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Why Join Arnold Air Society?

On December 3rd of last semester, I initiated into the David Lewis “Bullit” Curtis-Robinson Squadron of Arnold Air Society. I worked hard all throughout the semester to get to the point where the AAS Actives welcomed me into their squadron. I wanted to join for multiple reasons, including being held to a higher standard in the Detachment and obtaining more leadership experience outside of what all cadets get within PT, Lead Lab, and VPMT. I didn’t know at the beginning that I would develop bonds with the cadets in my candidate class that would make me

consider them as family.

While most college students were going out on Friday nights, I was at



candidate class learning to become a better cadet. On top of the time that I spent preparing for candidate class and getting to know my fellow candidates, I was also managing college classes during my first semester following high school graduation. For this reason, I quickly learned to manage my time with schoolwork and being a candidate. I believe that my experience as a candidate taught me how to prioritize my time and activities in college, which is crucial for success, whether you are a cadet or not. I struggled with finding the time to work on myself as a cadet (with warrior and marching knowledge particularly), so being an AAS candidate meant that I had a strong support system of other candidates to help me through this when we spent time together. It was important that we worked together as a team, and I know that mentality carries through to the Active side of Arnold Air Society as well. We are all family, caring for and motivating each other to do our best in everything that we do. When we set goals, we can achieve them because of the tremendous amount of support we have in our squadron.

For those that don't know, Arnold Air Society is a professional, honorary, service organization advocating the support of aerospace power. Another reason why I wanted to join Arnold Air Society was because of the amount of volunteering that I would be able to do. Arnold Air Society squadrons are largely successful based on the amount of fundraising and volunteering that their Actives are involved in. I wanted to help the Squadron bring a positive impact on our local community, and likewise mirror the Air Force Core Value of "Service Before Self."

This spring, I will be attending "IMAGINATCON" with the other Actives at Disneyworld. The National Conclave is an annual conference where all AAS legislation is reviewed and revised as needed. This happens on a smaller scale at ARCON, or Area/Region Conclave, during the fall semester of every year. It is during these trips that we get to bond together as members of Arnold Air Society and Silver Wings from different AAS



squadrons and SW chapters throughout the Area/Region and at NATCON, throughout the nation. I am still learning how squadron meetings work and how Arnold Air Society is run collectively, and I am excited for the memories and unmatched experiences that I will gain in my time as an "Arnie."

By: C/4C Klarissa Arreloa

Why Join Silver Wings?

Silver Wings, is a student professional organization dedicated to developing civilians' leadership skills and providing service to their community. The sister organization to Arnold Air Society, Silver Wings seeks to bridge the gap between civilians and cadets training for positions in the U.S. Air Force. Each chapter consists of a blend of cadets and civilian students from different backgrounds who volunteer together to help at various non-profit organizations within their community, increase professional skills through interactions with other organizations and workshops, and benefit from giving back to the community.

Unlike other organizations, Silver Wings is a self-governed organization that is run by students from the chapter level all the way up to the national level. With minor supervision, Silver Wings works jointly with the Arnold Air Society (AAS) nationwide to promote leadership skills, military awareness, and professional development. The David L. Curtis "Bullit" Robinson Chapter at Northern Arizona is one of the best organizations for NAU students to join because of the high caliber of its members. Silver Wings expands the professional relationships that ROTC is built upon.



Civilians and cadets alike are dedicated to the Air Force core values of integrity, service, and excellence. Our Silver Wings chapter which works through NAU provides assistance to the Flagstaff American Legion, allowing cadets and civilians alike to assist military veterans and other members of the community; giving them the opportunity to learn about the true definition of service from those who have already served. Silver Wings has also opened up opportunities of service with other groups like the Coconino Humane Association, and has a sponsored street for street clean-ups, and organized a 9/11 Memorial Run in the fall to name a few. All dedicated students and cadets wishing to pursue lasting friendship and developing themselves as leaders are encouraged to join.

