
AFMC leadership visits Arnold AFB, 704th TG

By Deidre Moon
AEDC Public Affairs

Engineers at Arnold Air Force Base have researched the use of a Cross-Domain Solution, or CDS, interface to allow plant operations systems outside of the plant control room to remain unclassified during classified test programs.

Scott Howard and Greg Hall, members of the Test Information Systems Section at Arnold, have been exploring the potential benefits of this type of interface within the Military Aeronautics Cross-Domain Solution, or MCDS, a system that combines mission critical data with non-classified data.

Chris Carr, an AEDC Instrumentation, Data and Controls engineer, demonstrates how the Cross-Domain Solution, or CDS, works Feb. 12 at Arnold Air Force Base. The CDS interface was researched as a solution to allow plant operations systems outside of the plant control room to remain unclassified during classified test programs. (U.S. Air Force photo by Deidre Moon) (This image has been altered by obscuring items for security purposes.)

AEDC Innovation Grant research generates tactical solution for test facility security

By Deidre Moon
AEDC Public Affairs

Sitting in front of a computer screen in the Propulsion Systems Evaluation Facility (PSEF) at Naval Air Station Patuxent River, Maryland, also known as PAX, some 700 miles away, PSEF technicians work on a data analysis and monitors test data as if he was actually in the control room at Arnold Air Force Base.

Using the facility known as the Remote Data Room, or RDR, the Arnold Engineering Development Complex and PSEF engineers, who have been collaborating for close to a year, witnessed their efforts come to fruition during a test of the Pratt & Whitney F135 engine in the SL-3 test cell at Arnold in January.

According to Seth Beaman, AEDC propulsion test analyst at Arnold, the development of the room was spearheaded by John Kelly, branch head for Test Operations and Facilities Engineering at PAX River.

“Because the Navy and Air Force have a combined interest in the F-35 program, John Kelly brought the idea to AEDC as a way for his team at PAX River to remotely support test,” Beaman said. “The Remote Data Room serves as an extension of AEDC and provides a secure room for supporting various test programs.”

Before the F135 engine test, Kelly had some reservations on how the setup in Maryland, comprised of four monitors and two keyboards, would work.

“Things I was worried about was the latency when working in real time; will there be dropouts or will we see a number of data points from a minute ago or a second ago,” Kelly said.

However, trial runs proved successful, with new data points being received within milliseconds.

Kelly said he would like to see the room eventually set up with four work stations and two big screen TVs so that they can see the engine running in the test cell.

Rubio mentioned that another added benefit of the Remote Data Room is that it will cut costs for both NAVAIR and AEDC because less travel will be needed between the two locations.

“It will reduce the cost for NAVAIR support of a test at AEDC (Arnold Air Force Base) since an individual is not required to physically be on TDY (temporary duty) for the duration of a test program,” he said. “This also provides analyst coverage for test programs that allow the AEDC analysts to be spread out across more programs since PAX engineers will be able to serve remotely as an extension of a test.”

In preparation to assist with data analysis during engine tests, Rubio completed AEDC training for basic data analysis.

“NAV AIR personnel at Arnold have already completed the training, but I am the first employee specifically from PAX to have completed the training with the Remote Data Room function in mind,” he said.

Rubio explained he had previously put his new training to use during another engine test at Arnold.

“IT was good to work with my counterpart at AEDC, Seth Beaman, to develop a training curriculum that would work to get NAVAIR personnel certified to basic-level analysis. The original plan was that I would go to observe and possibly complete some of the training. I ended up

AEDC, NAVAIR establish Remote Data Room

Capt. Anthony Alt, left, 704th Test Support Squadron director of operations, briefs Bunch June 29 at the 704th Test Group at Holloman Air Force Base, New Mexico. (U.S. Air Force photo by Jill Pickett)
Smoking Policy

1. The following revised Arnold AFB smoking policy is effective immediately and applies to all individuals on base.

2. Tobacco products (cigarettes, cigars, pipes, and snuff) will continue to be prohibited on all Arnold AFB property.

3. Tobacco users at the Arnold AFB Golf Course are permitted, but discouraged based on the health of their fellow workers.

4. Employees/Contractors who are not tobacco users are discouraged from purchasing and using tobacco products in the Arnold AFB Golf Course parking area. No tobacco products shall be smoked on public spaces of the Arnold AFB Golf Course. Smoking of tobacco products is not permitted on the Arnold AFB Golf Course.

