

FREEDOM FLYER

514TH AIR MOBILITY WING

NOVEMBER 2011



**DINING EVENT IMPROVES
COMBAT CAMARADERIE**

**AIRMEN UPDATE HISTORY
OF FALLEN WWII BOMBER**



FREEDOM FLYER

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ON THE COVER

Maj. Jonathan Bradley and Senior Master Sgt. Juan Claudio prepare to raise the U.S. flag at the American Cemetery in Normandy, France, Sept. 24. Both Airmen are from the 732nd Airlift Squadron and were part of a mission to repatriate the wreckage of an American bomber that crashed in the French countryside during World War II.



Photo by Shawn J. Jones

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Capt. David Rodriguez, 732nd Airlift Squadron pilot, holds a U.S. flag during a ceremony at the crash site of a World War II-era B-17 Flying Fortress in Lonlay L'Abbaye, France, Sept. 23. Rodriguez was part of a contingent of Reserve Airmen who repatriated the wreckage of the aircraft after it had spent more than half a century in a French farmer's barn.

Photo by Shawn J. Jones

Filling blocks can lead to more stripes

Chief Master Sgt. Linda Menser
514th Maintenance Group superintendent

How do you think you will measure up for that next promotion? Do you have all your blocks filled? Do you even know what the blocks are? Let me explain.

The first block you need to fill is related to professional military education, or PME for short. Every month, I review the ineligible roster for promotion (as does your commander and supervisor). What stands out boldly to me are the Airmen who have not completed the required PME.

All too often, life's challenges can afford us many excuses for putting our PME on the back burner. But as we all know, our PME is something we need to move forward in our military careers, so why procrastinate and let it hold back your promotion?

The next block is civilian education. As a member of promotion enhancement boards, I can tell you first-hand the competition is highly educated, most having at least a Bachelor's degree. Completing your Community College of the Air Force

Associates degree is a must. For you to be competitive in the future, you will need to consider furthering your education to include a Bachelors or even a Masters degree.

The final block is related to how active you are in your military and civilian communities. Many times, we underestimate the value of our contributions to our churches, schools and local community programs. All of this adds up to a well-rounded individual, ready to be involved, take on new leadership roles and give back to help shape the future of the Air Force.

So, in closing, I put the challenge to you, your supervisor and your leadership to do whatever it takes to help you create your development plan and then follow through with it

in a timely manner.

You can find information by clicking the *MyDP-My Development Plan* button located on the Air Force Portal home page in the Education/Training Force Development section.

You see, it's just not enough to be the best at your job, but how you can make the greatest impact on the success of your unit and your fellow Airmen. Take the challenge and succeed!

- Professional Military Education**
- Civilian Education**
- Military and Community Service**

Spotlight: Chief Master Sgt. Linda Menser

Unit: 514th Maintenance Group

Position: Group Superintendent

Hometown: Cleveland, Oh

Favorite author:
Dr. Suess (grandkids)

Favorite get away location:
I have two - Charleston, S.C. and Little Rock, Ark.

Little known fact about you:
It wouldn't be a secret anymore if I told.

What age in your life would you like to repeat?

Right now is good. The kids are grown and out of the house.

Pet peeve: All those darn surveys.

What is the most difficult part about being a Chief?
Nothing at all.

What are you most looking forward to?

A trip from the east to the west coast, making all the touristy stops in between.



Photo by Master Sgt. Donna T. Jeffries



Photo by Maj. Kelly Ann Charland

At their firehouse on Sept. 24, firefighters of the 514th Civil Engineer Squadron held a ceremony honoring those who sacrificed themselves in the line of duty during the response to the Sept. 11 terror attacks.

Firefighters dedicate memorial to public servants of Sept. 11

Maj. Kelly Ann Charland
514th Air Mobility Wing Public Affairs

Desire to serve. Ability to perform. Courage to act.

These are the inspirational words that the 514th Civil Engineer Squadron firefighters live by.

The motto can also be found stretched around the firefighter's badge that is part of a new memorial which serves as a reminder of the sacrifices of the fallen heroes of Sept. 11th.

The squadron's fire-rescue flight dedicated the memorial, which sits outside the firehouse here, Sept. 24. It includes an American flag that was flown over Kirkuk, Iraq, on Sept. 11, 2008, and a piece of steel from the World Trade Center.



Photo by Maj. Kelly Ann Charland

The memorial outside of the firehouse here includes a piece of steel from the World Trade Center and a flag that was flown over Kirkuk, Iraq, on Sept. 11, 2008.

Master Sgt. Jack Dunne, assistant fire chief, delivered a speech at the dedication, describing the memorial as a symbol of the strength and resolve of the American people.

"We honor all the first responders who bravely answered the call to duty and heroically performed fire suppression, rescue and recovery operations and those who made the ultimate sacrifice in the line of duty," Dunne said.

What Dunne didn't mention was that many of those first responders were Airmen from the 514th Air Mobility Wing. The firefighters at the ceremony

wanted no individual recognition for their actions. Instead, they wanted the memorial to stand for those who sacrificed themselves for their duty during Sept. 11 tragedy.



