

FREEDOM FLYER

514TH AIR MOBILITY WING

AUGUST 2012

**EAGLES TAKE FLIGHT
WITH FREEDOM WING**

INTERNATIONAL COLLEAGUES MINGLE AT GLOBAL AIR SHOW



FREEDOM FLYER

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ON THE COVER

Master Sgt. Michael McKinnon, 514th Civil Engineer Squadron, cranks a large spool of cable to be used for runway edge lighting as part of a training session that focused on setting up emergency airfield lighting on the flightline here June 23.



Photo by Shawn J. Jones

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Tech Sgt. Carlos Lozada and Master Sgt. Robert Brown, both from the 514th Civil Engineer Squadron, sort through cables to be used for an emergency airfield lighting generator on the flightline here June 23.

Photo by Shawn J. Jones

Airmen can pick their boss with a single vote

By Capt. Allison Ecuag

514th Air Mobility Wing public affairs

The right to vote is a freedom guaranteed to all Americans that should not be taken lightly. When our country was founded very few individuals were allowed the privilege to vote, and it took nearly 200 years to extend that right to all citizens. As members of our nation's armed forces it is even more important to exercise our political authority to select the leaders who will create and decide military policies.

The right to vote represents the ability to exercise political authority and it is important to take part in the process of selecting the commander-in-chief of the armed forces.

Some servicemembers may believe it is too complicated to register to vote when they're stationed away from home because they are unsure of the process and end up choosing to simply not vote.

Another argument often heard is that personnel don't vote because they don't like either of the two main parties or the candidates. Although there are several political party affiliations within the nation, it is impor-

tant to understand the Defense Department does not support any particular party, so individuals should be sure to research candidates to make the most informed vote possible.

Servicemembers have the opportunity to register for any party or as an independent voter. Servicemembers can research political parties through various methods including the Federal Voting Assistance Program website at www.fvap.gov.

Every base has some form of voting assistance program to help military members and their families vote even when stationed outside of their state of residence. Assistance is also available for personnel deployed to remote locations. By contacting local voting assistance representatives, servicemembers can receive help with voting by polls or absentee ballots.

Registering to vote via absentee ballot from a servicemember's home state is easy with help from the voting assistance program office.

Some people feel that due to the Electoral College their vote doesn't matter. In most states the winner of the plurality of the popular vote receives all electoral votes for

the state. Once a candidate receives a certain number of the electoral vote they are declared the winner.

Unfortunately this means that a candidate can win a large election without receiving the majority of the popular votes depending on which states they win. Servicemembers should not be discouraged by this since it ensures fair representation no matter where they live. Each vote is still imperative, especially when considering examples like Florida during the 2000 presidential election and 2012 Iowa republican primary. In both cases, absentee ballots were critical to deciding the outcome when the margin of difference was only a few hundred votes. Every single vote counted, particularly the absentee ballots from military members overseas and out of state.

This voting season make sure to visit the voting assistance program office to register and vote in upcoming elections.

"The voter assistance program gives members an opportunity to exercise their right; it's an extension of our duty," said Maj. Stephanie Sweet, 514th Air Mobility Wing voting assistance officer. "Families should know the importance of it and the benefits."

No car, no problem: Volunteers bus reservists to duty

By Capt. Allison Ecuag

514th Air Mobility Wing public affairs



Photo by Capt. Allison Ecuag

Planes, trains, and automobiles – Freedom Wing Airmen travel to duty in many ways, but for reservists living in New York and Philadelphia, one of the most efficient modes of transportation is a big military-blue bus.

For the past decade, the bus has provided critical transportation for many service members who do not own cars and would have no other way to participate in drill weekends. Every Friday before a Reserve drill weekend, the solitary blue bus waits at Trenton Rail Station until 8:30 p.m. to take Airmen arriving for duty to their lodging facilities.

Senior Master Sgt. Chris Rogers, 514th Maintenance Squadron, came up with the idea for the bus 10 years ago as a way to ensure his troops without vehicles could still participate. The bus has four regular volunteer drivers and eight standby drivers who provide transportation to and from the Trenton.

