bags are a way for people to pay tribute to those who have lost the battle or who are survivors of this dreaded disease. Dignity is a source of comfort for a cancer patient. Survivors often need our support. Survivors and their families can find hope, comfort, and help through Relay For Life.
Transportation supervisor at Arnold formerly K-9 handler for U.S. Marine Corps

By Deidre Ortiz

Tyler Walker started his job in fleet management and analysis at Arnold Air Force Base in August 2017, and when the position came open, he was promoted to supervisor of fleet management in May 2018.

Though a good portion of his job now involves sitting at a desk fielding phone calls and emails pertaining to the transportation requests at Arnold Air Force Base, Walker once held a high-stress job, serving overseas as an active-duty member of the U.S. Marine Corps.

Walker, who is originally from Murfreesboro, Tennessee, joined the Marines at 21-years-old and served for eight years, with his commitment ending in 2014.

“I spent my first four years in the Marines as a mechanic, and then the last four as a multi-purpose K-9 handler,” he said. “It was during my re-enlistment that I was selected to help start up the K-9 operations as part of the Marines Special Ops Command (MARSOC).”

Walker explained that there were two phases to joining this special operations team, with the first involving training on how to handle the K-9.

“It was an eight-week course that covered bomb detection and tracking and attack,” he said. “We would practice and go in as a team, with the dog used as a close-quarter partner.”

Walker said, “We would practice and go in as a team, with the dog used as a close-quarter partner.”

“This phase is meant to make sure the K-9 is able to function with the operators and also get the dog used to close-quarter tactics,” Walker said.

“Tyler Walker completed his tour overseas and, upon his return, he and his family were able to adopt Ace, a Belgian Malinois known to them as Ace.”

“He lives at home with us now and he’s a big part of the family,” he said. “In addition to Ace, Walker’s family includes his wife Sarah, and their two children, a son and a daughter.”

While Walker loved his military experience, he hopes to instill in his children the importance of an education. He is currently pursuing a degree in Business from Bethel University. 

“My goal is to keep pursuing better opportunities, and I really hope to make an impact on base in my current role,” he said.

Tyler Walker, pictured, is the supervisor of fleet management at Arnold Air Force Base. He started his job in fleet management and analysis at Arnold Air Force Base in August 2017, and he was promoted to supervisor in May 2018. Prior to making his way to Arnold, Walker spent eight years serving in the U.S. Marine Corps. (U.S. Air Force photo by Deidre Ortiz)

Tyler Walker, who is now the supervisor of fleet management at Arnold Air Force Base, was once a K-9 handler as part of a special operations team with the U.S. Marine Corps. Walker served eight years in the Marine Corps. (Courtesy photo)

Man on the Street - Valentine’s Day

Question: Do you do anything special for Valentine’s Day and who do you typically spend Valentine’s Day with?

Harry Cooper, ID&C engineer, TOS

“We cook a special dinner at home to celebrate Valentine’s Day.” – Melissa Tate, Test Manager, Air Force

Melissa and Mike Tate

“My Valentine’s Day is spent with my wife LeAnna. I hide surprise notes, flowers and chocolates so throughout the day they find them in places like her car or vanity. If we both have the day off we go on an adventure such as a Valentine’s Day river cruise in Chattanooga. In the evening we always go to a nice restaurant with a romantic atmosphere.” – Matt Duran, Turbines Test Analyst, TMS

Matt and LeAnna Duran

“We cook a special dinner at home to celebrate Valentine’s Day.” – Melissa Tate, Test Manager, Air Force

Melissa and Mike Tate

“My Valentine’s Day is spent with my wife LeAnna. I hide surprise notes, flowers and chocolates so throughout the day they find them in places like her car or vanity. If we both have the day off we go on an adventure such as a Valentine’s Day river cruise in Chattanooga. In the evening we always go to a nice restaurant with a romantic atmosphere.” – Matt Duran, Turbines Test Analyst, TMS

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A picture of Melissa and Mike Tate with their two kids, and their Belgian Malinois, Ace.

