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BEACON

514th Air Mobility Wing, Air Force Reserve, McGuire AFB, NJ

AES brings good cheer with toys for Operation Santa Claus

See Page 4

22 AF Command Chief visits 514th AMW

See Page 3

SAV team singles out superior performers

See Page 4

KC-10 model gets upgrade and rehung

See Page 7

BEACON

December 2006

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The Enlisted Perspective

By CMSAF Rodney J. McKinley

Airmen Pride

Pride in being an Airman in the United States Air Force takes many forms—the way we wear our uniform, the effort we put into our jobs, the attitude we display and the respect we show for our fellow Airmen.

All of us, whether officer or enlisted, came into our Air Force after meeting rigid mental and physical recruiting standards, and being aligned with skills our service needed. Serving as an Airman is an honor that thousands of young Americans want, but do not attain; they are turned away for various reasons at recruiting offices. Those who make it through that door then train hard to develop skills that earn them the right to be called an "Airman."

Nowhere is this transformation more dramatic than Basic Military Training. Earning the title of "Airman" is commemorated with a coin ceremony and the chance to don the Air Force blue uniform for the first time. This emotional event gives the trainees an identity within our organization – they are now Airmen in the greatest Air, Space and Cyberspace force in the world.

The sought-after title of Airman is one that each of us has worked hard to earn. Why then do we sometimes refer to our fellow Airmen, both officer and enlisted, as "troops" or "kids?" Our level of professionalism must equal the immense responsibility each Airman carries as we continue to fight the Global War on Terror. We don't send "kids" into battle; we send highly-trained and motivated Airmen.

Today, more than 30,000 are deployed worldwide with many more deployed in place, and more than 4,000 Airmen protecting America's skies. In the Global War on Terror, we fly more than 250 missions a day, 45 of which are strike missions against the enemy. We conduct vital airlift for equipment and fellow Airmen, Soldiers, Sailors and Marines with one mobility aircraft taking off every 90 seconds. We complete more than 450 satellite supports each day, providing vital data and links for wartime operations. In addition, we have more than 4,500 Airmen on the ground supporting Army taskings in detainee operations, convoys and as interrogators. If you couple that with our direct combat positions, search and rescue, medical and other combat support roles, it's clear to see our Airmen are heavily engaged in winning this war. As Airmen, we have much to be proud of.

You represent our nation and service well. I'm incredibly proud of your professionalism and commitment. Let's continue to respect our heritage and our future in this great United States Air Force by proudly calling each other "Airman."

RODNEY J. MCKINLEY
Chief Master Sergeant
of the Air Force

514th AMW: Motivated, proud, capable

22nd AF CCMSgt shares his impression of wing from November visit

By Senior Airman Rachel L. Bernardes
514th AMW Public Affairs

Command Chief Master Sgt. James R. Fields, Jr., 22nd Air Force, Dobbins Air Reserve Base, Ga., responded to a stream of questions in much the same manner; a slight pause, followed by thoughtful and well-worded responses, delivered in his mild-mannered tone. Yet, in all the questions, one topic in particular stirred his emotions enough to consistently elicit a profound smile and expression of pride in his tone and posture upon mention. As many can relate to, any reference to his family seemed to bring out the best in the chief.

Interestingly enough, this applied not only to his home family, but just as much to his Air Force family, which, since his recent assignment to the 22nd Air Force, includes the 514th Air Mobility Wing here. As command chief master sergeant, he is primarily responsible for advising the commander on matters concerning the welfare, effective utilization and progress of the enlisted members of the wing.

"The people here are very motivated – a very proud unit, very capable unit," said Chief Master Sgt. Fields of the impression he got during his visit of the wing in November. "The enthusiasm and contributions that they make and the volunteerism on the part of the reservists is phenomenal." It is this enthusiasm he gets from the people he visits that gives him the strength and energy to do his job, he said.

Such visits also give the chief an opportunity to listen to the enlisted force, which he considers to be the most important aspect of his work. "As command chief of the 22nd Air Force, I need to know how you folks feel so I can do for you what needs to be done," he said. Being a good listener is a big part of being the voice for the enlisted. Getting a good sense for what Airmen need, coupled with his direct access to Maj. Gen. Martin M. Mazick, 22nd Air Force commander, helps expedite the attention to certain needs, he said.