Tech Sgt. Sean Marshall, 514th MXS, has been driving the bus for more than a year. He and other volunteers like Master Sgt. Byron Wright and Tech Sgt. Lance Frasier, also from the 514th MXS, support the program because they want to lend a helping hand to assist fellow Airmen.

Frasier points out that most people don't realize there would be few alternatives without the bus.

Some individuals travel for hours just to get to the station on time. Staff Sgt. Tiffany Winston, 514th Force Support Squadron, has a particularly long commute. Every drill weekend, she flies from her home in Vergennes, Vt., to New York, then takes the train to Trenton station before finally catching the bus to lodging.

"I love this bus," said Winston. "It's very dependable."

Dependability is important, because to make the eight hour trip to attend the drill weekend each month, Winston must sometimes fly out on a Thursday evening, an expense she must pay herself. It would be much less expensive for her to join the Vermont Air National Guard, but she likes the people at the Freedom Wing and the positive energy they bring to her work environment.

Staff Sgt. Nancy Niles has taken the bus every month from her civilian job in the Bronx, N.Y., since 2004.

"You don't worry about coming in late," she said. "It saves money."

She also said the bus is safer than attempting to catch local civilian transportation that doesn't always let passengers out in the safest neighborhoods.

But thanks to the Airmen who volunteer to drive the bus, Niles knows that she'll arrive home safely.

For more information or to volunteer to drive, please contact Senior Master Sgt. Chris Rogers.

Tech. Sgt. Lance Frasier, 514th Maintenance Squadron, volunteers his time to drive a bus to and from the train station in Trenton, N.J., helping to ensure Reservists without their own transportation can attend Reserve drills.



SAME DUTY, DIFFERENT AIRCRAFT

Airmen of the 514th Aeromedical Evacuation Squadron and Soldiers of the 439th Medical Battalion held a joint training session on the flightline here July 2. The servicemembers trained on loading and unloading medical patients on to and off of a UH-60 Blackhawk helicopter which was flown in by Soldiers of the Delaware Army National Guard. Though the 514th AES Airmen typically perform their duties on fixed-wing cargo planes such as the C-17 Globemaster III or the C-130 Hercules, the training helped ensure they wouldn't be caught off-guard if tasked to support patients being transported on by helicopter.



Photos by Tech. Sgt. Jonathan E. White

Prior to deployment, Airmen say goodbye

Top left: Col. Michael J. Underkofler, 514th Air Mobility Wing commander, shakes hands with Staff Sgt. Ricklin B. Harmening, 714th Aircraft Maintenance Squadron, at the passenger terminal here prior to the squadron's deployment. **Top right:** The moment is emotional for Master Sgt. Ella Weaver who embraces a loved one prior to her journey. **Bottom left:** Staff Sgt. Juan C. Mieles shows that saying goodbye is not only for people as he bids farewell to his cat. **Bottom center:** Tech Sgt. David Delitta spends his last few moments with his family before deploying. **Bottom right:** Squadron members gather on the flight line to send off their fellow Airmen.



PULSE CHECK: What do you look forward to during a deployment?



Master Sgt. Ella Weaver
714th Aircraft
Maintenance Squadron

"I am looking forward to a learning experience and training our new guys on our real purpose to be here."



Staff Sgt. Victor Ramirez-Gomez
714th Aircraft
Maintenance Squadron

"I am looking to gain more experience in my career field and to also find out what the Air Force does as far as deployments. I already know what the Army and Navy do, but the Air Force is totally different."



