



514TH AIR MOBILITY WING

MARCH 2015

FREEDOM FLYER

AIRMEN TRAINING SOLDIERS

WING PILOT TO EVALUATE KC-46

BOSSLIFT 2015



FREEDOM FLYER

CONTENTS

SPOTLIGHT	4
AIRMEN TRAIN SOLDIERS	6
PILOT TO EVALUATE KC-46	8
BOSSLIFT 2015	13

EDITORIAL STAFF

COL. MICHAEL J. UNDERKOFER
COMMANDER

LT. COL. KIMBERLY LALLEY
PUBLIC AFFAIRS CHIEF

TECH. SGT. JONATHAN E. WHITE
PHOTOJOURNALIST

MASTER SGT. DONNA T. JEFFRIES
NONCOMMISSIONED OFFICER IN CHARGE

SENIOR AIRMAN JASMINE ZIELOMSKI
PHOTOJOURNALIST

MAJ. ALLISON ECUNG
PUBLIC AFFAIRS OFFICER

AIRMAN 1ST CLASS TERENCE CLYBURN
PHOTOJOURNALIST

CHRISTIAN DeLUCA
EDITOR

ON THE COVER

Senior Airman Merideth Hammitt, 88th Aerial Port Squadron, pulls a chain tight while explaining the proper techniques to secure large vehicles within a C-17 Globemaster III during a training exercise with the N.J. Army National Guard here, March 7.



Photo by Christian DeLuca

This funded Air Force Reserve magazine is an authorized publication for members of the U.S. military and their family. Contents of Freedom Flyer are not necessarily the official views of the U.S. government, the Department of Defense, or the Department of the Air Force. All photos are Air Force photos unless otherwise indicated. The editorial content is edited, prepared and provided by the 514th Air Mobility Wing public affairs office, 2217 W. Arnold Ave., Joint Base McGuire-Dix-Lakehurst, N.J. 08641.



Capt. Adam Asaro, 76th Air Refueling Squadron, pilots a KC-10 Extender as it is being refueled by a KC-135 Stratotanker during a recent mission.

Photo by Staff Sgt. Brian Kelly

PULSE CHECK: What's your favorite hobby?



Staff Sgt. Carla Hudson

514th Operations Support Squadron

"I love photography because pictures capture a moment in time. I think it is a beautiful way to leave our mark in time. I get to look back at times with my family, friends and places we have been."



Airman Mustafa Rizvi

514th Operations Support Squadron

"I enjoy deconstructing and then reconstructing electronic devices. I like learning how things function and it is a nice mix of puzzle solving and detective work."



Senior Airman Domenick Polesel

88th Aerial Port Squadron

"My favorite hobby is restoring PC's and modifying software and hardware. When given the opportunity I will donate those machines to those in need. I find this to be rewarding and therapeutic."



Tech. Sgt. Jerome Flowers

88th Aerial Port Squadron

"My favorite hobby is fixing computers. I really like upgrading my computer to keep it running with the latest hardware and software."



Airman 1st Class Mariah Watson

514th Air Mobility Wing

"My favorite hobby is listening to music and watching HGTV Network because I would love to build a home from the ground up and personalize it."



SPOTLIGHT: STAFF SGT. RYAN WAYANS

Unit: 514th MXS

Duty Title: Development and Training Flight Manager

Hometown: Bronx, NY

What is your best quality: I'm a great listener and friend

Little known fact about you: I am an avid photographer

Favorite season: Summer

What is your number one goal in life: To be successful

What is your favorite TV show: Martin

One thing you can't live without: My crazy family

What is your dream vacation destination: I would love to go to China

Who is your role model: My older cousin Marlon Wayans, he continues to show that anything is possible.

Last movie you watched: American Sniper

Freedom Wing connects with Liberty Wing via spouse flight

Story and photos by Tech. Sgt. Jonathan E. White
514th Air Mobility Wing public affairs

RAF MILDENHALL, England --From approximately 17,000 feet above the North Sea, the spouses of seven Airmen rode aboard a KC-10 Extender and watched in amazement as the 76th Air Refueling Squadron refueled 20 F-15E Strike Eagles, Feb. 20.

The 48th Fighter Wing held the spouse flight event to give spouses an opportunity to witness a refueling mission firsthand and to give them a better understanding of the jobs their loved ones perform on a regular basis.