His wing visit provided the opportunity for Chief Master Sgt. Fields to go out and capture the energy of the people assigned to 514th AMW. The chief spent three days making stops at nearly every building in the wing, meeting and speaking with numerous Airmen along the way. Besides assessing needs, he also feels these are opportune times to empower, encourage, and show appreciation.

His overall thoughts on the 514th AMW? "I'm very impressed. We're moving in the right direction," he said.

As a father of an enlisted Airmen himself, while simultaneously being what he calls "the enlisted voice," Command Chief Master Sgt. Fields tackles his responsibilities at home and at work in much the same manner. He reveals the primary goal in both cases is to educate, instruct, provide for needs to accomplish the mission and give direction toward independence.

Photo by Senior Airman Rachel Bernardes

Chief Master Sgt. James R. Fields Jr., command chief, 22nd Air Force, Dobbins Air Force Base, Ga., talks to the 514th Air Mobility Wing's first sergeants at an icebreaker during his November visit. Chief Fields advised the group of their importance to help wing Airmen.

When speaking of his kids, he mentioned raising them to be independent. His response echoed those he gave concerning his duty toward the enlisted force. "As long as we mentor and give (Airmen) everything they need to accomplish the mission when it comes time for us to retire and pass the baton on and they are successful, then and only then have we accomplished the mission.

VIBES:

What's your least favorite part of the holiday season?

Tech. Sgt. Julie Campion
514th MSS

Crowds and shopping.

Senior Airman Thomas Deangelis
35th APS

Commercialization of the holiday. The general public has lost the meaning of (the season).

Master Sgt. Eric Griffin
514th AMDS

Shopping -people lose their minds around the holidays when shopping.

Tech. Sgt. Terry Bethel
514th AMDS

Not being with family because I am stationed so far away from them. I miss the huge meals, hugs, laughs and opening gifts with my siblings and parents.

Master Sgt. George Jacobs
514th AMW

One of the most difficult things of dealing with the holidays is the absence of loved ones. That's what Christmas is - celebrating with family.

22nd AF SAV team gives 514th AMW programs in-depth look

By Master Sgt. Donna T. Jeffries
514th AMW Public Affairs

The 22nd Air Force Self Assessment Visit team's primary purpose of their Nov. 2-6 stay was to assess unit programs and to advise and assist 514th Air Mobility Wing members to be as mission ready as possible.

"We (numbered Air Force) understand what's on your plate and the number one purpose for our visit is to support (you) the warfighter at the wing level," said Col. Jay Flournoy, SAV management team chief during the team's inbrief.

The team of 72 people spent four days evaluating wing safety, records management, unit deployment and other individual unit programs.

Findings from the SAV gives the wing a head start for the Air Force Reserve Command Unit Compliance Inspection scheduled for November 2007 said Col. James L. Kerr, commander, 514th AMW.

SAV observations are loaded in the self-inspection tracking system on the S-drive where unit SITS monitors have access.

The following people earned superior performance recognition during the assessment:

Lt. Col. John Eliopolo, 514th AMW; **Lt. Col. Kim Robinson**, 514th CS; **Maj. Stephanie Aaron**, 514th OSS; **Capt. Barbara McCormick**, 514th AMDS; **Capt. Kristy Thompson**, 78th ARS; **Senior Master Sgt. Mike Kent**, 514th OG; **Master Sgt. Nancy Davis**, 714th AES; **Master Sgt. Marie Sheridan**, 514th Family Support; **Master Sgt. Tonya Ellison**, 514thAMDS; **Master Sgt. Donna Jeffries**, 514th AMW; **Tech. Sgt. Francis DiDomenico**, 514th SFS; **Tech. Sgt. Jennifer Harris**, 514th OSS; **Staff Sgt. Marittza Stewart**, 305th OSS and **Ms. Pascualina Leatherdale**, 514th AMW.