5. Tobacco users at the Arnold AFB Golf Course are encouraged to use designated smoking areas that may be determined by Arnold AFB. Arnold AFB reserves the right to close these areas, for any reason and at any time.

Oath of Office

I, Whiskey Sierra from Arnold Air Force Base (AFB), do solemnly swear that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office of Team Arnold Airman. Amen.
An AEDC Instrumentation, Data and Controls engineer, sets up the Cross-Domain Solution hardware prior to connecting it to a desktop computer Feb. 12 at Arnold Air Force Base. (U.S. Air Force photo by Andre Miron) (This image has been altered by editors for issues of security purposes.)

Rapidly deployed digital tool advances energy in wargaming effort

By Corrie Poland

Air Force Operational Energy

WASHINGTON (AFNS) — With the 35th
Flight to Hawaii, software engineers and analysts testing the final update to a modeling and simulation tool that will aide the Force Energy Warfighter, or GEWF, the software will lead to focus primarily on energy for the

Known as JFEW-SWIFT or the Joint Force Energy Weapon System-

For instance, the tool that allows soldiers to create a sand table

With a compressed timeline, engineers from the Cost Assessment and Programming, or CAPE, office within the

Using government off-

Currently, JFEW-SWIFT can

"If it weren’t for SWIFT, we would still be looking into a game board and keeping track of more moves with pen and paper," said Karl Schmude, P.E., CAPE’s computa-

"Analytic warrantages benefit from a structured approach with clear adja-

The tool helped us identify a few critical an-

"Wargaming, itself, is a tool within a much larger game-solving toolkit that should be utilized in tandem with other analysis tools such as simulation, real-world exercises, and data-driven quantitative analytics," said Selke. "SWIFT is the key platform to bring (wargaming) in as a life for commu-

As the team continues to update and improve the software, they plan to use it for functional management and wargames and exercises.

A Pratt & Whitney F135 engine for the F-35 Lighting II Joint Strike Fighter undergoes testing in the AEDC Sea Level 3 engine test cell. Using a work sta-

with funding and subject matter experts to help shape the future of the software architecture."

"The tool helped us identify a few critical areas where we can improve operational planning and for increased readiness," said West. Using the data collected in JFEW-SWIFT during the wargame, the team conducted an in-depth analysis and high-level briefings to the ID&C/ODM leadership and the Office of the As-

At the end of 2020, the team plans to further enhance its functionality. Currently, JFEW-SWIFT is available to use as a desktop application, but the team is working on a web-based version that would be available to use on a range of platforms, including mobile devices, laptops, and desktop computers.

"Wargaming, in itself, is a tool within a much larger game-solving toolkit that should be utilized in tandem with other analysis tools such as simulation, real-world exercises, and data-driven quantitative analytics," said Selke. "SWIFT is the key platform to bring (wargaming) in as a life for community use and it is driving operational and tactical wargame design."
Bluegrass and buds: Arnold AFB team members gather for weekly jams

By Bradley Hicks

AEDC Public Affairs

If one passes by the Arnold Air Force Base Chapel at the right time on Fridays, they’ll likely hear the picking and singing of old-timey fiddle tunes. The music emanating from the Chapel comes compliments of 840 Junction, a band comprised of Arnold personnel. On the mandolin is David Wilhite. Providing backing on the guitar is John Laviolette. Picking on the banjo is Brian Brown. Taking up the dobro is Ron Lutz. Keeping the rhythm on the bass is Kraig Smith. 840 Junction primarily performs traditional bluegrass, but the band also dabbles in “newgrass,” SteelDrivers-style music. They also perform Celtic and country tunes and occasionally cover classic rock ’n’ roll songs in a bluegrass style.

The group formed several years ago and has since played at a number of festivals and gatherings throughout the area. The band’s gigs include performances at the historic Spring Hill Music & BBQ Fest, the Music at the Mansion event at the Rippavilla Plantation in Spring Hill, the Cup O’Pilchuck, the Hands-On Science Center, Pinkie’s in the Park in Spring Hill, the Pumpkin Fest in Franklin, the Military Appreciation Day event at Arnold AFB, and First Friday Jam Night at the Arnold Lakeside Center. “Mainly, we just like to get together and jam, and we have a really good time doing it,” Wilhite said. “And, hey, if there’s some people who actually like listening to us, all the better.”

