

'Note'-worthy assignment

Base's band travels globe to bring music, message to listeners

By 2nd Lt. Katie Batchelder
60TH AIR MOBILITY WING
PUBLIC AFFAIRS

To some, music is just noise. To others, it is a language, a message, a symbol that unites cultures and makes friendships.

The Air Force Band of the Golden West is presented with the challenge of boosting morale, recruiting, celebrating, honoring, serving and comforting men and women in uniform, veterans and community members.

The 45 members of the band, who make up six different ensembles, have a five-state area of responsibility, which includes Washington, Oregon, Idaho, California and Nevada.

They also perform in deployed locations and advance international relationships by playing in areas such as Iraq, Afghanistan, Kenya, Jordan and Kyrgyzstan.

The team prides itself on its family atmosphere where each individual is responsible for a part of the end product or message conveyed to the public.



Courtesy photo/Staff Sgt. Lou Kohley

The United States Air Force Band of the Golden West's rock band Mobility performs on the Fourth of July at the Tomorrowland stage in Disneyland.

Take This Job and Love It

"When we go on temporary duty assignments, we go together; when we go on deployments, we go together," said Capt. Haley Armstrong, Band of the Golden West commander. "Each individual carries a sig-

nificant piece of the puzzle whether it is playing an instrument or doing behind-the-scenes coordination for travel, equipment or shows."

The group does roughly 250 performances each year. In an average month, members are gone for seven to 10 days. On days they are not performing,

they rehearse for three to four hours, do administrative duties, which include scheduling performances and handling tour and performance logistics.

On performance days, the band and equipment team arrive at the site hours before the concert and unload and set up

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Squadron Commander's Commentary

Career prepared aviator for crisis

Having recently read the memoirs of Capt. Chesley Sullenberger, the U.S. Airways pilot who safely landed Flight 1549 in January 2009 when both engines were lost due to a bird strike, I was struck by his incredible ability to avert disaster and save 155 lives when faced with very poor odds.

More than that though, I couldn't help but notice that here was a man with 40 years of experience flying military and commercial aircraft, yet his entire legacy, what he'll be remembered for forever,



Commentary by Lt. Col. Ian Schneller

60TH COMMUNICATIONS SQUADRON COMMANDER

was defined by events that started and ended in just 209 seconds. It took me awhile for this concept to sink in and realize that while Captain Sullenberger took just 209 seconds to use every skill he'd ever learned to successfully seize the moment, he had in fact been preparing his entire life just for this event.

Whether it be critically examining his skills to better his craft or studying rules, regulations and mishaps, Captain Sullenberger ensured he was ready when the time came to answer his call to duty.

It wasn't just those 209 seconds that defined his legacy. It was 40 years of hard work, preparation and devotion to duty that ensured he was ready to successfully execute his mis-

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Officer living proof of value of motorcycle safety

By Senior Airman Steve Bauer
30TH SPACE WING PUBLIC AFFAIRS

Comprehensive Airman Fitness update

VANDENBERG AIR FORCE BASE — On a sunny and dry Saturday afternoon last August, an Airman was traveling 40 mph in northbound traffic on Highway 101 in California, when three lanes quickly merged into two lanes of congested traffic.

Maj. Richard Apple, the 30th Logistics Readiness Squadron commander, was returning home after having routine

maintenance work completed on his motorcycle. As the lanes merged, he found himself in the left lane of traffic.

Being in the left lane, Major Apple said he scanned the road ahead and his peripheral vision for potential threats. Inherently, his focus was on the right lane, where he thought danger was most prevalent.

Driving defensively, Apple said he recognized a motorist who was recklessly trying to gain ground in the congestion by swerving in and out of the lanes of traffic. The motorist's vehicle had a burnt-out brake light on its right side.

"There was nothing but the median to my left and bumper-to-bumper traffic to my right," said Major Apple. "Here's my mistake, I let myself become fixated on everything to my right."

At one point, the motorist

who was driving aggressively was to the immediate right of Major Apple's motorcycle.

"So, I am scanning to my right and I'm looking at the right side (driver's side) of his car," said Major Apple. "We are probably doing about 40 (mph) at this point, he accelerates and I am starting to get on the throttle. The next thing I know, his car is rushing up toward me."

Due to an inoperable brake light on the vehicle ahead, Major Apple said he was not

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