

514TH AIR MOBILITY WING

OCTOBER / NOVEMBER 2015

FREEDOM FLYER



**AERIAL PORTERS PERFORM
DEPLOYMENT EXERCISE**

**REFUELERS SHOW SKILLS
FOR NEW YORK MEDIA**

**COMMANDER EMPHASIZES
READINESS, CONNECTIONS**



FREEDOM FLYER

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Senior Airman Joshua Delgado, 35th Aerial Port Squadron, operates a K-loader, which is used for loading and unloading cargo onto KC-10 Extender aircraft.



Photo by Senior Airman Jasmine Zielomski

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Chief Master Sgt. Kevin Savidge (center), 514th Aeromedical Evacuation Squadron, explains patient-care techniques and procedures to a visiting medical officer from the Angolan Air Force.

Photo by Shawn J. Jones



Col. David Pavey, 514th Air Mobility Wing commander

Photo by Christian De Luca

COMMANDER EMPHASIZES READINESS, CONNECTING WITH AIRMEN

By Shawn J. Jones
514th Air Mobility Wing public affairs

A month into his position as the new commander of the 514th Air Mobility Wing, Col. David Pavey reflected on his initial impressions of the wing and talked about the way ahead.

His previous position as the director of staff for the 4th Air Force provided a snapshot of the wing's performance, which was very good in most cases, but he's since learned the wing looks even better in person than it does on a report card.

"I was blown away by the sheer volume of things that are done by this wing on a daily basis and the passion that our Airmen bring to doing the job every day," he said. "For a wing this big, it's really quite impressive."

Since the wing is functioning so effectively, Pavey is encouraging his Airmen to keep it up, and he'll help to move the obstacles they encounter.

"Everyone is doing such a great job here, so I don't foresee a lot of changes in day-to-day processes," he said, adding that as he becomes

more familiar with the wing's people and processes, he's sure to find areas for improvement.

To gain that familiarity, Pavey plans to push away from his desk and get out among his Airmen. He said that while the administrative tasks involved in his position are important, "having the personal contact with Airmen who are working throughout this wing is easily more important to me."

He hopes leaders and supervisors will do the same thing, because it contributes to one of Pavey's other points of emphasis—readiness. He said establishing and maintaining personal connections with fellow Airmen leads to a more complete understanding of readiness.

Pavey said Reserve readiness has become increasingly important over the years, especially with the active-duty Air Force shrinking. Every Airman must work toward a high state of personnel readiness and training.

"Readiness is about personal accountability in getting your stuff done," Pavey said. "It might seem tedious, but the Air Force exists to

wage and win America's wars, and I just want to see that our Airmen are the best prepared to do that."

Pavey added that balance is part of readiness. He said he sees a lot of hard chargers in the wing, which he appreciates, but he wants them to understand that hard work is important, but not if it means they are neglecting themselves. He said it's important for Airmen to take time to stay healthy, spend time with family and maintain their own personal well-being, in addition to looking out for their fellow Airmen.

The commander also addressed the rumblings about the KC-10 Extender being retired.

The KC-10 is still the premier tanker in the world, although there are few of them, he said. This leaves the Air Force with some difficult decisions on how long they want to maintain a relatively small fleet of aircraft, no matter how capable they are.

"Regardless of which airframe is here, I feel confident that the comprehensive air mobility role in this wing will stay intact," he said. ♦



Washington Crossing the Delaware is an 1851 oil-on-canvas painting by the German American artist Emanuel Gottlieb Leutze.

HISTORY A STRONG INFLUENCE ON NEW COMMANDER

By Shawn J. Jones
514th Air Mobility Wing public affairs

Ever since he set his sights on becoming a military officer, history has been an important subject for Col. David Pavey, 514th Air Mobility Wing commander.

“I never wanted to become involved in a military conflict and not have a clear understanding of how we became involved in it,” said Pavey, who has a Master of Arts degree in Ancient Classical History.