"When my husband says 'hit the tanker' I know what he means now!" said Rachel Couch, wife of Capt. Clayton Couch, 494th Fighter Squadron weapons system officer. "This is awesome!"

Spouses rotated through two key areas of the KC-10 Extender. Inside the flight deck, Capt. Matthew McCune, 76 ARS pilot, said the mission's purpose was to familiarize F-15E pilots with the KC-10 vs. the KC-135. He also explained the capabilities of both aircraft and described their formation in the refueling process.

Also aboard the aircraft answering questions and sharing stories were 76 ARS pilots Maj. Dan Hoskin, 1st Lt. Carl Pachmayer, 2nd Lt. Geoff Martone and 76 ARS flight engineer Tech. Sgt. Ryan Trebivsky.

In the rear of the aircraft, down below, 76 ARS boom operators, Staff Sgts. Brian Kelly and Alvaro Fable, took turns operating the

boom flight control stick and expounding on the air refueling compartment. As the KC-10 made contact with the F-15E, the spouses, with their cameras in hand, snapped away at the action.

"I didn't know how many pounds of fuel were involved until today's mission," said Ashley Gogan, wife of Capt. Dale Gogan, 494 FS weapons system officer. "I also learned that the boom operator communicates directly with the pilot of the aircraft being refueled."

For Jessie Hulme, seeing and listening to husband Capt. Erik Hulme, 494 FS pilot, through the headsets during the refueling mission reminded her of his days in pilot training.

"When he was in pilot training, we used to practice radio calls together. They never made much sense to me," said Jessie Hulme. "However, it was nice to see him in action with people who know what they are doing."

Kelly said the experience helped the spouses understand the complexity of their partner's job while Fable stated that he enjoyed explaining his job to people who had never seen it upclose.

"Today was really exciting. This was my first spouse flight. I would really hope that more spouses would be able to experience this," said Gogan. "We hear our spouses talk about their job all of the time, but to see it this way shows that they have something cool going on!"



Staff Sgt. Alvaro Fable, 76 ARS, operates the boom on a KC-10 while refueling an F-15 (insert) over the North Sea during a spouse flight in Mildenhall, England Feb. 20. The flight gave spouses of pilots from RAF Lakenheath 48th Fighter Wing an opportunity to see their significant others at work from a unique perspective.



Porters putting in work

Photos by Christian DeLuca



Clockwise from left: Tech. Sgt. Erica Chong, 732d Airlift Squadron, teaches the proper way to tighten down a chain to members of the N.J. Army National Guard during a training exercise March 7; Tech. Sgt. Matthew Benjamin, 35th Aerial Port Squadron, goes over the process of weighing and measuring cargo prior to loading during a training exercise with the NJARNG March 7; Members of the 35 APS weigh a NJARNG trailer carrying a satellite dish; A Light Medium Tactical Vehicle is loaded onto a C-17 Globemaster III during a training exercise conducted for the NJARNG; A LMTV is secured inside a C-17 Globemaster III.



Photo by Airman 1st Class Terrence Clyburn

Ralph Galati, former 732d Airlift Squadron weapons systems officer and Vietnam prisoner of war, talks with members of the 514th Air Mobility Wing during a Commander's Call March 22.

Former POW and 732d Officer returns to the Freedom Wing

By Airman 1st Class Terrence Clyburn and Tech. Sgt. Jonathan E. White
514th Air Mobility Wing public affairs

Without realizing it, all the countless hours of training kicks-in. Making a 'may-day' call, securing the harness and preparing for ejection were automatic for the 23 year-old weapon systems officer from Philadelphia and his pilot who were flying an F-4D Phantom over the jungles of North Vietnam on Feb. 16, 1972.

Ralph Galati, a former weapon systems officer and Vietnam prisoner of war, shared his story with members of the Freedom wing on his birthday at commander's call here Mar. 22.

"The realization of what happened and what is going to happen doesn't hit until you are ejecting and floating down to the ground," said Galati.

Galati and his pilot survived a surface-to-air missile hit and became POWs. Despite enduring beatings, interrogations, lack of food and sleep deprivation while in captivity, he managed to maintain a positive attitude and return home to his family.