COMBAT DINING-IN

Photos by Master Sgt. Donna T. Jeffries

Above: Senior Airman Heather Wadley is armed with water balloons and ready to join the action at the 514th Air Mobility Wing's first combat dining-in held here Sept. 24. Wadley is assigned to the 433rd Airlift Wing in San Antonio, Texas, but was performing seasoning training with the 42nd Combat Communications Squadron here.

Near Right: Master Sgt. James Kana, 514th Maintenance Operations Flight, issues a plea to the President of the Mess to send an Airman to the grog bowl for allegedly violating the rules.

Far Right: Members of the 514th Civil Engineer Squadron hone their "warrior" skills while providing cover for their squadron commander Lt. Col. Joel Branosky as he maneuvers the obstacle course amidst tossed water balloons, blasted silly spray and an onslaught of water guns.

Bottom right: Chief Master Sgt. Joel Montgomery and Tech. Sgt. Matt Yockey prepare the traditional grog bowl for consumption. Both Airmen are members of the 78th Aerial Refueling Squadron.



Dining event makes a splash with Airmen

By Master Sgt. Donna Jeffries
514th Air Mobility Wing Public Affairs

The combat dining-in is definitely not for the faint of heart nor for those with weak stomachs.

You never know if you'll be summoned to report to the sergeant-at-arms and be "ordered" to maneuver through an obstacle course while dodging incoming water missiles; only to down a full glass, non-stop, of a suspicious concoction from the dreaded grog bowl at the end.

The 514th Air Mobility Wing chiefs group hosted the wing's first combat dining-in here Sept. 24.

The idea was born out the chief's annual meeting and their desire to increase morale as well as find a forum to celebrate the wing's 50-year anniversary from transferring to New Jersey from Mitchell Field, N.Y., said Chief Master Sgt. James Whiteley.

Dining-ins give Airmen the chance to meet socially at a formal military function and enhances the esprit de corps of units. The event also promotes interaction and enables military members of all ranks to create bonds of friendship

and better working relations through an atmosphere of good fellowship.

While the regular dining-in is steeped in formality and tradition, the combat dining-in is a military get-together held in a more relaxed environment where all Airmen can share in some indiscriminate fun.

The format and sequence of events is built around the traditional dining-in, however, its far less formal atmosphere requires attendees to wear combat uniforms. Attendees also come armed and prepared for "combat."

Such was the case Saturday, as attendees arrived with an assortment of heavy duty water weaponry, silly string, balloons and shields.

Very few participants escaped being doused from the water warfare.

Other activities kept the night interesting and spontaneous along with executing a few expected customs.

In keeping with tradition, the honor guard posted the colors and performed the Table of Honor ceremony. Additionally, Kenneth Lyon, a retired Marine Corps sergeant who was wounded in a mortar attack in Iraq, delivered a stirring

speech. Retired Lt. Col. Carmine Coniglione, a former Army Air Corps member who joined the military in 1947, was another special guest. Coniglione who recently celebrated his 90th birthday, was stationed with the 514th Troop Carrier Group at Mitchell Field.

"This event was about celebrating our recent successes for all the hard work from many inspections that we had over the last year," said Chief Master Sgt. Michael Ferraro, the wing's command chief master sergeant. "It was about bridging back to our history from where we came, but most of all, it was a chance to have fun and build camaraderie between each other."

The event was also popular with many of the younger Airmen.

"I'm extremely glad I attended this event," said Airmen Basic Dwayne Lee, who sat at the head table as the most junior Airmen in attendance. "The experience of being surrounded by my fellow wingmen and having a great time was fantastic and it was truly a pleasure to have witnessed such fellowship between the lowest enlisted through senior NCO's and officers." ♦

PULSE CHECK: What did you think of the combat dining-in event?



Senior Airman
Christopher Samuel
514th
Civil Engineer Squadron

"It was a great time to me. I wish it was held twice a year. For the Airmen that were not there, don't miss the next one!"



Staff Sgt.
Dom Sterling
514th
Mission Operations Flight

"As an Airman, I am used to following a formal protocol. It was very nice to have an opportunity to "let my hair down" and have a great time with my fellow Airmen."



Maj.
Regina M. Reyes
514th
Force Support Squadron

"I enjoyed seeing my fellow Airmen engage in some fun camaraderie. I look forward to seeing more events like this in the future."



Senior Airmen
Ronnice Jenkins
35th
Aerial Port Squadron

"I met a lot of my fellow wingmen in a way that is unforgettable. This would definitely rank as one of the top exciting things I have done so far in my life!"



