

514TH AIR MOBILITY WING

APRIL 2013

FREEDOM FLYER



**MAXIMIZE EDUCATION
BENEFITS FOR FAMILY**

AIRMEN RESTORE HISTORIC LIFTMASTER



FREEDOM FLYER

CONTENTS

VIEWPOINTS	4
PASS IN REVIEW: PHOTOS FROM AROUND THE WING	5
HISTORIC AIRCRAFT BACK ON DISPLAY	6
AIRMAN'S SPEECH CAPTURES ESSENCE OF HERITAGE	8
TIPS TO MAXIMIZE GI BILL BENEFITS FOR FAMILY	9

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ON THE COVER

Airman Dennis Dukhin, 514th Maintenance Squadron, prepares a C-17 Globemaster III engine to be washed April 6. The engine wash is one of the final step in performing a preventative maintenance inspection, known as a home station check.



Photo by Shawn J. Jones

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Senior Master Sgt. Chris Hofrichter, 514th Maintenance Operations Flight, helps guide a C-118 Liftmaster as it is towed back to its position as a static display within the traffic circle near the passenger terminal here March 30. Hofrichter led a team of volunteers who restored the physical structures of the aircraft to near-original condition.

Photo by Master Sgt. Donna T. Jeffries

Ordinary people, extraordinary things

By Lt. Col. Jeffrey Matthew
514th Maintenance Group

The past few months have been busy and full of change as I say good bye to the fantastic men and women of the 714th Aircraft Maintenance Squadron and move up to become the 514th Maintenance Group deputy commander, working for the group's 600-plus men and women. I have been particularly reflective, looking back at my recent promotion and move, thinking about the path I have taken to get to this point, and what is ahead.

Someone once said that we must learn from the past, live in the present and look to the future. These are wise words, and I have been thinking a lot about what I have learned, what I must do in this new role and where to go from here.

I keep coming back to the beginning of my career, and I remember thinking about a family member who spent his entire career in the military.

Uncle Bob started his military career as a second lieutenant reporting to one of his first duty assignments in Hawaii in late December, 1941, and his path led through the west coast in

1942 and 1943, France's Omaha Beach in June 1944, Europe in 1944 and 1945. He later went on to Japan and Korea in 1952 and 1953, and finally came back to the states, retiring as a Lieutenant Colonel in the 1960's.

Uncle Bob's path led him around the globe, through harm's way on countless occasions, and into the aftermath and devastation of two wars. His job and specialty was unique – he was assigned to an Army mortuary affairs unit, and his job was the identification and final disposition of remains of America's heroes.

Similar to other members of his generation, Uncle Bob never really talked about what he did or what he saw. The most my family heard were the basics of the story as noted above, until about three years ago when we were all attending the funeral and burial of a family friend at Arlington National Cemetery. Walking with Uncle Bob through the WWII and other memorials, my brother, who is an Army captain, and I finally got him to share some of his story.

Space and time preclude my ability share the whole story, but I will share two highlights.

Uncle Bob was in the 13th wave at Omaha Beach, served as a lieutenant in a mortuary affairs platoon and helped establish the cemeteries in Normandy, on the beach and then on the shore above. Uncle Bob worked with a unit in Japan in 1952 and 1953 that identified remains of fallen soldiers in the Korean War and transferred them home.

Needless to say my brother and I were surprised and awed. Uncle Bob has always been what anyone would describe as normal. He is a quiet, kind man who has always supported me and my brother, but never pushed us to join or leave the military. Uncle Bob could be described as an ordinary man who has done extraordinary things.

I have a habit of repeatedly watching movies or series that I truly enjoy, and two series that I have watched countless times are "Band of Brothers" and "The Pacific."

I don't watch it for the action or violence, rather my interest is related to the stories of different members of society coming together, fighting together, achieving victory, and going back to live a "normal" life.

I think often about Uncle Bob

and his generation, how they served in a time of great conflict and returned home to their normal lives. I think of those who have worn the uniform, especially since 9/11, who have tried to do the same thing. We do our part and then go back home to our families and careers, however, those of us still in the military, especially in the Reserve, we still go through this process.

Getting back to my path, I am proud to follow in the footsteps of other veterans and I am proud to have served with other veterans both at home and deployed. I am so very appreciative to be surrounded by such great Americans and I am appreciative and humbled by of all their sacrifices. I look forward to meeting new people and continuing to serve our Airmen, our military, our veterans and our country.

