



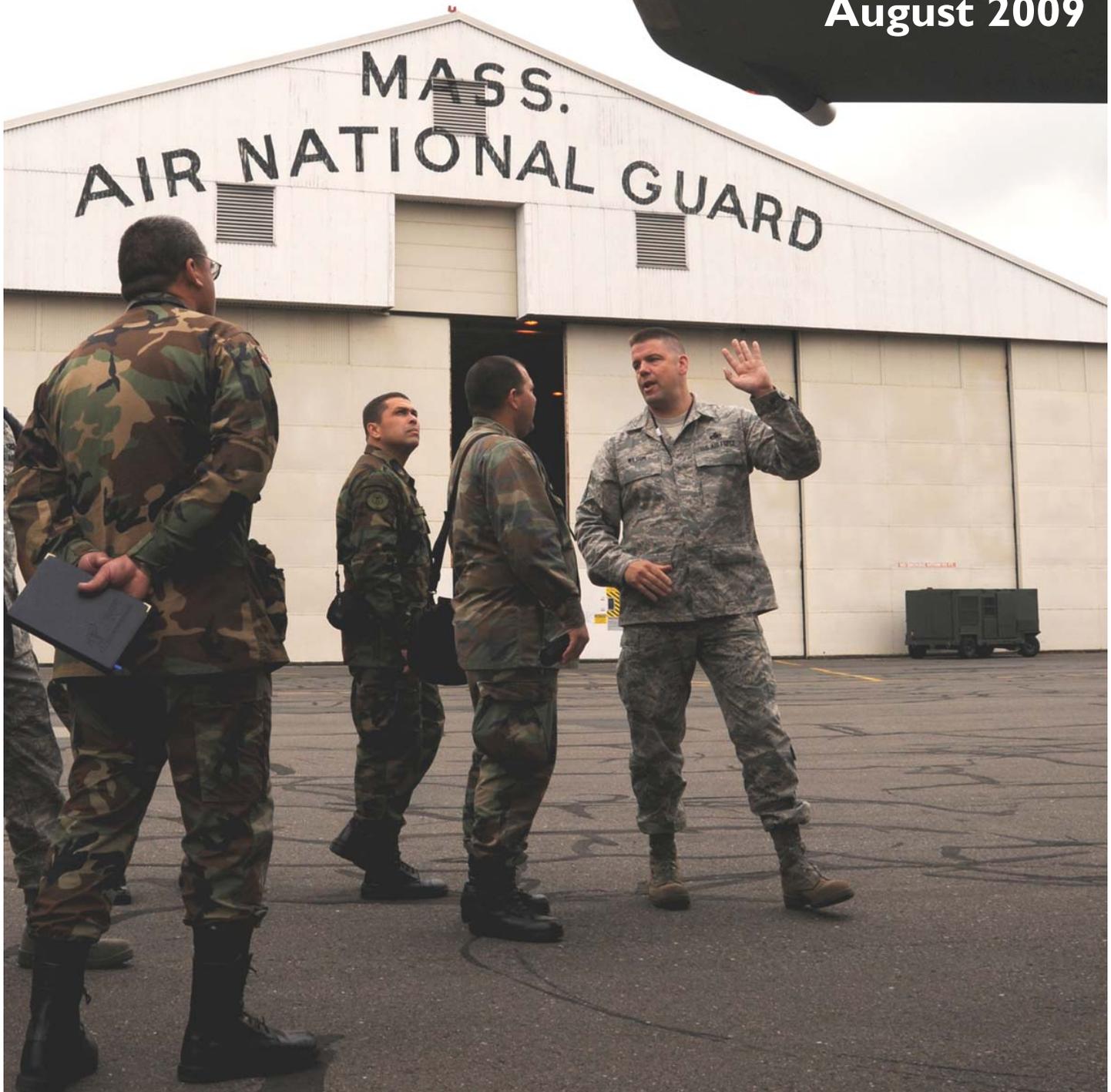
# AIRSCOOP

**104TH FIGHTER WING • MASSACHUSETTS AIR NATIONAL GUARD**

*Pride, Professionalism, Patriotism*

*Barnes Air National Guard Base*

**August 2009**



Chief Master Sgt. Galen Wilson explains the features of the F-15 to visitors from Paraguay on Tuesday, June 16, 2009. (Photo by Senior Master Sgt. Robert J. Sabonis)