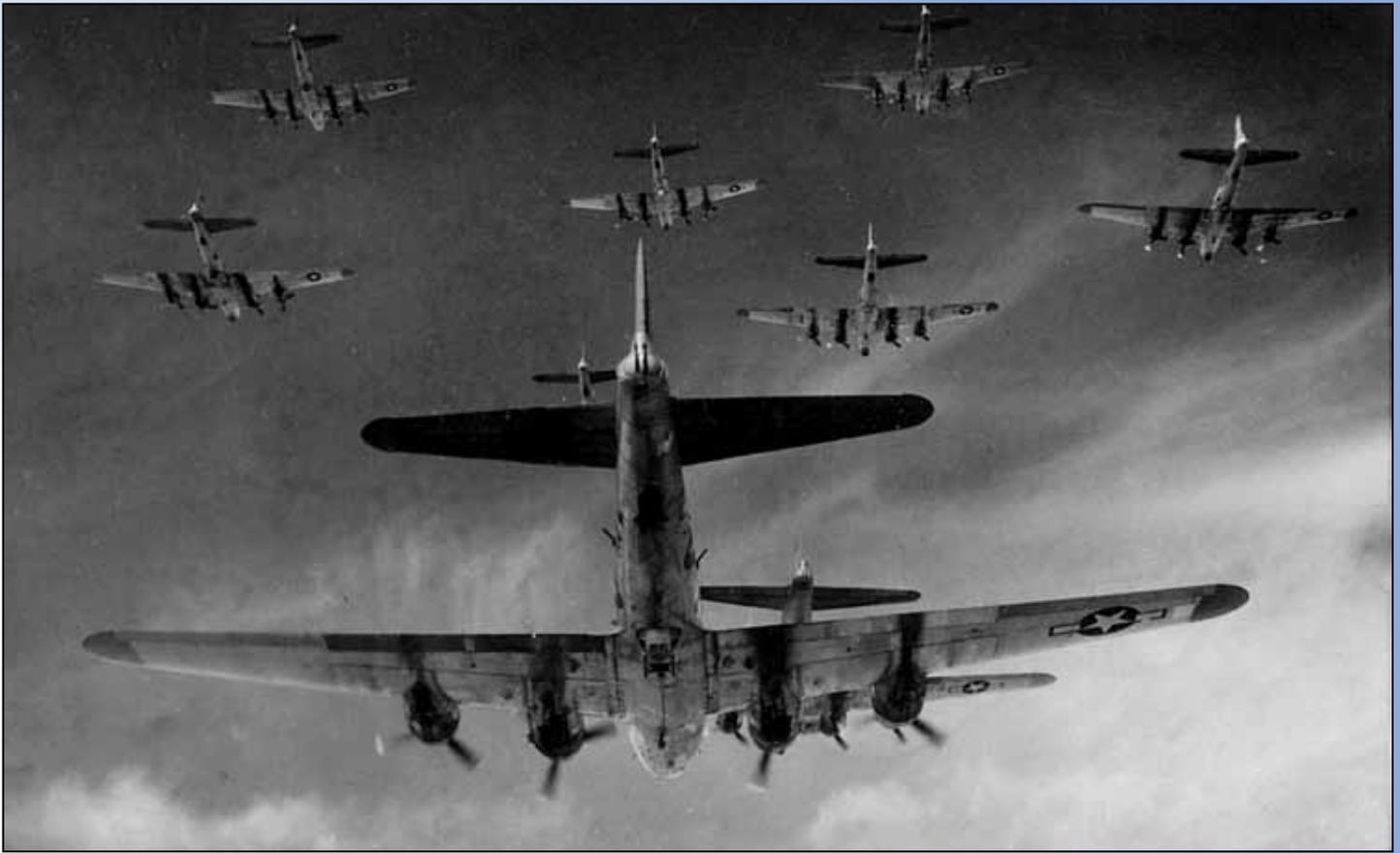
Col.
James D. Marques
514th Aerospace
Medicine Squadron

"It was an excellent event for squadron and wing camaraderie."



Airmen of the 514th Air Mobility Wing stand in formation during a ceremony at the American Cemetery in Normandy, France, Sept. 24.

Photo by Shawn J. Jones



U.S. Air Force Photo

A flight of B-17 Flying Fortresses fly a bombing run near Neumunster, Germany, on April 13, 1945. Airmen from the 514th Air Mobility Wing visited France Sept. 23-25 to retrieve the wreckage of a B-17 that crashed in France during World War II.

Airmen update history in French countryside

Mr. Shawn J. Jones
Freedom Flyer editor

In a farmer's field on the outskirts of a small town in the Normandy region of France, an American flag flies alone atop a tall flagpole. Neither its stars nor stripes can be seen from the road, but the residents of Lonlay L'Abbaye are well aware of its presence. For these French townspeople, as it is for most Americans, the flag is a symbol of liberty.

This particular flag also represents sacrifice, as it marks the site where an American B-17 Flying Fortress, known as the *Chowhound*, crashed after being hit by enemy flak Aug. 8, 1944. The crash proved fatal for the aircraft's crew, who gave their lives as part of the Allied liberation of Nazi-occupied France during World War II.

More than 67 years after the crash, a new generation of Airmen came to Lonlay L'Abbaye to update the story of the *Chowhound's* last flight.

Approximately 40 Reserve Airmen

from the 514th Air Mobility Wing flew a C-17 Globemaster III to northern France Sept. 23 to retrieve the wreckage of the downed bomber, which had been donated to the wing's active-duty counterpart, the 305th Air Mobility Wing.

MILITARY BEARING

"Our mission was not only to recover the *Chowhound*, but to thank the people who took care of it for so long," said Lt. Col. Dennis Duffy, 732nd Airlift Squadron commander. "We wanted to show that we are very serious about this."

From a military perspective, being "very serious" usually means a lot of marching in formation, standing at attention and saluting in unison – actions a C-17 air crew doesn't typically perform except on special occasions.

Led by Master Sgt. Chuck Kramer, the squadron's first sergeant, the Airmen marched approximately 300 yards through the town's winding streets, from a 12th-century abbey to the war memorial in the town center.