Galati shared his story as a testament of resiliency and ingenuity of American troops during and after the Vietnam War.

With his parents and the majority of his family from Italy, Galati was a first generation American citizen with little knowledge about college or military life. He was the first person in his family to attend college, graduating in 1970. Later that year, he was commissioned as a 2nd Lieutenant in the U.S. Air

Force through ROTC. Shortly thereafter, he married his wife of 45 years.

Galati was on his 69th combat mission when they were shot down. He survived near death incidents multiple times that day.

"I look back and realize I took a lot of risks," said Galati. "I should've died a couple of times that day."

His daughter, Christine, was born just six days before he was shot down.

"When I left for Vietnam, my wife was six months pregnant so my daughter was born while I was there (in Vietnam)," said Galati.

After being captured, he was sent to the Hanoi Hilton prison camp. His role as a military officer changed from a weapon systems officer to a POW. He discovered many things about survival and himself that he could not have learned in training. One of his new missions was to follow the rules of the code of conduct. Another mission was to update POWs on current events, especially those captured prior to 1968 who did not realize Americans landed on the moon.

U.S. senator and GOP presidential candidate John McCain was also at Hanoi. Galati only spent about a total of 30 minutes with McCain in camp; however, McCain who was released before Galati contacted Galati's wife and gave her an update on his status.

Another individual he met in camp was a Navy service member named Doug Hegdahl.

Hegdahl pretended to be mentally slow and weak. He eventually was not looked upon as a threat to the North Vietnamese. Upon his early release, Hegdahl was able to memorize the contact information of over 200 POWs and to provide their family members with updates on their condition.

After being imprisoned for 405 days Galati was released. He was reunited with his wife and saw his daughter for the first time on April 2, 1973. Unfortunately, he was re-introduced into society at a time when post traumatic syndrome disorder was an unfamiliar term. He did not believe the war and being a POW changed him, but people close to him like his wife disagreed and noticed a slight change.

"We all thought we were fine," said Galati. "Unless something was obviously wrong with you or you asked for help, you were sent on your way."

Today, Galati is 67 years-old and works for St. Joseph's University Office of Veterans Services. He helps disabled Veterans start their own businesses. He openly talks about his experiences and how he has overcome issues with perseverance.

"Sometimes you will be put to tests that seem beyond your ability to withstand," said Galati. "Your make up, such as faith, family and training will allow you to endure some things beyond your normal capabilities."

Blurred Lines

By Jaclyn E. Urmey, MSW, LCSW, DCSW
514 AMW Wing Director of Psychological Health

Every relationship has boundaries. Those boundaries are specific to the expectations and standards of that particular relationship. Without clear expectations and standards, there can be no clear boundary, which the Merriam-Webster Dictionary defines as “something (such as a river, a fence, or an imaginary line) that shows where an area ends and another area begins.” Different boundaries call for different ways of acting and sharing and/or protecting information. Therein lays the dilemma of blurred lines, or boundary violations.

Understanding your boundaries begins with taking a close look at your interactions with family, friends, colleagues, and acquaintances. Do you notice any differences regarding the information you share with your partner and the information you share with co-workers? Do you have different expectations of your friends than you do of your boss? Do you have different standards for your subordinates than you do for your children?

Not knowing your boundaries can create opportunities for conflict and harm – not just for you, but for others. Here are some examples of blurred lines or violating boundaries:

- Sharing personal information about oneself without checking if the hearer wants to hear it
- Asking inappropriate favors
- Asking personal questions
- Eavesdropping
- Gossiping
- Repeating confidential material whether the hearer promised confidentiality or not
- Giving unsolicited advice
- Making demands rather than requests
- Interrupting another while talking
- Pushing past another’s “no” or any setting of limits

There are many more boundary violations than will be listed here,

and some are clearly dangerous, including any form of abuse. How many can you think of that have happened to you? Or maybe you are guilty of committing several yourself? We all are. To err is human, after all. But knowledge is power, and raising awareness of our most common boundary violations can help us to develop greater insight into why we do the things we do.