It was 2013 when Wilhite and Laviolette first began getting together to jam. “I heard that David played the mandolin, which I thought was pretty cool,” Laviolette said. “He likes to play a lot of fiddle tune stuff, and I’d just back him up on the guitar while he’d play the lead music for the fiddle stuff.” It wouldn’t be long before the duo became a trio. “I was talking to Ron one day after a Command’s Call and learned he played the dobro, which I think is the sweetest sounding instrument ever. It’s my favorite,” Laviolette said.

Lutz joined Wilhite and Laviolette, and the three began meeting at the Test Operations Building for jam sessions. They soon began performing at local events. “We were getting to jam, just enjoy the music, and it grew from there,” Lutz said.

The three would soon move their jams from the Test Operations Building to the Chapel, gathering weekly to play. Others around base caught wind of the jam sessions and would often drop by to pick with Wilhite, Laviolette, and Lutz. “We’ve had different people come in just to kind of jam, not really as a band, just to play bluegrass music because that’s what we love,” Laviolette said. Brown was among those who took notice of the jam sessions. He was taking courses in the training center previously located down the hall from the Chapel on the first floor of the Arnold Administration and Engineering Building. He was walking by the Chapel one day when something caught his ear. “I was either walking to or from my class and I was like, ‘Is somebody playing music in there?’” Brown said. “So, I just opened the door up and saw them.”

Before long, Brown was bringing in his banjo to play along with those in the Chapel. Smith had begun playing with Wilhite and Laviolette and Lutz prior to Brown joining the group. He first backed up the three original members of the band while they performed at a musical gathering organized by a previous Arnold employee. “They said, ‘You want to play the next gig?’” Smith said. “I said, ‘OK.’” Smith said. “I’ve been at every one of their jam sessions, and I thought, ‘Wow, that was really good.’”

The members of 840 Junction agreed their weekly jams provided plenty of humor and camaraderie, and, of course, the opportunity to create music with buds. “We all like the music and we’re all friends,” Smith said.

The band formed in 2013 and has since played at a number of festivals and gatherings throughout the area. The band’s gigs include performances at the historic Spring Hill Music & BBQ Fest, the Music at the Mansion event at the Rippavilla Plantation in Spring Hill, the Cup O’Pilchuck, the Hands-On Science Center, Pinkie’s in the Park in Spring Hill, the Pumpkin Fest in Franklin, the Arnold AFB Chapel for one of their weekly jam sessions. Pictured from left are Ron Lutz, David Wilhite, Kraig Smith, Brian Brown and John Laviolette. (U.S. Air Force photo by Bradley Hicks) (This image was altered by obscuring badges for security purposes.)

On Dec. 23, 2019, the members of 840 Junction, a band comprised of Arnold AFB personnel, gather in the Arnold AFB Chapel for one of their weekly jam sessions. Pictured from left are Ron Lutz, David Wilhite, Kraig Smith, Brian Brown and John Laviolette. (U.S. Air Force photo by Bradley Hicks) (This image was altered by obscuring badges for security purposes.)
The Edwards Air Force Base (AFB) magazine is designed to inform and entertain its readers about the latest updates, events, and happenings at Edwards AFB. In this issue, there is an article discussing the Edwards AFB's 3D Video Review Ground Station (3D-VGS), which is currently being developed to enhance the training and evaluation of Air and Space Professionals.

The 3D-VGS is designed to align with other emerging technologies, such as virtual reality, to provide a more immersive and effective training experience. The article highlights the benefits of using 3D technology, including improved human perception and performance. The 3D-VGS' display modularity and versatility allow for a wide range of potential applications, from simulations to training exercises.

The article also emphasizes the importance of continuous feedback from the forces over the course of the forces. The 3D-VGS is being developed as a tool to help the engineering community more effectively and efficiently discover, reproduce, document, reproduce, evaluate, and train on emerging 3D-related issues.

The 3D-VGS proposal is currently working with Air and Space Professionals to prepare the project for a Phase 2 decision in June. A prototype will most likely be developed over the next two years.
**Covid-19 and you**

By AEDC Safety

When COVID-19 first was intro-duced, who could have guessed that it would so dramatically affect ev-eryone’s lives the way it has? Have you walked into a room and realized that the way you go to work, virtual town hall meetings hosted by Commander Col. Jeffrey Goraghty to keep us informed. Finally, we got the word—back to work. Get ready for the “New Normal”—masks in common areas, extra hand sanitizers, and more depending where you work. With that in mind, in case you have missed some of the details, let’s get caught up.