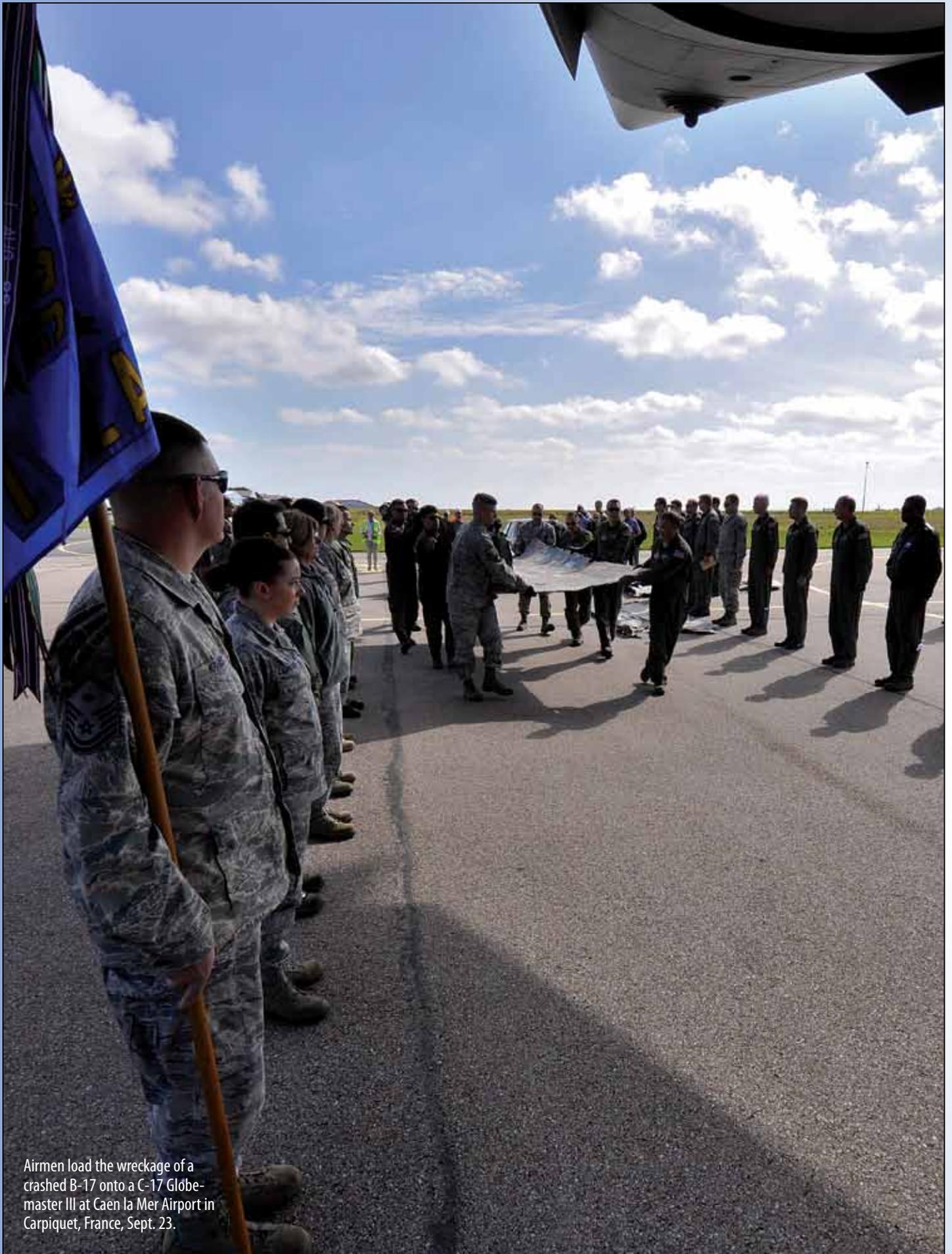
"This march was very special as we were probably the largest contingent of United States armed forces to march in Lonlay L'Abbaye since World War II," said Maj. Jonathan Bradley, one of the mission's lead planners from the squadron.

Several of the Airmen on the mission said they were impressed with how quickly their fellow Airmen came together to show one another that they had remembered their lessons from basic training and officer training school. Bradley, for instance, said he hadn't marched in formation in more than 20 years.

NOTHING TAKEN FOR GRANTED

Upon reaching the war memorial, the Airmen stood among French veterans and other townspeople as the Mayor of Lonlay L'Abbaye delivered a speech. He said he was honored and grateful for the presence of the Airmen standing before him, but saved his highest praise for the crew of the B-17 that crashed in his town.

"We have a duty to remember these aviators who lost their lives in the youth



Airmen load the wreckage of a crashed B-17 onto a C-17 Globemaster III at Caen la Mer Airport in Carpiquet, France, Sept. 23.

Photo by Shawn J. Jones



Photo by Shawn J. Jones



Photo by Shawn J. Jones

Reserve Airmen from the 514th Air Mobility Wing march past a bakery in the narrow streets of Lonlay L'Abbaye, Sept. 23. The Airmen were the largest contingent of American servicemembers to visit the village since World War II.