*Col. Robert T. Brooks, Jr.*

**AIRSCOOP**

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Barnes Air National  
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# Commander's Column

By Col. Robert T. Brooks

Barnestormers, it's been a few weeks since our last drill and our Phase 1 Operational Readiness Evaluation. While we do have a way to go in terms of improvement, we took a big step in the right direction by starting to build the foundation for those processes. The outside Exercise Evaluation Team did a great job looking for and exploiting areas so that we could really test our deployment machine as well as our generation and re-generation of aircraft. The feedback we received during the out-brief stressed the importance of doing it again within the next six months. In November we will have another 4-day exercise and we will utilize the lessons learned. The total number of phase 1 OREs prior to inspection (4) will remain the same as originally planned, and we are trying to push up our phase 1 ORI from Aug 2011 to Jun 2011, so we can "AFSO 21" any important summer plans.

Next up to the plate is our Health Services Inspection (HSI). The inspection will occur on 28/29 August and it will focus on our medical readiness. Commanders should ensure their folks have SABC, PHAs, immunizations, proper dental status, HIV testing, DNA profiles, members advised on personal protective equipment such as hearing protection, dosimeters, gas mask, arthropod countermeasures, Pre/Post deployment Health Assessment Questionnaires, medical record reviews, and identification and review of duty limiting profiles (422s). Col Collins and his team have been working very hard to prepare for this inspection, and I ask that all of you help the team and do your part.

While Col Collins and his team fight in one AOR, we will have another war going on in the Red Flag AOR. This Red Flag allows us the first opportunity to fly missions against other adversaries in the Air Forces largest training exercise. We will be evaluated by our peers as we employ during day and night simulated combat missions. This exercise is important for us to continue to grow and complete the conversion in the F-15. Although our stated IOC date is April of 2010, we have eyeballed Oct 2009 as a desired initial operating capability date. Successful completion of this important Red Flag exercise will be a huge milestone for all of us, and will build confidence in the

unit as a whole. It will not be an easy deployment, but being good requires us to challenge ourselves and sometimes take the road less traveled. The wingman concept will be critical to our success and I ask that we all continue to watch each other's back and be smart while deployed to Las Vegas.

HSI and Red Flag, those are the two areas I am asking you all to focus on for the next five weeks. I have heard the term Laser Focus, and that is what we all need to do to be successful for both of these events. As I walked in on Day 2 of our ORE in June, I passed several cars and took note of the license plates and bumper stickers. I read "Spirit of America", then "Live Free or Die", next was a "Bronze Star" recipient on someone's car tag, and finally "You can pry my gun from my cold dead hand". Remember, freedom is not free, and while there is a lot going on, I ask you to focus in on the two areas we need to. I also want you to know there is no place I'd rather be, than serving in the 104<sup>th</sup> Fighter Wing with Patriots like yourselves right here and right now.

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## Command Master Sgt. Column ~ Back to Basics By Command Chief Master Sgt. Al Reale

It's been a less than stellar summer, weather-wise but I hope that everyone found some time to enjoy it with family and

friends and made good use of the extended break between UTA's. There is going to be a lot going on around here in the next 12 months. We have the HSI, Red Flag, the November 4-day phase I ORE, standing up the Air Sovereignty Alert mission, another trip to Key West, then another Phase I ORE in the spring, followed by an air show in August. You will have to weave family, work, school and your military service into one seamless schedule.

Sometimes it may all seem overwhelming. The best way to sort out conflicts of time and space is to step back, break each thing down and then get back to basics. When you weed away all of the distractions, you will find that most things are possible.

What are the basics? The "basics" is the infrastructure that you use to get through each day of your life. It's getting organized before you start something so you don't have to reinvent the wheel every time you do a similar task in the future. It's how you gather, store and use information. It's making sure that family, finances, work, school and your commitment to the military can all exist in harmony. Take a look at each part of your life and make sure that it is in order. When you have sorted out the basics, you will find that you have a good foundation and tools in place to expand your ability to

tackle many tasks successfully. Once you get down to basics, you can look at all of the stuff you need to fit in, break them all down, and arrange your schedule to fit the pieces into place. Being organized helps you to be able to check items off of your list more easily. You will be amazed at how much time you will recoup in your life once you get everything in place. You will feel better and be less stressed. You will gain clarity on what's important, which will help you set priorities. You will accomplish more than you ever thought possible. The challenge is making and following through on the decision to stop everything long enough to get it all sorted out, get it organized and get back to basics.



