

ROBINS REV-UP

MAY 5, 2017

SUCCESS HERE = SUCCESS THERE!

Special Edition

Guess who's coming to Dinner?



Global Hawk to make historic first flight, Team Robins ready

ROBINS REV-UP

SUCCESS HERE = SUCCESS THERE!



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ON THE COVER



Air Force maintenance technicians from the 380th Expeditionary Aircraft Maintenance Squadron go over pre-flight inspections on their RQ-4 Global Hawk aircraft prior to flying mission while deployed at an undisclosed location in Southwest Asia. (U.S. Air Force photo/STAFF SGT. ANDY KIN)

COMMANDER'S ACTION LINE

ROBINS.ACTIONLINE@US.AF.MIL DSN 468-2886

The Commanders Action Line is an open-door program for Team Robins personnel to give kudos, ask questions or suggest ways to make Robins a better place to live, learn, work and play. The most efficient and effective way to resolve a problem or complaint is to directly contact the responsible organization.

That gives the organization a chance to help you, as well as a chance to improve its processes. If you do contact the Commanders Action Line, please fully explain whom it is you want to recognize and why, what you have a question about, or your suggestion. Discourteous or disrespectful **submissions will not be processed.** Commander's Action Line items of general interest to the Robins community will be printed in the Robins Rev-Up.

78th Comm Group First Response Center – 478-926-4357 or DSN 468-4357

78th Civil Engineer Service Call Desk – 478-327-7447 or DSN 497-7447

78th Force Support Squadron CC– 478-926-5023 or DSN 468-5023

78th Medical Group Patient Advocate – 478-327-8475 or DSN 497-8475

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SUBMISSION GUIDELINES

Submissions must be received by 4 p.m. Wednesday, the week prior to the requested Friday publication. They should be emailed to 78abw.pa.office@us.af.mil

Submissions should be of broad interest to the base populace. For information, call 478-926-2137.

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GLOBAL HAWK

UAV to make historic first flight to Middle Georgia, Team Robins stands ready

By ROLAND LEACH
Robins Public Affairs

The first flight of an RQ-4 Global Hawk coming to Robins is scheduled for May 10. The arrival of this unmanned aerial vehicle marks the first time an aircraft of this type has flown to an Air Force air logistics complex.

This initial aircraft is arriving for depaint /paint refurbishment. Plus, the establishment of a building-based Launch and Recovery Element will allow for launch, landing and ground recovery operations of the aircraft – all new to Robins.

Robins will provide an organic paint capability. This work is necessary to prevent corrosion and deterioration of the aircraft to keep it operating at full mission performance.

The RQ-4 Global Hawk has become a critical asset to combatant commanders who use this aerial platform for intelligence, surveillance and reconnaissance missions necessary to root out ISIS targets.

It provides a clear picture of enemy positions in a battle management arsenal to effectively integrate with other aircraft and ground assets to prevail over hostile forces.

This aircraft provides multi-intelligence operations for six combatant commanders, and has been recognized as the safest aircraft in the Air Force inventory.