Lt. Col. Dennis Duffy, 732nd Airlift Squadron commander, meets with the owners of the farm where *Chowhound* crashed. Through an interpreter, the farmer said he appreciated the sacrifices of U.S. servicemembers in liberating France.

of their age,” the mayor Christian Derouet said through an interpreter.

Though most of the Airmen could not understand his French, they could hear the emotion in his voice and read his body language to perceive that he was moved by the sacrifice of the bomber’s crew and other Americans who gave their lives to liberate France.

“When he spoke, it was apparent that the citizens of Lonlay L’Abbaye understood the price of freedom,” Bradley said. “They really cared about the nine crewmembers of *Chowhound* that gave their lives so that the French could have liberty.”

As they marched back toward the abbey, the Airmen were lead by members of the French Resistance.

“It was an event that I will never forget,” Bradley said.

FAMILY FIRST

Throughout the planning and execution of the mission, the Airmen made sure to actively communicate with the families of the *Chowhound*’s crew.

“It was very important to let the family members know that their loved one’s ultimate sacrifice will not be forgotten,” Bradley said.

Master Sgt. Ben Atkinson, 514th AMW historical properties custodian, played a key role in bringing the *Chowhound* home. He brought the story of the *Chowhound* to attention of the 732nd AS and served as a liaison between the Airmen and the crew’s family members.

Prior to departing for France, Atkinson met with Virginia Dimon, the sister of a *Chowhound* crew member, to ascertain what she wanted the 514th and 305th AMWs to do with the recovered aircraft parts.

“I was so touched by her heart-felt emotion of what had happened to her brother that I was going to do whatever needed to be done to make her wishes come true,” Atkinson said.

Upon landing at Joint Base McGuire-Dix-Lakehurst, the Airmen were met by Dimon, who was invited onto the C-17 to see the remains of the *Chowhound* and those who brought it home.

“I was extremely honored to show the *Chowhound* to Virginia Dimon and to describe to her the events of the weekend: how reverent we were in loading the *Chowhound* on board our plane; how grateful the people of Lonlay L’Abbaye were not just to us, but mostly to the crew of *Chowhound*; how we placed a wreath in the town square in front of the memorial to her brother and his crew; and how honored everyone aboard was to take part in the mission,” Duffy said. “She began to tear up, and it was difficult to keep my composure.”

ALWAYS TRAINING

Gaining approval for unusual missions like this isn’t always easy, but Duffy and

his Airmen were able to convince higher headquarters commanders that the mission was not just about repatriating an artifact of Air Force heritage. The mission would also help the reservists to accomplish much-needed training.

In addition to loading the remains of the downed bomber, the crew trained on loading a C-130 engine, an F-15 engine, ten space-available passengers, multiple pallets of cargo and mail. Two pilots were able to meet their currency requirements for overseas flights, and an entire aeromedical evacuation crew was able to conduct comprehensive training aboard the C-17.

We have a duty to remember these aviators who lost their lives in the youth of their age.

Christian Derouet
Mayor of Lonlay L'Abbaye

CHOWHOUND’S LAST FLIGHT

The mission allowed the family members of the *Chowhound*’s crew to know that their sacrifices are not forgotten. It also allowed French townspeople and American Airmen to join together in a genuine tribute to those who gave their lives for liberty.

The mission also allowed the Airmen to update history.

“The *Chowhound*’s last flight did not end with a crash in a farmer’s field in France, but it flew home and was greeted by family members with honor and dignity,” Duffy said. ♦

Editor’s note: A final decision on how best to display the Chowhound is being determined by Airmen of the 514th and 305th Air Mobility Wings.

Master Sgt. Chuck Kramer, 732nd Airlift Squadron first sergeant (right), leads a flight of Airmen in the streets of Lonlay L'Abbaye, France, Sept. 23. Kramer was part of a contingent of from the 514th Air Mobility Wing who repatriated the wreckage of a bomber that crashed in France during World War II.



Photo by Shawn J. Jones

Mission to France a first sergeant's career highlight

By Master Sgt. Chuck Kramer
732nd Airlift Squadron first sergeant

Flying to France to retrieve the wreckage of a bomber that was shot down during the invasion of Normandy is a unique privilege, but as the first sergeant of the 732nd Airlift Squadron, I had special responsibilities.

My commander, Lt. Col. Dennis Duffy, asked me to organize a ceremony that would demonstrate our respect for the mission. The ceremony called for two columns of Airmen to march off of the back ramp of our C-17 Globemaster III and to create a pathway while a select group of Airmen carefully hand-carried the national treasures onto the plane.

I had the honor of carrying the squadron's guidon and leading my fellow Airmen in the ceremony's formation. As each part of the B-17 Flying Fortress, known as the *Chowhound*, was carried between the columns, the formation smartly snapped to attention from its parade rest position.

As the section of a wing that had a faded U.S. Army Air Corps symbol passed by me, it really hit me hard as to what we were doing there. We were repatriating actual pieces of our military heritage, after they spent more than a half century on foreign soil. The nine American Airmen who

flew the *Chowhound* perished in combat while liberating an entire continent from the Nazis.

A first sergeant often has the image of being a more hardened and stoic individual – not the case here. I am glad I was wearing sunglasses.

After the *Chowhound* was loaded and secured in our aircraft, we jumped on a bus and weaved the narrow roads through the French countryside to the small town of Lonlay L'Abbaye, where the wreckage of the B-17 landed.