## First Sgt.'s Column By Master Sgt. Lynne Bolduc, FW/OG First Sgt.

So what exactly do you do?

Saturday August 1<sup>st</sup> is my one year anniversary of graduating from the First Sergeant Academy (FSA). Over the past year, I don't know how many times people have asked me "so what do you do?" or "Why are you called Shirt? Let's answer the easy question first. I actually found this answer on a print at the FSA. Back in the civil war when uniforms were issued, the first uniform was always issued to the highest ranking enlisted member, the First Sergeant was considered the highest ranking enlisted member therefore is referred to as the First Shirt. In today's time, the Shirt may not be the highest ranking enlisted member, but is advisor to the commander and with that responsibility can act on the commander's behalf. With that, it has kept the tradition of being called Shirt alive and well.

Now, on to the harder question. The technical answer is the First Sergeant is the extension of the commander; they exercise general supervision over all assigned enlisted personnel. They act as the com-

mander's voice, ensuring that the commander's policies, goals and objectives are communicated, understood and complied with. In this role, the First Sergeant is responsible for advising the commander on a wide range of topics including, the health, esprit de corps, discipline, mentoring and well-being of the enlisted force. The First Sergeant does this by acting as the commander's eyes and ears, closely monitoring enlisted issues, morale, and quality of life.

Ok, now what does that mean? The way I look at it is the First Sergeant has to know the procedures and policies of the AF, ANG, and the base. They also have to know their commander's goals. They know their supervisors, what they are thinking and how their supervisors are doing. They then know their Airman and what their Airman would like to accomplish. They have their fingers on the pulse, they have to. The First Sergeant has to advise the commanders and supervisors on stuff like, promotions, awards and decorations, bonuses, incentive rides, TDYs, and yes, discipline. Although the supervisor is the frontline in maintaining discipline, the First Sergeant is the focal point for ensur-

ing that discipline is fairly and equitably maintained. We need to know what is going on, and why.

Our deployment responsibilities include, billeting inspections, personnel accountability (knowing where our Airman are at all times), establishing and maintaining contact with the local JAG, hospital and MWR office, then we are the focal point to make sure our deployed personnel are housed and fed.

As First Sergeants we received training on all the outside agencies that are available to assist us and our Airmen. From debt counseling to employer support, there is an agency that can help you. If you need help, ask one of us, if we can't personally help you, we can help find someone who can.

So, what do we do... you name it, a little bit of everything. Some days, we are referees, coaches, a friend and the person whom you really don't want to see. But in the end, all we want is what's best for the unit, and you.

# Professional/Unprofessional Relationships

By Maj. Robin Peterson, Staff Judge Advocate

The difference between a professional and an unprofessional relationship is pretty clear cut. The nature of military missions require absolute confidence in command and an unhesitating adherence to orders that may result in inconvenience, hardships or, at times, injury or death. This, above all else, makes the continuation of professional relationships in the military vital to our success as an organization. Generally, personal relationships between Air Force members are matters of individual choice and judgment, however, they become matters of official concern when they adversely affect or have the reasonable potential to adversely affect the Air Force by eroding morale, good order, discipline, respect for authority, unit cohesion or mission accomplishment.

Alright, so far we have gone over the same Air Force catch phrases that we have all heard since the beginning of our military careers, so what does this all mean to you? In the Air Guard we have a somewhat unique situation compared to that of our active duty counterparts. More of a family atmosphere, a lot of us have grown up in the same areas, attended the same schools and functions, and in some cases we even have family members in the unit. Our lives cross paths a lot more due to the small New England communities that we are all members of. Now I believe our unit takes pride in this family type atmosphere, but the comfort and casual feeling it provides is what can cause some individuals to get into trouble. We have all heard or thought some of

