

Personnel recovery airmen test JT-JUMPR during Red Flag



Survival, Evasion, Resistance and Escape specialists from Nellis and Edwards Air Force Bases execute a static line jump during Red Flag-Nellis 23-2 at Nellis Air Force Base, Nev., March 16, 2023.

by Staff Sgt. Sean Hetz
Nellis AFB, Nev.

New York Air National Guardsmen from the 101st Rescue Squadron and 102nd Rescue Squadron, 106th Rescue Wing, are more prepared to deploy after taking part in Red Flag-Nellis 23-2, March 12-24, 2023.

The wing brought their HH-60G Pavements and HC-130J Combat King IIs to exercise their unique personnel recovery capability. This combination enables the NY ANG to deliver well-rounded capabilities during all phases of joint, coalition and combined operations.

“Red Flag provides the rare opportunity for us to integrate with a wide variety of weapon systems from around the Air Force, Joint Force, and Coalition partners,” said Lt. Col. Kristopher Put-

nam, 106th Operations Group, HC-130J group evaluator pilot.

Training during this iteration of Red Flag included the newly developed Joint Test-Joint Updating Measurements for Personnel Recovery (JT-JUMPR) program. The 414th Combat Training Squadron administers the program for pilots to exercise their survivability in a contested environment, and for personnel recovery to perform safe extractions.

“The 414th CTS’s JT-JUMPR program trains combat search and rescue squadrons across the DOD and instills the importance of the U.S. Air Force’s pivot to training pilots for long-term survival evasion resistance and escape scenarios,” said Staff Sgt. Zachary Purcell, 414th CTS SERE specialist.

As part of personnel recovery, U.S. Air Force special tactics pararescuemen are responsible for providing lifesaving medical treatment for the pilots extracted during the scenario.

“Planning, executing, and debriefing large scale scenarios at Red Flag is a vital experience for our aircrew and it highlights how rescue fits into the overall fight,” said Putnam. “It enables our crews to think through complex problems and coordinate in real time with other assets and how they can assist during a personnel recovery event.”

The expertise of Airmen in the combat search and rescue and personnel recovery communities is key to the Air Combat Command mission. JT-JUMPR training ensures the safety of pilots and the success of operations. The program is being replicated and shared with the other branches of the U.S. military, including the Air Force’s Guard and Reserve components.

“America’s total force capability is a critical augmentation to the active duty component,” said Col. Jared Hutchinson, 414th CTS commander. “Without our total force partners, Red Flag 23-2 would be a much smaller and less effective demonstration of power.”

— See photo feature on pages 8 and 9



Air Force photographs by Airman 1st Class Jordan McCoy

Two HH-60G Pavements engage in midair refueling operations during Red Flag-Nellis 23-2 at Nellis Air Force Base, Nev., March 16, 2023. Red Flag-Nellis provides realistic combat training that saves lives while increasing combat effectiveness.

We can do better. Women in USAF Test Pilot School represent broader STEM disparities

by Jessica "Sting" Peterson

Edwards AFB, Calif.

It's time to have some hard conversations.

Since the inception of the U.S. Air Force Test Pilot School in 1944 there have been 3,249 graduates to date; as of December 2022, only 87 have been female.

Over the past five years, the average female-to-male make-up of a USAF TPS class has been between 1-to-2 out of 24 students, and more than a quarter of the classes have been composed of only men.

It took having just five females graduate in one class, less than a fourth of class USAF TPS Class 20A, for the event to make national news.

With so much effort being put into diversity and inclusion in the military, specifically with women, why are the percentages of females applying and attending the USAF TPS still so low?

The student make-up of the USAF TPS is a barometer for the status of Science, Technology, Engineering, and Mathematics (STEM) education in the population. With the continued Air Force pilot shortfall and the looming shortage of STEM professionals, it is critical for our national security to increase the number of students studying aviation and STEM career fields across the board. This includes underrepresented groups such as women.

When you look at the general population numbers for females in both STEM and aviation career fields, it is not surprising the USAF TPS has such low numbers for females in the course.