The Centers for Disease Control and Prevention (CDC) the Coronavirus (COVID-19) “is a new worldwide illness caused by a virus that can spread from person to person. COVID-19 symptoms can range from mild (or no symptoms) to severe illness.”

**Symptoms**

Symptoms may appear two to 14 days after exposure to the virus. People with these symptoms may have COVID-19:

- Fever or chills
- Cough
- Shortness of breath or difficulty breathing
- Fatigue
- Muscle or body aches
- Headache
- New loss of taste or smell
- Sore throat
- Congestion or runny nose
- Nausea or vomiting
- Diarrhea

“**This list does not include all possible symptoms.** CDC will continue to update this list as we learn more about COVID-19.”

If you are sick

If you are sick, stay home. Most peo-ple with COVID-19 have mild illness and can recover at home without medical care. Do not leave your home except to get medical care. Separate yourself from other people and pets in your home. If possible, you should use a separate bathroom. If you must be around others outside of the house, cover your mouth and nose with a cloth face covering. Try to stay at least 6 feet away from others.

**Emergency Medical Attention**

If you do not go to a doctor, and not to contribute to the Air Force nightmare for someone who has or may have COVID-19.

**Tips to avoid catching Covid-19**

- Wash your hands—often—with soap and water for at least 20 seconds. It is especially important after blowing your nose, coughing, or sneezing; going to the bathroom; before eating or preparing food.
- Use hand sanitizer if soap and water are not available. Use an alcohol-based hand sanitizer with at least 60 percent alcohol, covering all surfaces of your hands and rubbing them together until they feel dry.
- Take care of yourself. Get rest and stay hydrated. Inhale fresh air and wash your hands often. If you have a cough, sneeze, or feel sick, stay away from others as much as possible.
- **Avoid public transportation, ride-sharing or taxis**
- **You should wear a cloth face covering over your nose and mouth** if you must be around others.

**Trouble breathing**

People with severe respiratory illness, such as those with COVID-19, may have trouble breathing. You should call your doctor or local healthcare provider if you have trouble breathing.

**Persistent pain or pressure in the chest**

Call 911 or get help right away if you have trouble breathing, persistent pain or pressure in the chest, or other symptoms you think might be related to COVID-19. You should call your doctor or local healthcare provider if you have this symptom.

**New confusion**

Tell your doctor or local healthcare provider if you have trouble breathing.

**Inability to wake or stay awake**

Tell your doctor or local healthcare provider if you have this symptom.

**Blissful lips or face**

Tell your doctor if you experience this symptom.

**If you observe an unusual action or condition that needs immediate attention (i.e., one that creates immediate danger to life or health), call the AEDC SAFETY Hotline, 454-7233 (S-A-F-E).** This number rings in the AEDC Safety Office on weekdays during business hours. The AEDC Operations Center available around the clock, on weekends, and after the fourth ring during re-gular daily hours.

**Spark Tank 2021 encourages leadership to support Airmen ideas**

**By AFWERX Public Affairs**

**ARLINGTON, Va. (AFWERX) – Spark Tank, a collaboration between AFWERX and Deputy Under Secretary of the Air Force, Management, is now accepting submissions for the 2021 campaign from July 1 to October 16, 2020. The annual campaign is designed to spur and empower innovative ideas from Airmen to further strengthen Air Force culture and capabilities.**

“**Empowerment breeds success,**” said Lauren Kuenziger, Spark Tank director. “We know that our Air Force lead-ers are up for the challenge. Our sup-port, our Airmen’s desire to share their ideas and innovations would spread like wildfire across the Air Force.”

To kick off the cam-paign, Total Force Airmen are encouraged to submit their ideas on the Air Force Innovation crowdsourcing platform where teams from their major command will re-ceive feedback from employees, semi-finalists, each to ad-dress a specific challenge, and one winner will be selected. The selection process will be held at local facilities for specific capabilities as well as concerns of safety, policy, Air Force-wide implementation, technical feasibility, and financial feasibility. Non-finalist submis-sions will be transferred to the API open call cam-paign and partner with collaboration coaches to further develop their proj-ects.

Following the board, six finalists will be selected to visit AFWERX Ve-locity for pitch coaching and innovation training before presenting on-stage at the Air Force Association Air Warfare Symposium in February 2021.