We gathered at the edge of a freshly cut field. From the road, the site was actually hidden from view by one of the many hedgerows that are as common in the area now as they were when the Allies were forced to fight through them while liberating France in 1944. Capt. David Rodriguez, a pilot with the 732nd, had the honor of carrying a U.S. Flag that the local French veterans group provided us, while I marched beside him with our guidon. As Capt. Rodriguez and I cleared the hedgerow, a lone flag pole with an American Flag stood in the middle of the field. We marched over and positioned ourselves about 20 feet from the pole and stood at attention as the rest of the Airmen and a dozen or so townspeople joined us.

Through a translator, a member Nor-

man Association of Air Remembrance recounted the day the *Chowhound* and her crew made the ultimate sacrifice. He told how the French villagers rushed to the site to search for survivors. When they discovered there were none, they respectfully buried the Americans on the edge of the field.

One of the townspeople present had been an 11-year-old on that day in 1944, and had witnessed the events from her nearby farmhouse. I was able to speak with her after the ceremony, and thanked her for the respect she and her fellow villagers showed our Airmen.

After the story of the *Chowhound* was told, the memorial was covered with 18 roses – a French rose and an American rose for each of the Airmen who perished in the crash.

It was a very moving event, and the day's events had just begun.

On our drive back to the center of town, we stopped as we were greeted on the road by an elderly farmer and his wife, who owned the field and had taken care of the aircraft wreckage for many years. I joined Colonel Duffy and Maj. Jonathan Bradley, who organized the mission, in thanking them for taking care of the *Chowhound*. We presented them our squadron's coin and patch, a small token compared to what

they had done for us. It is apparent that they are wonderfully humble and generous people who have not forgotten the American sacrifice in the liberation of France.

Upon returning to the town, we had to park our bus about 300 yards away and around the corner from the town square, where another ceremony was to occur. We wanted to show our gratitude and respect, so Colonel Duffy had me form the Airmen into a three-column flight and march them into the town square for our wreath-laying ceremony.

Now bear in mind, most of us have not marched since basic military training or officer training school, and for many of us, that training occurred more than 10 to 20 years ago. We were worried about how well we could pull this off, but it was too late to practice, so after everyone was sized up, I belted out a *Forward Harch!*, and off we went.

As we followed the street, past stone buildings and French bakeries, we marched over a small bridge where two American Soldiers were killed when their jeep ran over a land mine. The street is narrow and as cars pass us, I can see the look of surprise on the faces of drivers. When I wasn't calling cadence, the only sound was the synchronized heel beats of our marching. Everyone was in step, holding their heads high and looking very sharp. Our military training instructors would have been proud!

About this time, a quick reality-check happened. Here I am, an Air Force first sergeant, marching a flight of my fellow Airmen into a French village that was liberated by Americans from my grandfather's generation. I could not have been more proud. This moment was the absolute pinnacle of my military career, and I highly doubt I will match this experience while in uniform again. This moment hit home a little harder for me, as my grandfather, a WWII combat veteran, had passed away just three days earlier.

To our surprise, approximately 40 townspeople were on hand to greet us in the square, which is lined by two columns of French Veterans holding their unit's flags. They were all wearing their ribbons on their suit jackets, and some also wore their old uniform hats. I issued a *Flight Halt!* at a spot reserved for us, just between

Here I am, an Air Force first sergeant, marching a flight of my fellow Airmen into a French village that was liberated by Americans from my grandfather's generation. I could not have been more proud.



Photo by Shawn J. Jones

Capt. David Rodriguez holds a U.S. flag while standing beside Kramer during a ceremony at the crash site of an American B-17 Flying Fortress in Lonlay L'Abbaye, France, Sept. 23. Rodriguez is a pilot with the 732nd Airlift Squadron.

the two French columns.

Colonel Duffy then stepped out of formation, laid the wreath at the base of the town's World War II memorial and rendered an individual salute that was somehow both proud and solemn at the same time.

The Mayor of Lonlay L'Abbaye, a large middle-aged man with a wide red, white and blue sash holding a golden medalion denoting his position, delivered a speech covering the day of the crash, as well as the immense gratitude that the townspeople, and all of Normandy, have for the Americans that helped liberate them from their four brutal years of Nazi occupation.

Colonel Duffy followed the Mayor and expressed the pride and honor that we all were feeling standing amongst them. When he finished, they played the U.S. and French national anthems.

At the ceremony's conclusion, we marched back through the town and it hit me that the last time there were this many Americans in uniform walking through this town, they were carrying machine guns and driving the Nazis out. It was surreal.

We get to the bottom of the hill and stop at the base of a 1,100 year-old abbey, the town's namesake. We fall out and head across a small walking bridge to an outdoor patio area where they have prepared a reception for us with glasses of their

regional pear-based sparkling wine and h'ors d'ouvers. So much for just a small wreath laying ceremony.

At that point, I was operating on about 4 hours of sleep in the past 48 hours, but due to the uniqueness of the day's events, I am surprisingly wide awake.