“Typically my family has a little Valentine’s Day party at home with our two kids, and when they go to bed my wife Martha and I usually spend some time together watching a movie.” – Harry Cooper, ID&C engineer, TOS

Harry and Martha Cooper

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Melissa and Mike Tate

“Typically my family has a little Valentine’s Day party at home with our two kids, and when they go to bed my wife Martha and I usually spend some time together watching a movie.” – Harry Cooper, ID&C engineer, TOS

Harry and Martha Cooper
High school seniors of NAS, LLC employees are encouraged to apply to the Bechtel scholarship program. The program, called the Bechtel Global Scholars Awards Program, is open now through March 1. In total, Bechtel awards 25 scholarships of $3,000 across all companies and projects.

Who may apply: Children of NAS, LLC employees who are in the last year of high school, pre-college or pre-university study and plan to enroll in a full-time undergraduate program at an accredited college, university or vocational-technical school in 2019.

Applications are evaluated in three areas, which are weighted as follows: 70 percent on past academic performance, 15 percent on demonstrated leadership and participation in school activities, work experience, statement of career and educational aspirations and goals, unusual personal or family circumstances, and an outside appraisal, and 15 percent on involvement in volunteer community activities. Financial need is not considered. All degrees are eligible. A minimum of 70 percent of the scholarships will be awarded to students declaring science, technology, engineering and math degrees.

Program must be: Children of full-time employees at NAS, LLC. NAS, LLC employees must have at least one year of continuous AEDC service as of the March 1 deadline.

Applicants to the Citizen Scholars Program must be: Children of full-time employees at NAS, LLC. NAS, LLC employees must have at least one year of continuous AEDC service as of the March 1 deadline. Children are defined as natural or legally adopted children, stepchildren, children of registered domestic partnerships, or legal wards of the NAS, LLC employee. Children of retired NAS, LLC employees are not eligible. To remain eligible, the NAS, LLC employee must continue to be employed with the company at the time the award check is mailed.

Applications must be submitted online at https://www.scholarsapply.org/bechtelglobal by the March 1 deadline. For more information, contact Bechtel Human Resources at bechtelglobal@scholarshipamerica.org or NAS Human Resources at (931) 454-6020.
Tools, materials, and when work is being done

When work is being done below the required temperature HV AC system to maintain in the Machine Shop due to the size and humidity are difficult to maintain in the Machine Shop said. “Even with these curing to minimize the paint application and days before and during operations had to be halted atomized oils and cutting residuals vaporized and the facility is also full of compacted the quality of the application area also impacted the way we obtain information regarding the area should be rolled off and posted with paper stating the progress before to be eligible for the need for ventilation. 

Access points to hazardous areas must be closed by emplees on生物 monitored by displaying specific instructional signs detailing entry requirements or procedures. Any hazardous area is restricted to individuals accompanied by qualified authorized personnel. When considering barricades, a few requirements to remember:

1. Only authorized personnel (GC-1732) are allowed inside a barricaded area. Only one person is one whose presence is necessary for the task driven by the hazardous area point of contact.

2. Area is hazardous to personnel are created, the area must be barricaded to ensure safe working conditions. An authorized entry and exposure to the hazardous area must be stopped. When the hazard is eliminated is instilled before the hazard is created.

3. To prevent unprepared or unauthorized personnel from the area must be completely surrounded by barriers and posted with the appropriate signage.

The resulting mixture is a sign that only those authorized who have completed confined space training are able to enter the pit. (U.S. Air Force photo)

• 5

For more information, refer to AEDC Safety, Health and Environmental Standard B3, Section 8: Control of Hazardous Areas Using Safety Signs, Markers, and Tags.

A portion of the Temperature-Sensitive Paint Lab at AEDC Hypervelocity Tunnel 1 in White Oak, Mary lan, is pictured. The unmanned Gun Room/Pilot Tank at Tunnel was refurbished to make the lab, which has been open since the spring of 2016, and is used to apply TSP to test wind tunnel articles and conduct the development and performance of TSP formulations and application techniques. (U.S. Air Force photo)

An event that will be held online, as the space is restricted to the ground state is characterized by a wavelength that is red.

A global temperature is inversely proportional to the local terrestrial radiation. As the temperature increases, the number of molecules take thermal paths to de-excitation rather than emitting photons. This results in a measurable increase in emission intensity.