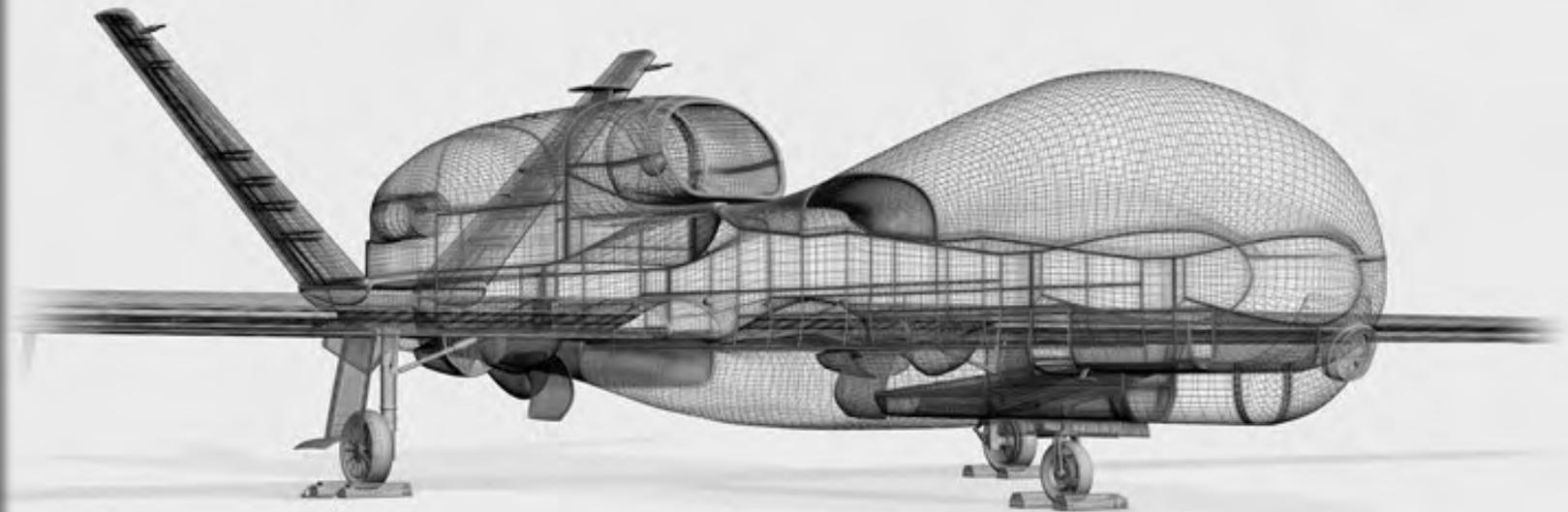
This Global Hawk workload further cements Robins Air Force Base as a vital mission capability in support of Air Force and Defense Department operations worldwide.



Members of the 380th Expeditionary Maintenance Squadron complete pre-flight checks on a Global Hawk equipped with a battlefield airborne communications node at an undisclosed location in Southwest Asia, March 31, 2017.



ABOUT THE AIRCRAFT



Global Hawk

MISSION

The RQ-4 Global Hawk is a high-altitude, long-endurance, remotely piloted aircraft with an integrated sensor suite that provides global all-weather, day or night intelligence, surveillance and reconnaissance capability. Global Hawk's mission is to provide a broad spectrum of ISR collection capability to support joint combatant forces in worldwide peacetime, contingency and wartime operations. The Global Hawk provides persistent near-real-time coverage using imagery intelligence, signals intelligence and moving target indicator sensors.

FEATURES

Global Hawk is currently fielded in three distinct blocks. Seven Block-10 aircraft were procured, but were retired from the Air Force inventory in 2011. Block 20s were initially fielded with IMINT-only capabilities, but three Block 20s have been converted to an EO-4 communication relay configuration, carrying the Battlefield Airborne Communication Node payload. Block 30 is a multi-intelligence platform that simultaneously carries electro-optical, infrared, synthetic aperture radar, and high- and low-band SIGINT sensors. Block 30 Initial Operating Capability was declared in August 2011. Eighteen Block 30s are currently fielded, supporting every geographic combatant command as well as combat missions in operations Enduring Freedom, Iraqi Freedom and New Dawn. Block 30s also supported Operation Odyssey Dawn in Libya and humanitarian relief efforts during Operation Tomodachi in Japan. Block 40 carries the Radar Technology Insertion Program active electronically scanned array radar which provides MTI and SAR data. Block 40 Early Operating Capability was declared in Sep 2013 and eleven Block 40s are currently fielded, supporting operations in four combatant commands.

BACKGROUND

Global Hawk began as an Advanced Concept Technology Demonstration in 1995. The system was determined to have military utility and provide warfighters with an evolutionary high-altitude, long-endurance ISR capability. The Global Hawk has been deployed operationally to support overseas contingency operations since November 2001.

In the RQ-4 name, the "R" is the Department of Defense designation for reconnaissance and "Q" means unmanned aircraft system. The "4" refers to the series of purpose-built remotely piloted aircraft systems. The "E" in EO-4 delineates the communication configuration of the BACN equipped aircraft.