these things at one point or another in our careers; "Nothing ever happens at Barnes to people in unprofessional relationships", "I'll never get caught, it's just Barnes", "what I do in my free time is my own business, they only own me on guard weekends." This frame of mind is the beginning of a decent down a very slippery slope. Whether its drill weekend or not, you are still held to military standards, on or off duty, specifically where unprofessional relationships are concerned. If a relationship detracts from the authority of superiors or results in or reasonably creates the appearance of, favoritism, misuse of office or position, or the abandonment of organizational goals for personal interests, it can wreak havoc on the unit morale, thus hindering the mission. If your unit leadership sees a situation of this nature occurring, they are going to deal with it quickly and swiftly. Possible consequences of an unprofessional relationship can be counseling, reprimands, removal from position or reassignment, demotion, delay of or removal from promotion list, and a ceased and desist order which, if not followed, will get you charged with failure to obey a lawful order, an Article 15, or discharge from the military. Any of these avenues can be pursued regardless of your title, i.e. title 10, title 32, active duty or traditional.

It's okay to be involved in one another's lives, to have lunch with each other on drill weekends, attend weddings and other celebrations such as retirement parties. Problems commence when people breach

that invisible line of professionalism. It can start by senior NCO's going out drinking with airmen on a regular basis, a what goes TDY stays TDY attitude, or drinking too much at the NCO club or Officer club on base. The key to keep in mind is perception. Perception is everything in the military from the top down; if you are perceived to be doing something regardless of the reality, you will suffer some sort of negative consequence. Even if you are not punished on a professional level for your actions, your reputation both personally and professionally may be tarnished for years to come. It is important to remember that people are always watching you, and as a member of the military you are expected to lead by example and follow the Air Force core values of Integrity, Service Before Self and Excellence in all you do. Unprofessional relationships are a breach of the Core Values we live by, and you can irreparably damage your career progression, and your ability to effectively lead by ruining your reputation through an unprofessional relationship. So let's all get back to the basics, take a wingman approach to the subject of unprofessional relationships, and constantly remind one another to keep it above board so this unit continues to be the best at everything it does! (For more information on this topic please consult AFI 36-2909 or your local JAG office.)

## ESGR Awards Pittsfield Mayor

By Capt. Matthew T. Mutti, Wing Executive Staff Officer



Mayor James Ruberto of Pittsfield recently received an ESGR Patriot award for his support of the Guard and Reserve members who work for the city of Pittsfield. Mr. Earl Bonnet (L), Mayor Ruberto (C) and Staff Sgt. Rosanne Frieri (R) pose for a photo at Pittsfield City Hall on 16 July.

Staff Sgt Frieri works full time as the Pittsfield's Veterans Services Director and also works with the Publics Affairs Office at Barnes. Sgt. Frieri nominated the Mayor to thank him for his unending support of the Military members in Pittsfield.

This award is one of many ways in which ESGR recognize employers who support the Guard or Reserve members that they employ. The nomination process is easy and can be found at <http://www.esgr.org/forms.asp?p=patriot>

# Paraguayans Visit Barnes

By Capt. Matthew T. Mutti, Wing Executive Staff Officer

Winston Churchill said, "If we are together, nothing is impossible. If we are divided all will fail." It is in this vain that the National Guard Bureau along with the Adjutant Generals of the 50 states and U.S. territories began the State Partnership Program in 1993. The purpose of this program is to work with partnered countries and assist in the development of democratic institutions, while fostering open market economies, protecting, and represent U.S. humanitarian values. The collaborative partnerships enhance bilateral relationships and aid developing future alliances.

Since inception in 1993, the program has grown and at last count the program included 56 different countries partnered with 45 U.S. states, two territories and the District of Columbia. Massachusetts is very proud of its partnership with the country of Paraguay. The Massachusetts National Guard has been conducting SPFP engagements with Paraguay since 2004.

In June, the 104<sup>th</sup> Fighter Wing hosted 10 Paraguayan Air Force members for a week of training and collaboration. "It was very important to be able to demonstrate the principles we have been teaching them in Paraguay through practical application here in the states," said Maj. Peter Carr, 104<sup>th</sup> Fighter Wing Maintenance officer who has worked with the Paraguayan Air Force since 2006.

This trip to Barnes Air National Guard Base marks the first time the Paraguayan Air Force contingent has traveled up to work with one of the Massachusetts Air Guard units. "We are pleased to host this group from Paraguay," said Col Robert Brooks, 104th Fighter Wing Commander. "This event gives us an opportunity to work with one of our allies and learn from each other's experiences."