“Having learned that history has very repetitive cycles, I try to best anticipate, in my role as a military officer, how I could help our Airmen perform better to ensure that our nation succeeds.”

But history doesn’t just influence his leadership style, it impacts his leisure time.

He appreciates being stationed in New

Jersey due to the proximity to so many colonial and early American historical sites.

“I love the history here, and I’ve already visited several of the spots,” he said. “I went to Washington’s Crossing where General Washington crossed the Delaware River in 1776. You realize this nation was not a foregone conclusion, and its birth from the revolution was not a sure thing at all.”

History also played an important role at his previous assignment at March Air Reserve Base, California.

“I volunteered at Chino Planes of Fame Air Museum where I worked on WWII aircraft,” Pavey said. “I worked directly on the P-59, which was America’s first jet. It will fly later this year, and when it does, it will be the oldest flying jet in the world.” ♦

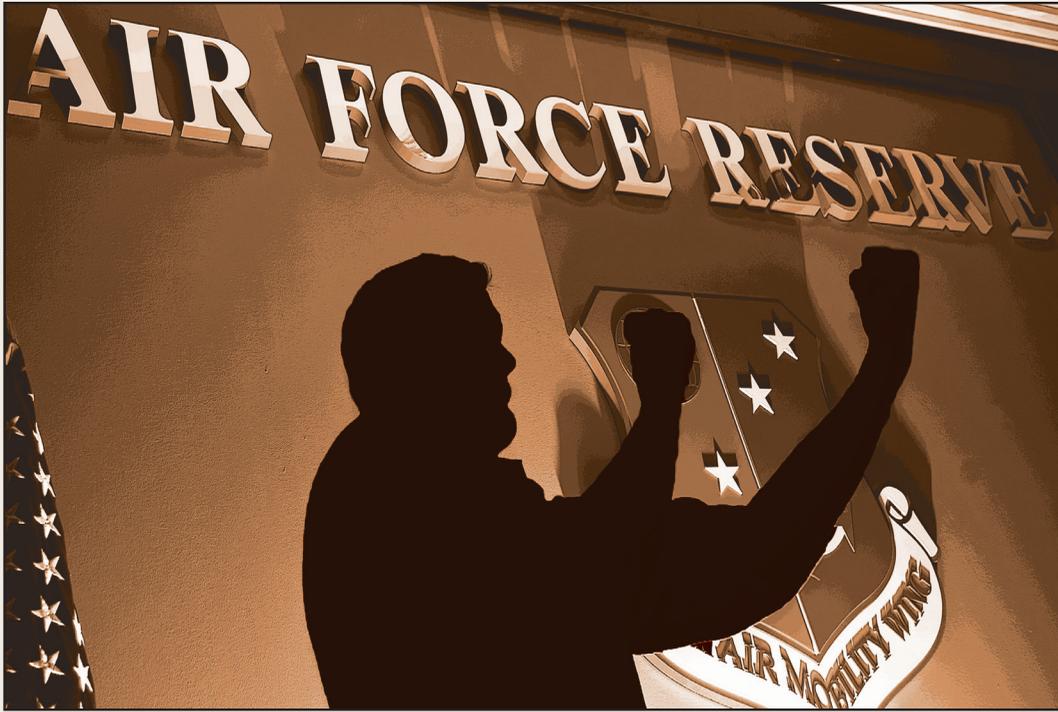


Photo illustration by Shawn J. Jones

SIXTH-GRADE SCUFFLE OFFERS READINESS LESSON

By Shawn J. Jones

514th Air Mobility Wing public affairs

I come from a family of fast growers. Throughout elementary school, I was always one of the biggest and strongest kids, and since I was in the nerd classes, I often found myself defending my meeker schoolmates from schoolyard tyrants.

Several times, I used a powerful shove and a few harsh words to vanquish bullies. These fights didn't involve much genuine pain, except maybe to the retreating ruffians' pride.