On the cover

Photo by Master Sgt. Donna T. Jeffries

From left, Senior Master Sgt. Claudia Bell, Tech. Sgt. Daphne Hilton, Master Sgt. Scott Owens, Lt. Col. Linda Sposito, Tech. Sgt. Carmen Colon-Alemany and Lt. Col. Anne Maker of the 514th Aeromedical Evacuation Squadron donate toys to Operation Santa Claus. The presents are initially bought for a gift exchange between members of the 514th AES support flight and ground personnel sections. Participants buy toys that best represent the person whose name they picked from a bag. After the gifts are given to the recipients and the story behind the purchase is revealed, the members donate the presents to Operation Santa Claus. Also, present at the donation, but not pictured is Staff Sgt. Angel Burgos.

Public affairs programs for all

By Master Sgt. Donna T. Jeffries
514th AMW Public Affairs

From photography to honing those public speaking skills, opportunities to volunteer are open for all through the 514th Air Mobility Wing Public Affairs office. PA has several community relations and internal programs wing members can take part in. The following are brief descriptions of the programs and ways unit members can participate:

Unit Public Affairs Representative – UPARS are the eyes and ears for PA about happenings within the individual units. The role of the UPAR is to submit stories and photos about unit missions, individual and unit achievements and unique events in which units participate.

UPARs will be trained to assist with PA-hosted events such as the annual employer appreciation day, commanders call, Airshows and Open Houses and working with the media.

Anyone interested in becoming a UPAR must have an appointment letter signed by their unit commander submitted to the PA office. UPAR training is set to begin during the January unit training assemblies.

Speakers Bureau – The speakers bureau is a pool of unit members interested in addressing civilian groups about their individual roles in the Air Force Reserve or about any field in which they are a subject matter expert. Members are called upon to speak to civic and school groups, business organizations and during federal holidays.

Hometown New Release – All wing members are eligible to submit a Department of Defense Form 2266, Hometown News Release to have their local newspapers print their latest military achievements. Eligible events include: promotions, awards and decorations, deployments, professional military education graduations and change-in-station moves.

The form is available at the following Web site: http://www.dtic.mil/whs/directives/infomgt/forms/forminfo/forminfopage1374.html. Bring completed forms to Public Affairs located in Building 2217, Room 20.

To speak to a 514th PA member about the programs listed above call (609) 754-3487.

Airshow slated for May

The 2007 Open House and Airshow on McGuire is scheduled for May 12 and 13. The base will host its first open house as one of only two Joint Military installations in the U.S. Features include the Air Force Thunderbirds, Army Golden Knights and static displays of an array of modern and vintage military aircraft. The 305th Services Squadron is organizing a variety of food and beverage vendors for the event. For updated open house information visit, http://public.mcguire.amc.af.mil.

Quarterly awards announced

The following 514th Air Mobility Wing members were selected as the Airman, noncommissioned officer and senior noncommissioned officer for the fourth quarter: **Senior Airman Jon Terrell**, 514th OSS; **Tech. Sgt. Kevin Howard**, 76th ARS and **Master Sgt. Jerome Ferguson**, 514th SVS.

Transitions

Lt. Col. Michael T. Matheis becomes the new commander of the 514th Civil Engineer Squadron Dec. 16 during a change of command ceremony. **Lt. Col. Herbert M. Armeny,** current commander, will begin his new assignment as the deputy commander, 514th Misison Support Group.

Photo by Chief Master Sgt. Tom Clayton

GALA AFFAIR – Col. James L. Kerr, 514th Air Mobility Wing commander, address attendees of the USO Metropolitan of New York's 45th Annual Gold Medal Dinner and Armed Forces Gala held Dec. 7 at Cipriani 42nd Street, New York. Maj. Patrick Hayes, right, of the 78th Air Refueling Squadron was one of five servicemembers, representing each military branch, to receive the George M. Van Cleave Military Leadership Award for 2006 during the prestigious event. Major Hayes was recognized for his outstanding professional skill, knowledge and leadership. In his chief pilot duties, he directs the operations of worldwide missions of the KC-10 Extender and ensures the combat readiness of 58 pilots. Honorees who received the gold medal award were Allan H. "Bud" Selig, commissioner of Major League Baseball and Gen. Michael W. Hagee, commandant of the United States Marine Corps.

Photo by Master Sgt. Donna T. Jeffries

APS FIXTURE RETIRES – Master Sgt. Edward Brady Jr., recently retired from the 88th Aerial Port Squadron, the first and only Air Force Reserve unit he served with in his entire 36-year military career. Joining the 514th Air Mobility Wing in 1978, Sergeant Brady has worked for ten wing commanders.