Uncle Bob just turned 95. Happy birthday, Uncle Bob! Thank you for serving and for what you and your generation have done for us. I can only hope that the generations that follow will continue to remember and thank you and all of our veterans, and remember those who have paid the ultimate sacrifice. God bless the U.S.A.

Racing to work not worth the risk

By Master Sgt. Shawn Reynolds
514th Operations Group

I live in the local area, and I'd say most of the morning traffic going past my house is headed toward the base, and many of the drivers are aggressively speeding.

I'm no saint. I often drive five mph over the speed limit. Nevertheless, it's seldom that I don't end up with someone on my bumper because they feel that I'm not driving fast enough. Every morning, I have to ask myself, "why is everyone in such a hurry to get to work?"

McGuire's Defense Access Road feels like it has become a section of the Daytona Speedway. Even when I let my speed creep up a little higher, I still have cars riding my bumper or passing me at a good clip. The gate is only a couple more miles away.

"Oh my, you beat me to the gate! Good for you! You won the blue ribbon!"

I didn't even know there was a race. I was just going to work!

Maybe they just love their jobs so much that they feel the need to get there as fast as they can. I'm not saying I don't enjoy my job. I probably have one of the best jobs on base, but I'm not rushing to get there every day.

Are they sleeping in or running late for a meeting? Whatever the reason, why does it always lead to the person that is driving in front of them that's the problem? The speed limit is not the bumper of the vehicle in front of you. Weren't we all taught the two-second rule when following another vehicle?

The funny thing is that I see the same vehicles doing the same thing every morning. To those drivers, I say set two alarms or

set your alarm ten minutes earlier. The extra sleep won't make that much difference in your day, but it will make you rush, which puts everyone else around you in danger.

And is it really worth angering fellow military members just to beat them through the gate? We've lost Airmen to aggressive driving in the past, and I doubt the value of arriving to work a few minutes early for these speeders is worth someone showing up at their house to inform their families they won't be making the ride home.

Many will say, "It won't happen to me," but the more someone drives aggressively, the more the odds increase that something tragic will happen.

So next time you're on your way to work, ask yourself, "Where am I going, and is it really worth getting there a few minutes earlier?"

PASS IN REVIEW



Photo by Shawn J. Jones

Airmen from the 514th Maintenance Squadron perform an engine wash on a C-17 Globemaster III on the flightline here April 6. The C-17 can perform tactical airlift and airdrop missions and can transport litters and ambulatory patients during aeromedical evacuations when required. The inherent flexibility and performance of the C-17 improves the ability of the Air Force to meet potential armed contingencies, peacekeeping or humanitarian missions worldwide.



Photo by Shawn J. Jones

Col. Michael Underkofler (at podium), 514th Air Mobility Wing commander, explains the significance of the Oath of Enlistment during a ceremony at the Cradle of Aviation Museum on Long Island, N.Y., May 18. More than twenty Airmen and first-time enlistees gave their oath to protect and defend the Constitution of the United States of America.

Fatiyeh Baker, 514th Air Mobility Wing budget office, embraces President Barack Obama on the flightline here May 28. After landing here on Air Force One, the President traveled with N.J. Governor Chris Christie to the Jersey Shore so the President could witness the progress of recovery efforts in the aftermath of Hurricane Sandy.



Photo by Tech. Sgt. Shane Clayton



Photo by Tech. Sgt. Jonathan E. White

Maj. Thad Amundson (center), 732nd Airlift Squadron, walks with squadron alumni Ralph Galati (right) and Mike Rodden on the flightline here May 4. During his visit, Galati spoke on his experience as a prisoner of war after his F-4 Phantom was shot down in Vietnam.



AIRMEN RESTORE HISTORY

By Staff Sgt. David Carbajal
87th Air Base Wing public affairs

One of McGuire's most storied aircraft is back on display after more than 40 months of restoration.

A team of volunteers from various on- and off-base organizations helped restore the C-118A Liftmaster back to near-original condition.

Airmen from the 514th Air Mobility Wing, 305th Air Mobility Wing and 87th Air Base Wing replaced the aircraft in its spot in the middle of the traffic circle near the passenger terminal here March 30, 2013.

"It's a huge piece of not only American history, but of McGuire history as well," said Aungelic Nelson, 305th AMW historian.

One of the aircraft's most legacies is that it gave Elvis Presley a ride on his return to the U.S. from service in Europe.

The restoration project officer, Senior Master Sgt. Chris Hofrichter of the 514th Maintenance

Operations Flight, views that legacy as only a piece of this Liftmaster's many claims to fame.