As the years passed, my growth rate stalled, and many of my peers caught up to me, neutralizing my size advantage. At first, I didn't realize what that meant, but I'd quickly learn.

One day in sixth grade, I intervened when I saw a pair of bullies picking on my bookish buddy. I shoved one kid to the ground and then the other. It was business as usual, except that it wasn't, because they didn't retreat.

They came at me with a fury that caught me off guard. One clamped me in a headlock as the other pummeled my back relentlessly.

As the punches fell, I recall being surprised by the genuine pain and my inability to stop it. I had become accustomed to easy wins and was woefully unprepared for the realities of a legitimate challenge.

After the longest minute of my life, my older brother arrived to chase off the little hellions.

This coming-of-age beat-down was a humbling experience, but it wasn't devastating because winning fights and defending my friends was only a small part of my individual identity.

Winning fights and defending friends, however, is a

priority for our military, and it's easy to draw parallels between my experience and our military readiness. Our military has been the toughest kid in the global schoolyard for a long time and has grown accustomed to fighting against enemies over which we have a decisive advantage in conventional military power.

American airpower has been so dominant that we haven't lost an American service member to enemy airpower since the Korean War. No sovereign nation would dare tangle with us, knowing our capabilities.

Or maybe they would.

Our military is not growing, and foreign militaries are closing the gap, neutralizing our advantage. According to a Sept. 29 Air Force Times article, Air Force Secretary Deborah Lee James said we've been so busy fighting enemies that can't challenge our airpower that we're behind on our training for fights with foes of a more formidable and threatening nature.

"We have not been tested in the real world for such a fight for quite some time," James said.

I hear similar sentiments from my leaders who are a little closer to me on the chain of command.

Right now, our military is just like a big fifth-grade kid who is used to winning, but sixth grade is right around the corner and the other kids are catching up.

When a same-sized aggressor throws real punches that hurt us on our home turf, will we be ready? Will we be surprised by genuine pain? Will we keep fighting if we're overwhelmed for the first time?

I like to think so, but I'm also not so naïve as I once was. It's not a lesson that I'd like to learn the hard way. After all, America has no big brother who can come to its rescue. ♦



The following Airmen were recently promoted.

Airman 1st Class

- Maghje Brown, 514th LRS
- Janel Davis, 514th AMDS
- Ruby Narvaez, 514th AMDS
- Jacob Patterson, 514th AES
- Danielle Seabrooks-Jones, 514th MXS
- Brendan Winn, 35th APS

Senior Airman

- Joseph Abranhante, 514th MXS
- Samer Alqabbani, 88th APS
- Christopher Beck, 88th APS
- Kevin Bretscher, 88th APS
- Erica Funke, 35th APS
- Diana Horn, 514th MXS
- Gerard Oyola, 35th APS
- Laura Paul, 35th APS
- Juana Rodriguez, 514th AMDS
- Hali Sampson, 514th AMDS

Staff Sergeant

- Courtney Deluna, 514th LRS
- Andrew Devold, 35th APS
- Ashley Gonzalez, 514th ASTS
- Carlos Gonzalez-Lopez, 514th OSS
- Kathryn Graziano, 732nd AS
- Darshan Harper, 514th CES
- William Kane, 35th APS
- Oliver Kim, 514th SFS
- Sarah Kim, 35th APS
- Johandy Martinez, 514th AMXS
- Cruel Mayi, 514th AMXS
- Michael O'Neil, 514th MXS
- Tia Price, 514th AES
- Aaron Simon, 514th SFS
- Jeffrey Weitzman, 514th SFS

Technical Sergeant

- Barbara Davis, 35th APS
- Anthony Deluca, 35th APS
- Frank Moore, 514th CES
- Michael Sapudar, 88th APS

Master Sergeant

- Robert Longo, 514th CES
- Sean McClendon, 732nd AS

RESILIENCY CORNER:

THE SIGNIFICANCE OF VALIDATION

By **Jaclyn E. Urmey, MSW, LCSW, DCSW**
514th AMW director of psychological health

Isn't it nice to hear something positive about yourself from someone else, especially when you least expect it? How often does this happen to you, and how often do you do this for others?

