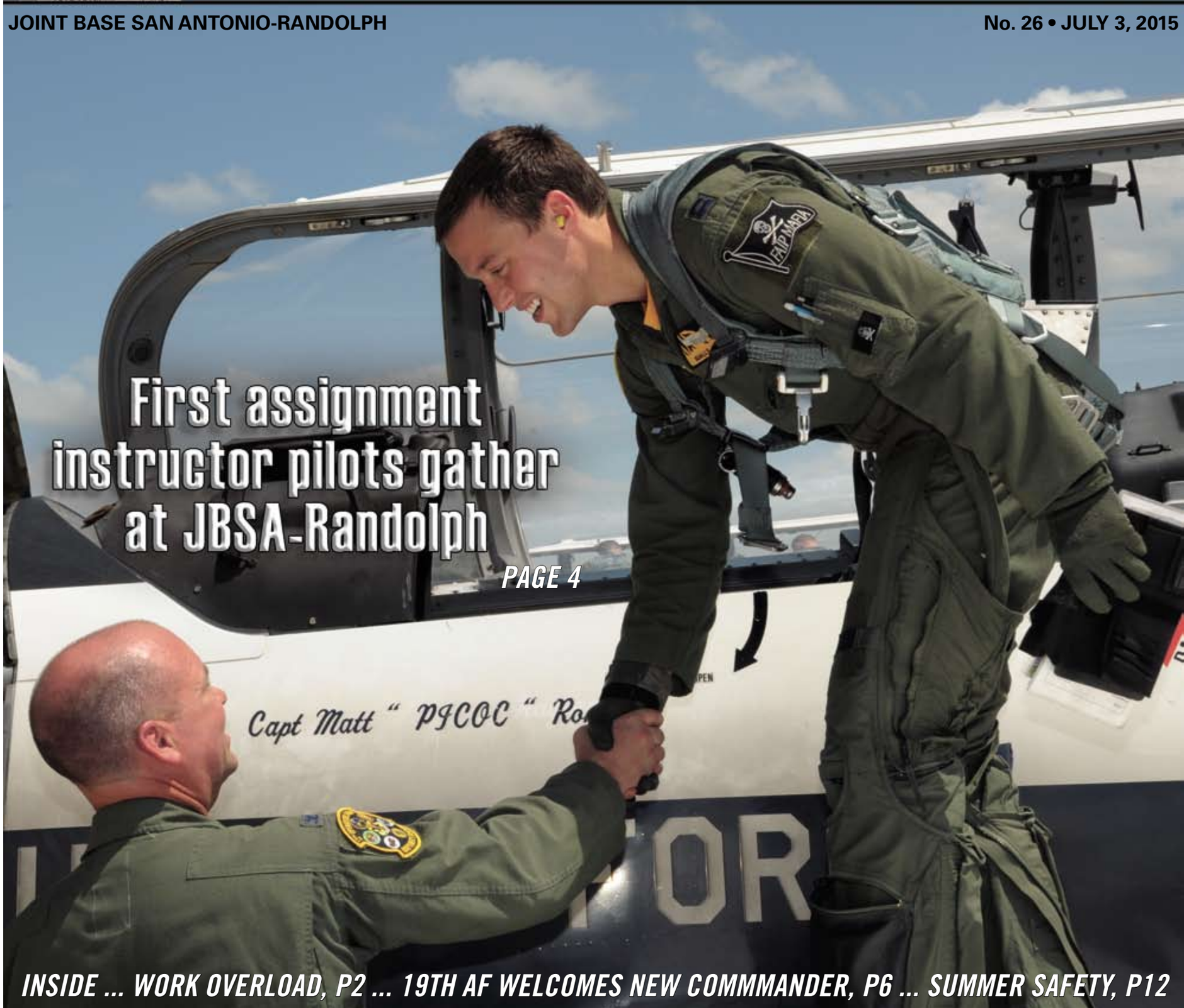
A publication of the 502nd Air Base Wing – Joint Base San Antonio

WINGSPREAD

JOINT BASE SAN ANTONIO-RANDOLPH

No. 26 • JULY 3, 2015



First assignment instructor pilots gather at JBSA-Randolph

PAGE 4

INSIDE ... WORK OVERLOAD, P2 ... 19TH AF WELCOMES NEW COMMMANDER, P6 ... SUMMER SAFETY, P12

COMMENTARY

Work Overload: What I learned on the slopes of Aconcagua

By Lt. Col. Daniel Loveless
71st Medical Operations Squadron commander
Vance Air Force Base, Okla.

Courtesy photo

Lt. Col. Daniel Loveless, the 71st Medical Operations Squadron commander, kneels atop Aconcagua, Argentina, the highest point in the Southern Hemisphere at 22,841 feet.

Breathe, breathe, breathe. Step. Breathe, breathe, breathe. Step. It's about 4 a.m. on a cool February morning and I'm at 19,200 feet on Aconcagua, Argentina, the highest point in the Southern and Western Hemispheres. I'm part of a team of 13 climbers. Today is our summit day.

There are now 11 of us as two members fell out earlier in the climb. I have been doing quite well, but the altitude is taking a bit of a toll on me.

I have lost my appetite, something that afflicts me whenever I am at high altitudes. I have eaten poorly over the last two days and started the day's climb on an empty stomach.