Photo courtesy of Desert Eagle

IN THE SPOTLIGHT – Staff Sgt. Mozette Timmons, a hydraulic specialist with the 514th Aircraft Maintenance Squadron, was highlighted as the Warrior of the Week in the Dec. 3 weekly publication of the Desert Eagle. Sergeant Timmons is currently deployed to a desert location. She is assigned to the 8th Expeditionary Aircraft Maintenance Squadron, a unit of the 379th Air Expeditionary Wing.

U.S. Air Force photo

SURPRISE VISITOR – Senior Airman Stephen Fitzgerald, a KC-10 crew chief assigned to the 714th Aircraft Maintenance Squadron here, is greeted by former President George Bush. The unexpected meeting occurred during Airman Fitzgerald's recent deployment to an United States Central Command area of responsibility.

"Any Time, Any Place"

The military challenge coin

By Master Sgt.Russ Dutcher
514th AMW Historian

The United States Armed Forces prides itself on traditions passed down over countless succeeding generations. One, which continues to the present day, is that of the military challenge coin.

During the First World War, American volunteers arriving from various parts of the United States banded together into many of the newly formed U.S. Army aviation squadrons. Among this myriad of adventurers, scholars, roughnecks and patriots were those belonging to many affluent families. These members of the social elite were attending some of the most well respected colleges that included Princeton, Harvard, Lafayette and Yale. Many of these young men had forgone their education to enlist in the "War to End All Wars."

Legend has it, that in one squadron, a wealthy young Lieutenant was of the notion that it might be a good idea to bring a tradition of his former college fraternity to the battlefield. He placed an order for a striking of medallions, which were to be made of solid bronze and bearing his unit's insignia. Upon their arrival these tokens were issued to all members of the squadron. The Lieutenant placed his medallion in a leather pouch secured by a strap and wore it around his neck.

Not long thereafter, while on a routine mission, the young pilot's plane was downed by enemy small arms fire. It was at this time that he was forced to land behind enemy occupied territory and was almost immediately captured by a German patrol. As an officer, this prisoner was highly prized by the enemy not so much for his status as for the information that could be gathered from him. The Germans confiscated all documents and personal papers about his person to ensure that he would not escape. The one item that the Lieutenant kept which had been overlooked and not taken was the small leather bag.

During a nighttime allied bombardment, the officer took advantage of the mass confusion, acquired civilian clothes and escaped. Avoiding enemy patrols, he managed to reach the frontline German positions. He was however, still in enemy territory and without any type of identification.

Moving with great difficulty through the horrors and pitfalls of no-man's land, he finally stumbled onto an advance French outpost. Cast into an awkward position, the officer had great difficulty in trying to convince the French that he was neither a spy nor a saboteur. The French seemed sure that this individual was indeed a saboteur and were quite ready to execute him without delay. Under great strain and thoroughly frustrated, the young pilot remembered the leather pouch and produced the coin which carried the emblem of his squadron. He immediately produced the coin, which he showed to his captors. The French recognized the insignia of the unit and delayed the execution in order to get confirmation as to his identity. Instead of executing the lieutenant, they presented him with a bottle of wine.

Sometime later he rejoined his unit and due to this episode, it became standard practice among members of the squadron to carry the "bronze" at all times. This was accomplished by the issuance of a challenge to any member of the squadron. The challenger would initiate a challenge and ask to see a coin. If the challenged could not produce the coin, he was then required to buy a drink for the member of the unit who had initiated the challenge. If the challenged member did produce his coin, then the challenging individual was to pay for his drink. It is said that throughout the remainder of the war and many years thereafter, surviving members of the squadron continued to carry the small medallions on or about their person. This story could be purely hypothetical, but indeed may have some basis in fact.

Today, the tradition of the military challenge coin lives on and every branch of the military is producing some type of unit coin, medallion or pin. These items are often utilized to inspire, motivate and bring about a spirit of camaraderie. Many times, these coins are struck for a specific internal event, operation or change of command and are given to all members of the command.

This tradition now extends to the civilian community as well. Police, Fire, Emergency Medical Services and many government agencies routinely utilize these tokens to foster a sense of pride among their members. Even educational, nonprofit and fraternal organizations have bestowed these offerings to their members.