More times than not, we push through each day not recognizing the little things others do to make our day just a little better. Or we aren't always stopping to "smell the roses" to appreciate the beauty in every day that presents itself in ourselves or other people around us.

The simple recognition of something positive about another person in order to help them feel understood is called emotional validation.

Karyn Hall, PhD, defines emotional validation as the recognition and acceptance of another person's thoughts, feelings, sensations and behaviors as understandable.

Equally important is self-validation, which Dr. Hall defines as the recognition and acceptance of your own thoughts, feelings, sensations and behaviors as understandable.

Sometimes it's easier to validate or recognize positive attributes in other people than it is to recognize our own positive contributions to the world, but both are needed to have a healthy, balanced life.

Validation involves empathy, or the ability to put yourself in another's shoes or try to understand what they are going through, and compassion, genuine concern for the welfare of another and the desire to alleviate their suffering.

Some examples of validation are telling someone who is upset about

having a bad day that it's understandable that they are feeling that way or sincerely asking someone how they are doing.

By taking a moment out of your day to recognize and accept someone else, you are demonstrating to that person that not only are they worth your time, but that they, as a person, have worth. Examples of self-validation include allowing yourself the same compassion and empathy that you may show others in a time of distress or discomfort.

For example, if you believe another person's reactions to a situation are understandable, and you react the same way, you should believe that your reactions are understandable as well. Double

standards, or rationalizing why a rule applies to one person but not another, contributes to unfair outcomes, and is quite often a variable in unhealthy couples' communication.

It's not uncommon for us to have a higher expectation of ourselves than others, but when we fail to meet that expectation, we tend to be harder on ourselves than we would be on others.

Be mindful that you can give yourself self-validation to help you feel understood, as well as validating others around you. By reminding the world that you care and notice when a little love is needed, you are opening your heart and mind up to the recognition of the beauty and compassion within yourself.

For more information, call 609-754-2542 or email jaclyn.urmey@us.af.mil. To see the Freedom Wing's schedule for a series of classes based on The Stress Reduction and Relaxation Workbook by Davis, Eshelman, & McKay, visit www.514amw.afrc.af.mil. ♦



Urmey



Photos by Master Sgt. Donna Jeffries
Master Sgt. Victor Torres, 76th Air Refueling Squadron, with New York media.



Capt. Sasha Heath, 76th Air Refueling Squadron, with New York media.



A KC-10 Extender on the flightline at Joint Base McGuire-Dix-Lakehurst prior to the media flight.



Master Sgt. Ray Cruz, 78th Air Refueling Squadron, with New York media.

AIR REFUELERS SHOWCASE SKILLS FOR NEW YORK MEDIA

By Lt. Col. Kimberly Lalley

514th Air Mobility Wing public affairs

The 514th Air Mobility Wing celebrated the Air Force's 68th birthday two days early, displaying its air refueling capabilities for media in New York City Sept. 16.

Aircrews from the 76th and 78th Air Refueling Squadrons met up at pre-dawn to brief the mission. It was a total force effort involving the Air Force Reserve, the Air National Guard and the active-duty Air Force.

The flight from Joint Base McGuire-Dix-Lakehurst to New York City's JFK airport was only 20 minutes.

American Airlines rolled out the welcome mat and arranged a gate and reception for media to watch the KC-10 pull up to the terminal. The KC-10 dwarfed the other aircraft nearby and made an impressive arrival.

The port transit authority arranged a water gun salute as the flight departed to refuel F-15s from the Massachusetts Air National Guard's 104th Fighter Wing. Six F-15s were refueled as aircrews received required training.