The black paint gets its heat as it absorbs light and its temperature increases. The black pigment is a sign that only those authorized who have completed confined space training are able to enter the pit. (U.S. Air Force photo)

A portion of the Temperature-Sensitive Paint Lab at AEDC Hypervelocity Tunnel 1 in White Oak, Mary lan, is pictured. The unmanned Gun Room/Pilot Tank at Tunnel was refurbished to make the lab, which has been open since the spring of 2016, and is used to apply TSP to test wind tunnel articles and conduct the development and performance of TSP formulations and application techniques. (U.S. Air Force photo)
drone diagnostics for pressure, temperature, and humidity. The work that we are doing here at AEDC."

The contract for the T-X was awarded in September after a rigorous competition. The $9.2 billion contract awarded to Boeing called for 531 T-X aircraft, 313 simulators, and associated ground equipment to be delivered and installed.

The T-X aircraft and simulators are scheduled to arrive at Joint Base San Antonio-Randall in 2023. All undergraduate pilot training bases will eventually transition from the T-38 to the T-X. Those bases include Columbus Air Force Base, Mississippi; Laughlin AFB, Texas; Sheppard AFB, Texas; Vance AFB, Oklahoma.

**Dr. Bill Baker is pictured here in 1976 working at a computer at Arnold Air Force Base.** (U.S. Air Force photo)

**Dr. Bill Baker becomes a professional musician,** having loved to have been exposed to music during his youth. He could have noted that the airplane throttle is called a "stick," and he could have mentioned that virtual reality can be a valuable tool that will teach generations of pilots about aircraft, hardware, and software design and development. He could have mentioned that the airplane throttle is called a "stick," and he could have mentioned that virtual reality can be a valuable tool that will teach generations of pilots about aircraft, hardware, and software design and development.

The distance between the T-38 and an F-35 (Fighting Falcon) is night and day, he said, referring to the capabilities of the two aircraft. "But with this plane the distance is much smaller. And that's important because it means the pilots trained on it will be much better, that much quicker at a time when we must be able to train to the speed of the threat."
First metallic 3D printed part installed on F-22

By R. Nial Bradshaw

HILL AIR FORCE BASE, Utah (AFNS) – In December, the 574th Aircraft Maintenance Squadron maintainers installed a metallic 3D printed part on an operational F-22 Raptor during depot maintenance at Hill Air Force Base.

“One of the most difficult things to overcome in the F-22 community, because of the small fleet size, is the availability of additional parts to support the aircraft,” said Robert Lewin, 574th AMXS director.

The use of 3D printing gives maintainers the ability to acquire replacement parts on short notice without minimum order quantities. This not only saves taxpayer dollars, but reduces the time the aircraft is in maintenance.

The printed bracket will not corrode and is made using a powder bed fusion process that utilizes a laser to build the part layer by layer from a titanium powder. A new bracket can be ordered and delivered to the depot for installation as quickly as three days.

“One of the most difficult things to overcome in the F-22 community, because of the small fleet size, is the availability of additional parts to support the aircraft,” said Robert Lewin, 574th AMXS director.

“Once we get to the more complicated parts, the result could be a 60-70 day reduction in flow time for aircraft to be here for maintenance,” said Lewin.

The part will be monitored while in service and inspected when the aircraft returns to Hill AFB for maintenance. If validated, the part will be installed on all F-22 aircraft during maintenance.

“We’re looking to go a little bit further as this part proves itself out,” said Blind.

A new metallic 3D printed part alongside the aluminum part it will replace on an F-22 Raptor during depot repair at Hill Air Force Base, Utah. The new titanium part will not corrode and can be procured faster and at less cost than the conventionally manufactured part. (U.S. Air Force photo by R. Nial Bradshaw)
University of Tennessee Interim President Randy Boyd visits UTSpace Institute

By Meghan Morris
University of Tennessee Space Institute

TULLAHOMA, Tenn. – The University of Tennessee Interim President Randy Boyd visited the University of Tennessee Space Institute Jan. 22. Over the last few weeks, Boyd has taken the initiative to visit every UT campus in the state. His goal was to see how the UT System operates on all campuses and help him create a “Transparent UT.” A website has been launched to provide public access to information all in one location. Go to UTSpaceInstitute.utk.edu to see what’s all about.