These statistics unfortunately mirror national numbers in broader STEM career fields, for which females are drastically under-represented. According to the census, the general working population is composed of 48 percent females yet women only make up 27 percent of the scientist and 15 percent of the engineering career fields. Within general aviation, women only make up nine percent of the pilot population. For the larger Air



Air Force photograph by Kyle Larson

U.S. Air Force Test Pilot School Class 17B poses in front of the X-15 hypersonic rocket plane in March 2018. The class graduated June 8, 2018.

Force, women make up around 20 percent of the military ranks and 29 percent of the civil servant workforce. To increase the number of women who can apply to the USAF TPS, the pipeline of women in aviation and STEM career fields needs to be increased.

What are the barriers?

The first female graduate at the USAF TPS was Capt. Jane L. Holley, a flight test engineer, in 1975. It would not be until 1989 when Capt. Jacquelyn Parker would be the first female test pilot to graduate from the USAF TPS.

Historically there were many barriers that women in aviation had to overcome including aircraft and flight equipment design. Aircraft cockpits and equipment were designed for the average range of a predominately male aircrew; women who were shorter or lighter were limited on what they could fly. Recent efforts on aircrew flight equipment and cockpit design are making military aviation more accessible for women, removing one of the barriers.

Another barrier is the core requirements to apply to the USAF TPS, a graduate level program with a master's degree in flight test engineering. To attend, a student must have a physical science bachelor's degree that includes science, engineering,

and mathematics courses, with a technical master's degree preferred. In addition, rated aircrew must meet a minimum of at least 500-750 hours of flight time in their platform to apply for the course. These are key steps in education and a career before someone can even apply for consideration at the USAF TPS. Women are not reaching these core requirements compared to their male counterparts.

Additionally, once women enter a career in STEM and aviation, we need to continue to support them through their career and life progression.

The Air Force recently changed its policy regarding female aircrew. In the past, in order to continue flying, each member had to receive a waiver. Now, the member can request to continue flying without the requirement to get a formal waiver. These changes are a positive step forward in breaking down the barriers that have historically halted women from even applying to the USAF TPS.

Why should we care?

In my career, I have found that team diversity provides benefits for creative thinking and ability to identify and cover blind spots that one-sided teams may miss.

Additionally, for just sheer numbers, the United States is not producing enough

STEM graduates to meet national security threats. The United States' role as the world's foremost performer of research and development is changing as Asia continues to increase its investments.

For decades, the United States has led the world in the number of scientist and engineering doctorate degrees awarded. However, China is now closing that gap. In 2018, China awarded nearly 38,000 doctorates in natural sciences and in engineering; the United States awarded 31,000. If we are serious about the future of our country as a leader in technology and development, we need to nurture STEM education and career fields across our entire population.

What can we do?

Underrepresented groups, such as women, present an opportunity to boost the overall enrollment in STEM degrees and aviation careers.

To increase our numbers in advanced degrees, such as the USAF TPS, we need to start by increasing our numbers at the beginning levels of education. You can help by getting involved in STEM outreach and education at the K-12 level. Go to career fairs, volunteer to speak at our local schools, find science and robotics competitions to be involved in.

Most importantly, we all need to share what is cool about our job and how students can apply science and mathematics to the real world. I've tackled this by becoming a "STEMinist," advocating for STEM careers and putting myself out there for the sake of our workforce.

While these conversations can be hard, recognizing the deficiencies in our current STEM career fields and choosing to act is critical for the prosperity and national defense of our country. We can do better.

Editor's note: Jessica "Sting" Peterson is a United States Air Force Test Pilot School graduate and current adjunct instructor. She serves as the Technical Director for the 412th Test Wing Operations Group and maintains flying currency as a flight test engineer for a variety of tactical and fixed-wing aircraft.



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Air Force incorporates Agile Combat Employment in Red Flag 23-1

As flying units from around the globe converged at Nellis Air Force Base, Nev., for Red Flag 23-1, the 505th Command and Control Wing welcomed the 355th Wing's Command and Control Force Element, or C2FE, from Davis-Monthan AFB, Ariz., to execute as the first Lead Wing C2FE in a Tier 1 Large Force Exercise at Nellis.

The primary training objectives for the C2FE were to assess and replenish real-time weapons expenditures, dynamic force packaging, mobile Wing Operations Center deployment, and dislocated mission planning to prepare the 355th Wing for their certification later this year.