The Global Hawk is operated by the 12th Reconnaissance Squadron at Beale Air Force Base, California, and the 348th Reconnaissance Squadron at Grand Forks Air Force Base, North Dakota, but aircraft are rotated to operational detachments worldwide. The 1st RS at Beale Air Force Base provides formal training for all RQ-4 pilots and Block 30 sensor operators, while the 348 RS formal training unit at Grand Forks provides training for all Block 40 sensor operators.

GENERAL CHARACTERISTICS

Primary function: high-altitude, long-endurance ISR
Contractor: Northrop Grumman (Prime), Raytheon, L3 Comm
Power Plant: Rolls Royce-North American F137-RR-100 turbofan engine
Thrust: 7,600 pounds
Wingspan: 130.9 feet (39.8 meters)
Length: 47.6 feet (14.5 meters)
Height: 15.3 feet (4.7 meters)
Weight: 14,950 pounds (6,781 kilograms)
Maximum takeoff weight: 32,250 pounds (14,628 kilograms)
Fuel Capacity: 17,300 pounds (7,847 kilograms)
Payload: 3,000 pounds (1,360 kilograms)
Speed: 310 knots (357 mph)
Range: 12,300 nautical miles
Endurance: more than 34 hours
Ceiling: 60,000 feet (18,288 meters)
Armament: None
Crew (remote): three (LRE pilot, MCE pilot, and sensor operator)
Initial operating capability: 2011 (Block 30); 2015 (Block 40)
Inventory: active force, 33 (three more Block 30s purchased, to be fielded in 2017)

GLOBAL HAWK

Enlisted RPA pilot board selects 30 Airmen for pilot training

The inaugural Enlisted Remotely Piloted Aircraft Pilot Selection Board has chosen 30 enlisted Airmen to fill fiscal year 2017/2018 training slots as a part of the deliberate approach to enhance the Air Force's Intelligence, Surveillance and Reconnaissance mission.

The historic enlisted RPA pilot selection board convened at the Air Force Personnel Center Feb. 6-8 and selected two senior master sergeants, five master sergeants, nine technical sergeants, 14 staff sergeants and five alternates from about 200 active duty enlisted applicants from various Air Force Specialty Codes. These 30 Airmen join the Enlisted RPA Pilot program along with the 12 other Airmen from the Enlisted Pilot Initial Class, four of whom started training in October 2016. The Air Force plans for the number of enlisted RPA pilots to grow to 100 within four years.

To be considered for the selection board, Airmen had to hold a rank from staff sergeant through senior master sergeant and have six years of retainability from course graduation date. They were also required to complete the application, an Air Force initial flying class II physical examination plus a pilot qualification test, which is key in measuring aptitude for success in RPA pilot training.

"The selection board process mirrors that of the undergraduate flying training program as closely as possible," said Senior Master Sgt. Dave Desilets, the Career Enlisted Aviator Assignments manager. **"The board uses the 'whole person' concept to evaluate candidates."**

Candidates were evaluated based on their entire military personnel record and pilot candidate selection method, or PCSM, test score. The average PCSM score for those selected was 73 with overall select scores ranging from 55 to 96. Airmen who had already amassed off-duty flying hours were also able to apply that experience toward their PCSM, which Desilets said is the same scoring system used to select Air Force officer pilots.

Expanding opportunities in the RPA program is one of many ways the Air Force is tapping into the talent of its skilled, diverse and innovative enlisted force. Originally open to just career enlisted aviators, the Air Force opened the program to all enlisted AFSCs in August 2016 to allow more active duty Airmen to apply.

"This gives Airmen an opportunity to excel in a new way," Desilets said. **"We have an incredibly talented pool of enlisted Airmen, and we're confident that this rigorous selection process yielded excellent enlisted aircrew who will continue to provide combatant commanders with the ISR they need to win today's fight."**

The Air Force has plans to integrate enlisted pilots into RO-4 Global Hawk flying operations. The first two board-selected Airmen began Initial Flight Training at Pueblo Memorial Airport in Pueblo, Colorado, in April. The remaining EPIC and



Senior Airman Jose pulls a set of chocks while escorting an RO-4 Global Hawk back to a hangar during ground operations at an undisclosed location in Southwest Asia September 18, 2015. Jose is an assistant dedicated crew chief assigned to the 380th Expeditionary Aircraft Maintenance Squadron. (U.S. Air Force photo/TECH. SGT. CHRISTOPHER BOITZ)

board-selected students are lined up to attend training throughout 2017 as training slots become available.