By: C/3C Tyler Castleman

Getting A Pilot Slot

Throughout my childhood, the prospect of becoming a pilot in the U.S. Air Force was always a dream. However, that dream faded away after middle school when I was diagnosed with Myopia, or near-sightedness. At the time, corrective eye surgery was not a well-known alternative for prospective pilots, and it looked like my dream was finished. It remained this way until my senior year of high school when I found an ad in the newspaper for Lasik. They were advertising that their services were used frequently by pilots in the military. At that moment, I began looking into the details of becoming a pilot and found the three avenues available, the Air Force Academy, AFROTC, and Officer Training School. It was too late for an application into the Academy, and I was already looking into college at Northern Arizona University. It was my luck that NAU had an AFROTC program and I had just previously met someone attending, Genevieve Drachman.

Here is my experience of weaving through the ROTC program in search of a pilot spot and a position as an officer in the world's greatest Air Force. There are two areas often overlooked by cadets inspiring for a pilot spot, the AFOQT and TBAS. I would recommend studying for the AFOQT as soon as it is reasonable to incorporate with your course work. I began studying the summer before enrolling in ROTC because I had done some online research into its importance. Portions of the pilot section of the test are aimed directly at people with aeronautical knowledge, so I purchased some flying handbooks and studied hard. I have never seen anyone without prior aeronautical knowledge get better than a 60 on the pilot section, so my score was proof that hard work and dedication pay off in the end. Next was the TBAS, which tests a person's situational awareness and cognitive processing skills. I will admit the testing station at Luke AFB may not be the best, considering Eric Baskovitch managed to rip the joystick off the table, but this is the second most important part of getting a high PCSM score. In the end, I managed to get a PCSM of 40 without adjustment for flight hours. The test is highly weighted in favor of people with flight hours, so if you can afford them, get as many as possible.



At this point in the process of becoming a pilot, prospects are very far from the end goal. This was just the first step of the many, including the dreaded flight physical that is taken senior year. However, it is a great feeling to be one step closer, and if anyone is curious to ask if it is worth the time and effort, the answer is a resounding YES. There is nothing like the boost in

morale you get from working hard in ROTC and college and finally reaching your goal. For me, securing a pilot slot was that purpose. In summary, here are the most important aspects in getting a slot: work hard at being a good wingman and prove yourself amongst your peers, crush the AFOQT, take the TBAS very serious, and get flight hours whenever possible. Do these things, in that order, and your chances will dramatically improve at snagging a pilot slot. I can speak from experience since it worked for me.

By: C/Capt Seth Nanny

An Interview with Capt Gonzalez

What assignment(s) did you have prior to coming to Det 027?

I was stationed at RAF Menwith Hill in England prior to arriving at Det 027. That was an exciting first assignment as one of the main reasons I joined the Air Force was to travel. And that I did.

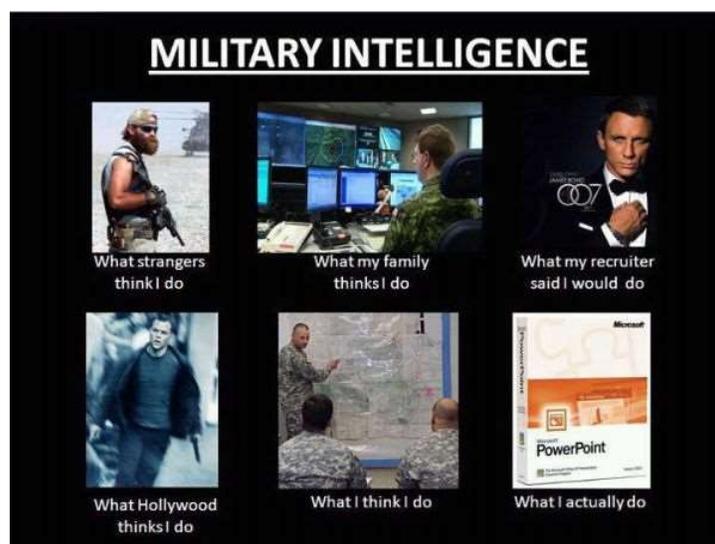
You commissioned through Officer Training School (OTS). What is the selection process? Please describe an average day in OTS.