Sometimes, gossiping make others feel better about themselves, so the result of the gossip boundary violation may be to raise self-esteem. Some people abuse others to feel more powerful or in control, when they may have no control in another area of their life. Other times, people share confidential material about others in a public place because they value their convenience above the importance of taking the time to move to a more private space where the information can be shared with those who need to know instead of whoever is walking or standing by. In today’s technologically advanced day and age, where identity theft has become more common than uncommon, we are responsible for protecting what we know about ourselves and what we know about others. An example of this in military terms is OPSEC, or operations security, which is defined as a process to deny potential adversaries information about capabilities and/or intentions by identifying, controlling, and protecting unclassified information that gives evidence of the planning and execution of sensitive activities.

Since not everyone’s boundaries are the same, we may not always agree with the behaviors of others. Within our control is doing what we think is the right thing, so be good to yourself and others, and be cautious not to blur lines in your relationships. For more information on this topic, contact me at 609-754-2542 or jaclyn.urmey@us.af.mil.



*The following enlisted Airmen
were recently promoted.*

Airman

Brendan Winn, 35 APS

Airman 1st Class

Matias Guadalupe, 88 APS
Paul Kwakye, 514 FSS
Diaz Dionis Ramos, 714 AMXS
Terrell Sawyer, 514 FSS
Charles Stephens, 732 AS
Marquis Stout, 514 FSS
Tirsa Vasquez, 514 FSS
Destiny Williams, 514 FSS

Senior Airman

Richard Drawdy JR, 35 APS

Nielsen Flores, 514 FSS

Katherine Guzman, 514 FSS
Daniel Hudspeth, 35 APS
Andrew Nanni, 714 AMXS
Porsche Perry, 514 FSS
Katie Rettinger, 78 ARS
Aaron Smallwood, 88 APS
Venessa Reid, 514 FSS
Joshua Thomas, 514 LRS
Emmanuel Thompson, 514 CES

Staff Sergeant

Megean Doty, 514 FSS
Mary Pillion, 76 ARS

Erika Swinesburg, 76 ARS

Technical Sergeant

Erica Chong, 732 AS
Aaron Kiessling, 732 AS
Michael Ramos, 514 AMXS
Genesis Santiago, 514 AES

Master Sergeant

Joel Adams, 514 MXG
Richard Cedeno, 714 AMXS
Wilmer Morel, 714 AMXS

Senior Master Sergeant

Shannon Fuhrmann, 714 AMXS

76 ARS pilot selected for initial KC-46 test and evaluation aircrew

By Tech. Sgt. Jonathan E. White & Debbie Gildea

514th Air Mobility Wing Public Affairs

Air Force Personnel Center Public Affairs

A 76th Air Refueling Squadron KC-10A instructor & evaluator pilot was one of forty-one officers and enlisted members selected from active duty, Air Force Reserve and the Air National Guard to be a part of the KC-46 tanker initial operational test and evaluation aircrew.

"The test and evaluation aircrew will evaluate the tanker's capabilities under all circumstances and situations to ensure that it meets all operational mission requirements," said Maj. Broc Starrett, an official with the Air Force Personnel Center Mobility Air Forces rated assignments section.

Capt. James Lux, a traditional reservist, received the news of his selection while at home on Thanksgiving Day.

"I was excited to learn I was selected because new airframes are rarely introduced within the USAF and to be part of such a small sample of initially qualified pilots on the aircraft is a huge honor," said Lux. "I feel as if my contributions to the IOT&E program will have a lasting effect on those who fly and operate it after me."

The KC-46 "Pegasus" is slated to enter the Air Force inventory, pending the results of operational test and evaluation, in 2016.

Developed by Boeing in Mukilteo, Washington, the aircraft will replace the KC-135 Stratotanker, which has been actively employed since 1956.

After he learned the opportunity to apply for the KC-46 program was open to KC-10 pilots, Lux submitted an application package containing his resume, past officer performance reports, flight evaluation results, Air Force Fitness assessment scores, Federal Aviation Administration pilot certificates, college transcripts and a letter of recommendation from his squadron commander.

"I was told based on my application package that I was selected to interview in person with the 931st Air Refueling Group, McConnell Air Force Base, Kan.," said Lux. "A short time after, and once the active duty and Air National Guard members were selected, I was notified of my selection."

"This is a significant milestone in the careers of the pilots and boom operators selected to test the new tanker," Starrett said. "Airmen selected for test and evaluation positions must be the best in their field, so selection for the program is very competitive. These total-force Airmen will have significant impact on the future of the Air Force mobility mission."