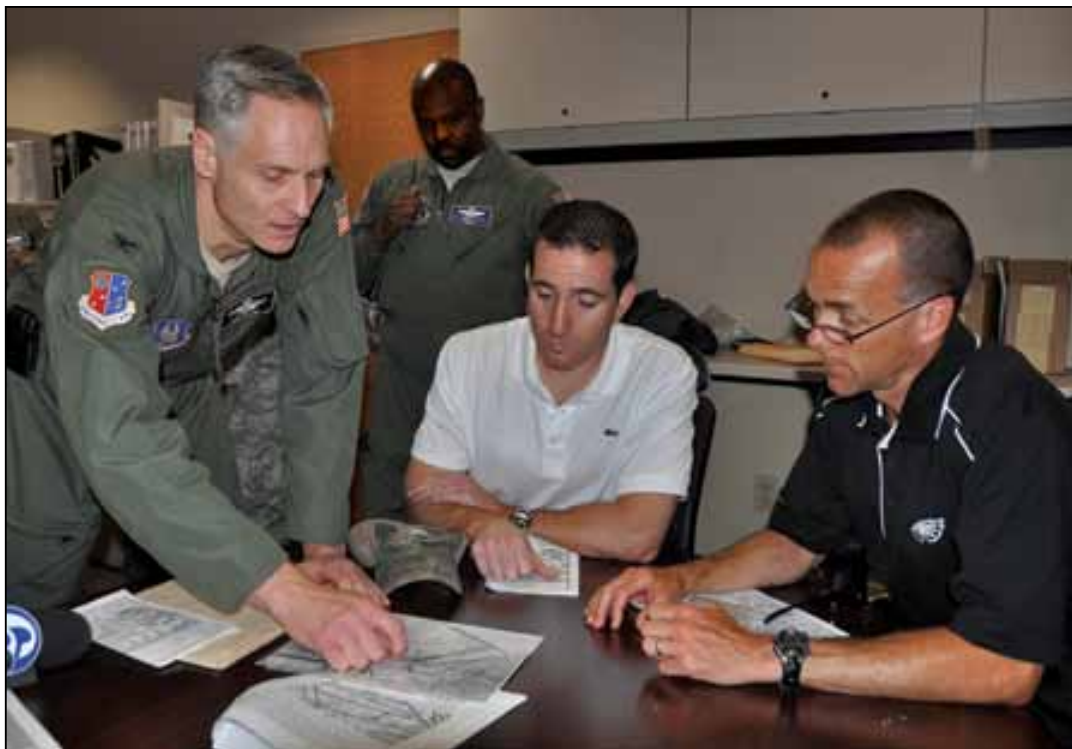
Senior Airman Escamillo Davis II
714th Aircraft
Maintenance Squadron

"I am hoping this will help enrich my career and help me move forward. I am also looking to have some personal time for hitting the gym and gaining new skills."



Senior Airman Joseph Premuto
714th Aircraft
Maintenance Squadron

"We normally work with active duty, but not extensively, therefore I am looking forward to getting more familiar with them."



Prior to an orientation flight, Col. Jonathan Spare, 514th Air Mobility Wing vice commander, describes the KC-10 Extender's intended flight path to two members of the Philadelphia Eagles' front office, Howie Roseman (center) and Don Smolenski.

Photos by Tech. Sgt. Jonathan E. White

Eagles take flight with Freedom Wing

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

"It's a lot more exciting than watching film!" shouted Howie Roseman, who watches football videos in his position as Philadelphia Eagles general manager, as he witnessed a KC-10 Extender perform a refueling mission somewhere over the Atlantic Ocean July 11.

Roseman, who was recently named as the honorary commander to the 514th Air Mobility Wing vice commander, was joined by Eagles President Don Smolenski and head of media relations Derek Boyko during a visit to the Freedom Wing as part of the team's efforts to maintain a strong relationship with servicemembers.

"This is just an unbelievable opportunity for us to spend some time with service personnel and to express our appreciation, which is really such a difficult thing to do with words," Smolenski said. "Seeing what they do has given us a further appreciation for the sacrifices and commitment they make on our behalf."

Vice Commander Col. Jonathan Spare said the significance of this relationship is to help build morale and to help better serve the Airmen in the wing.

The Eagles began the day in a mission planning meeting where they received a briefing prior to boarding the KC-10. Once aboard, the Eagles showed their gratitude by giving ball



Philadelphia Eagles general manager Howie Roseman takes a photograph of the refueling of an F-16 Fighting Falcon from a KC-10 boom operator's vantage point.

caps to the Airmen. Servicemembers also took the opportunity to show their appreciation for their beloved "Birds."

Senior Master Sgt. Clarence Cooper, 514th Aeromedical Evacuation Squadron, who has been an Eagles loyalist since 1979, showed his passion for his favorite football team.