Lt. Col. Rick Berls, 76th Air Refueling Squadron

commander, told the media although they make it look easy, it takes a lot of training and skill to do the mission. To give them perspective, he said the aircraft are traveling at 500 to 600 miles per hour and lining up for gas at one foot per second.

Four boom operators updated their currency on the flight. Fighter aircraft and another KC-10 were refueled.

Master Sgt. Victor Torres works full-time for the New York Police Department and is a boom operator in the 76th ARS. He said the work is "inherently dangerous" but they are all highly trained in what they do.

Every quarter, boom operators train for the challenges that can occur on a simulator and prepare for the worst conditions to operate safely.

This particular aircraft has special significance for Master Sgt. Ray Cruz, a boom operator with the 78th ARS. On a routine trip from Spain in 2008, a space-available passenger caught his eye. That trip changed his life when that passenger became his wife in 2012.

"The main reason we fly is to maintain proficiency in the aircraft," Cruz said. ♦



REAL MISSIONS PROVIDE THE BEST REAL TRAINING

Story and photos by Master Sgt. Donna Jeffries, 514th Air Mobility Wing public affairs

Ask any warrior, extensive hands-on training is crucial before getting into a fight with a reasonable expectation to perform well and win. Having experienced instructors is another factor that will tip the odds of winning in the warrior's favor.

Two Air Force reservists recently reached another level in their hands-on training to put them further along in mastering their job.

Airman 1st Class Dakota Aiello of the 78th Air Refueling Squadron and Senior Airman Janiece Roderick of the 714th Aircraft Maintenance Squadron, a KC-10 boom operator and crew chief, respectively, experienced their first overseas flight during an off-station training mission to Ramstein Air Base, Germany, Sept. 21-23.

Having recently completed formal school for their individual jobs, the flight consisted of supervised training, allowing them to hone their newly acquired skills while simultaneously gaining new ones. Off-station training missions differ from ground training for the maintenance members and class room instruction for the boom operators.

Aiello's first year was spent learning aircrew fundamentals, basic boom operations, survival, evasion, rescue and escape tactics, as well as, flight and air refueling training at the formal training unit. Prior to the mission to Ramstein, he was certified to perform unsupervised air refueling on local flights with only heavy cargo aircraft. The Ramstein trip began his real-life lessons in handling cargo and passengers and future flights will bring experience in refueling fighter

aircraft.

"When it comes to cargo, you can find yourself in many problematic situations that you can't prepare for by reading any of the manuals and checklists," said Aiello. "It requires quick thinking and experience to figure out how to solve the issue and meet your take-off time."

For his first cargo trip, the young boom operator was given sections out of the cargo loading manual to study beforehand, and during flight, he shadowed his boom instructor, Master Sgt. Angel Gomez, while observing cargo-loading operations and passenger relations. He witnessed all aspects of the boom position as the mission included transporting 14 pallets of cargo, totaling nearly 24,000 pounds, and 40 passengers on board.

On the return flight, he performed the operations he observed.

Aiello says it's satisfying being a part of such an important mission and getting to see the world from the boom operator's seat. With a dad and brother already serving, he's wanted to join the Air Force since he was a high school sophomore.

"I watched a video of fighters getting refueled over the desert. I could only imagine how satisfying it would be to play such a vital role in accomplishing the mission over there," said Aiello. "I can't help but crack a cheesy smirk whenever I'm back in the boom area refueling," he said.

Roderick, having been newly awarded crew chief status, was anticipating her first flight when the main-



Senior Airman Janiece Roderick, a crew chief with the 714th Aircraft Maintenance Squadron, reads an aircraft maintenance manual on her laptop computer.

tenance preflight check exposed an unexpected problem with the air refueling door. If it wasn't fixed, the problem would have caused the aircrew to be unable to meet its air refueling task with another tanker returning to New Jersey with deployed Airmen the next day.