"The mission of the 57th Wing is to train the next generation of warfighters for the high-end fight. Red Flag provides advanced, realistic, multi-domain training to the force ... that training must necessarily include and integrate C2, ACE, and mission command. Red Flag 23-1 did exactly that," said Brig. Gen. Richard Goodman, 57th WG commander at Nellis.

The 505th Combat Training Squadron, 705th Training Squadron, and the 926th Operations Group, Detachment 1 personnel established an Air Component Replication Cell at Hurlburt Field, Fla., to provide an operational-level C2 interface and operational planning products for the live fly exercise. The re-introduction of operational-level headquarters considerations into Red Flag enabled realistic alignment of tactical operations into a larger operational scheme of maneuver for the U.S. Air Force's premier tactically focused exercise.

"The air component replication cell is a key enabler to provide a realistic training environment for designated wings to operate within an operational command and control framework," said Maj. Benjamin Griffith, 705th TRS Lead Wing Training director. "It is extremely important to ensure that we prepare wings for the expectations of the air component and how to effectively communicate within the larger campaign theater."

The 805th Combat Training Squadron at Nellis provided tents outside their Shadow Operations Center — Nellis, ShOC-N, facility for the C2FE to operate out of for the first week of the exercise. The main goals were to develop a battle rhythm, distribute mission-type orders,



Air Force photographs by Senior Airman Cydnie Williams

establish their primary, alternate, contingency, and emergency communication plan, develop a strategy to execute proactive ACE and establish Continuity of Operations, or COOP, procedures.

The 355th C2FE employed a COOP plan by deploying into a multiple-vehicle mobile WOC that executed from the Nevada Test and Training Range. The focus of the second week was to evaluate the 355th's signature and munitions management while the mobile WOC could maintain effective C2 of dislocated forces.

To further increase the realism of ACE, the 354th Fighter Squadron and the 94th Fighter Squadron conducted "dislocated" mission planning cell operations during the third and final week, which stressed the ability to communicate amongst the mission package in a simulated contested and degraded environment.

"The threat environment has changed. We no longer have the luxury of training from "fence-in to fence-out." Everything that we do: arrival in theater, force generation, transit, marshal, and push will all be contested. If we don't start training and exercising under this mindset, then we'll lose the war well before a fighter sees a bandit on his radar," said Lt. Col. Benjamin

Lee, 705th Training Squadron director of operations. "Incorporation of wing-level C2 into the RED FLAG paradigm ensures we are building warfighters for conflict against a peer adversary."

The 505th CCW's exercise support was part of a larger effort to standardize wing-level C2FE procedures as part of the full-spectrum training program, which also includes the Lead Wing Command and Control Course, or LWC2C, and on-site exercise observation and mentorship.

"The wing-level training provided by the 705th TRS is the only training of its kind getting after C2 fundamentals," said Lt. Col. Marcus Bryan, 705th TRS commander. "Our main focus is to observe the dynamic ACE environment and implement changes in procedures into our academic portfolio in order to provide the most current landscape for our students."

The 705th TRS provides training to all five of Air Combat Command's Lead Wings to prepare and shape operational C2 interaction to prepare for Initial Operating Capability certification during their Air Force Generation model cycle.

"The lessons learned from this exercise will feed into the overall ACE tactics, techniques and procedures production as well as influence the C2

505th Command and Control Wing white cell members, observers, trainers, and Command and Control Incident Management Emergency Response Application (C2IMERA) program representatives discuss operations on Jan. 25, 2023 during Red Flag 23-1 Nellis. C2IMERA is focused on reporting, planning, force generation, emergency management, and command and control monitoring and execution.

LEFT: Lt. Col. Anibal Aguirre Jr. distributes tasks in the Wing Operations Center from the Command and Control Incident Management Emergency Response Application (C2IMERA) Jan. 25, 2023 during Red Flag 23-1 Nellis.

continuum of learning to bring cutting-edge theories and best practices to the greater Lead Wing audiences," said Griffith. "This will also expand future Lead Wing LFE integration to include the physical movement of forces and integration of an operational game plan into tactical operations to enhance knowledge of air component operations in a simulated environment."

The 705th TRS serves as the focal point for advanced Air Operations Center and Air Force forces education and C2 process improvement and trains ACC's Lead Wing ACE concepts. The squadron educates and trains AOC and AFFOR staff members of Combatant and Numbered Air Force commanders, joint, and allied partners.