We mingled with the 50 or so townspeople and guests and manage to communicate using broken French and English. A young Frenchman of about 20 years helped me translate back and forth. It was good to see a member of the younger generation present at the event. My glass was never empty and the food was delicious. A quick note on the wine. A townsman told me that before any of the pears can be used for the wine, a pear tree must be 70 years old. The trees live for about 300 years, and some have been producing pears for this wine for that long. He pointed to my glass and said that I was drinking wine made from the same pear trees that the American Soldiers who liberated his village drank. He laughed as he recalled how the Soldiers were forbidden to drink and had to hide it from the military police.

We handed out squadron patches and stickers, but I think it was our presence that they appreciated most. We were truly treated like honored guests.

We gave our farewells before loading up the bus for the long drive back to our hotel. During the drive, I tried to fathom everything that we just witnessed. I think Colonel Duffy summed it up best in his speech, by saying that we get the honor to re-write history, by making the *Chowhound's* final flight a trip back home. ♦

Thanksgiving - a time for appreciation

By Chaplain (Capt.) Gregory K. Ellis
514th Air Mobility Wing Chaplain

There are two words that hold enormous power yet can easily be forgotten in the hectic pace of everyday life: thank you.

Saying “thank you” expresses appreciation to others who render service by meeting an important deadline or by simply being a friend in time of need. Taking the time to convey appreciation to others speaks volumes in affirming the worth of individuals.

Not surprisingly, these words are priceless in terms of building morale and developing cohesive teams. As citizen Airmen, we are tasked to defend the nation, but ultimately our nation includes individuals with whom we interact on a more personal level, such as family members, friends and colleagues.

Traditionally, the last Thursday of November is set aside as Thanksgiving Day. It is a time to share food, football and fun with family members. No doubt, each of us has varied rituals that coincide with this annual holiday. These rituals offer another way to say “thank you” to those we most care about.

Embedded in the holiday is one of life’s most precious gifts, time with our loved ones. In a world governed by clocks, calendars and schedules, multi-tasking may limit how much time we actually share with one another. However, when we consciously set aside moments for communication, collaboration and celebration, stronger relationships can be developed.

On a deeper level, saying “thank you” offers a way to bring a healthy perspective to life.

Though we are continuously urged to purchase products and services to make us happy, in the long run, we gain more by giving back to others and stopping to cherish the multitude of things we have received.

When we maintain a posture of appreciation, we learn to be content with the many things we already possess and may even take for granted. Once gratefulness takes a place of prominence in our lives, we potentially enjoy life more by savoring the priceless elements of life—family, faith, health, freedom, education and recreation.

So let’s take time to show love and appreciation for the many blessings of life. ♦

**On a deeper level,
saying “thank you” offers
a way to bring a healthy
perspective to life**

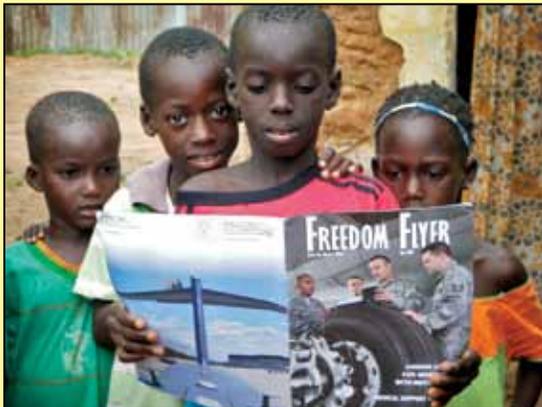
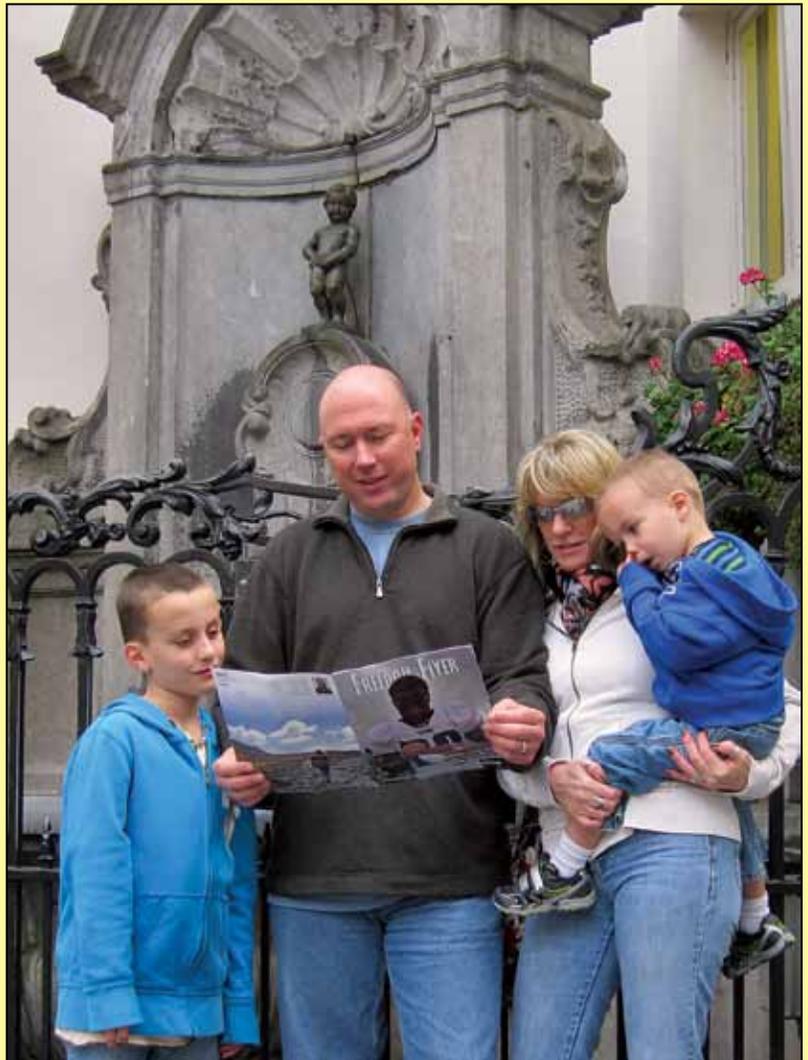