We are only beginning our ascent to 22,841 feet, and I am already falling behind the majority of the party.

At 20,000 feet, an average person will have somewhere between five and 12 minutes of useful consciousness.

How is it that a person can climb higher than 29,000 feet without supplemental oxygen?

The reason is the process of acclimatization. Acclimatization in this instance is a physiological adaption caused by the decreased barometric pressure.

The body adapts initially by increasing the heart rate and breaths per minute.

After reaching around 10,000 feet, the body will start the process of diuresis or fluid loss. This process increases the number of red blood cells in a given quantity of blood.

Finally, the decrease in barometric pressure causes the kidneys to produce erythropoietin, which will increase the production of red blood cells. This process takes about a month before the body has reached maximum red blood cell production.

How does this example relate to you and your mission? Well, the Air Force has a fairly high tempo and as we progress in rank, we have to take on more responsibilities.

If you have a lot on your plate now, how much more will you have as you progress in rank and position?

At times it may seem like you have reached your limit, but as acclimatization shows, our bodies can do more than what we think they are capable of. Believe it or not, it was once thought a person would die, or at the very least have brain damage, if they were to climb over 8,000 meters (26,240 feet) without supplemental oxygen.

Don't let the belief that you have hit your limit hold you back. You can adapt both mentally and physically to go further than you may think.

In acclimatization, you are adapting in a passive manner; meaning you don't necessarily need to do any work to adapt. Your body will do it for you.

We can certainly adapt and do well given this scenario, but what if you do more than your body is ready for?

If you raise your sleeping altitude by more than 1,000 feet a night when over 10,000 feet, you run the risk of high altitude pulmonary edema (fluid in the lungs) or high altitude cerebral edema (fluid in the brain) – both of which are very serious and life threatening.

The important point to take from this is that for much of what we do, we can actively adapt so that we will be prepared for future mentally or physically taxing scenarios.

We can do this by studying and gaining knowledge or skills. We can also do this by regularly increasing our workload when training at the gym, running or cycling.

By letting our minds and bodies adapt we gain resilience, and when we do this we may find ourselves doing more than we thought was possible.

We hit our first break at 20,600 feet. I was the second to last to come in. The party was already getting prepared to move on. I downed a couple energy gels and got behind the team leader cutting my rest time even further.

I needed a rhythmic pace to get to the top. The further back you get from the person in the front, the more energy you waste speeding up and slowing down.

Those gels really did the trick.

At about noon, 10 of us made it to the summit. Had it not been for adaption, both passive and active in this case, I would not have been able to push myself further than what my body is normally capable of doing.

Use adaption to your advantage and see just how far you can go.

ON THE COVER

Col. David Drichta (left), 12th Operations Group commander and former T-37 Tweet first assignment instructor pilot, welcomes an attendee to the "FAIP-a-Palooza" conference June 26 at Joint Base San Antonio-Randolph. For the complete story, see page 4.

Photo by Joel Martinez

WINGSPREAD

Joint Base San Antonio-Randolph
Editorial Staff
Brig. Gen. Bob LaBrutta
502nd Air Base Wing/JBSA Commander
Todd G. White
502nd ABW/JBSA Public Affairs Chief
Marilyn C. Holliday
502nd ABW Community Engagement Section Chief
Airman 1st Class Stormy Archer
Photojournalist Journeyman
Senior Airman Alexandria Slade
Photojournalist Journeyman
Robert Goetz, David DeKunder
Staff Writers
Maggie Armstrong
Graphic Designer

Wingspread Office
1150 5th Street East
JBSA-Randolph, Texas 78150
Phone: (210) 652-4410
Wingspread email
randolphpublicaffairs@us.af.mil
Wingspread Advertisement Office
EN Communities
P.O. Box 2171
San Antonio, Texas 78297
(210) 250-2440

This newspaper is published by EN Communities, a private firm in no way connected with the U.S. Air Force, under exclusive written contract with Joint Base San Antonio-Randolph, Texas. This commercial enterprise Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of the Wingspread are not necessarily the official views of, or endorsed by, the U.S. government, the Department of Defense, or the Department of the Air Force.

The appearance of advertising in this publication, including inserts or supplements, does not constitute endorsement by the Department of Defense, the Department of the Air Force or EN Communities, of the products or services advertised.

Everything advertised in this publication shall be made available for purchase, use or patronage without regard to race, color, religion, sex, national origin, age, marital status, physical handicap, political affiliation, or any other nonmerit factor of the purchaser, user or patron.

Editorial content is edited, prepared and provided by the Public Affairs Office of JBSA-Randolph. All photos, unless otherwise indicated, are U.S. Air Force photos.

The deadline for submissions is noon Wednesday the week prior to publication. All submissions can be emailed to randolphpublicaffairs@us.af.mil.

FAIPs get professional development and crosstalk during 'FAIP-a-Palooza'

By Daniel Hawkins
Joint Base San Antonio-Randolph Public Affairs

In the renewal of a time-honored tradition designed to enhance officer professional development, 155 First Assignment Instructor Pilots from across Air Education and Training Command gathered at Joint Base San Antonio-Randolph June 26-27 for the "FAIP-a-Palooza".