Lux, who in his civilian life, is a Boeing 757/767 first officer for FedEx Express Airlines, has received support from parents and friends for his decision to change airframes.

"Like most people's parents," said Lux, "Mine are very proud!"

To see the selection list and for infor-

mation about other personnel issues, go to myPers at <https://mypers.af.mil>. Select "search all components" from the drop down menu and enter "KC-46 Initial Operational Test & Evaluation (IOT&E) Aircrew Selection Board Results" in the search window.



KC-46 General Characteristics

Primary Function: Aerial refueling and airlift

Prime Contractor: The Boeing Company

Power Plant: 2 Pratt & Whitney 4062

Thrust: 62,000 lbs - Thrust per High-Bypass engine (sea-level standard day)

Wingspan: 157 feet, 8 inches (48.1 meters)

Length: 165 feet, 6 inches (50.5 meters)

Height: 52 feet, 10 inches (15.9 meters)

Maximum Takeoff Weight: 415,000 pounds (188,240 kilograms)

Fuel Capacity: 212,299 pounds (96,297 kilograms)

Maximum Transfer Fuel Load: 207,672 pounds (94,198 kilograms)

Maximum Cargo Capacity: 65,000 pounds (29,484 kilograms)

Pallet Positions: 18 pallet positions

Air Crew: 15 permanent seats for aircrew, including aeromedical evacuation aircrew

Passengers: 58 total (normal operations); up to 114 total (contingency operations)

Aeromedical Evacuation: 58 patients (24 litters / 34 ambulatory) with the AE Patient Support Pallet configuration; 6 integral litters carried as part of normal aircraft configuration equipment

You Are Someone's Wingman

By Jaclyn E. Urmey, MSW, LCSW, DCSW
514 AMW Wing Director of Psychological Health

Before I began my employment with the Air Force Reserve last year, I had associated the term “wingman” with the CBS hit comedy sitcom “How I Met Your Mother” (HIMYM) and the well-known question that womanizer Barney Stinson would ask any potential date, “Ha-a-a-ave you met Ted?” Ted Mosby and Barney were wingmen. They looked out for each other. They had each other's backs. During the course of the 9-year sitcom, their friendship had its ups and downs, along with some pretty crazy stories. But even though the drama of relationships, moving, loss, different jobs, and, ultimately, children, they remained very close friends, or “wingmen.”

Despite the comedic approach to lighten up the reality of most HIMYM episodes, whatever truth that needed to be exposed, was exposed. The way truths were exposed varied from outright confessions or lies being uncovered through a series of events (often times, gossip and the inability to keep a secret). The skeletons in the closet were no longer hidden and could be

handled. The show demonstrated how the significance of important close relationships was enough to help a friend in need through, and beyond, a difficult time. This is the wingman concept.

I believe the wingman concept applies to much more than just a TV show.

During my time here, which was officially one year in February, I've witnessed first-hand the application of this concept among the military and civilian personnel of the 514th Air Mobility Wing; A concerned commander privately seeking guidance in helping one of his junior airmen; A motivated supervisor encouraging her flight to keep up the good work despite pressure from above and a thoughtful reservist requesting advice on how to help a non-military neighbor. This wing has seen group efforts of this concept as well, including squadrons assisting countless reservists and/or their families who have suffered tragic losses or major life transitions. None of these issues could have been addressed if the situations hadn't come to the atten-

tion of the wingmen. Keeping wingmen informed of life stress can help the flow of assistance come sooner rather than later. Keeping skeletons in the closet for too long may eventually backfire into problems that require additional assistance than what just our close wingmen can provide. But even then, wingmen stand by each other to help in any way possible while larger problems are being addressed.

When the going gets tough, the tough get going. That proverb means that when faced with a difficult situation, strong people work harder to resolve the issue. There comes a time when we all need help. Our family, reserve, and civilian members contain a plethora of knowledge and assistance. Who is your most likely wingman? Who would you share a struggle with in an effort to get help? Don't value your privacy above your well-being because, whether you know it or not, you are someone's wingman.



An MV-22 positions itself behind a KC-10 Extender, operated by the 76th Air Refueling Squadron, before being refueled during a recent mission.