You already need your degree in order to apply for OTS. You also need a very competitive GPA, AFOQT scores, already have demonstrated leadership skills in previous employment and in the community, be competitively fit, and have solid letters of recommendation that prove all of the above. OTS selection is extremely competitive and based off the needs of the Air Force at that particular time as well as how many people apply for a given board. When I applied for OTS I went on two boards: the first board they chose the top 6% of applicants; and the second board they chose the top 10%. Both boards had approximately 800 applicants nationwide and on both boards I was in the top 7% of all applicants.

As far as the average day of OTS: the program is all four years of ROTC condensed into nine weeks. So think of everything you learn and do in all your AS classes, plus everything you accomplish during LEAD/FT split evenly over six days a week for nine weeks.

What is Intel, and what do they do?

Intelligence is the collection of actionable information of military or political value. This is an accurate summary of what we do. If I tell you the rest, I'd have to kill you



What are your job responsibilities as our Recruiting Flt CC?

To recruit the best and brightest talent to join the world’s greatest Air Force. It involves lots of college and high school recruiting events and classroom talks. Best of all I get to travel and meet very interesting people along the way.

What lessons have you learned while on active duty?

Things can change at any time. You might think you have your life planned out but the military can throw your plans for a loop, both for better and/or for worse. For someone who is very structured, I’ve had to learn to be flexible and just roll with the punches.

Also, being an officer in the military is a humbling experience. The Air Force is full of high achievers. I quickly learned that there is always going to be someone else who has more experience or knows more about the subject. And quite often those people are from the enlisted corps. Lean on your senior enlisted and develop officer mentors as they all want to see you succeed as much as you.

What hobbies/activities do you enjoy in your free time?

Although I really enjoy lifting, hiking is actually my bigger passion. I can’t imagine a weekend without getting lost in nature with my pint-sized hiking partner, Joey. I also enjoy rock climbing and snowboarding.

Who can squat more, you or Cadet DeRose?

We’ll have to hash this one out through a competition. <Shots fired>

Whose kids would win in an arm wrestling match, yours or Capt Bischoff’s?

Even if Ellie and Jude teamed up, Joey would still win. <More shots fired> Joey takes being the kid of a lifting mom very seriously. I mean check out these superhero-like muscles on him. He even carries tubs of protein powder around the house for fun. #proudmomma



Cadre Corner

The 10 Commandments of Spring Break Safety

It's that time of the year, again: More than 1.5 million students are escaping their tiny dorm rooms to hit the road, bask in the sun, and rid their thoughts of anything related to books, papers, and scantrons. But as you skip town, don't skip safety. Read these 10 Commandments of staying safe this spring break:

- 1. Thou shalt not be stupid.** Seriously. Party smart. If you drink, don't leave your drink unattended. Avoid alcohol poisoning. And make sure you have a plan to not drive and still get home safely.
- 2. Thou shalt be aware of thy surroundings.** If you're in an unfamiliar location, stay alert and create a mental plan to get out of potentially dangerous situations.
- 3. Thou shalt keep a low profile.** Even if you love attention, avoid attracting negative attention. Adjust social media privacy settings and be cautious about information you share.
- 4. Thou shalt share the drive time.** If you're hitting the road with your squad, take turns behind the wheel and be sure everyone gets plenty of rest. The hospital should not be your final destination.
- 5. Thou shalt embrace the buddy system.** Don't lose sight of your squad and don't leave any of them alone. If someone you meet seems creepy, they probably are. Create a code word that your squad understands to mean that someone needs to be rescued, ASAP.
- 6. Thou shalt understand what consent is.** Consent must be verbal. Silence is NOT consent. And if it's not a definite yes, it's a definite NO.
- 7. Thou shalt keep people in the know.** Tell someone your travel plans. Making sure others are on the same page so they can help ensure your safety.
- 8. Thou shalt protect thy assets.** Keep an eye on your credit cards and limit the cash you carry. Ensure someone back at home has a copy of your passport they can email you should you lose yours.
- 9. Thou shalt stay hydrated and sunscreened.** It's called a suntan, not a sun-fry. Take breaks from the sun and seek shade if you start feeling faint or light-headed.
- 10. Thou shalt stay connected.** Keep your phone charged and carry a backup charger. If you leave the country, check ahead of time that you have international coverage and know the equivalent of dialing 911 there.

Have fun and stay safe! -Capt Gonzalez