After IFT completion, students will progress through the RPA Instrument Qualification Course and RPA Fundamentals Course at Joint Base San Antonio-Randolph and the Basic Qualification Training at Beale Air Force Base, California. The entire program spans almost a full year. The first two EPIC students are scheduled to graduate and receive their pilot wings in May.

"This proactive step will make the most of the capabilities of our enlisted force to provide options that build a more agile ISR force in the future, placing highly capable enlisted forces in a position to support the future threat environment," Desilets said.

The call for nominations for the 2018 Enlisted RPA Pilot selection board is scheduled for April.

The selection list has posted to myPers. To view the list, or for more information on the enlisted RPA pilot selection process, visit the active duty enlisted [Retraining page](#), or select "Any" from the dropdown menu and search "Enlisted RPA." Additional information is also available on the [Air Force Portal Rated Assignments page](#).

For more information about Air Force personnel programs, go to [myPers](#). Individuals who do not have a myPers account can request one by [following these instructions](#).

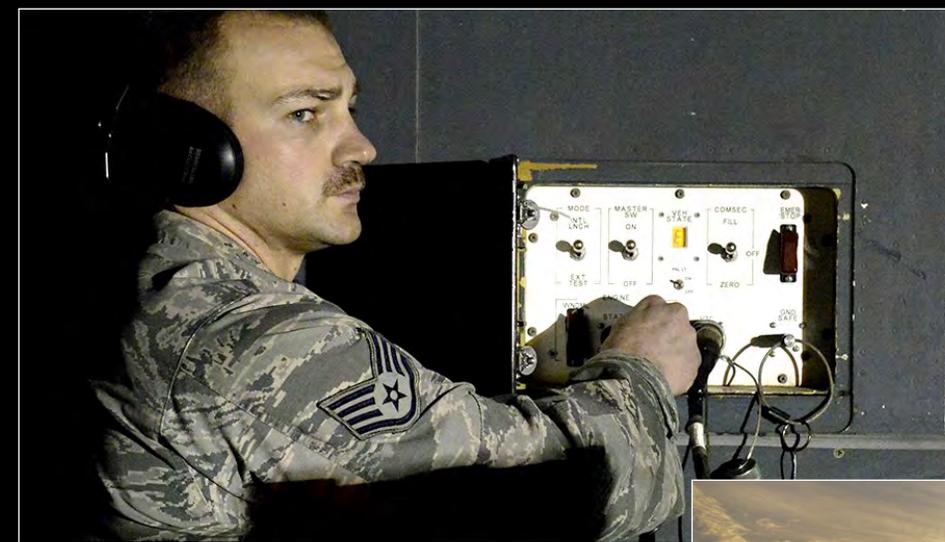
MEANWHILE, IN AN UNDISCLOSED LOCATION ...



Senior Airman Blaine Aponte, a 380th Expeditionary Aircraft Maintenance Squadron assistant dedicated crew chief, inspects inside the wheel well of an RQ-4 Global Hawk, at an undisclosed location in Southwest Asia. (U.S. Air Force photos/TECH. SGT. RUSS SCALF)



Above: Airman 1st Class Jordan Johnson, a 380th Expeditionary Aircraft Maintenance Squadron avionics specialist, verifies the integrity of an RQ-4 Global Hawk antenna, using an identify friend or foe transponder. The IFF antenna allows other aircraft to recognize the Global Hawk as a friendly aircraft.



Above: Staff Sgt. Austin, avionics specialist, starts the engine of an RQ-4 Global Hawk at an undisclosed location in Southwest Asia. The Global Hawk provides persistent near-real-time coverage using imagery intelligence, signals intelligence and moving target indicator sensors.

Right: Senior Airman Arrellius Oliver, a 380th Expeditionary Aircraft Maintenance Squadron assistant dedicated crew chief, drags the chocks for an RQ-4 Global Hawk. Arrellius, deployed from Beale Air Force Base, California, was part of a crew preparing the aircraft for a mission that evening.