First assignment instructor pilots, known as FAIPs, from Sheppard and Laughlin Air Force Bases in Texas; Vance Air Force Base, Okla., and Columbus Air Force Base, Miss., attended the two-day conference at the base nicknamed the "West Point of the Air."

The conference, hosted by the 12th Flying Training Wing, is designed specifically to give FAIPs access to mentorship and professional military education from senior leaders, while at the same time, setting aside time for cross-talk sessions with fellow instructors.

"Our primary goal in hosting this event is two-fold," said Capt. Mark Thompson, 99th Flying Training Squadron safety officer and "FAIP-a-Palooza" organizer. "We provide mentoring opportunities to our instructor cadre they might not otherwise see, as well as increasing FAIPs' training tool kits."

From a development perspective, ensuring FAIPs get professional military education early and often is a top priority of leaders.

"This conference is a high impact opportunity," said Col. David Drichta, 12th Operations Group commander and a former T-37 Tweet FAIP himself. "These young officers influence our future aviators in so many ways... we owe FAIPs the chance to grow professionally. Getting them invested in the art of human capital early gives them more time to pay it back."

Career advice from both former and current leaders was presented during a dinner event held at the Parr Club.

Speakers included Gen. Robin Rand, commander of Air Education and Training Command, and retired Col. Barry Bridger, a former Vietnam prisoner of war.

Bridger relayed his experiences at the Hanoi Hilton after being shot down in his F-4 Phantom in January, 1967, and how he persevered and stayed true to his nation despite enduring both physical and psychological abuse at the hands of his captors in North Vietnam.

"You can't out leverage someone physically in a POW camp, you just can't." Bridger said. "You can only fight with your spirit and your heart. Your conduct would have been predetermined by the values you brought to the fight, you are in life what you value, and you will take out what you took in."

Later in the weekend, Col. Jeffrey Smith, Profession of Arms Center of Excellence director, spoke to the company grade officers about the importance of staying committed to being a professional Airman and being dedicated to the Air Force core values of integrity first, service before self and excellence in all we do.

Thompson, a former T-1 Jayhawk FAIP at Vance AFB, also talked about how the conference provided attendees the chance to look around and "avoid stove piping" in regards to how they view the way their particular base conducts training.

"Giving the FAIPs a chance to expand their horizons beyond their current view is a good thing," Thompson said. "We want them to connect with one another and build their professional contact network."

For 1st Lt. Chris Tobiere, a T-1 instructor pilot assigned to the 86th Flying Training Squadron at Laughlin AFB in Del Rio, Texas, getting the chance to meet and interact with so many fellow FAIPs and listen to the experiences of others made the conference special.

"Being a FAIP means you have a lot of responsibility," Tobiere said. "We are entrusted to train the next generation of pilots and being here and getting the time to learn from others' trials and tribulations really goes a long way."

Tobiere was also impressed with the chance to interact with senior leaders who had FAIP assignments on their resumes.

"Being a FAIP certainly can lead you down a path to a successful career," he said. "You only have to look at Gen. Rand or (Air Force Chief of Staff) Gen. Welsh to see how far you can go."

Stay safe during Fourth of July excitement

By Jose T. Garza III
Joint Base San Antonio-Lackland Public Affairs

It's a fact that Americans love fireworks, especially on the Fourth of July in celebration of the nation's Independence Day. So much so, that consumer fireworks revenue totaled $695 million in 2014, up 95 percent from 2013, according to the American Pyrotechnics Association.

"Using consumer fireworks on our nation's birthday is as traditional as cookouts and parades. It is equally safe if a few common sense rules are followed," said Nancy Blogin, president of the National Council on Fireworks Safety. "We want consumers to be safe from beginning to end when enjoying their fireworks. We want there to be a safe place to shoot, to have a designated shooter that takes responsibility for the show and to have the fireworks disposed of properly."

Active duty Airmen and on-duty Air Force civilian personnel may not take part in the transportation, storage, set up or functioning of commercial fireworks on base, according to Air Force Manual 91-201, paragraph 7.22.1, said Michael Horstman, Joint Base San Antonio weapons safety manager.

"Military personnel are permitted to watch fireworks, but not allowed to be involved in any other aspect of the transportation, storage or use of the fireworks," Horstman said. "Involvement includes purchasing fireworks and holding on to them for someone to shoot them off or transporting them in your own vehicle to a location for someone else's use."

Parents and caretakers should supervise children and teens during firework-related activities, since an average of 240 people visit the emergency room with firework-related injuries during the Fourth of July weekend, according to the United States Consumer Products Safety Commission. Sparklers can burn at temperatures of about 2,000 degrees, which is as hot as a blowtorch and hot enough to cause third-degree burns.

There are eight designated areas in Bexar County where patrons can shoot fireworks (http://gov.bexar.org/fm/News/Fireworks2010.pdf) People caught setting off fireworks in undesignated areas are subject to a $1,000 fine and up to 180 days in jail.

"Avoid using homemade fireworks and illegal explosives because they can be deadly," Horstman said. "One fuse can last three seconds and another fuse can last half a second."

Horstman also recommends that illegal explosives, like M-80s and "quarter sticks" be reported immediately to local police and fire departments.

Never relight a "dud" firework … wait 20 minutes then soak it in a bucket of water. In fact, Horstman recommends that all used fireworks be soaked in water before placing them in an outdoor garbage can.