"Our adversaries will not provide us the luxury of time to get ready before the next fight," said Col. Frederick "Trey" Coleman, 505th CCW commander. "Red Flag has provided a critical training environment for our Airman and Guardians for decades. This is just its next evolution. Agile Combat Employment isn't a contingency plan. This is how we'll operate from day one. And the C2FE is key ACE. This is about mission command and distributed control. This is how we prepare our warfighters because this is how we'll fight."

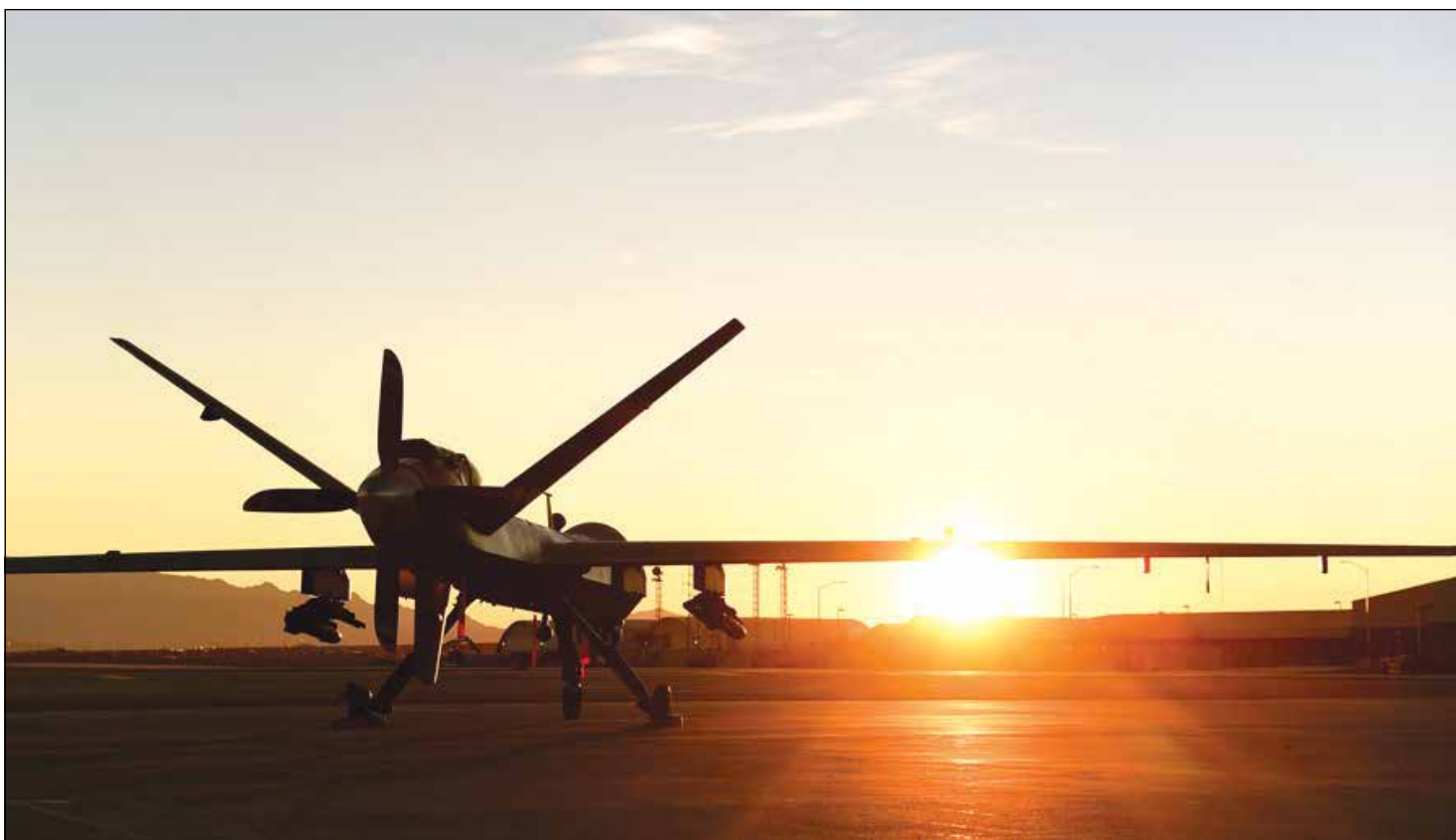
Hunters awarded Defense Superior Service Medals

by Senior Airman Kristal Munguia
Creech AFB, Nev.