1,000 & Counting

Deployed maintainers fight ISIS with Global Hawk consistency

By SENIOR AIRMAN TYLER WOODWARD
380th Air Expeditionary Wing
Public Affairs

SOUTHWEST ASIA -- A 380th Air Expeditionary Wing EO-4 Global Hawk, carrying a communications enhancing payload, completed 1,000 continuous sorties without incurring a single maintenance cancellation while supporting Operation Inherent Resolve here.

Members of the 99th Expeditionary Reconnaissance Squadron and 380th Expeditionary Aircraft Maintenance Squadron successfully recovered the remotely piloted aircraft on April 1, which used a battlefield airborne communications node (BACN) to facilitate communications between multi-national Coalition assets working to defeat ISIS in the area of responsibility.

Maj. Rolly, a recent 99th ERS Global Hawks director of operations, discussed the importance of the BACN program in U.S. Air Forces Central Command.

“Everybody involved with the generation of the BACN sorties understands how important it is to safely get these jets airborne to do their mission,” Rolly said. “Hitting 1,000 in a row speaks to the importance of the BACN mission regarding its direct impact on the warfighter and I think that it says a lot about the stellar professionals filling the maintenance ranks from top to bottom.”

The BACN payload works as a communications bridge between all personnel in the AOR. In layman’s terms, it’s a Wi-Fi hotspot in the sky for ground and air assets fighting against ISIS.

“Reaching 1,000 consecutive BACN sorties in a row really shows how effective our maintainers are at turning around this aircraft,” Staff Sgt. Bradley, 380th Expeditionary Aircraft Maintenance Squadron crew chief, said. “Even when we have an issue

Members of the 380th Expeditionary Maintenance Squadron complete post-flight checks on a Global Hawk equipped with a battlefield airborne communications node at an undisclosed location in Southwest Asia, April 1, 2017. The completion of this mission marked 1,000 consecutive sorties without a maintenance cancel while supporting Combined Joint Task Force-Operation Inherent Resolve. These remotely piloted aircraft have provided a critical communication bridge between multi-national Coalition assets working to defeat ISIS in the area of responsibility.



we’ve been able to fix it and still get that jet out in a single day.”

The BACN equipped Global Hawks regularly fly 25-30 hours on a single sortie to meet their 24/7 demand.

380 EAMXS production superintendent Master Sgt. Chad attributed the long term success of the BACN program to skilled and experienced Airmen working day-to-day to keep the RPAs on schedule.

“This is a big milestone for us,” Chad said. “It proves that good maintenance practices and the capabilities of this aircraft ensure continuous support for the troops on the ground during their missions.”

July 4, 2014, marked the last time a 380 AEW BACN Global Hawk canceled a sortie because of maintenance issues.

Editor’s note: (Last names have been removed for security purposes.)

GLOBAL HAWK

The Airmen Behind the Mission

SOUTHWEST ASIA -- If anyone were to look inside an RQ-4 Global Hawk they would see nothing but an inorganic mix of hardware and wires, with no seat for a pilot.

Measuring 130 feet in width, this remotely piloted aircraft is capable of traversing 12,300 nautical miles in a single mission. The Global Hawk can fly up to 60,000 feet in altitude, some of which are controlled by Airmen assigned to the 380th Expeditionary Wing, at an undisclosed location in Southwest Asia.

These Airmen guide and maintain the Global Hawks, serving as the brain and directing the aircraft from its nervous system on the ground.

To support the Global Hawks' mission, the responsibilities of the 380th AEW Airmen are delineated into two main factions. The 380th Expeditionary Aircraft Maintenance Squadron maintains and cares for the Global Hawks, while the 99th Expeditionary Reconnaissance Squadron guides, coordinates and schedules the aircrafts' movements.

Though the squadrons work independently from each other at times, they work together when it comes to launching and landing the aircraft. One Airman from each squadron sits in the Launch and Recovery Element, which is responsible for getting the aircraft to and from its target area safely.

When working in the LRE, Senior Airman Daryl, 380th EAMXS Global Hawk ground systems technician, is solely responsible for maintaining communication links with the aircraft.