"The residue from the firework is going to remain hot for a while," Horstman said. "If you pick up the firework and immediately throw it in the trash, everything in the garbage could catch fire."

Know your fireworks and read fireworks instructions before shooting them off. According to the U.S. CPSC website, 36 percent of firework-related injuries occur on hands and fingers 22 percent on heads, faces and ears, with 16 percent in the eyes and five percent on the arms.

"Consumers should be aware of where their fireworks come from; only buy from licensed stores, stands and tents." Blogin said. "A designated shooter should prepare a shooting area, carefully read the label of each firework and understand exactly what the firework will do and refrain from consuming alcohol. Planning makes for a safe and fun backyard fireworks display."

Fireworks display observers should stand or sit 50 feet from the ignition and the person igniting the fireworks should turn their back immediately and walk away briskly following it. The National Fire Protection Association recommends the safest way to enjoy fireworks is to attend a public display conducted by trained professionals.

"Fireworks are dangerous and unpredictable, especially in the hands of amateurs," said Judy Comoletti, NFPA's Division Manager of Public Education. "The few seconds of pleasure fireworks may bring are not worth the risk of injury, permanent scarring or even death."

It is illegal to possess, use or transport fireworks in the City of San Antonio without a permit. For more information, visit http://www.bexar.org.

502nd Air Base Wing Command Chief Master Sgt. Alexander Perry retires

Brig. Gen. Bob LaBrutta (left), 502nd Air Base Wing and Joint Base San Antonio commander, presents former 502nd ABW and JBSA Command Chief Master Sgt. Alexander Perry his certificate of retirement at the JBSA-Lackland Gateway Club June 24. Perry retired after 29 years of Air Force service, which included more than 16 assignments in various roles such as commandant of the Air Force Senior NCO academy and, lastly, as the command chief for the 502nd ABW, the largest single installation support enterprise within the Department of Defense, supporting more than 90,000 military and civilians employees. As the command chief, he also served as the principal advisor to the commander for installation support functions to the four primary JBSA locations. Perry is originally from Pittsburgh and joined the Air Force in 1986 as an environmental medicine specialist. Chief Master Sgt. Stanley Cadell will succeed the outgoing command chief.

Photo by Johnny Saldivar

Hecker assumes command of 19th Air Force

By Tech. Sgt. Joshua Strang
Air Education and Training Command Public Affairs

Maj. Gen. James B. Hecker assumed command of 19th Air Force in a ceremony at Joint Base San Antonio-Randolph June 23.

Gen. Robin Rand, commander of Air Education and Training Command who presided over the ceremony, spoke to the importance of the 19th Air Force and the opportunity that awaits Hecker.

"All aviators start in the 19th Air Force," Rand said. "If we don't get it right here, how can we expect our Air Force to get it right?"

The 19th Air Force is responsible for the training of aircrews, remotely piloted aircraft crews, air battle managers, weapons directors, Air Force Academy Airmanship programs, and Survival, Evasion, Resistance and Escape specialists to sustain the combat capability of the U.S. Air Force, other services and allies.

Serving as the foundation for all Air Force flying training, the 19th Air Force conducts more than 490,000 flying hours annually, or 44 percent of the Air Force's total flying hours. It includes 19 training locations, with 16 active duty, Guard and Reserve wings. More than 32,000 people and nearly 1,400 aircraft of 29 different models make up the force.

Hecker said the 19th Air Force consistently provides world-class training so its students are prepared for the demands that lie ahead.

"It's not a matter of if we go to war," Hecker said. "Within a year, most of the people we graduate are going to go to war. We owe it to their mothers and fathers, and their daughters and sons, to make sure that they are prepared."

Hecker said their success is largely dependent on Air Force leaders treating their Airmen right.

"As you are putting them through this pressure and making them the best they can be to go out and lead our nation, you have to make sure that they are also having fun," Hecker said. "The biggest thing is to treat your Airmen with dignity and respect. It all starts at the top."

The assumption of command marked the second celebration of the day for Hecker, as he pinned on major general prior to the ceremony.

Photo by Melissa Peterson

Gen. Robin Rand (left), commander of Air Education and Training Command, presents the unit guidon to Maj. Gen. James Hecker during the 19th Air Force assumption of command ceremony June 23 at Joint Base San Antonio-Randolph. The 19th Air Force is responsible for the training of aircrews, remotely piloted aircraft crews, air battle managers, weapons directors, Air Force Academy Airmanship programs and survival, escape, resistance and evasion specialists to sustain the combat capability of the U.S. Air Force, other services and our nation's allies.

JBSA veterinary facilities sustain MWD mission, community pet wellness

By Senior Airman Alexandria Slade
Joint Base San Antonio-Randolph Public Affairs

Along with offering preventative health care services for the pets of Joint Base San Antonio military members, the three JBSA veterinary facilities are also responsible for ensuring America's four-legged Airmen are healthy and physically able to respond to emergencies domestic or abroad.

"Military working dog support is very similar to the medical and readiness support of an active duty Soldier," Army Capt. Ambre Gejer, South Texas Branch Veterinary Services chief, said. "My job is to make sure that those canines are fit and ready to deploy. We also help train their handlers on how to apply canine first aid in a battlefield setting."