This February, five airmen assigned to the 432nd Wing/432nd Air Expeditionary Wing at Creech Air Force Base, Nev., were awarded the Defense Superior Service Medals with "R" Device for their involvement in a complex kinetic engagement with significant strategic impact that occurred last year.

The DSSM-R is at the same level as the Legion of Merit with "R" Device (LOM-R) and the Distinguished Flying Cross. This marks an historical event as this is the first time a remotely piloted aircraft aircrew were recognized at an equivalent level to manned aircrew for a similar act.

"This is a momentous achievement, and we are proud of our Airmen and the outstanding work they do," said Col Eric Schmidt, 432nd Wing/432nd Air Expeditionary Wing commander. "This distinction is well deserved, and I am happy to see our RPA aircrew receive recognition at the same level as manned aircrew, now that our RPA are making significant contributions in Europe and the Pacific."



Air Force photograph by Senior Airman Haley Stevens

An MQ-9 Reaper sits on the flight line at Creech Air Force Base, Nev., Dec. 17, 2019. The Remotely Piloted Aircraft enterprise is made of Airmen across all career fields to deliver justice to our nation's enemies 24/7/365.

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926th Wing hosts FedEx Racing visit



Air Force photographs by Tech. Sgt. Lucretia Cunningham

Pit crew members from FedEx Racing stop for a photo with reservists from the 926th Wing during a base tour March 4, 2023, at Nellis Air Force Base, Nev. The visit provided an opportunity for the pit crew and F-35 maintainers to compare their experiences.



Pit crew members from FedEx Racing listen to Tech. Sgt. Oliver Gutierrez, 926th Wing Aircraft Maintenance Squadron production expediter, as he speaks about his experience as an F-35 maintainer March 4, 2023, at Nellis Air Force Base, Nev.



Senior Master Sgt. James Jordan Jr., 926th Aircraft Maintenance Squadron F-35 flight chief, speaks to pit crew members from FedEx Racing March 4, 2023, Nellis Air Force Base, Nev.



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Israeli F-35I Adir flies at Red Flag



An Israeli Air Force pilot climbs into an F-35I Adir prior to a Red Flag-Nellis 23-2 mission at Nellis Air Force Base, Nev., March 16, 2023.

Air Force photographs by Airman 1st Class Trevor Bell
An Israeli Air Force member marshals an F-35I Adir prior to a Red Flag-Nellis 23-2 mission at Nellis Air Force Base, Nev., March 16, 2023. Red Flag is an opportunity to build on the success of Juniper Oak 23-2, Juniper Falcon and additional combined exercises to enhance interoperability with Israel.



LEFT: : An Israeli Air Force pilot prepares an F-35I Adir for takeoff prior to a Red Flag-Nellis 23-2 mission at Nellis Air Force Base, Nev., March 15, 2023. Red Flag is an opportunity to build on the success of Juniper Oak 23-2, Juniper Falcon, and additional combined exercises to enhance interoperability with Israel, strengthen bilateral cooperation, and improve capabilities in ways that enhance and promote regional stability and reinforce the United States' enduring commitment to Israel's security.

Mobile Aircraft Fire Trainer ensures firefighting readiness



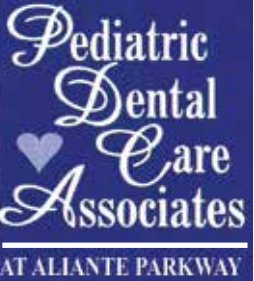
LEFT: Matthew Vice and Carl Lambert Jr, assigned to the 432nd Support Squadron, extinguish a fire during a training exercise at Creech Air Force Base, Nev., March 20, 2023.




Air Force photograph by Airman 1st Class Ariel O'Shea
Gene Keller and Isaiah Graham, assigned to the 432nd Support Squadron, prepare to enter a Mobile Aircraft Fire Trainer (MAFT) during a training exercise at Creech Air Force Base, Nev., March 20, 2023. Creech Fire and Emergency Services leases a Mobile Aircraft Fire Trainer (MAFT) annually to simulate surface fires, fires in cargo areas, fires inside the cabin, turbine, wing or hull; and fight them.