As long as there is a need for a sense of belonging, the legacy and heritage of the medallions first produced during "The Great War," will continue to be passed on to future generations.

Photo by Tony Calabrese

HERO FOR THE DAY – Pictured in a KC-10 Extender boom simulator, Ms. Kimberly Bratnick recently spent the day living the life of an aircrew member. She is the wing's fourth person selected to participate in the 514th Air Mobility Wing's Hero for the Day program. The Nov. 18 event was sponsored by the 76th Air Refueling Squadron. During her special day she visited several aircraft static displays, the fire department and met the 514th Air Mobility Wing leadership. Ms. Bratnick has cerebral palsy and uses a wheelchair. She is a public speaker who advocates the rights of the handicapped.

Remodeled KC-10 returns home

Story and photos by Master Sgt. Donna T. Jeffries
514th AMW Public Affairs

After several attempts to repair a replica of a KC-10 Extender, Nov. 4, residents of the Reserve KC-10 squadron building here were finally able to hang the new and improved model.

A wing, broken by accident, damaged the original 6-foot model that graced the entryway of Building 1829 more than five years ago. Since the incident, three attempts were made to fix the damage.

Success was found in the fourth attempt through Herb Corder, a 26-year United States Air Force veteran who currently works for FlightSafety Services Corporation here. In addition to being a KC-10 instructor flight engineer for the past 21 years, Mr. Corder has 40 years of experience in refinishing antique and building new furniture. Corder's skills were put to use to repair the KC-10 model that had substantial damage by the time it was brought to him.

"Both wings, wing engines and the horizontal and vertical stabilizers were broken," said Mr. Corder. He also had to build a new air refueling boom and salvage items from two boxes of old parts that came with the damaged model he said.

Going a step further, Mr. Corder also hand-painted all the decals and improved the original model by wiring the aircraft to illuminate the boom nozzle, leading edge, logo, as well as the position, navigation and anticollision beacon lights.

More than 150 hours spread over three months produced the model on display today. "After I got started on it, I couldn't stop," said Mr. Corder, describing how he could be found in his garage workshop working into the wee hours of the morning. "The Reserve has a good group of people in it and I didn't mind doing it," he said.

Corder's hard work was well-received by those who assisted with the re-hanging of the building's aerial display.

"It's like an old friend returning home," said Chief Master Sgt. Walter Reed," senior enlisted aircrew manager, 514th Operations Group. "Everyone has been excited over its return and its excellent condition with the modifications." Chief Reed is the person responsible for getting Mr. Corder to fix the damaged model.

"It's great – we're so happy to have it back in the building," said Maj. Mark Johnson a KC-10 pilot with the 76th Air Refueling Squadron. "It represents what we do everyday, it's the plane we fly."

Lt. Col. Bruce Bowers, commander, 514th Operations Group, Maj. Mark Johnson and Chief Master Sgt. Walter Reed, both of the 76th Air Refueling Squadron, work together to rehang the newly reconstructed KC-10 Extender model in the entranceway to Building 1829.

"It's weird seeing it after all these years with it being gone," said Senior Master Sgt. William Rahiser, a flight engineer with the 78th Air Refueling Squadron.

As with the original KC-10s built in 1981, the display aircraft sports a white top that older squadron members flew through the late 1980s when the color scheme was replaced with the all gray version that we see today.

The restored model means more to the KC-10 units than meets the eye; it also doubles as a time capsule, hoarding unit coins, patches and scarves from the 514th OG and from the 76th ARS and 78th ARS said Mr. Corder. It also completes the remaining USAF KC-10 fleet, he added.

"I gave the model the tail number of the only KC-10 to be lost in the fleet," he said.

On September 17, 1987 aircraft tail number 82-0190 was lost after an explosion and subsequent fire which occurred during refueling of the aircraft on the ground at Shreveport-Barksdale Air Force Base, La. One ground crew member died in the accident. The Shreveport-Barksdale incident was the only loss to the current KC-10 fleet of 59 aircraft, giving the KC-10 the best safety record of any USAF aircraft, according to the Wikipedia encyclopedia Website.