"Most of the time, the stuff is pretty routine, but every once in a while, you get something more like what happened with the air door initially not being able to retract all the way," said Roderick, a native of Burlington, New Jersey.

As an aircraft crew chief, she is responsible for the maintenance of the aircraft while travelling and is called to troubleshoot problems, fix the issue if the parts and proper tools are on hand and call for assistance, if needed.

Prior to the flight, all her KC-10 training had been performed on the joint base flight line, as she recently completed her 90-day seasoning training, or at technical school at Sheppard Air Force Base.

Off-station missions are different than working on the flight line where a lot of times the group instruction approach means trainees have to take turns handling a portion of a single maintenance issue and therefore don't get the individual start-to-finish experience said Roderick.



Master Sgt. Angel Gomez (left) gives instructions to Airman 1st Class Dakota Aiello. Both Airmen are boom operators with the 78th Air Refueling Squadron.

The off-stations provide a good opportunity to get on the road, get proficient and see how the real-world mission works. With off-station training missions you actually keep the aircraft going, said Staff Sgt. Timothy Dunning, a KC-10 crew chief with four year's instructor experience, who is helping to train Roderick.

"While she's still fairly new to the squadron, she's excelling and catches on quickly," Dunning said.

Five items on her checklist were accomplished during the flight. Roderick says she aims to complete the final 12 by the end of the month.

It's pretty surreal to be able to accompany and be responsible for the upkeep of an aircraft enroute on an assignment, said Roderick.

"I get excited once I'm in the moment," she said.

The moment for both the crew chief and boom operator begin time every they walk out on the flightline.

Aircrew and maintainers are busy prepping the aircraft to take on cargo and passengers and checking and rechecking systems to ensure the flight will be safe for all. Without the training they receive with each off-station mission, the fight they are preparing for would begin with a disadvantage making winning much more challenging. ♦





AERIAL PORT EXERCISE

Story and photos by Senior Airman Jasmine Zielomski
514th Air Mobility Wing public affairs

Airmen of the 35th Aerial Port Squadron trained with active duty Airmen of the 305th APS during a mock deployment exercise here Sept. 12-14.

It was the first time 35th aerial port specialists have trained with active duty during a deployment exercise but it will not be the last.

Chief Master Sgt. Dawn Theroux, an air transportation manager with the 35th APS, said now that the 514th Air

Mobility Wing is moving from two smaller unit training assemblies per month to just one large training assembly, the Reserve aerial porters of the 35th and 88th APS will perform a mock deployment exercise with their active-duty counterparts annually.

“We will be working diligently to do the duties that we are going to do when we deploy,” she said.

The training consists of driving forklifts, building pallets and loading passengers on aircraft.

That way, when they deploy, they can hit the ground running, she said. ♦

PASS IN REVIEW



Photo by Airman 1st Class Terrence Clyburn

Tech. Sgt. Christina Felix, 514th Security Forces Squadron, exhibits an M-60 machine gun to a visitor during Employer Appreciation Day Sept. 19. More than 80 civilian employers of Reserve Airmen attended the event, which aimed to educate the employers about the duties and missions of Reserve Airmen at the 514th Air Mobility Wing.



Courtesy Photo

Maj. Christine Smith (left), 514th Aeromedical Staging Squadron, recently attended an advanced course for validation for the Critical Care Air Transport Team. She was the only reserve nurse to attend the class and she is now the first and only validated CCATT nurse in her unit.



Courtesy Photo

Afghan people load clothing and footwear donations into a cargo truck in September. The 76th Air Refueling Squadron helped ensure the delivery of the 12,000 pounds of donations, which will go to patients at the Afghan Children's House Project. Though 76th ARS Airmen flew the cargo, many Airmen from other units contributed to a successful mission.