When the group of 5 maintainers and 5 aviators arrived on 15 June, they were instantaneously greeted with warm welcomes from members of the 104<sup>th</sup> Fighter Wing who have traveled to Paraguay during previous engagements. Col. Mark Zeckman, the Massachusetts National Guard Director of Operations has worked with the Paraguayan Air Force for the past 3 years, and has developed a strong rapport with many of their delegation. He, along with Maj. Isaias Liriano, the SPFP program coordinator, Lt Col Mike Cousins, the 104 FW Chief of Staff, and three translators, Capt. Christine Chan, Tech. Sgt. Abdias Garcia and Airman Miguel Gonzales, greeted the wing's guests at Logan Airport.

Airman First Class Miguel Gonzalez worked as a translator for the visit and explained the opportunity to work with these foreign military service members was very rewarding. "It was very interesting to hear about how life is in Paraguay." He worked with the delegation for the 5 day trip. "I was able to spend some down-time with them and shared with them some U.S. culture."

During their stay, the 5 Paraguayan maintainers worked hand-in-hand with their U.S. counterparts and shared insight on Op-



Chief Master Sgt. Galen Wilson gives the Paraguayan maintainers a tour of the F-15 during their engagement June 16th (photo by SMSgt. Rob Sabonis)

erational Risk Management, tool accountability and foreign object damage avoidance. Chief Master Sgt. Galen Wilson led the group through classes centered on 'best practices' and allowed the Paraguayan maintainers insight into how we do business in the Mass. Air Guard.

Simultaneously, the aviators worked with their counterparts in operations and discussed principals of flight scheduling, flight safety, and support integration. The 131<sup>st</sup> Fighter Squadron pilots worked with the Paraguayan pilots and taught them about the tools used for establishing flight plans, accounting for crew rest and the importance of training currencies. Despite the differences between the U.S. and Paraguayan aircraft, the foundations discussed are universal and easily applied in any flying environment.

On the final day of their visit, in corporation with Six Flags New England, and the Spirit of Springfield, the wing was able to treat the Paraguayans to a visit to an American amusement park. It was quite the experience for the entire group. This was the first trip to the U.S. for many of the visitors, and according to Maj. Mario Torreani, one of the Paraguayan pilots, said there is nothing in Paraguay that can compare to the park. Torreani rode the new Bizarro coaster five times during the visit. At the end of the 5 day trip the entire Paraguayan team was excited about setting up another collaborative visit in the future.



Capt. Glen Milliken demonstrates the Flight Scheduling system to the Paraguayan pilots during their engagement June 16th (photo by SMSgt. Rob Sabonis)

# Student Flight Welcomes Training Ops at Camp Edwards

## By Maj. David Mendoza, Force Support Squadron Commander and Senior Master Sgt. Douglas Daponde, Student Flight NCOIC

As the rest of the 104 FW was enjoying the month of July without a UTA, Student Flight was charging on! On Friday, July 17<sup>th</sup>, 39 members of the 104<sup>th</sup> embarked on a three day excursion to Camp Edwards as part of the Massachusetts Recruit Sustainment Program with the Army National Guard. This total included 12 members who are coded as student leaders (graduates of BMT) along with the Student Flight Commander, Major Dave Mendoza and his staff: Lt Elizabeth Mesecher, Ops Officer, SMSgt Doug Daponde, NCOIC Student Flight, MSgt Fred Fopiano, 1<sup>st</sup> Sgt, MSgt Mark Gaskalka, Training Instructor and TSgt Justin Rackliffe, Physical Fitness Instructor. The convoy, made up of five government vehicles, packed with personnel, MRE's and luggage, headed out at 1300 hrs with the Massachusetts Military Reservation (MMR) on beautiful Cape Cod as its destination.



Upon arrival at the MMR, the 104<sup>th</sup> Student Flight quickly integrated with the 102<sup>nd</sup> Student Flight, and the challenge began. Striving to create an atmosphere that is similar to arriving at Lackland AFB for Basic Training, the Student Flight members were quickly introduced to TSgt Brian Simeone, better known as the MTI. After a shake down of personal gear and a sit down dinner consisting of an MRE, the trainees were given a briefing on the overall Lackland experience by TSgt Simeone. Finally, after five hours of training, and the sun having set an hour before, the members were assigned lodging rooms and dormitory fresh linen was given to each trainee. All trainees were

assigned a roommate as the "No One Left Behind Policy" is strictly enforced. Bed-time was a welcome sight for most of the shell shocked, starry eyed student flight members, wondering if this day would ever end.