“While we only select six finalists to progress to the Spark Tank final stage, we want all Airmen who participate in the campaign to feel something from the experience,” said Maj. Alison Temple, Spark Tank deputy. “Whether you’re discovering a pathway to share your ideas, learning creative ways to solve problems at their unit, or hearing the secretary of the Air Force’s attention, this event is designed to spur and empower innovative ideas from Airmen to further strengthen Air Force culture and capabilities.**

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Spark Tank 2021 encourages leadership to support Airmen ideas

At the end of April, the C-130 test squad-
ron’s team took on the project of POC Lite
airworthiness testing for the entire Air Force
C-130 fleet. Prior to the Air Force C-130
flight tests, a high level of planning
occurred. Once the plan was in
place, next came the air-
craft. The 417th HTS
does not own any air-
craft, so they relied on
other C-130 squadrons.

"We had to test all
three aircraft in the
shortest time possible,
without sacrificing data
integrity, to meet the
delivery timeline," said Lt. Allison
Read. 417th HTS NPC

Light team lead.

The team created test
designed and procedures
for the project of NPC Lite
airworthiness testing for the
entire Air Force C-130 fleet. Prior to the
Air Force C-130 flight tests,

The team spent
April and May plan-
ning, coordinating and
designing the tests that
would require the meet
the requirements.

A standard test
program typically takes
at least three months

Second, the team
implemented a
system to track the

Third, the test
crew was able to
review the video
immediately

Fourth, the test
crew was able to
review the video
immediately

Fifth, the test
crew was able to
review the video
immediately
Sasha programmer Roni Maidia, 71st Test Squadron, developed the machine learning tool to aid in engineers in data analytics. (Air Force photo by Giancarlo Casem)

As EW systems get more sophisticated, the amount of data collected from tests increases dramatically and rapidly. Analyzing this data to recognize new patterns and require new approaches analyzing such data as quick and machine learning.

One of the first steps in EW data analytics is monitoring data collected by analyzing data from a specific test range. The closing process can be used to automatically reconcile data from a single mission. The data reconciliation process can be manually intensive and often takes hours or days to complete for a single mission. This is where Sasha comes in.

By training a model with previously reconciled data, machine learning can be used to automatically reconcile data as it is generated.

In the closing process, there are large volumes of data that are generated from multiple systems and devices. This data can attempt to classify data at the speed of relevance. Doing so rapidly and immediately can allow for a faster single mission. This is where Sasha comes in.

The capability has been demonstrated on multiple data sets from multiple platforms and when fully matured has the potential to save hundreds of man-hours across a single mission.

The ability of the JWICD-19 pandemic and this year's JWICD-19 pandemic is intended to provide a 110 percent improvement to the JWICD-19. The JWICD-19 pandemic is designed to provide a 110 percent improvement to the JWICD-19. This new training program was designed to help in all-domain collaboration and reduce costs for collaboration and in all-domain warfare.

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Increase survey participation
b) Increase communication and feedback between leaders and employees on their concerns
c) Understand the Air Force in comparison to other Departments within the Federal Government

The “2020 FEVS provides an opportunity to foster strengthened communications and understanding between Air Force leadership and our civilian employees,” Kelly said. “We are eager to hear what our civilian Airmen have to say.”

For more information about the Federal Employee Viewpoint Survey, visit https://www.opm.gov/fevs/.

The Federal Employee Viewpoint Survey will be available for Air Force civilian employees starting July 15. (Courtesy graphic)
Trailblazers: AETC honors first women pilots in Air Force history

By Capt. Kenya Pathy
Air Education and Training Command
Public Affairs

JOINT BASE SAN ANTONIO-RANDOLPH, Texas – In honor of the first woman who became pilots of the U.S. Air Force, Air Education and Training Command officials renamed the Mary Hall Conference Room, the Trailblazer Room, during a virtual ceremony here June 29.

Located at AETC headquarters, the newly renamed Trailblazer Room was dedicated to the first 10 women who earned their silver wings Sept. 2, 1977.

“The women of class 77-08 truly broke barriers,” said Lt. Gen. Brad Webb, AETC commander, who presided over the ceremony. “For the first time, the fact that glass ceilings were a reality simply because they were women. These trailblazers proved the way for future generations of female pilots and their influence remains in our hearts and in our history today.”