LEFT: Tyler Jubala and Brian Gilbert, assigned to the 432nd Support Squadron, extinguish a fire during a training exercise at Creech Air Force Base, Nev., March 20, 2023.



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PERSONNEL RECOVERY AIRMEN TEST JT-JUMPR DURING RED FLAG



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Two HH-60G Pave Hawks from the 101st Rescue Squadron, New York Air National Guard engage in air-to-air refueling operations during Red Flag-Nellis 23-2 at Nellis Air Force Base, Nev., March 16, 2023. Red Flag-Nellis provides realistic combat training that saves lives while increasing combat effectiveness.

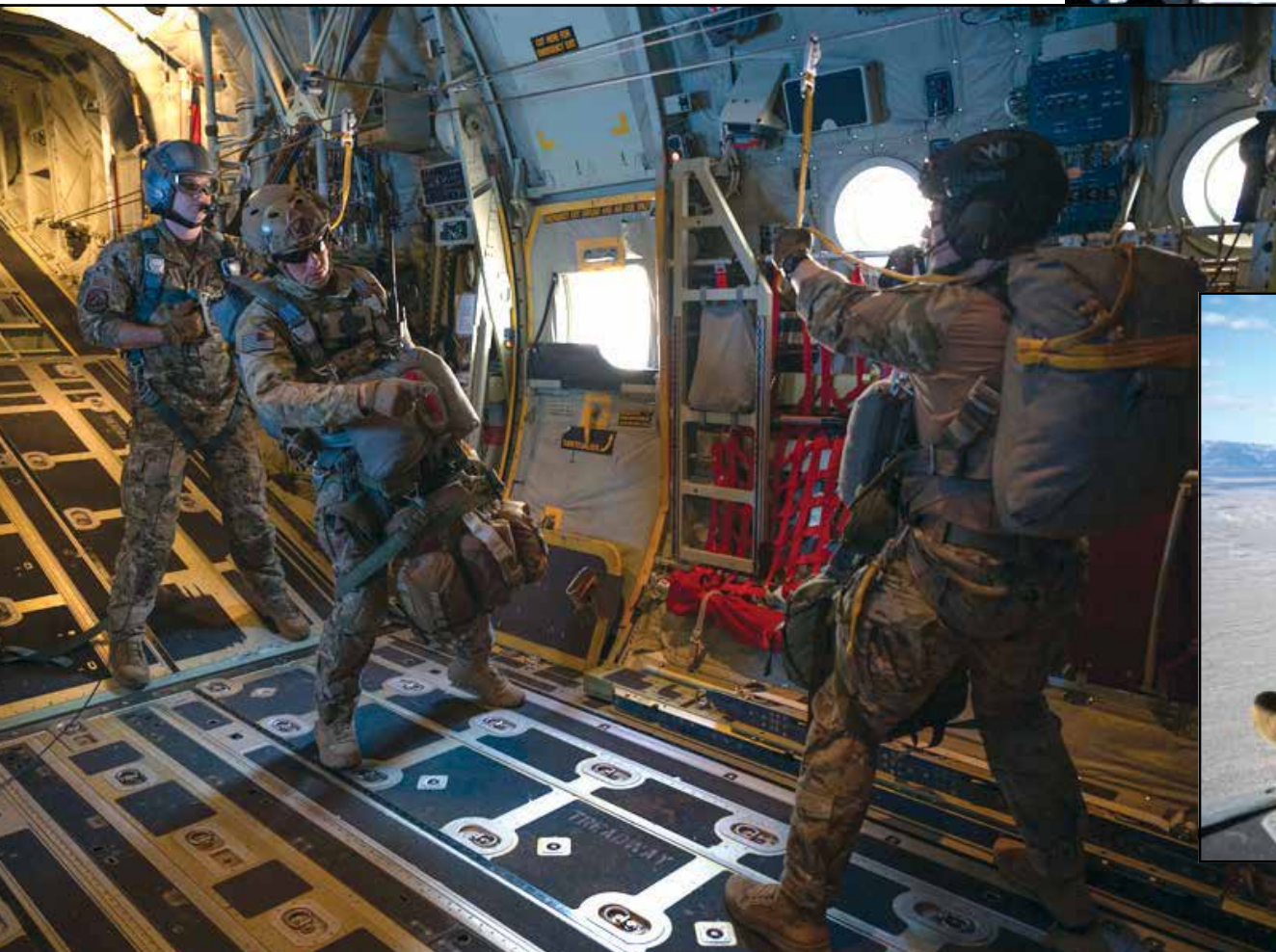


Staff Sgt. Zachary Purcell, a 414th Combat Training Squadron Survival, Evasion, Resistance and Escape specialist, prepares to execute a static line jump during Red Flag-Nellis 23-2 at Nellis Air Force Base, Nev., March 16, 2023.

Master Sgt. David Williams, a Loadmaster assigned to the 102nd Rescue Squadron, New York Air National Guard, watches as an HH-60G Pave Hawk assigned to the 101st Rescue Squadron, New York National Guard conducts air-to-air refueling during Red Flag-Nellis 23-2 at Nellis Air Force Base, Nev., March 16, 2023.



Master Sgt. David Williams, a loadmaster assigned to the 102nd Rescue Squadron, New York Air National Guard, 102nd Rescue Squadron, inspects the back of an HC-130J Combat King II after an exercise during Red Flag-Nellis 23-2 at Nellis Air Force Base, Nev., March 16, 2023.



Master Sgt. David Williams a loadmaster assigned to the 102nd Rescue Squadron, New York Air National Guard, watches as two HH-60G Pave Hawks engage in refueling operations during Red Flag-Nellis 23-2 at Nellis Air Force Base, Nev., March 16, 2023. The 102nd RQS is one of 21 units from across the coalition core function forces participating in Red Flag 23-2.

Survival, Evasion, Resistance and Escape specialists from Nellis and Edwards Air Force Base prepare to execute a static line jump during Red Flag-Nellis 23-2 at Nellis Air Force Base, Nev., March 16, 2023. The 414th Training Squadron conducts Red Flag exercises to provide aircrews the experience of multiple, intensive air combat sorties in the safety of a training environment.

AIR FORCE WARRIOR GAMES TRIALS CONTINUE AT NELLIS