Saturday began at 0500 with "GET UP, GET OUT of BED" as only an MTI can deliver. This was followed by a run along-side the Army National Guard recruits at 0530. After a hot breakfast, the members went through Call for Fire Training (CFFT). This is similar to our own FATS program administered by security forces. This was followed by Air Force drill and ceremony. The advantage to offering this to the guardsmen is it really gives the Airmen a leg up over their Active Duty and Reserve counterparts when they attend Basic Training. In the late afternoon, due to inclement weather, the Air and Army National Guard leadership team exercised on the side of caution and cancelled the Leadership Reaction Course. This proved to be an initial disappointment as it was highly anticipated, but the back-up plan of team dodge ball filled in superbly. This proved to be a much needed outlet for Student Flight members of both units to let down their guard a little, and put a smile on their faces. The day ended with a hot dinner in the dining facility, some team building challenges, a Sexual Assault briefing, then a fire drill. Then it was time to put the day's stressors behind and get a good 6 hours of sleep.

Sunday, the final day of training, the student flight hit the ground running, at 5:15



a.m. for PT then a hot breakfast. After, the group was transported to the CFFT building where they put their training to good use. Each member was given time to use the simulator, with weapons of choice and a grenade launcher. The Student Flight final responsibility was to clean up their living areas and turn in their linen and keys. After a final briefing, the 104<sup>th</sup> Student Flight members and their leaders boarded their vehicles and headed home.



Overall, the weekend was a great success. Student Flight has evolved leaps and bounds over what it once was. Not only are we preparing our members for basic training, but we are showing them that they are part of something a lot bigger than they imagined. With "joint operations" more the norm than the exception, the 104<sup>th</sup> Student Flight members are getting their first taste of what it means to be a "Total Force."

# Anatomy of a Bird Strike

By Capt. Mary Harrington, Public Affairs Officer

Aircraft bird strikes are a constant threat to aircraft. This is a well known and documented fact, not only at Barnes Air National Guard Base, but throughout the United States Air Force, and at airports throughout the world.



Bird strikes have caused minor and major incidences since 1905, dating back to notes of bird strikes in the Wright Brothers diaries. "Orville ... flew 4,751 meters in 4 minutes 45 seconds, four complete circles. Twice passed over a fence into Beard's cornfield. Chased flock of birds for two rounds, and killed one which fell on top of the upper surface and after a time, fell off when swinging a sharp curve."

According to the Bird Strike Committee USA, the first person to successfully fly across the continental United States, Calbraith Rodgers, was also the "first to die as a result of a bird strike. On 3 April 1912, Rodgers' Wright Pusher struck a gull, causing the aircraft to crash into the surf at Long Beach, California. Rodgers was pinned under the wreckage and drowned."

More recently, bird strikes have gained more interest by the general population. That is probably due to the well publicized incident at LaGuardia Airport, when several geese were sucked into an Airbus A320, disabling both engines. Capt. Chesley Sullenberger, pilot of the US Airways Flight 1549, ditched the aircraft into the Hudson River, a heroic decision that resulted in no loss of lives and minimal injuries. (Notably, Sullenberger is a USAF Academy graduate, former fighter pilot, an aviation safety expert, and an accident investigator.)

As result of that Hudson incident, and due to the fact of increasing incidents of bird strikes nationwide, we can anticipate more inquiries about these incidents and the danger they pose to aircraft, the birds, people/property and the environment. Hopefully, we may also learn more about how to minimize bird strike incidents.

The FAA recently decided to release aircraft bird strike data (see: <http://wildlife.pr.erau.edu/public/index.html>), as a result of recent increasing inquiries. The insightful database allows users to view statistics by year, state, airport, bird type and more. The data reveals that some airports have higher incidents of strikes than others - higher incidents tending to occur at airports near wetlands or fields. Overall, in 2007, there were about 8,500 bird strikes reported in the United States.

The Air Force Safety Center's most recent data shows that there were almost 4,800 strikes by USAF aircraft in 2007, with one Class A mishap. The fiscal year 2007 cost to the USAF for all incidents combined was over \$25 million.