"The importance in what I do is to provide capability for the pilot to fly the Global Hawk," Daryl said. "I think about the impact of what my job entails, but I don't feel pressured because of how proven reliable the links are."

Daryl establishes, monitors and maintains more than two different types of communication links with the Global Hawk. Due to the wireless nature of the links, more than one is necessary in case a link is lost, however that doesn't happen often or for very long, according to Daryl.

Each link transmits information using different frequencies to ensure the LRE is in continual contact with the Global Hawk, yet the risk of an outsider hacking into any of the links is minimal, he said.

Once the Global Hawk is launched, the LRE maintains communication and control until a Mission Control Element, located in the U.S., is ready to take over with a verbal confirmation exchanged between pilots. The MCE is similar to the LRE, except a sensor operator is added to the crew. This individual monitors and operates instruments on the aircraft to gather intelligence, surveillance and reconnaissance information.

After the Global Hawk completes its mission, the MCE pilot guides the RPA back into the 380th AEW's geographic region where the LRE pilot takes



Airman 1st Class Dylan (front) and Senior Airman Bradley (back), 380th Expeditionary Aircraft Maintenance Squadron Global Hawk technicians, work to prep an RQ-4 Global Hawk for towing, May 16, after its flight. With the support of these Airmen, the Global Hawk is able to deliver all-weather, day or night intelligence, surveillance and reconnaissance to support U.S. Air Force Central Command missions. (U.S. Air Force photo/STAFF SGT. SAMANTHA MATHISON)

control again with another verbal affirmation, according to Capt. Joshua, 99th ERS Global Hawk pilot.

"Communication is vitally important when it comes to the Global Hawk," Joshua said. "Not only are we talking to the pilot in the MCE, but we're also talking to the air traffic control tower, aircraft maintainers and one of our pilots who we send out to get eyes-on during launch and recovery."

Joshua, formerly a B-52 Stratofortress pilot, said he is impressed with the Global Hawk's accuracy and precision when it comes to piloting itself.

There are a series of safety measures programmed into the Global Hawk in the highly unlikely case of total communication loss, according to Joshua. **For example, during flight the aircrafts' instructions are to fly to its next preprogrammed GPS location and then circle at a safe altitude until communication is restored,** he said.

"So in the unlikely scenario that all communication went down, we still know exactly where and when the aircraft is and we're able to communicate that information to all interested parties," he said.

According to Joshua, the biggest limiting factor for the Global Hawk is weather. Storms and ice are the primary concerns, so pilots have to check for those conditions and guide the RPA away from them.

Maneuvering away from bad weather however, does not prevent all wear and tear from impacting the aircraft. This is where the 380th EAMXS steps in to care for and maintain the Global Hawks.

According to A1C Vincent, 380th EAMXS Global Hawk technician, maintainers are responsible for inspecting and replacing components, cleaning, touching up paint, clearing any fault alerts, and towing the aircraft to and from the flight line. When not in flight, Global Hawks are stored in temperature controlled aircraft hangars to protect internal sensitive equipment from extreme heat and cold.

"A lot of people depend on us to get the plane in the air," said Vincent. **"So we make sure there are no write-ups and that it's ready to fly. We're aware of the impact we have on the Global Hawk and everyone depending on it."**

Without the combined efforts of these Airmen, the Global Hawk would not be able to deliver all-weather, day or night intelligence, surveillance and reconnaissance to support U.S. forces on the ground. More importantly, it would not be capable of providing near real-time information to assist in saving lives during worldwide peacetime, contingency and wartime operations.

Editor's note: Due to safety and security concerns last names were removed.

GLOBAL HAWK

*Ready
for
Action*





A Pilot's Lifeline

339th Flight Test Squadron Aircrew Flight Equipment ensures flyer safety

ABOVE: Master Sgt. Kevin Spano, 339th Flight Test Squadron aircrew flight equipment NCO in charge, inspects parachute lines April 26, 2017, at Robins Air Force Base, Georgia. One thing to look for when inspecting parachute lines is to ensure no lines are tangled together.

Right: Tech. Sgt. Eduard Van Thiel, 339th FTS aircrew flight equipment journeyman, re-assembles components of an MBU-20/P oxygen mask. Aircrew flight equipment specialists ensure all flight and safety equipment are operational.