During Boyd’s time on campus, he and colleagues toured the academic building and laboratories with overviews of research and ongoing projects from faculty and graduate students. They ended their visit with lunch and a tour of their day on campus.

By Tech. Sgt. Daryl Knee
Air Combat Command
Public Affairs

JOINT BASE LANGLEY-EUSTIS, Va. (AFNS) – A demonstration of how virtual reality and augmented reality (VR/AR) can benefit Air Force training processes took place Jan. 8. The demonstration was geared toward Airmen within the aircraft armament systems and munition systems, and gave a glimpse of how VR/AR applications can aid in providing an enhanced experience to Airmen preparing aircraft for combat missions.

Aircraft armament systems Airmen are responsible for maintaining launch and release devices on aircraft. This means that when a pilot triggers the trigger, the device must be ready to launch away from the aircraft immediately and accurately. Munitions systems Airmen are responsible for the assembly and processing of non-nuclear munitions. They handle, store, transport, arm and disarm weapons systems to ensure the safety of all Airmen involved in preparing aircraft for combat sorties.

Two of these groups of Airmen operate in a complex work environment where aircraft uptime is paramount. VR/AR technology can present a unique way for the Air Force to ensure every Airmen can get training they need, catered to the individual’s method of education.

“It’s a way to build the readiness and experience level by leveraging advanced technologies,” said Chief Master Sgt. John Jordan, 2W1 aircraft armament career field functional manager, Headquarters Air Force MA/A(WL). “In the past, we received this level of experience because the weapon systems were in need of constant repair and maintenance. Now, our systems are more advanced, and it’s hard to practice difficult repairs. We can build one skillset and proficiency faster,” he continued, “by not having an aircraft break to perform the training. We could break virtually any time, at any place. VR/AR is a unique way to fully train while still maintaining our mission capability.”

In this demonstration, Air Force leadership experienced an immersive VR training scenario, donned a head-mounted display for AR applica- tion and used hand-held devices for an AR training scenario. The Immersive VR scenario allowed users to walk inside a hangar with a piece of munition positioned for maintenance. The user could then look around the hangar, pick up and manipulate a piece of hardware, or even watch a video of a Munition Maintenance instruction. The users could also interact with the systems from the comfort of their own chair. More and more companies are envisioning this type of technology, said Master Sgt. Ray Levi, ACC A5W munitions systems analyst. “A classroom setting, VR/AR could allow instant immersion into the field to help those Airmen understand the content better, faster.”

In Air Force technical schools, newly enlisted Airmen must attend classes and complete assessments to learn how to perform their duties, said Levi. If the Air Force fully integrated VR/AR into their training processes, the students could have virtual hands-on experience much earlier in their careers, which could bridge the training-to-experience gap challenge that the Air Force now faces.

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University of Tennessee Interim President Randy Boyd, center, stopped by the University of Tennessee Space Institute Campus in Tullahoma walking alongside Boyd during his visit are Dr. Ed Kraft, UTSpace Associate Executive Director for Research, left, and Dr. Mark Whorton, UTSpace Executive Director. (Courtesy photo by Laura Horton)

A demonstrator shows how augmented reality can be used to view floating dialogue boxes for individual weapon system parts and functions. Aircraft armament systems Airmen could have virtual maintenance and technicians training, VR/AR applications can aid in providing an enhanced experience to Airmen preparing aircraft for combat missions. VR/AR technology can present a unique way for the Air Force to ensure every Airmen can get training they need, catered to the individual’s method of education.

Armed Forces Network Exchange (AFNEX) is an analysis to assess the viability of VR/AR applications for weapons and munitions systems training. VR/AR applications can aid in providing an enhanced experience to Airmen preparing aircraft for combat missions. VR/AR technology can present a unique way for the Air Force to ensure every Airmen can get training they need, catered to the individual’s method of education.

A demonstrator shows how augmented reality can be used to view floating dialogue boxes for individual weapon systems for operational feasibility, and VR/AR technology can present a unique way for the Air Force to ensure every Airmen can get training they need, catered to the individual’s method of education.

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"In third world countries," said Subtil. "In a lot of third world countries, although you get education, it’s very bad. I remember our mom working 16 to 18 hours a day just to make sure she put us through a private school. It came at a cost though. We stayed about 20 days throughout the year with no food. My mom’s ideology was that education is more valuable than food. It was good to know that my mom believed that when we got good grades, there was a possibility that we could make a name for ourselves.