US Airways Flight 1549 in the Hudson River (File Photo)

"At Barnes, we have an average number of bird strikes," said Senior Master Sgt. Tom Dumais, "usually between one and five annually." Recently, on July 8, an Eastern Meadowlark collided with the windshield of a 104<sup>th</sup> Fighter Wing F-15, during a landing at Barnes Air National Guard Base. "There were about a dozen birds that scattered in front of the plane, but this one couldn't get out of the way," said Maj. David Halasi-Kun, pilot, who estimated his aircraft speed at 160 mph.

The bird perished, but fortunately there was no damage to the aircraft. "Our biggest concern with a strike is the bird breaking the canopy and incapacitating the pilot, especially in a single seat aircraft. This bird was small...but even a small bird can do significant damage to our engines," said Maj. Halasi-Kun. The bird weighed about eight ounces. The F-15 weighs 31,700 pounds.

Senior Master Sgt. Dumais, Ground Safety Manager for the 104<sup>th</sup> Fighter Wing, said that "obviously, larger birds will cause more damage to the aircraft. When we flew the A-10, it seems like we hit more birds, perhaps because we flew lower and slower, but damage at times was minimal. This wasn't the case in



A-10 number 696 after a bird strike in Sept 2004 (File Photo)

September 2005 when one of our A-10 aircraft sustained over \$82,000 in damage from a large bird striking the engine cowling."

Dumais said "with the F-15's, we will hopefully see fewer strikes due to the new aircraft being faster but more damage per strike because the aircraft fly faster and the engines have larger more aggressive intakes. With a multimillion dollar engine package in the F-15 the related damage costs can really skyrocket."

## Anatomy of a Bird Strike Continued

By Capt. Mary Harrington, Public Affairs Officer

The 104<sup>th</sup> Fighter Wing's "Bird Aircraft Strike Hazard Plan" (BASH) is a proactive plan implemented to "minimize bird hazard to Massachusetts Air National Guard aircraft at the installation and in their operating areas. No single solution exists to this BASH problem, and a variety of techniques and organizations are involved in the control program."

The detailed (unclassified) BASH plan requires daily surveys of the airfield for dead birds and notations in the daily log for sightings. The plan also notes that past bird "strikes to MA ANG aircraft involved Barn Swallows, Tree Swallows, Bank Swallows, Red-tailed Hawks, a Ring-billed Gull, Horned Lark, Golden Plover, and several small passerines." The BASH plans states "the local situation changes throughout the year with migrant birds such as ducks, geese, gulls, shorebirds, raptors, crows, doves, swallows, starlings, and blackbirds posing the most potential problems during both migration periods and resident species causing hazards throughout the year."



Eastern Meadow Lark recovered from an aircraft strike on 8 July 2009 (photo by Capt Mary Harrington)

"When one of our jets strikes a bird, there's a formal process that we follow," explains Senior Master Sgt. Dumais. "First, of course, we assess the damage to the aircraft. Then we capture whatever we can for bird remains, submit reports and send the bird remains to the Smithsonian National Museum of Natural History for identification. Even if it's just a blood smear, the Smithsonian can identify the remains."

The Smithsonian takes DNA from the bird for species identification and records the data for migratory data and research. "We are sometimes tasked with sending the whole bird, which we have to freeze and ship frozen overnight delivery, but most times we are only tasked with sending parts of the bird such as tail feathers, a

foot, wing and the head/beak in a Ziploc baggie. This is all to assist in the identification of the bird to help in determining bird avoidance models for future aviators," said Dumais.



Damage to A-10 696 in 2004 (Air Force File Photo)

"There are several ways to minimize bird strikes," said John Richardson, Barnes' Base Environmental Coordinator. "The methods range from frightening the birds with noise, to cutting grass and minimizing open water areas. We are considerate of the environment in this way, for example, the Grasshopper Sparrow, a bird not indigenous to this area, has established itself in the Commonwealth of Massachusetts. As a result, Barnes Municipal Airport is required to maintain grass adjacent to the runways and taxiways at certain times of year, for their habitat, so that they can nest and lay eggs. This can cause challenges for the airfield, especially during air shows, but we just work around it for the sake of the environment."