"I wore the Eagles cap throughout the mission and was able to participate in an Eagles cheer," Cooper said. "My best moment was talking about the Eagles' recent acquisitions, draft and free agency, with the general manager of the Philadelphia Eagles. That was awesome."

While in flight, the Eagles witnessed the refueling of two F-16 Fighting Falcons and a KC-10. The mission gave insight to the numerous similarities which exist between the military and professional football.

"The collaboration, cooperation and camaraderie parallel our team," Smolenski said. "However, what they do is more than a game."

Overall it was a learning experience, especially for supporters like Roseman who enjoys studying military history. Roseman said he was impressed by the talent of the Airmen he met.

"You can see the passion. Seeing them in action and seeing the perfectionist nature that they have is incredible," Roseman said. "We had an amazing time."



1st Lt. Terry Dowell, a KC-10 pilot from the 78th Air Refueling Squadron, talks with spectator during the Royal International Air Tattoo, which is one of the largest annual air shows, at Royal Air Force Fairford, U.K., July 7. Aircraft and airmen from around the globe participated in the air show.

Photos by Master Sgt. Donna T. Jeffries

ROYAL AIR SHOW DISPLAYS MILITARY AIRCRAFT ON GLOBAL SCALE

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

The threat of rain and low clouds did not stop a crowd of over 130,000 from attending the largest military air show held 7-8 July at Royal Air Force Fairford in Gloucestershire, United Kingdom.

For 41 years, the Royal International Air Tattoo has been the true melting pot of aviation drawing the largest array of aircraft in both static displays and aerial demonstrations from around the world. An aviation enthusiast's dream, the air show affords spectators with a close-up view of aircraft they would rarely have a chance to see.

The annual air show also provides the aircrew of these aircraft an opportunity to mix and mingle, sharing their technology and aerial experiences with one another.

"In the aviation community, no matter what country or organization you fly for you always have something in common with other aviators," said Tech. Sgt. Steven Wemple a KC-10 flight engineer with the 78th Air Refueling Squadron. "At these events I take the opportunity to get out and meet as many people as I can."

Others agreed, including KC-10 crew chief Senior Airman Jason Reyes who said the best part of his job is being able to travel with the plane he works on and boom operator Senior Master Sgt. Joseph McGann described the event as a unique experience.

"At the air show I was able to talk to the other maintainers and they love their job as

much as I do," said Reyes. "Plus I provided the public with another viewpoint from a maintainer's side."

"One of my greatest experiences was to meet aircrew from all over the world and establish a bond through our shared passion which is aviation," said McGann.

The aviators weren't the only ones who had the opportunity to share.

The event is preceded with an Air Chiefs Conference where, in an informal environment, senior military representatives from around the world gather to discuss matters of mutual interest.

Of the 43 chiefs in attendance this year, Gen. Norton A. Schwartz, U.S. Air Force; Gen. Sung II Hwan, Korea; Air Chief Marshal Sir Stephen Dalton, Royal Air Staff and Lieutenant General Prince Feisal bin Hussein of Jordan, were present.

"Without the support of the United States Air Force both in Europe and back in the States, this air show would not be possible," said Chris Murray, the show's director of operations.

Although RAF Fairford is a U.K. military base, it is operationally owned by the U.S. Air Force. The site is home to the 501st Combat Support Wing and 422nd Air Base Group.

The U.S. Air Force turns the airfield over to British show coordinators for the period of the air show which is unique because that doesn't happen anywhere else said the director.

"That is a tangible example of the close relationship that exists between the two

nations," said Murray.

RAF Fairford leadership agrees.

The special relationship that our two nations enjoy stretches back to 1942 and the reign of King George VI when the U.S. military first arrived in England. Since then, the bonds have been continually strengthened by the sense of purpose and a belief that RAF Fairford leadership share in their welcome letter.

In addition to providing the airfield, the U.S. Air Force also showed its mettle in metal.

Organizers recorded the U.S. military as having 22 of the 268 aircraft that were displayed on the tarmac. The aircraft represented 20 plus nations that participated. Static displays included bombers, fighters, cargo and tanker aircraft as well as helicopters. The U.S. Air Force, Navy and Marines displayed active duty, Reserve and Air National Guard assets.