— *Continued on next page.*



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Left: Airman 1st Class Khalil Smalls, 339th FTS aircrew flight equipment helper, works on an MBU-20/P oxygen mask. The mask provides pressure breathing for aircrew and reduces the probability of G-induced loss of consciousness.

Below: Master Sgt. Kevin Spano, left, and Staff Sgt. Scott Watson, 339th FTS aircrew flight equipment, conduct quality assurance on a parachute harness. Aircrew flight equipment specialists ensure all flight and safety equipment are operational and able to be fully used during operations and emergency situations.



Left: Master Sgt. Brandi Bray and Tech. Sgt. Eduard Van Thiel, 339th FTS aircrew flight equipment, operate a head-mounted display test system at Robins. Aircrew flight equipment Airmen with the 339th FLTS are responsible for performing inspections, maintenance and adjustments to F-15 and C-5 flight and safety equipment.

Up Close & Personal

Perry Leadership Institute gets a tour they can really sink their teeth into



(U.S. Air Force Photos/LISA HAM)

Members of the Perry Leadership Institute got a glimpse inside the fence April 25, 2017. The visit included an installation mission briefing plus tours with the 78th Security Forces Squadron military working dogs, the 5th Combat Communications Group, air control tower, C-5 & software maintenance, and JSTARS. Base senior leaders also hosted the group for lunch.

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May 15th

Credit Card payment ability from Club-Works will stop. Chase card members will need to go to Chase.com to make credit card payments or they can go to any Chase Branch to pay in person.

June 12th-June 23rd

Chase will communicate to card holders explaining the end of the Chase Air Force partnership and the benefits of their new card (it will include their new Visa benefits and Rewards brochure).

August 15th

Will start to send out new credit cards to Chase card holders.

Private Label card holders accounts will close and they will be responsible for their balance.

What's Happening

78th FSS

2017 Air Force Club Scholarship Program

Now through May 12

Visit MyAirForceLife.com/Clubs for eligibility,

essay or video topic, instructions and rules.

Good Luck!

Swim Lesson Registration Begins

May 9

Call Outdoor Rec - 478- 926-4001 or DSN 468-4001

Robins Skeet Range

May 13

Noon to 6 p.m.

\$20

Robins Skeet Range - 478-926-4733

Zip Line (Single Airman Only)

May 20

\$50

Register no later than May 15 at Bldg. 984, Outdoor Rec counter

Outdoor Recreation - 478-222-1107 or DSN 472-1107

Saturday Brunch

10 a.m. to 12 p.m.

Pancakes, Waffles, Scrambled Eggs, Sausage, Hash Browns, Chicken Tenders, **Mac 'N Cheese, Roast Beef & Vegetable**

Members & Family \$5 per person

Non-Members \$7 per person

5 to 7 p.m.

Spaghetti & Meatballs and Pizza Buffet

Members & Family \$5 per person

Non-Members \$7 per person

Pizza Depot - Comm. 478-926-0188 or DSN 468-0188

2017 Air Force Photo Contest

Theme: Travel Destinations

Categories for adults and youth

Prizes: awarded in each category

For more information go to

MyAirForceLife.com/photo-Contest

Sunday Fun Day

Bowl till you drop

Sundays, 4 to 8 p.m.

Bowling Center - 478-926-2112 or DSN 468-2112

Friday Special at the Pizza Depot

Two Fried Catfish Filets, Hush Puppies, **Vegetable & Mac 'N Cheese \$6.95**

11 a.m. to 1 p.m.

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DSN 468-2112

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or DSN 468-4103

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& Federal Holidays, 478-327-8761



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Friday May 18, 2017

2 to 4 p.m.

Location: Base Theater



EVERYONE IS WELCOME! Airman, Civilians, Dependents!

For more information contact: Staff Sgt. DeMica McIntosh/ Staff Sgt. Jonisha Gibson

Demica.mcintosh@us.af.mil or jonisha.gibson@us.af.mil

Airmen

HELPING

Airmen



The Robins Air Force Base 2016 Air Force Assistance Fund campaign ends today.