Military working dogs are just one group of animals under the umbrella of JBSA veterinary care, along with the horses of the caisson section and various species within the Quadrangle at JBSA-Fort Sam Houston.

Military working dogs are the reason that on-base services are available for pet owners, Army Sgt. Justin Garner, JBSA animal health technician, said.

"It's our job to make sure that the military working dogs are in tip-top shape so that they can protect our military members down range," he said. "They are our main mission, and without them, the capability to also take care of privately owned animals would not be available."

As for pet needs, the staff at JBSA veterinary facilities provides basic care to the cats and dogs of active duty, Reserve and retirees for a slightly lower price than off base clinics that offer the same assistance.

Photo by Senior Airman Lynsie Nichols

Donna Debonis (right), 59th Medical Wing veterinary medical officer, administers a routine shot to JoJo while Sherry Armstrong, JoJo's owner, holds her in place June 29 at the Joint Base San Antonio- Lackland Veterinary Treatment Facility.

Families in need of specialty support for dogs and cats or for small mammals and reptiles are encouraged to take their animals to an off-base vet who can provide these services, Gejer said.

At JBSA-Randolph and JBSA-Lackland, basic needs, such as vaccines, heartworm testing, nail trims and exams are available, while at JBSA-Fort Sam Houston, pet owners also have the option for more extensive care such as bloodwork and x-rays.

According to Gejer, if families are moving on base, the following are requirements for pets:

- All pets must be registered. Medical records and a basic description of the pet must be brought in to the local clinic. The information is also available in the system at all three locations.
- All pets must be microchipped, both on base and in accordance with the San Antonio city ordinance.
- All pets must have up-to-date vaccinations and a heartworm exam.

"If military members have pets that they have to worry about, they are less focused on the mission," Garner said. "We want to provide care for these pets because they are members of their families too."

Individuals can call their local clinic both to review the current office schedule, which can fluctuate according to veterinarian availability, and to make an appointment for their pet. Appointments can be made two weeks to a month in advance.

Appointments and services will be limited at the JBSA-Randolph vet clinic through July due to a reduced staff. At this time, surgical services for privately owned animals are not available at JBSA veterinary facilities.

To make an appointment at the JBSA-Randolph vet clinic, call 652-3190; for JBSA-Lackland, call 671-3631 and for the JBSA-Fort Sam Houston Veterinary Treatment Facility, call 808-6101.

Families moving out of the local area should notify Melinda Pruitt at the JBSA-Fort Sam Veterinary Treatment Facility six months in advance of the move or as soon as possible, Gejer said. Some assignments such as Hawaii and Japan have special requirements to fulfill in order to in-process smoothly and avoid a pet being placed in quarantine upon arrival.

To contact Melinda Pruitt about the out-processing of a pet, call 295-4019.

Maintenance technicians cleaning up aircraft displays at JBSA-Randolph

By David DeKunder
Joint Base San Antonio-Randolph Public Affairs

Throughout the summer, aircraft corrosion control technicians from the 12th Flying Training Wing Maintenance Directorate will be washing aircraft displays that are part of the Air Heritage Park at Joint Base San Antonio-Randolph.

The maintenance technicians are on a mission to clean and spruce up aircraft displays that portray the history of the Air Force and JBSA-Randolph.

Air Heritage Park, dedicated in 1985, includes the displays of 11 aircraft from World War II to the present.

Aircraft corrosion control technicians started cleaning the aircraft displays June 6, beginning with T-43 and T-29 displays. They resumed their cleaning at the Air Heritage Park June 26 and washed the AT-11.

Mike Howell, 12th FTW/MX corrosion control supervisor, said aircraft corrosion control technicians will be cleaning the displays on weekends for the next two months. The aircraft on display have not been washed in two years because of water restrictions.

"Dirt is really in the paint surface of the aircraft," Howell said. "It is going to take a quite a few Saturdays to get caught up."

Howell said that in accordance with Air Force instructions, aircraft displays are required to be washed, cleaned and inspected every six months. The 12th FTW/MX corrosion control shop maintains the records for cleaning and inspecting the displays. Those records also include historical data and information for each aircraft display.

Courtesy photo

Aircraft corrosion control technicians from the 12th Flying Training Wing Maintenance Directorate, clean the tail portion of a static aircraft display June 6 at Joint Base San Antonio-Randolph.

During the inspections, Howell said he checks to see if there is any structural damage, deficiency or corrosion to the aircraft display that has been caused by heat or moisture, or by birds or insects that are nesting inside the openings of the displays.

Howell said it took eight hours to wash, clean and inspect the T-43 and T-29 displays June 6.

Any structural damage or corrosion found on any aircraft display will be fixed and repaired by maintenance technicians from the 12th FTW/MX sheet metal shop, Howell said.

Howell said aircraft corrosion control technicians will paint the displays, if needed.

To prevent birds from nesting, he said openings in the aircraft displays are closed with sheet metal or screens. Howell said any insects such as bees, hornets or ants found inside the displays are sprayed by technicians from the 502nd Civil Engineer Squadron Pest Management Branch.

"Once we are done washing, fixing and painting them, we know we have done our part in the upkeep of historical aircraft," he said.