Seven aerial demonstration teams wowed the crowd with their skill and precision flying. Some air show highlights were aerial demonstrations by the Black Eagles of South Korea flying the KAI T-50B jet aircraft; the RAF Red Arrows with the Hawk T Mk 1 A aircraft and the Royal Jordanian Falcons and the US Marines' Bell-Boeing Osprey MV-22.

Participating nations included Belgium, Brazil, Colombia, France, Germany, Hungary, Ireland, Italy, Japan, Jordan, Korea, Poland, Oman, Netherlands, Norway, Slovakia, Sweden and United Arab Emirates.

INSPECTION PREP

Inspection will test Airmen's ability to survive, operate in hostile conditions

During April's operational readiness inspection, inspectors will evaluate Freedom Wing Airmen in their ability to survive and operate in hostile conditions. Demonstrating a thorough understanding of mission oriented protective posture, commonly referred to as MOPP, is a key element of the evaluation.

Q: What is the difference between *MOPP Ready* and *MOPP Level 0*?

A: During *MOPP Ready* Airmen are not required to wear MOPP gear or individual protective equipment, but should store it in a location that can be reached within 30 minutes (installation commanders can direct members to wear individual protective equipment if the threat dictates). In *MOPP Level 0*, Airmen wear their individual protective equipment and personal body armor while carrying their protective mask with canister and filter. Other field gear will be worn as directed in *Mopp Level 0*.

Q: What is the *MOPP ventilation option*?

A: The *MOPP ventilation option* allows Airmen to open their overgarment jacket to prevent them from becoming overheated. This option is only applicable when command directed and is automatically revoked with each MOPP level increase, unless specifically reauthorized by the commander.

Q: What are the time limits for donning the mask and changing between MOPP levels?

A: Airmen are required to don and seal the M50 mask within 9 seconds. Transitioning from *MOPP 0* to *MOPP 2* should be completed within 6 minutes, and transitioning from *MOPP 2* to *MOPP 4* should be complete within two minutes.

Q: During an exercise or inspection, when should Airmen affix the simulated M9 tape to their chemical suit?

A: Airmen should affix M9 tape to their chemical protective overgarment only after transition-

ing to *MOPP level 2*, but the time taken to affix the tape is not included in the 6-minute time limit.

Q: How does the new M50 mask differ from the old mask?

A: Compared to the old mask, the M50 is lighter, more comfortable and has less breathing resistance. It also has better filter technology. In order to allow normal breathing, the mask must have at least one filter attached. The M50 mask carrier has its own belt and does not connect to the web belt.

Q: What about the new canteen cap?

A: The drinking tube on the new mask requires a specific canteen cap and will not work with a standard canteen cap.





Photos by Shawn J. Jones

Lt. Col. Dean Owens, 514th Air Mobility Wing chief of safety, exhibits the many general aviation planes on the flightline here June 23. Nearly 50 civilian pilots flew onto the installation to participate in the installation's mid-air collision avoidance program.

Military, civilian pilots aim to keep their meetings on the ground

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

Air Force flyers met with their civilian counterparts on the ground here to ensure their next meeting doesn't occur in the air.

Proper communication goes a long way in reducing the chances of mid-air collisions. That is why nearly 50 civilian pilots participated in a program here on June 23 with a simple mission, to reduce mid-air collisions.

The purpose of the mid-air collision avoidance program is to stress the high potential for mid-air collisions in the airspace surrounding the base and provide ways of reducing this risk. The program is a joint effort by the 305th and 514th Air Mobility Wing to bridge the communication gap between civilian and military pilots who share the same airspace.

Since October of last year, there have been 473 civilian aviators who participated in the program.

Lt. Col. Dean Owens, 514th Air Mobility Wing chief of safety, said that it is important to educate civilian and military aviators together on their respective roles in airspace. Open communication and dialogue through the mid-air collision avoidance program have helped prevent mid-air catastrophic incidents from occurring between the two groups here.

Owens said there is enough airspace for military and civilian aviators to share.



Owens thanks a civilian pilot for attending the presentation and tour.

“Our airspace is a big pie, and we want everyone to have a piece,” he said. “But there are inherent challenges that we all have to understand to operate safely.”