"This aircraft isn't a part of Elvis' history; Elvis is a part of this aircraft's history," said Hofrichter.

The C-118 was the first cargo plane assigned to McGuire Air Force Base in 1953 and began McGuire's transformation from a combat base into a mobility base, said Nelson.

This Liftmaster, as well as many other C-118s, contributed to operations SAVE HAVEN I and II, saving more than 14,000 Hungarian refugees from communist oppression from 1956-1957.

It was then transferred to the U.S. Navy to continue its mobility mission after the aircraft's Air Force employment.

"A lot of people have turned wrenches on this Liftmaster and a lot of people supported it," said Hofrichter, a Bordentown, N.J., native.

The Navy operated the C-118 during the rest of the aircraft's flying time, which concluded at Naval Air Station Keflavik, Iceland.

Volunteers contributed more than 4,000 hours, mostly their off-duty time, toward the aircraft's fuselage refurbishment, interior, propeller blades and paint scheme since renovation began October 2009.

Maintainers from the 305th and 514th Maintenance groups worked in their spare time to restore both the interior and exterior of the aircraft. Boy Scouts from Winslow High School, Troop 251, focused their efforts on rewiring to restore lighting in the aircraft. Members of the Air Mobility Command Test and Evaluations Squadron, and even retirees who had previously flown on the airplane, assisted in various ways, including scraping paint from the historical aircraft.

Members of JB MDL's First Four volunteered to block roadways and ensure the aircraft didn't hit any obstacles along West Arnold Avenue during the transport to the circle.

Hofrichter said historical aircraft static displays help future generations of Airmen gain familiarity with the legacy upon which their time in uniform is built.

"What we're doing today is giving the aircraft a place of honor," said Hofrichter. "With this static display, we honor those people who died on the aircraft, the pilots, maintainers who kept it flying as well as the passengers who flew on it. It's their legacy that brought the U.S. Air Force to where it is today."



NOT JUST AN AIRPLANE

Editor's Note: The following is an excerpt from a speech delivered by Senior Master Sgt. Chris Hofrichter, 514th Maintenance Operations Flight, during the rededication ceremony for a C-118 Liftmaster upon its return to being displayed within the traffic circle near the passenger terminal here May 14. Hofrichter led a team of volunteers who restored the aircraft to near-original condition.

So why this project? The simple answer is to honor the seven Airmen who on July 13, 1956, lost their lives while taking off on a mission from McGuire Air Force Base during a thunderstorm in the first C-118 accident recorded by the United States Air Force.

It is also so we can honor those that sacrificed much during the early years of this mighty Air Force. Gentlemen like Lt. Col. James Bennison, who skillfully piloted the C-118 on many a mission; Major Ed Lavelle, who navigated the aircraft with precision at a time when the only amount of air traffic control came down to a beacon signal; Master Sergeant John Wehrman, who's engineering and mechanical prowess kept the mission moving come rain or shine anywhere on the globe; and Master Sergeant Jim Waibel, who operated the critical com-

munications station on board the aircraft so that the guys behind the controls could fly the aircraft without distraction.

I am honored that they are at this ceremony with us today and am grateful for the foundations they laid in growing this proud Air Force.

It is because of those that lost their lives in the employment of the C-118 and those that are still with us to regale in a simpler, yet no less crucial time in the history of our United States Air Force that this project took on the urgency to get it done right.

Gone is the United States Navy livery and tail number that post-dated this C-118's Air Force service and which remained on the aircraft since 1965 when the Navy assumed ownership. Instead, the aircraft proudly displays its 1957 livery and the tail number that adorned it when in rolled off of the Douglas assembly line

in 1954...33255.

33255...a tail number like any other on any Air Force aircraft. But if you were Sergeant Elvis Presley, then stationed in Germany, this tail number was assigned to your ride home upon discharge from the United States Army.

33255...if you were a Hungarian national trying to avoid persecution by a brutal Soviet regime, this tail number was assigned to the aircraft that brought you freedom deserved and dignity restored.

33255...stalwart of the cold war...the tail number assigned to an aircraft that ushered in the airlift era to McGuire Air Force Base and is now a part of the strong legacy of this Global Reach powerhouse.

33255...the tail number assigned to the aircraft that has brought us all together today to honor those who died while carrying out the good and most often difficult mission of this great Air Force, to honor those who sit with us today who flew on you, who bled on you and I'm sure often times cursed at you too.