Robert Hamm, 12th FTW/MX deputy director for aircraft maintenance, said the aircraft corrosion control technicians who wash and clean the aircraft displays are helping to preserve pieces of Air Force and JBSA-Randolph history.

"We're happy to do it because it helps maintain our Air Force heritage and keeps the aircraft displays looking good for JBSA-Randolph visitors," he said.

CAC change aids visually color-impaired security officers

By Terri Moon Cronk
DOD News, Defense Media Activity

The Defense Department's Common Access Card is undergoing modification to make it easier for visually color-impaired security officials to identify bearers who are military, government or contractor civilians, or foreign nationals, a Defense Human Resources Activity official said recently.

The changes to the cards are federally mandated, said Sam Yousef, the DHRA identification card and benefits policy program manager, in a DOD News interview June 16.

Beginning July, only new CACs will be issued with the changes – encircled letters "W" for military and civilian employees, "G" for contractors and "B" for foreign nationals, Yousef said. The encircled letter will appear under the card's expiration date.

The letters will accompany white, green or blue bands across the cards, so security officials who cannot discern color can rely on the letter instead, Yousef said. Security officials will recognize the new format as valid DOD cards on military installations both stateside and overseas.

> *"The change is going to be implemented through the natural life cycle of the cards, so people don't need to have their cards replaced for this purpose."*
>
> **Sam Yousef**
> *Defense Human Resources Activity identification card and benefits policy program manager*

Another change on the CAC will be varied type size to accommodate the length of employees' names, he said. Standard type size is 10 point, but 7-point type will be used for longer names, he explained.

New format only for new cards

Yousef emphasized that DOD employees with up-to-date CACs do not need to get new cards. The new format will only be issued for new and expiring cards.

"The change is going to be implemented through the natural life cycle of the cards, so people don't need to have their cards replaced for this purpose," he said.

New CAC holders and those whose cards are about to expire can update them at their Defense Eligibility Enrollment Reporting System ID card office, Yousef said.

Courtesy graphic
New Common Access Cards will aid security officials who are visually color impaired by adding encircled letters "W" for military and civilian employees, "G" for contractors and "B" for foreign nationals.

Clean up continues at Joint Base San Antonio Recreation Park

Dillon Tyson (left) and Thomas Bonecutter, 502nd Force Support Squadron recreational aides, clean up debris from the heavy rains and flooding June 24 at the Joint Base San Antonio Canyon Lake Recreation Park. For up-to-date information on what amenities are available at Canyon Lake for the July 4 weekend, look for updates at http://www.facebook.com/JBSARandolph or http://www.twitter.com/JBSARandolph.

Photo by Joel Martinez

JBSA Sexual Assault Prevention, Response

To report a sexual assault, call the 24/7 Joint Base San Antonio Sexual Assault Prevention and Response Hotline at 808-7272 or the Department of Defense Safe Helpline at 877-995-5247.

Joint Base San Antonio-Randolph News Briefs

Fourth of July gate hours

The Joint Base San Antonio-Randolph Main Gate will be open 24 hours a day through the July Fourth holiday weekend. All other gates will be closed due to the federal holiday.

New Joint Base San Antonio website

The JBSA website now has a new look and includes easier access to family-related resources. Visit the new site at http://www.JBSA.mil.

Meal card holders at Gil's Pub

Meal card holders are only allowed to use meal cards on weekends at Gil's Pub inside the JBSA-Randolph Kendrick Club.

Football camp

A free football camp open to first through eighth graders takes place 1-4 p.m. Tuesday and 9 a.m. to noon Wednesday at the Joint Base San Antonio-Randolph Rambler Fitness Center Sports Complex. Space is limited and sign up is on a first-come, first-served basis. Terrance Williams, Dallas Cowboys football player, will be instructing during the camp. To register, call 652-3298.

JBSA-Randolph college fair

The annual JBSA-Randolph Education Office college fair takes place 11 a.m. to 2 p.m. Thursday at the Military & Family Readiness Center. Attendees will have the opportunity to speak with representatives from 40 different schools from across the country. Refreshments will be available. For more information, call 652-5964.

Preparing for retirement

Service members planning to separate or retire from the military must attend a mandatory retirement and pre-separation counseling before attending other transition assistance programs. Sessions are noon to 4 p.m. Wednesday, July 22 and 29 at the Joint Base San Antonio-Randolph Military & Family Readiness Center. Appointments may be scheduled up to two years prior to retirement or one year prior to separation. For more information, call 652-5321.

Spouse information fair

Joint Base San Antonio military spouses are invited to attend the Spouse Information Fair 9 a.m. to noon Thursday at the JBSA-Fort Sam Houston Military & Family Readiness Center, building 2797. Spouses can meet and connect with more than 20 military and civilian agencies to learn about available services. Some of the agencies on site include legal assistance, health care providers, the 502nd Force Support Squadron, school liaison services and child care providers. For more information, call 221-2705.

Troops to Teachers

JBSA military personnel and veterans interested in becoming public school teachers may register for the Troops to Teachers workshop 1-3 p.m. July 11 at the JBSA-Fort Sam Houston Transition Assistance Program, building 2263. Topics include how to obtain certificates, identifying financial aid sources, available internships and job placement opportunities. Registration is required and seating is limited. For details, call 221-1213.