This year's six-week campaign includes an installation goal of \$75,522, with the theme of "Airmen Helping Airmen."

The annual effort raises funds to provide support throughout the Air Force family, to include assistance with emergency needs, education, or to secure a retirement home for widows or widowers of Air Force members in need of financial aid.

"This is one of the rare opportunities to directly help our members. You can see your donations at work in your unit," said Master Sgt. Jason Clark, AF AF installation project officer. "It's a great program, and one I believe in."

As a flight chief with the 78th Security Forces Squadron, Clark is all about looking out for those around him, to include a team of over 150 military and civilian members.

"Our job is about taking care of people: people always," he said. "It's what we've got to do for our deployed and those put in difficult spots. We are going to need everyone's help to reach

our goal... and our goal is to help people."

AF AF affiliate charities, which support active duty, retirees, Reserve, Guard and dependents, include the Air Force Aid Society, which provides millions of dollars in direct assistance to Air Force members and their families.

That includes emergency assistance, such as interest-free loans, grants and other means of assistance; millions in education programs, such as merit scholarships, education grants for children and spouses, and loans and youth employment skills.

It also provides money to community programs, including child care, readiness and spouse and parenting programs.

The General and Mrs. Curtis E. LeMay Foundation awards grants to enlisted and officer retirees' surviving spouses; the Air Force Enlisted Village provides assistance in the form of a home in a safe, dignified and caring community; and the Air Force Villages Charitable Foundation/Blue Skies of Texas, cares for widowed spouses.

Retirees or civilians who would like to contribute to the Air Force Assistance Fund may contact your organization's unit project officers for info.

Unit Project Officers are:

78th CEG

James Hanchett

78th ABW/SC

Master Sgt. Clinton Everling
Tech. Sgt. Kellie Roberts

78th ABW/WSA

Staff Sgt. Joshua Jones
A1C Pamela Ridley

78th MDG

Capt Winnie Odhiambo
Staff Sgt. Louise Sargent
Master Sgt. Ellis Coley

461st ACW

Master Sgt. Jeffery Grenfell
Tech. Sgt. Dustin Pennington
Master Sgt. Nicholas Billow

638th SCMG

Master Sgt. Aquincy Robertts
Lt. Ashley Houser

5th CCG

Lt. John Brautigam
Lt. Jennings Fairchild
Staff Sgt. Alacia Hatten

AFLCMC

Teresa Summers
Tech. Sgt. Joe Treece



Memorial Ceremony Nomination Deadline May 12

Base officials will pay tribute to the living and deceased Team Robins members (military and civilian) at the annual Camellia Gardens Memorial Service in the Museum of Aviation Century of Flight Hangar on May 25, at 10 a.m.

If you would like to submit a family member, friend or coworker to be recognized (Nomination Deadline: May 12), Use the following link:

<https://www.surveymonkey.com/r/S38H8HV>

A guest speaker will provide the memorial address and the Robins Honor Guard will deliver a 21-gun salute followed by taps.

Nominated individuals are eligible if Robins Air Force Base was their last duty station.

For more information, contact the Chaplains office via email at 78abw.hcworkflow@us.af.mil or by phone at 478-926-2821.

No matter how hard the winds blow ...
No matter how tough the challenge ...

Like steel, I rise.

If you need help, it's only a phone call away

- Finances & Work-Life Balance — 478-926-1256
- Work, personal or Family Issues — 800-222-0364
- Work Stress, Psychological Issues — 478-327-9803
- Mental Health & Substance Abuse (Houston Healthcare) — 478-922-4281
- 78th MDG Mental Health Clinic — 478-327-8398
- Suicide Prevention Lifeline — 800-273-8255
- Sexual Assault & Victim Advocacy — 478-926-2946
- Crime Victim Advocacy — 478-327-4584
- Chapel — 478-926-2821

(U.S. Air Force graphic/GEOFF JANES)



Parting Shot

OPERATION BRING HOME THE CUP was a resounding success. Team Robins members participated with community leaders in the Robins Cup Golf Tournament held by the Robins Regional Chamber of Commerce and Military Affairs Committee. Team Robins accomplished the mission and brought the cup home ... where it belongs. (Photo courtesy of the Robins Regional Chamber)