Retired Cpl. Carlene Lorimer, a British army representative at the 2023 Air Force Trials, prepares to release an arrow during the archery competition at Nellis Air Force Base, Nev., Feb. 28, 2023. In 2011, the Department of Defense created the Military Adaptive Sports Program to enhance warrior recovery by engaging wounded, ill and injured service members in ongoing daily adaptive activities based on their interests and ability.



Gary Keller, a Wounded Warrior athlete releases an arrow during the archery competition at Nellis Air Force Base, Nev., Feb. 28, 2023.



Retired U.S. Air Force Senior Arman Sharliett Cardenas, receives a first-place medal for a track event during the Air Force Trials competition at Nellis Air Force Base, Nev., Feb. 28, 2023.



Retired U.S. Air Force Tech. Sgt Jerod Schley participates in at track event during the 2023 Air Force Trials at Nellis Air Force Base, Nev., Feb. 28, 2023. Each athlete is competing to earn one of 40 Primary slots on Team Air Force in hopes of competing at the Warrior Games Challenge.



Retired U.S. Air Force Staff Sgt. Nairi Cornejo participates in at track event during the 2023 Air Force Trials at Nellis Air Force Base, Nev., Feb. 28, 2023. Air Force Trials is a Paralympic-style competitive event featuring sports adapted to the individual capabilities of wounded warrior athletes.



Retired U.S. Air Force Chief Master Sgt. Garrett Kuwada, a Wounded Warrior athlete, competes during the archery competition at Nellis Air Force Base, Nev., Feb. 28, 2023.

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PHOTO BY JERRY METELLUS FEATURING ARTISTS OF NEVADA BALLET THEATRE

1,000-plus qualified students to work summer jobs

by Britney Warwick
JB San Antonio-Randolph, Texas

More than 1,000 students will have the opportunity to develop and expand their professional skills this summer through the Department of the Air Force's 2023 Summer Hire Employment Program.

The 2023 Summer Employment Program, which runs May through September, will provide students in high school, college, trade school, vocational school, and other qualifying educational programs the opportunity to work in federal departments and agencies and explore federal careers while still in school.