Check us out on . . .

- Facebook: Joint Base San Antonio, JBSA-Fort Sam Houston, Lackland JBSA and JBSA-Randolph
- Twitter: @JBSA_Official, @JBSAFSH, @JBSALackland and @JBSARandolph
- YouTube: Joint Base San Antonio

Mental Health Flight offers classes in life skills subjects

By David DeKunder
Joint Base San Antonio-Randolph Public Affairs

"The life skills classes are all designed to encompass the mind-body-behavior dynamic for each topic. Our goal is to improve the mental health and well-being of Airman and their families."

Gina Ramirez
359th Medical Operations Squadron outreach/resiliency coordinator

Being an active duty service member at Joint Base San Antonio-Randolph can be stressful at times, but the 359th Medical Operations Squadron Mental Health Flight is offering a series of classes that can help service members and their families better cope with stress.

Stress and Time Management is one of several life skills classes that will be offered by the 359th MDOS Mental Health Flight in July and August.

Other classes include Master Your Emotions, Dating: It's a Jungle Out There and Car Seats 101. All classes except for Car Seats 101 will be held at the Human Performance Resource Center.

Classes for Stress and Time Management will be July 30 and Aug. 6, 2 to 4 p.m. Master Your Emotions will be a series of four-part classes July 6, 13, 20 and 27, and Aug. 5, 12, 19 and 26, from 11 a.m. to noon. Dating: It's a Jungle Out There is a three-part class on Aug. 11, 18 and 25 from 11 a.m. to 1 p.m.

The Stress and Time Management, Master Your Emotions and dating classes are taught by Gina Ramirez, 359th MDOS outreach/resiliency coordinator at JBSA-Randolph.

"The life skills classes are all designed to encompass the mind-body-behavior dynamic for each topic," Ramirez said. "Our goal is to improve the mental health and well-being of Airman and their families. These classes are prevention based psycho-educational curriculum that is created to bring awareness, provide practical tools of application and resources for continued care."

In Stress and Time Management, Ramirez said she covers the causes of stress and how it affects the mind, body and behavior and time management techniques that can help in coping with everyday stress. Each individual in the class will make up a chart on how stress relates to and fits in with their values.

Master Your Emotions focuses on what can trigger anger and how it affects the connection between the mind, body and behavior and how communication skills can be utilized to deal with people who are angry, Ramirez said.

Ramirez said the dating class is for singles or those who are single again. "It's a very comprehensive look at dating and what you are bringing to the table in a relationship you are in or starting," she said.

She said the class helps individuals find a balance between their mind and their feelings when it comes to dating, such as looking for things in a relationship that may determine what a person will be like in a marriage. Also, the class looks into how an individual's relationship with their parents affects how they go about dating.

The dating class is open to adults 18 years and older.

Car Seats 101 is July 22 at the JBSA-Randolph Main Health Clinic from 10 a.m. to noon. Connie Wilson, JBSA-Randolph Family Advocacy Program social services assistant, said the class covers car seat safety for children, including how to choose a proper seat for children and the reasons as to why children should sit in their seats facing the back of the vehicle.

To reserve a spot in the Stress and Time Management, Master Your Emotions and Dating: It's a Jungle Out There classes, call the JBSA-Randolph Mental Health Flight at 652-2448.

To register for Car Seats 101, call the JBSA-Randolph Family Advocacy Program at 652-6308.

JOINT BASE SAN ANTONIO SAFETY MESSAGE

Prepare car for extreme summer heat

With the dog days of summer upon us, high temperatures can take their toll on people, animals and even our vehicles. Extreme heat can push a vehicle past its limits and some drivers may find themselves stranded at the roadside because of it.

Here are five safety tips from the American Automobile Association to help vehicle owners safely survive high summer temperatures.

Heat zaps the life from batteries:

A potential summer problem is faster evaporation of the battery fluid, leading to corrosion on terminals and connections. Clean any corrosive build up from the battery terminals and cable clamps, and ensure the clamps are tight enough that they will not move. If a car's battery is more than three years old, it's a good idea to have it tested by a trained technician to determine how much longer it will last.

Keep the engine cool:

Automobile engines work extra hard in the summer, and it is the cooling system's job to protect the engine from overheating. In addition, additives in the coolant protect the radiator and internal engine components against wear and corrosion. Without proper cooling system maintenance, the odds of long term engine damage, and a summer time boil over, definitely increase. Over time, engine coolant becomes contaminated and its protective additives are depleted. Coolant systems should be flushed and the coolant replaced periodically as recommended by the vehicle manufacturer.

Avoid excessive heat where the rubber meets the road:

Driving on under-inflated tires not only affects the handling and braking of a vehicle, it also can cause tires to overheat and increase the likelihood of a blowout. This problem becomes even more of a concern when road temperatures are extremely high. Tires should be inflated to the pressure recommended by the vehicle manufacturer – not the number molded into the tire sidewall. While checking the tire pressures – including the spare – drivers also should inspect the tire treads for adequate depth and any signs of uneven wear indicating a suspension or alignment problem.