Members of the wings' safety offices regularly give on- and off-base airspace presentations to civilian pilots in the region, but June 23 marked the first time the program had their civilian guests fly onto the installation since 2001.

After three months of planning, 25 aircraft flew-in from parts of New Jersey, Pennsylvania, New York and Delaware to participate in the safety seminar and tour.

The seminar included a presentation on various relevant topics such as airfield operations, rules of engagement and air traffic control issues.

Master Sgt. Ben Atkinson, 514th Air Mobility Wing ground safety manager, said the seminar gave aviators a better understanding of maneuverability and how to avoid the close calls that can happen in the skies.

After the presentation, the aviators took a tour of flightline, visiting the air traffic control tower, the radar approach control and the aircraft that are assigned here.

“We want our surrounding civilian aviation friends and neighbors to come in and be part of the base's airspace family,” Owen said. “We want them to talk to us and understand our air constraints.”

News Briefs

National parks free for military

Military personnel and their dependents are now able to enter every national park for free as part of an effort to thank servicemembers and their families for the sacrifices they make, the Interior Department announced in May. A free annual pass, an \$80 value, is available for servicemembers. It provides access to more than 2,000 national parks, wildlife refuges and other public lands. For more information, visit <http://store.usgs.gov/pass>.

Free museum entrance

This summer, more than 600 museums in all 50 states are offering free admission to military personnel and their families from Memorial Day through Labor Day. Many prominent museums in New York City and Philadelphia are included in this program. For more information, visit www.arts.gov/national/bluestarmuseums.

Unit coverage in Freedom Flyer?

Is your unit getting enough coverage in Freedom Flyer? If not, then it's probably because your unit is not contacting the public affairs office and letting them know the great work that its Airmen are doing. The next time your unit does something noteworthy or does something that would make a great photo feature, let us know. The PA office can be reached at (609) 754-3487.



The following Airmen were promoted in July.

Airman

Dennis Dukhin, 514 MXS
Riqwra McFarland, 514 ASTS
Jesse Porcelli, 514 CES
Ryan Trotta, 514 CES

Airman 1st Class

Kyle Androvett, 514 AMXS
Gladielle Cifuentes, 514 AMW
Kevin Meenan, 714 AMXS

Senior Airman

Ainsley Atwell, 714 AMXS
Jazmin McBride, 514 AMW
Bradley Nelson, 514 MXS
Paulo Queros, 88 APS
Marco Sforza, 88 APS

Staff Sergeant

Ronnice Jenkins, 35 APS

Technical Sergeant

Jeanette Caruso, 514 AMXS
Charles Chenet, 514 AMXS
Adrian Haynes, 514 ASTS
Vernell Williams, 514 CES

Master Sergeant

Lizbette Almodovar, 514 LRS
Patricia Fernandes, 514 ASTS
Philip Keeter, 514 AMOS
Roman Kernitski, 88 APS



Photo by Tech. Sgt. Jonathan E. White

Airman 1st Class Michael Morris

Unit: 514th Force Support Squadron

Position: Force Management & Customer Support

Hometown: Middletown, N.J.

Civilian employment: Department Manager at Home Depot

Favorite cartoon: Scooby Doo

Little known fact about you: I was a mixed martial arts fighter and boxer. I stopped competing a couple years ago because life got in the way, and I just never had to time to train like I used to.

A great achievement: Being in the Golden Gloves boxing tournament for Monmouth County

Places you would like to visit: Italy, Germany and Canada

Most memorable moment: Going through basic training was an experience you cannot explain; you have to experience it yourself. The final March at graduation with my family watching me was a proud moment I'll never forget.

Greatest obstacle you had to overcome: Training for my first mixed martial arts fight. Learning jiu jitsu and muay thai was extremely challenging and different. The experience of the different drills, sparring and all the injuries from training was grueling, but the feeling of overcoming all the blood, sweat and tears was rewarding.

What would you do if you had one million dollars: Buy a house and a car and travel the world.

FREEDOM FLYER

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FOR THE FAMILY OF:



Electricians from the 514th Civil Engineer Squadron performed a training session on emergency airfield lighting on the flightline here June 23.

Photo by Shawn J. Jones