"This year, participating stateside and overseas bases submitted more than 1,000 requests to the Air Force's Personnel Center, an estimated 43 percent increase from the previous year," said Tracy Wise, Air Force's Personnel Center Civilian Recruitment and Placement Branch Chief. "Pre-COVID-19, we would have upwards of 2,000 positions, so we are thrilled to see an uptick in 2023."

Local civilian personnel sections will manage the recruitment process for their respective summer hire programs for clerical, recreation

aid, laborers and general engineering fields. AFPC will recruit and hire lifeguard positions.

Summer hires students are employed for up to 40 hours per week in appropriated funded positions in grades GS-1 to GS-5 and will remain employees until their respective programs end.

"Through this and other programs like the Pathways Internship Program, we supply the civilian force pipeline with highly skilled and qualified employees to meet today's and tomorrow's challenges," Wise said. "The talent pool is limited and highly competitive, so it's crucial that we hire, retain, and develop the right people early and often."

This is one opportunity for the department to grow interns into senior civilian leaders through the developmental opportunities and experiential training.

Interested candidates can learn more about the available positions and apply for them by searching 'summer hire' or 'student' at www.USAJobs.com. For additional information on the Pathways Internship program and other civilian career opportunities in the Department of the Air Force, visit afciviliancareers.com.



Air Force photograph by Tech. Sgt. Nicole Leidholm

Noah Klaus, 436th Force Support Squadron lifeguard, ensures swimmer safety at the Oasis Pool on Dover Air Force Base, Del.

AF releases 102nd Uniform Board results for Airmen, Guardians

Air Force Chief of Staff Gen. CQ Brown, Jr. approved several initiatives submitted to the November 2022 Air Force Uniform Board for implementation in Department of the Air Force Instruction 36-2903, Dress and Personal Appearance of United States Air Force and United States Space Force Personnel. Authorized changes are effective April 1, 2023.

As separate services, the Air Force and Space Force host independent uniform boards, however, the results of one service's uniform board may be adopted by either service. As a result, some of the changes approved by the Air Force's 102nd Uniform Board were adopted by the Space Force. These specific changes have been identified within DAFGM 36-2903.

Airmen and Guardians sub-

mitted change requests through the Guardians and Airmen Innovation Network online.

The summary of approved changes are:

Child Development Centers (CDCs):

This authorizes installation commanders to designate CDCs as a no-hat, no-salute zone. Additionally, in areas not designated, salutes are not required when either person is carrying children.

Authorizes the wear of cold weather headband:

This expands the current cold weather accessories to add a headband in addition to scarves, earmuffs, watch cap and gloves.

Authorizes wear of a total of four badges on the Operational Camouflage Pattern (OCP) uniform above the USAF tape.

This expands the current



regulation which allows a maximum of two badges to four.

Authorizes the wear of additional headgear for the Flight Duty Uniform (FDU):

This expands the current regulation to add OCP patrol cap and tactical OCP cap in addition to the flight cap.

Authorizes a "small logo" on purses and handbags:

The logo must not exceed one inch in diameter. USSF only: When wearing civilian attire or in uniform while carrying a backpack by hand, there are no color or logo restrictions.

Authorizes olive drab green authorized backpack color:

This expands the current regulation to allow olive drab

green in addition to black, brown, gray and dark blue, as an authorized color for backpacks to wear with any uniform combination.

Authorizes any size logo on gym bags:

This removes the word 'small' from the DAFI, allowing any size logo on gym bags.

Authorizes the wear of parkas by characteristics:

This expands the current regulation to allow cold-weather parkas to be commercially purchased, with certain exceptions. Parkas must be OCP pattern or Coyote Brown and have name tapes, service tape, rank and patches worn in the same authorized configuration.

Authorizes Friday morale shirts with logo on the front and back:

This expands the current morale shirt regulation by allowing logos to be worn at a larger diameter on the back of the shirt in addition to having a logo on the left side of the chest not to exceed five inches in diameter. Regardless of the logo, the shirt must be Coyote Brown.

Authorizes the wear of "heritage-like" morale patches on the FDU:

This removes the verbiage from the DAFI limiting current or past official organizational emblem or any variation for the FDU, like the OCPs and two-piece Flight Duty Uniform.



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