THE BIG PICTURE

SECAF: Future airpower not unlike sci-fi

By Master Sgt. Amaani Lyle
Secretary of the Air Force Public Affairs

In her remarks at the Air Force Association's Air and Space Conference and Technology Exposition Sept. 14, Air Force Secretary Deborah Lee James used a futuristic example to illustrate how the Air Force could integrate air, space and cyberspace in new ways.

"Imagine some years in the future a sprawling megacity of 12 million residents in a remote corner of the globe ... is struck by a massive earthquake," James said.

In just a few hours, she explained, air-launched small satellites are sent into orbit from the back of an Air Force mobility transport. Sliding into orbit over the disaster area, these low-cost space vehicles

immediately tap into the broader space-based architecture, giving first responders access to global communications and near real-time images of the devastated city, James said.

"A usable airfield is then identified with the newly-established overhead (intelligence, surveillance and reconnaissance) and an Air Force air traffic control team already en route to the region is vectored onto it," the secretary said.

By the next day, flights begin flowing in and a launch and recovery team launches dozens of small, unmanned aerial vehicles, controlled remotely via a responsive satellite network.

"The (remotely piloted aircraft) then fan out to place broad area wireless Internet and cutting-edge sensors in the hands of rescue

crews," James explained. "The rescuers can now see places that they could not access and can deliver supplies to areas that they cannot reach."

At the same time, a cyber team in San Antonio, Texas, uncovers a cell of violent extremists who are planning to attack rescue crews and take some aid workers hostage, James related. The cyber team then relays surveillance of the wireless router in the nearby town to the theater operations center to locate the terrorist cell leader and thwart his actions.

"Some may say this is science fiction; I say scenarios like this are precisely how our Air Force needs to work in the future—blending cyber, space and air in new and creative ways."

Terrorists "inspire" homegrown terror

By Jim Garamone
DoD News, Defense Media Activity

The threat of terrorism has changed from "terrorist-directed" to "terrorist-inspired" attacks, Secretary of Homeland Security Jeh Johnson said at the annual Association of the U.S. Army meeting in Washington Oct. 13.

"There is a new reality to the threats to the homeland that you and I are responsible for guarding," he said. "The global terrorist threat has evolved."

Terrorists have changed their strategy from relying solely on terrorist-directed attacks, he said. The attack on Sept. 11, 2001, was a prime example of a terrorist-directed attack in which terrorists were recruited and financed from Afghanistan, and the planning and training were conducted outside the United States.

Other examples of terrorist-directed attacks include the underwear bomber in 2009, the Times Square attempt in 2010, and the attempted package bomb plot of 2010, Johnson said.

"Today, we see, in addition to that threat, the threat of terrorist-inspired attacks," he said.

Those attacks are often propagated by U.S. citizens who have become radicalized by groups like the Islamic State of Iraq and the Levant or al-Qaida in the Arabian Peninsula, who no longer build bombs in secret, and instead, they put out an instruction manual and encour-

age the public to do perform acts of terror, he said.

Homeland Security sees an increasing threat from the lone-wolf actor and foreign fighters, Johnson said.

The terrorist-inspired attacks include the Boston Marathon bombing in April 2013, the attack on the Charlie Hebdo magazine in Paris this year and the attack in Chattanooga in July that killed five service members, Johnson said.

"This is the new reality of what we face," he said. "It is more complex and has led to a more complex world. In many respects, it is harder to detect."

Combating it requires a whole-of-government response, he said. The military has a role in taking the fight to terror groups overseas. This has had success, he said, noting many al-Qaida leaders and ISIL terrorists are dead.

Law enforcement has a key role in combating terror, Johnson added. "It has become more important that the Department of Homeland Security and the FBI, given how this threat has evolved, work closely with and share intelligence with state and local officials," he said.

But stopping homegrown terrorists means countering the extremist message, Johnson said, adding that he has pursued outreach to Muslim communities in the United States to understand what is needed to counter the hateful ideology. He spoke of providing grants to organizations that work to counter violent extremists and mentioned it will take years to develop.

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