Photo by Staff Sgt. Brian Kelly

2015 Bosslift

San Antonio, Texas

Photos by Master Sgt. Donna Jeffries



Clockwise from above: 514 AMW and NJESGR Bosslift participants watch a medical emergency training scenario on board a C-17 Globemaster III, March 11. A team of Reserve medical technicians and flight nurses assigned to the 514th Aeromedical Evacuation Squadron demonstrated how Airmen take care of the nation's wounded service members to more than 25 people representing businesses and civic groups throughout the Tri-state area during the group's return trip from Texas to Joint Base McGuire-Dix-Lakehurst, N.J. The purpose of Bosslifts is to inform key civilian education, business, and community leaders about the United States Air Force Reserve. Prior to touring the Airman Training Complex, Freedom Wing Bosslift participants take a group shot outside the 37th Training Wing Headquarters Building at Lackland Air Force Base, Texas on March 11. The visit was part of a two-day tour to San Antonio highlighting Air Force basic training and covering military medicine, from combat aeromedical evacuation to definitive medical care; Capt. Adelaida Tavarez, 514th Aeromedical Evacuation Squadron flight nurse points out features of the dummy patient to Col. Paulette Schank, (Ret.) and Leslie Vail, CEO of Gloucester County Chamber of Commerce shortly after Bosslift participants boarded the C-17 Globemaster III for the return flight from Texas to Joint Base McGuire-Dix-Lakehurst, N.J., March 11; Joseph Vicari, Ocean County Freeholder, gets a detailed description of the KC-10 Stratotanker refueling process from Staff Sgt. Chris Foley, boom operator with the 76th Air Refueling Squadron; Monika Flaherty of Operation Jersey Cares, tests out the blood pressure machine with Technical Sgt. Brandon Jenkins, medical technician with the 514th Aeromedical Evacuation Squadron, during the Bosslift return flight to Joint Base McGuire-Dix-Lakehurst, N.J., March 11. The 26 participants witnessed how Reserve Airmen provide medical care in the air.





Master Sgt. Tony Moreland, 76th Air Refueling Squadron, checks the outside of a KC-10 Extender after the crew dropped off cargo for a Denton Mission slated for Haiti.



Staff Sgt. Brian Kelly checks cargo during a recent Denton Mission.



Crew members from the 76th Air Refueling Squadron load cargo onto a KC-10 Extender for a Denton Mission that is slated to reach Haiti.

76th Air Refueling Squadron Denton Mission

Photos by Tech. Sgt. Jonathan E. White



Crew members of the 76th Air Refueling Squadron secure cargo on a KC-10 Extender

PASS IN REVIEW



Photo by Tech. Sgt. Jonathan E. White

Master Sgt. Alan Crosby, 78th Air Refueling Squadron receives a Superior Performance Award from Col Michael Underkofler, 514th Air Mobility Wing commander, for his efforts during the recent UEL inspection.



Photo by Airman 1st Class Terrence Clyburn

Members of the 514th Special Forces Squadron's basketball team pose for a photo after winning a wing tournament March 20.



Photo by Christian DeLuca

Master Sgt. Timothy Leung, 514th Air Mobility Operations Squadron prepares for an honor guard performance at a Congressional Medal of Honor Flight at John F. Kennedy Airport, New York, NY March 24.



Photo by Airman 1st Class Terrence Clyburn

Senior Airman Chad Turko, 714th Aircraft Maintenance Squadron, receives the Airman's Medal for heroism during the Commanders Call March 8. Turko rescued a man from an overturned 18-wheel tractor trailer which was engulfed in flames.



Photo by Tech. Sgt. Jonathan E. White

Wing staff share a laugh during a meeting in the command conference room March 7

Retraction

In the Pass In Review section of our February issue we incorrectly identified an aircraft (right) as an F-15. It was actually an F-22. We apologize for the mistake.





514TH AIR MOBILITY WING VISION
TO BUILD A DIVERSE, COLLABORATIVE,
EXPERIENCED TEAM THAT VALUES AND
NURTURES THE TIME AND TALENTS OF
CITIZEN AIRMEN, COACHING AND
IMPROVING EACH OTHER WHILE
BUILDING UPON THE CONTRIBUTIONS
OF THOSE WHO HAVE SERVED BEFORE