The 10 women who graduated with the class of 77-08 were: Kathleen A. Cosaud, Victoria K. Crawford, Mary E. Donahue, Connie J. Engel, Kathy LaSauce, Mary M. Livengood, Susan D. Rogers, Christine E. Schott, Sandra M. Scott and Mary E. Donahue.

In 1973, Chief of Staff of the Air Force, Gen. Donald C. James, announced the launch of a test program that would enable women to enter pilot training and staff a new all-woman officer force after the abolishment of the military draft during the Vietnam War.

“This was the first time, nearly three decades after the birth of the Air Force, women were allowed to join the service as officers in a career pilot and navigator career fields,” said Webb. “This decision will remain as a reminder for all of us of the importance of breaking barriers, especially for women. These pioneers showed while experiencing opposition, they excelled.”

In 1976, 10 women attended the University in 1970 after ROTC at Oregon State University and in 1977 became the first woman in the National Guard to become a pilot.

Although LaSauce’s C-9A Nightingale career arrived later, she became the first female pilot to command a C-141 and the first female commander in the Air Force career.

Connie J. Engel

Engel, the class leader, was the first in her class to solo in the T-37 on Nov. 28, 1977. She flew in the three Program Distinguished Graduates, the officers who exhibited “high qualities of military bearing and leadership,” and the Air Transport Command around the tropics as a top graduate.

Following graduation, she served with the first female Tactical Air Control Center in the skies above the United States.

Kathy LaSauce

LaSauce became the first female pilot to command a C-141 and the first woman to serve as a presidential support pilot.

She joined the Air Force in 1972 and received one of only two slots available for women to attend Air Force Officer Training School. After graduating OTS, LaSauce was selected as one of the first female officers in aircraft maintenance, a newly opened career field for women at that time. Her experience in aircraft maintenance helped gain her one of the 10 slots for women to enter pilot training.

“I loved aircraft mainte- nance,” said LaSauce. “I liked working around air- planes. When pilot train- ing opened for women, I knew that was what I wanted to do.”

Although LaSauce’s C-141 Starlifter career ended, she later became the first female navigator to command a C-141 and the first female navigator career field.

Sandra M. Scott

Scott became the first female pilot commander to perform alert duty for the Strategic Air Command.

She joined Air Force Reserve at Vance Air Force Base in 1977 and became the first woman to solo in the T-38. Following her commissioning in 1973, she was assigned to the 37th Airlift Squadron at Dobbins Air Reserve Base, Florida, where she was involved in alert training when she became the first woman to be first aid to a navigator.

“A few years after I completed her first assignment, she went to King Salmon Air Force Station, Alaska, where she was pilot who were conducting alert missions,” Scott said. “When the Air Force an- nounced its test program, she applied and was ac- cepted.

“My parents insisted in me the idea that it wasn’t about me being a woman, said Scott. “It was that I had abilities and that I could use those abilities to accomplish something.”

In spite of the women’s accomplishments during pilot training, they faced disparaging public opinion.

Some male flight instructors opposed the test program and didn’t believe women should fly.

LaSauce recalled a time when an instructor told Livinggton, “I don’t know why I’m teaching you how to fly the T-38 because you’ll never be a pilot.” LaSauce said her flight commander shared the same sentiments, stating that if he had his way, none of the women who graduated would go on to serve. In the face of these unique challenges, they knew that the future of women in aviation rested on their success.

Women would not be flying combat missions, flying fighters or command flying squadrons if we didn’t succeed,” said LaSauce. “We knew in our hearts we needed to do well.”

Although it wasn’t 30 years before women were allowed to fly in combat missions, the women who broke barriers.

As of January 2020, women make up 21 per- cent of all Air Force members. Of the 328,255 active duty members, 64,870 are women, and 808 serve as pilots, 547 navigators and 235 air battle managers, ac- cording to Air Force Per- sonnel Center officials.

There is no denying the trailblazing women of class 77-08 set up in such a way that failure would have been easy,” said Webb. “But that’s not what Airmen do. Through grid and determination not only did they succeed, they excelled.”

Retired U.S. Air Force Lt. Col. Mary Schott speaks about her experiences in undergraduate pilot training during the Trailblazer Room dedication ceremony June 29 at Joint Base San Antonio-Randolph, Texas. Located in the AETC headquarters main building, the newly renamed Trailblazer Room was dedicated to the first 10 women who earned their silver wings Sept. 2, 1977. (U.S. Air Force photo by Sean M. Worrell)