Herb Corder readies the KC-10 Extender model he spent more than 140 hours reconstructing before its hung back on the ceiling of the Reserve KC-10 building here. The model aircraft has many new features that the original model, that was damaged five years ago, did not have to include working exterior lights.

Seasonal safety hazards and tips

By Lt. Col. Mark Ustaszewski
514th Safety Office

Fall is here and winter is fast approaching! During this season of changing, challenging, and potentially dangerous weather, hazard identification and risk mitigation are more important than ever. Here are some potential hazards to consider followed by preventive methods.

LEAF PILES AND SNOW BANKS – They shouldn't, especially when those leaves and snow are in the street and can hide a child from the view of a driver. There have been numerous incidents of parents pulling up into the leaf pile in front of their house and injuring one of their children that were playing in the leaves.

PREVENTION – Teach kids to stay out of the leaves and snow banks. Drivers beware while operating vehicles near leaf piles and snow banks. If your kids absolutely must play in the leaves, make sure that the pile remains out of the street. Tunneling into snow banks is a challenge, but can turn deadly if the pile collapses or is hit by a plow. Keep kids out of the snow banks!

FROSTED WINDOWS – We have all seen it and maybe even tried it – The folks hunched over in their car with all the windows iced over except for the little area right above the defroster. This is insane! Can you imagine the feeling you would have if you hit a child waiting for the bus because you didn't take the time to clear your windows? That is a risk we should not take and one we should not force our children to take!

PREVENTION – Clean off the car and all windows so that the view is unobstructed. If the windows fog up after pulling out, stop, pull over and make sure the view clears before continuing.

BLACK ICE – Black ice forms when least expected and it's difficult to see. If the temperature is cold and there is moisture in the air, then black ice can form. With freezing temperatures, any moisture on the road becomes an ice hazard for drivers pedestrians. The moisture doesn't have to come from Mother Nature; a spilled cup of coffee or a radiator leak from another car can cause the ice hazard.

PREVENTION – Check the weather before heading out in the morning. Slow down and use caution on painted surfaces. Leave enough room to stop. If the vehicle begins to slide on ice, steer in the direction of the skid. Don't pump the anti-lock brakes. You must know your vehicle. Don't assume that the other cars on the road will take the correct precautions. Drive defensively

DRY TREES – A dry Christmas tree and ignition source like overloaded power strips or lights that are in poor condition can combine and start a fire.

PREVENTION – Buy fresh trees, water it daily and check the electrical decorations. Keep live trees watered to minimize the possibility of fire. Those who are going away for the holiday should unplug the lights and other electrical items around the tree.

The holidays are a time for joy, peace and love – not for filling out accident reports, mourning loved ones or cleaning up after a house fire. Take some small steps to keep yourselves and your families protected this holiday season and lets all start the New Year healthy, happy, and SAFE!

BRIEFS

Commander's call held

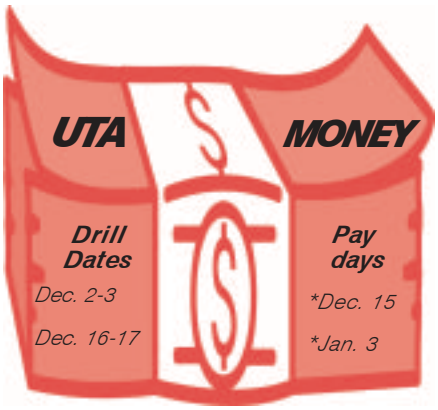
A 514th Air Mobility Wing commander's call will be held at 8:30 a.m. and at 2 p.m. both Jan. 21 and Feb. 4 in the base theater. Unit members must check with their commander or first squadron to attend the session scheduled for their respective units.

Annual awards banquet set

The 514th Air Mobility Wing annual awards banquet is being held Jan. 6 at The Club. Social hour begins at 6 p.m. and dinner follows at 7 p.m. Several award winners will be announced to include the wing civilian of the year and the Joseph A. McNeil award.

AFSA scholarship available

Applications for the Air Force Sergeants Association, Chapter 211 scholarships are due Feb. 1. The scholarship is open to high school seniors of AFSA members. Winners will be notified on or before Feb. 9. For more information contact Senior Master Sgt. Michael Miller at (609) 754-4056.



***Pay dates are subject to change. For information, contact your unit pay monitor.**

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