33255...the tail number assigned to the aircraft that stands as the vanguard of this passenger terminal as a reminder to all that pass through here that where we're going amounts to nothing if we don't remember where we've been.

I will always look upon this aircraft as a reminder that even before I was born there were men and women who raised their right hand and swore an allegiance to the Constitution of this great nation, who made the decision to slip the surly bonds of earth to touch the face of God, no matter the cost, and who lived with Integrity, Service and Excellence long before it was a catch phrase...who in the worst of times gave of themselves to bring freedom to the oppressed, and in the best of times lived to fly another day.

They are our past, our present and our future all rolled into one, and I am eternally grateful

It is to them that I say, that this project was carried out with the utmost in respect for your service and your sacrifice. You have given far more than can be repaid, but I hope in a small way that we've served you well here today.

I thank you for your service and the legacy that you have left future generations of Airmen. Godspeed to you all.





Photo by Tech. Sgt. Jonathan E. White

SPOTLIGHT: SENIOR MASTER SGT. SAL VALEO

Unit: 514th Force Support Squadron

Duty title: Chief, Education and Training

Hometown: Bloomfield, N.J.

Civilian employment: Air Reserve Technician

Little known fact about you: I'm a gourmet Italian chef.

Most exciting event in your life: College graduation commencement

A book you never get tired of reading: The Holy Bible

Greatest achievement: Being a good father to my two children.

Least favorite food: I'm allergic to most fruit.

Pet Peeve: Cell phone drivers

Favorite Athlete: New York Yankee's shortstop Derek Jeter because he is a humble leader and an outstanding team player.

Best invention created during your lifetime: The personal computer

Funniest catchphrase: "Badges? We don't need no stinkin badges!" - a line made popular by Mel Brooks in the 1974 film *Blazing Saddles*, which originated from the 1927 novel, *The Treasure of the Sierra Madre*.

Where do you see yourself in 10 years: Semi-retired in education and inspiring young minds.

Maximize GI Bill options before you retire

By Tech. Sgt. Jonathan E. White
514th Air Mobility Wing

Airmen who plan to transfer their Post-9/11 GI Bill benefits to family members should be aware of some upcoming changes.

Under the Post-9/11 GI Bill, service members with at least six years of service may transfer education benefits to immediate family members as long as they commit to an additional four years of service. When the bill was introduced in 2009, Airmen nearing retirement were given a temporary exception to the four-year commitment. Starting Aug. 1, this exception will expire.

"Once members retire or are discharged, they will not be able to apply for transferability or add dependents to receive the benefits," said Senior Master Sgt. Sal Valeo, 514th Air Mobility Wing's chief of education and training.

After retirement, adjustments can only be made to the amount of benefits to those dependent that were identified prior to retirement. Valeo recommends that Airmen

allocate at least one month of benefits to each of their eligible dependents to ensure the greatest flexibility going forward.

In order to receive benefits, family members must be registered in the defense eligibility enrollment reporting system, commonly referred to as DEERS.

Another significant factor retirees should consider is the certificate of eligibility, which is processed by the Department of Veterans Affairs when an Airman applies for transfer benefits. The certificate lists the number of months the member is authorized.

"It's important for eligible reservists to make copies and keep this form in a safe place," Valeo said.

To help Airmen maximize the flexibility of their GI Bill benefits, the education and

training office is sending certified letters to Airmen who are six months out from retirement. These Airmen should ensure their address is updated in DEERS so they can receive the information.

"The application process is fairly simple and the benefits are well worth it," said recently retired Master Sgt. Agustin Rivera Jr., who ensured his dependents could receive the benefits of

his Post-9/11 GI Bill. "The wing education and training office was extremely instrumental in assisting me with the whole application process, from start to finish," he said. "I left there with the feeling of being treated with genuine concern for my family's well-being. To all of the wing education and training office members, you rock!"

"Once members retire or are discharged, they will not be able to apply for transferability or add dependents to receive the benefits."

Senior Master Sgt. Sal Valeo
chief of education and training



The following enlisted Airmen were recently promoted.