Cars need fluids during extreme heat:

Engine fluids are essential to keeping a vehicle running smoothly. Most fluids not only lubricate, they also serve as coolants by helping carry heat away from critical components. When fluid levels are low, this cooling effect is reduced, and the possibility of overheating increases. Drivers should check all vehicle fluids including motor oil, transmission fluid, power steering fluid and brake fluid to ensure they are filled to the appropriate levels. If any fluids need to be topped off, be sure to use the type of fluid specified in the owner's manual.

Cool passengers are happy passengers:

Maintaining a comfortable driving environment reduces fatigue, which can play an important part in driver alertness and vehicle safety. During extreme summer heat, a properly operating air conditioning system can be more than just a pleasant convenience. If a car's air conditioning is not maintaining the interior temperature as well as it did in the past, it may mean the refrigerant level is low or there is another problem. Have the air conditioning system checked by a certified technician.

While many of the maintenance tasks to prepare a car for extreme summer heat are relatively simple and can be performed by the average driver, some are best left to a trained automotive technician.

Even with proper preventive maintenance, summer breakdowns can still occur, so AAA recommends every driver have a well-stocked emergency kit in their vehicle. The kit should include water, non-perishable food items, jumper cables, a flashlight with extra batteries, road flares or an emergency beacon, basic hand tools and a first aid kit.

To learn more about car safety, visit the AAA website at http://newsroom.aaa.com/2011/07/help-your-car-survive-the-heat or contact the Joint Base San Antonio Fire Prevention Division offices at JBSA-Fort Sam Houston, 221-2727; at JBSA-Lackland, 671-2921; or at JBSA-Randolph, 652-6915.

(Courtesy of AAA and the Joint Base San Antonio Fire Emergency Services Fire Prevention Office.)

"Extreme heat can push a vehicle past its limits and some drivers may find themselves stranded at the roadside because of it."

Photo courtesy of the American Automobile Association

Summer temperatures can take their toll on people, animals and even vehicles. Extreme heat can push a vehicle past its limits and some drivers may find themselves stranded because of it.

Commentary: Empowering courageous optimism, cultivating practical wisdom

By Capt. David Clementi
12th Flying Training Wing Executive Officer

I live on base with my ever-busy family made up of my wife and two boys.

We're constantly hopping on and off the installation to accommodate our many engagements and appointments like any normal military family.

A few days ago, my wife left to pick up our two boys at preschool. In a rush, she inadvertently left her wallet at home; a blunder even the sharpest among us have committed.

Normally, I would meet her outside the gate. However, on this particular day, I had an appointment off base and we had no convenient time or place to exchange her ID card.

With the boys' naptime looming, no time to make other arrangements and the sanity of my wife hanging in the balance, it seemed the only sensible option was to leave her ID card at the visitor's center.

When I arrived at the visitor's center lobby, I asked a very helpful and cordial member of the staff if they would hold my wife's ID card for 20 minutes until she returned to base. Unfortunately, I heard an all-too-familiar response, "No." With that, I found myself at the mercy of the impenetrable, black-and-white rules.

This encounter made an impression on me because it occurred the day after Dr. Barry Schwartz delivered a speech focused on human-capital development, to an audience at Joint Base San Antonio-Randolph about his theory on practical wisdom. Dr. Schwartz is a psychologist and the Dorwin Cartwright professor of social theory and social action at Swarthmore College in Pennsylvania. He has given multiple talks and written six books on matters of psychology, wisdom and behavior.

We're the world's greatest Air Force, powered by Airmen, and fueled by innovation. If we hope to uphold that creed, we must avoid bureaucratic situations that could stifle growth and innovation; we must empower courageous optimism and cultivate practical wisdom. Schwartz helped outline ways to do that during his speech. He discussed his idea of practical wisdom, outlined actions that stifle it, and proposed steps to make organizations more practically wise.

According to Schwartz, practical wisdom is the ability to do the right thing the right way regardless of external pressures. Practical wisdom does not emanate from a single source in a finite period of time. Instead, one achieves practical wisdom through years of intentional experience.

Two key aspects make up practical wisdom: moral skill – knowing the right thing to do – and moral will – having the courage to do what you know is right.

Schwartz believes rules and incentives are the "war on wisdom." Rules and incentives desensitize us from understanding the bigger picture. We should strive to make the best decision with the well-being of others and the organization in mind. If the right decision is not within existing rules, we should seek approval for it rather than looking for the best solution within the rules.

All the rules and incentives cannot provide a solution for every feasible situation. Getting beyond rules and incentives is about understanding and embracing our "telos" – our driving purpose. Getting beyond rules and incentives is about developing practical wisdom.

A wise person, according to Schwartz, is someone who knows how to improvise, has empathy, can choose among virtues, uses moral skill to serve, and is experienced. First, if we want our organization to be more practically wise, we must set the expectation and allow members to make honest decisions. They will fail, but we must dedicate ourselves to cultivate and encourage wise judgment. Next, we need to re-moralize the work we do, not with slogans but by consistently setting the example. Finally, we need to have courageous optimism – a belief that small-scale, consistent efforts can affect major change.

In the end, the visitor's center agreed to hold the ID card for my wife until she returned from picking up the kids. There was no form to fill out or request needing approval; it was a group of individuals who had the moral skill and moral will to do the right thing.

If we have the courageous optimism to do the right thing the right way, collectively we can alleviate situations that inhibit our growth and innovation.

To advertise in the Wingspread, call 250-2440.