Photo by Jennie Wysong

FREEDOM FLYER ON LEAVE

Above: Freedom Flyer has a few young fans in Senegal. Jennie Wysong, the daughter of one of the wing’s alumni, is serving as an environmental education volunteer in the Peace Corp. She lives with a family with 22 children in the village of Sambande, which has a population of 500. She said the children in the village were fascinated by the airplanes and the Airmen in the magazine.

Right: While vacationing with his family in Belgium, Maj. Walter Kruk, 514th Air Mobility Wing equal opportunity office, reads Freedom Flyer near the city of Brussel’s most famous sculpture. The current Manneken Pis sculpture is a copy of the original which dates back to the 14th century. The original was seized by French soldiers in 1747. It is said to represent what Belgians think of the authorities, especially those of occupying forces.



Courtesy Photo



Photo by Master Sgt. Donna T. Jeffries

Golfing for a cause

Staff Sgt. Brandon Hodge, 514th Security Forces Squadron, gets set for a drive during the Kevin White golf tournament at the Falcon Creek golf course here Oct. 21. More than \$13,000 was raised for the Kevin White scholarship fund, which was established by the 514th Air Mobility Wing career advisors in honor of Senior Airman Kevin White, a former wing member who died in 2003. The fund awards several \$1,000 scholarships to first-term Airmen on an annual basis.

WING QUARTERLY AWARD WINNERS

Airman

Senior Airman Damien Wells, 514 MXS

Noncommissioned officer

Staff Sgt. Johnny Carawan, 514 AMDS

Senior noncommissioned officer

Master Sgt. Leonard Werner, 714 AMXS



The following enlisted Airmen were promoted in October, and the following officers were selected for promotion.

Airman

Dwayne Lee, 514 SFS

Senior Airman

Felix Allende, 35 APS

Faith Barclay, 35 APS

Stephen Bartholomew, 35 APS

Rance Bell, 35 APS

Joshua Bliem, 35 APS

Amanda Check, 35 APS

Ashley Cisneros, 514 CES

Horace Daughety, 35 APS

Rosario Domicolo, 35 APS

Starlene Farias, 514 AMDS

John Jimenez, 35 APS

Eddie Jones, 714 AMXS

April Kelso, 35 APS

Jeremy Londono, 35 APS

Luis Morales, 35 APS

Christopher Pavlik, 35 APS

Mary Pillion, 76 ARS

Arnold Ramos, 42 CBCS

Ragev Scott, 35 APS

Lamar Thomas, 35 APS

Ergerton Thomson, 35 APS

Staff Sergeant

Thomas Brown, 88 APS

August Semple, 514 AMXS

Kristiine Thomas, 88 APS

Technical Sergeant

Christopher Fitzgerald, 514 CES

Robert Glenn, 514 MXS

Daniel McLeer, 76 ARS

Lionel Naraidu, 78 ARS

Rowtas Singh, 35 APS

Alicia Trudeau, 78 ARS

Brent Wood, 714 AMXS

Master Sergeant

Lorraine Cuff, 88 APS

Alexis Keown, 514 LRF

Bryan Pechanec, 514 AMXS

Denise Spencer, 514 OG

Senior Master Sergeant

Israel Rodriguez, 88 APS

First Lieutenant

Terry Dowell, 78 ARS

Matthew McCune, 76 ARS

Lieutenant Colonel

Luzmary Allen, 514 AMDS

Jonathan Bradley, 732 AS

Michael Cruff, 78 ARS

Rick Fontana, 732 AS

James Harris, 78 ARS

John Koenig, 514 AMOS

James Mead, 514 LRS

Jason Schroeder, 76 ARS

Michael Seyffert, 514 AMDS

Kelly Warren, 514 FSS

Robert Wieman, 514 LRS

Bonnie Bosler, 514 AES

Michael Prodeline, 732 AS

FREEDOM FLYER

514th Air Mobility Wing Public Affairs
2217 W. Arnold Ave.
Joint Base McGuire-Dix-Lakehurst, NJ 08641

FOR THE FAMILY OF:

Pictured: Master Sgt. Bryan Pechanec, 514th Aircraft Maintenance Squadron, exits a bakery in Lonlay L'Abbaye, France, Sept. 23. Pechanec was part of a contingent of Airmen from the 514th Air Mobility Wing who were recovering the wreckage of a B-17 Flying Fortress that crashed in France in World War II.