To help out with finances, Subtil’s father left his family to accept a job in the U.S. With the money he earned, he was able to support the family. Modestly and eventually obtain visas for his family to come to the U.S. Subtil was 19 at the time. "The hope is that if you do well in school, maybe, if you get to be a citizen, you might, if you get to the United States, then things will be better," he added.

In Subtil’s view, this ideology is standard for some Haitians. For many, being in the U.S. creates a possibility for hope. That idea, plus the high value his mother placed on education, stuck with him. He enrolled in college, despite several challenges. He had to learn English, due not to being a citizen, he wasn’t eligible for most scholarships and his family didn’t have enough money to pay for him. With this in mind, Subtil got a job at a grocery store making $6.15 an hour. An unsettling incident at this job ultimately led to him enlisting in the Air Force.

"I was working the dairy aisle and I was trying to put the products that expire sooner closer to the front and put the later date in the back. I had just cleaned up my aisle and was thinking how good it looks. There was this woman that just came in and she was trying to get items from the back, but her basic knocked out everything. She was in a frenzy. I asked my manager to take a 30-minute break and I went to the diary cooler and cried," Subtil said. "It was there that I started to question, ‘What is my purpose here?’"

Shortly thereafter, Subtil met with a recruiter, enlisted in the Air Force and became an X-ray technician. Once he completed his training, he moved to Keesler Air Force Base, where he would spend most of his first enlistment. It was there that he decided he wanted to stay in the military and obtained his citizenship through the Immigration and Naturalization Act, which allows service members to file for naturalization based on their military service.

"I was enjoying my job. There were a lot of things that the military offered me in that sense of brotherhood. It wasn’t a simple job. I only just work,” Subtil said. "Subtil is now a first sergeant at Kunsan Air Base helping out with financials. He has a close-knit family, and it helps me in the military because it gives me a sense of belonging. It helps me understand my Air Force family as well so I can get close to them. My family taught me the importance of staying together," he said.

As a first sergeant, Subtil has worked for the 22nd Airlift Squadron and the 60th Aircraft Maintenance Squadron at Travis Air Force Base, California, before coming to Kunsan. He has been in the Air Force for 15 years and he wants to continue serving as long as he can.

"I’m leaving to the greatest Air Force in the world…what are the chances?” Subtil asked aloud. “I don’t ever want to think about the day I’m leaving, because the military helped make me who I am today.”

From Haiti to the greatest Air Force
KEESLER AIR FORCE BASE, Miss. (AFNS) – Many Air Force reservists chat about their duty weekends with others, but that talk can be part of the Get1Now program to keep the Air Force Reserve strong by reaching new potential recruits.

“Get1Now” encourages Reserve Airmen to refer people they think would be a good Airman in the Reserve, in a peer-to-peer referral program. Senior Master Sgt. Dominique Hogan, 403rd Wing Recruiting flight chief, said she is a big fan of the program.

“It multiplies our efforts because Airmen can tell their story which allows people to really understand what the Air Force Reserve is about,” Hogan said. “Who knows better how to qualify for Air Force Reserve opportunities than an Air Force Reserve member. Some of the awards include Bluetooth headsets, fleece jackets, coolers, tumblers, tablet cases, laptop sleeves and more.

As soon as a recruiter determines the person referred by the Airman is a qualified lead for potential service, the Airman can go to www.get1now.us to pick their award.

Another fan of the program is Senior Master Sgt. Paul Martin, 403rd Wing Recruiting flight chief, said she is a big fan of the program.

“It’s important for Airmen to share the adventure of their service and consider the people they meet or already know who could add their talents, skills and dedication to the Air Force Reserve,” she said.

For some, the first obstacle is realizing how the Air Force Reserve can fit into a person’s life goal, which can include those who have previously served in any branch of the military.

“Someone may have never even thought about the Air Force Reserve,” Hogan said. “Most people want to help people, but not everybody knows about the Air Force Reserve.”

She encourages all Reserve Citizen Airmen to download the “Get1Now/Share Your Adventure App” for Apple or Android phones, which can be accessed at www.get1now.us, to submit leads while on the go.