Airman

Darrel Corian, 88 APS
Kareem Fisher, 514 AMXS
Angel LaTorre, 514 AMXS
Courtney Strohl, 88 APS

Airman 1st Class

Benjamin Beckford, 514 AMXS
Saku Herring, 88 APS
Joseph Lorenzo, 514 AMXS
Latisha Spencer, 42 CBCS
Tynisha Thornton, 514 AMXS
Ameer Wilson, 514 AMXS

Senior Airman

Anthony Baginski, 35 APS
Devon Auge, 88 APS
Christopher Capitani, 88 APS
Chase Chemero, 42 CBCS
Brandon Clarke, 35 APS
Joel Cruz, 514 AMXS
Luis Diaz, 514 AMDS
Melissa Douglas, 42 CBCS
Dennis Gibson, 514 AMXS
Tabitha Goldhammer, 514 FSS
Hensley Guerra, 514 AMXS
Jermaine Hussett, 88 APS
Nikolas Jackovitz, 714 AMXS
Kristopher Jacob, 42 CBCS
Roberts Johnson III, 35 APS
Stanislav Kardon, 514 MXS
Dylan Kearns, 88 APS
Oliver Kim, 514 SFS
Robert Konopka III, 42 CBCS
Dwayne Lee, 514 SFS
Corey March, 35 APS
Adryon Marrero-Boyd, 514 SFS
Md Abdul Mazed, 514 AMXS
Keviin Meenan, 714 AMXS
Larry Moragne Jr, 35 APS
Michele Munley, 42 CBCS
Alicia Nademus, 42 CBCS
Khristy Neou, 514 AMDS
Peter Oteri, 514 MXS
Christopher Parcells, 88 APS
Jonathan Payano, 88 APS
Darwin Polo, 88 APS
Jennifer Porter, 88 APS
Marlon Reid, 514 AMXS
Thomas Reilly, 514 SFS

Phillip Rowlands, 514 AMXS
Christopher Rogers, 42 CBCS
Heather Rossi, 88 APS
Jill Sabina, 714 AMXS
Ashley Santiago, 514 AMDS
Corey Springer, 88 APS
Matthew Strunk, 514 MXS
Adrienne Williams, 35 APS

Staff Sergeant

Carlos Caceres, 76 ARS
Derek Derosa, 88 APS
Miriam Gregory, 514 MXS
Robert Hargis, 714 AMXS
Raymond Hillsberry, 514 MXS
Christopher Hoffmann, 514 MXS
Sharlene Valvano, 514 MXS

Technical Sergeant

Pena Beltran, 714 AMXS
David Bernal, 514 CES
Eddie Colon, 514 ASTS
Salvatore Digiacomo, 514 CES
Timothy Dunning, 714 AMXS
Alicia Evangelist, 514 ASTS
Scott Gleisner, 514 AMXS
Bradley Heller, 514 MXS
Keisha Kydd, 42 CBCS
Eduardo Mendoza, 514 FSS
Christina Nelson, 88 APS
Maricela Pichardo, 514 AES
James Rivera Jr., 88 APS
Heidi Schneider, 514 CES
Craig Taylor, 42 CBCS
Thomas Valentino, 714 AMXS
Thameka Whittingham, 42 CBCS

Master Sergeant

Attar Campbell, 76 ARS
Erika Hertel, 714 AMXS
Andreas Hont, 514 AES
Markos Moraitakis, 76 ARS

Senior Master Sergeant

Terry Consolazio, 514 AMXS
James Gist, 76 ARS

Chief Master Sergeant

Matthew Muldowney, 514 AMXS

PULSE CHECK:

How does serving as a volunteer impact your life?



**Capt.
Gwendolyn Soden**

514th Air Mobility Wing

"Only good can come from getting out of one's own head and focusing on the needs of others. I volunteer to cure myself of self-pity. It works every time!"



**Tech. Sgt.
Ernest Bloodsaw**

514th Security Forces Squadron

"Making a difference in the life of a stranger is the most rewarding feeling. I volunteer to give back to my community and country, which have afforded me so many great opportunities."



**Airman 1st Class
Tabitha Goldhammer**

514th Force Support Squadron

"Volunteering helped me gain more confidence. Knowing you helped someone without expecting anything in return is the best feeling."



**Tech. Sgt.
William Margle**

514th Force Support Squadron

"Volunteering takes me out of my comfort zone and often forces me to grow. It provides me an opportunity to try things or go places I would not otherwise."



**Senior Airman
Jazmin McBride**

514th Air Mobility Wing

"Serving as a volunteer has humbled me. It has allowed me to put the feelings of others before mine."

FREEDOM FLYER

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FOR THE FAMILY OF:



A C-17 Globemaster III is powered by four Pratt & Whitney F117-PW-100 turbofan engines, each of which delivers 40,440 pounds of thrust. The C-17 is capable of rapid strategic delivery of troops and all types of cargo to main operating bases or directly to forward bases in the deployment area.

Photo by Shawn J. Jones