The BASH plan calls for Barnes to nurture the grassland habitat in the airfield to promote the Grasshopper Sparrow (state threatened), and two other birds including the Upland Sandpiper (state endangered), and Vesper Sparrow (state threatened).

One of the authors of the 104<sup>th</sup> FW's BASH plan, Dr. Russell P. DeFusco, said that Barnes ANG was the impetus for the FAA Cert Alert 06-07, an advisory to provide guidance on "responding to requests by state wildlife agencies to facilitate and encourage habitats for state-listed 'threatened' and 'endangered species' or 'species of special concern' that occur on airports and may pose a threat to aviation safety." Essentially, the advisory said that "airport operators should exercise great caution in adopting new management techniques; new techniques may increase wildlife hazards and be inconsistent with safe airport operations. Managing the on-airport environment to facilitate or encourage the presence of haz-

ardous wildlife species can create conditions that are incompatible with, or pose a threat to, aviation safety."

"Some states have required the development of habitats which were not naturally occurring, which promote wildlife species near airfields, hence creating more of a hazard in the long run," said Dr. DeFusco. "I am a huge advocate of wildlife protection, but creating more hazards for them, and for people and aircraft, is asinine," said DeFusco.

Owner of BASH, Inc., Dr. DeFusco is well qualified to speak on the subject, with a B.S. in Biology from the USAF Academy; an M.S. in Wildlife Biology from Colorado State University, and a Ph.D. in Environmental, Population, and Organismic Biology from the University of Colorado, Boulder. His company "specializes in Bird Aircraft Strike Hazard abatement for civil and military flight safety." He wrote the BASH Plan for Barnes as part of a nationwide contract with the National Guard Bureau through their safety and environmental offices. He has visited virtually all the flying units in the Air National Guard, including Combat Readiness Training Centers and several ranges. BASH, Inc was, in part,



An Airport manager scares birds away with a starter's pistol in Europe (File Photo)

chosen for the BASH contract because of their long-term experience, and Dr. DeFusco was formerly the Chief of the Air Force's BASH Team before retiring from active duty.

"The bottom line is that birds DO cause a significant threat to safety. We are doing what we can to minimize damage, while contributing to research and being respectful of the environment," said Senior Master Sgt. Dumais. "If we can effectively capture data and assist in determining bird habits, we can help reduce future mishaps."

## Band of the Northeast's Busy Summer

### By Staff Sgt. Joseph Larosa, 567th ANG Band UPAR

MILFORD, MA – By any measure, the Air National Guard Band of the Northeast's (ANGBNE) recent summer concert tour was a tremendous success. Under the musical direction of SMSgt Bill Drury, the unit was well-received during its nine performances in Massachusetts and Connecticut from July 2-11.

The nine-city tour began with an indoor performance by "Sounds in Blue," the

30,000 people in Pilgrim Memorial Park in historic Plymouth, MA prior to the annual fireworks display. The performance proved to be a memorable one as retiring Plymouth High School Band Director Jonathan Porter, father of the unit's tubist, and Adam Porter, conducted the band in the premiere of "Them 'Bones", a march composed by clarinetist SSgt. Joseph LaRosa.



On 25 May 2009, the Massachusetts Air National Guard Band of the Northeast, "The Brass Tacks", performed on the steps of the First Congregational Church in Uxbridge, MA to an estimated 1,500 citizens in honor of the Post Vietnam War Monument Dedication Ceremony and events which took place on the Uxbridge Town Common.

unit's concert band, in the Roxy Theatre on the Massachusetts Military Reservation. Next, the band dodged raindrops and performed to a near-capacity indoor crowd in Eastham, MA.

The concert band's program this year featured Charles Ives' boisterous Country Band March; the Artie Shaw Clarinet Concerto featuring principal clarinetist SSgt. Michele Spinelli; pieces featuring vocalists MSgt Tony Cyrus, SSgt Ruth Petkaitis, SSgt Jody Langelotti and SSgt Jamie Hibbert; and a host of patriotic selections.

As is the case every year, Independence Day saw the unit perform double duty. Drum Major Matt Makara led the band in a stirring morning parade through Buzzard's Bay. Later that evening, "Sounds in Blue" performed for nearly

July 5 saw the unit travel to Patton Park in Hamilton, MA, where the unit's sixteen-piece Jazz Ambassadors ensemble under the direction of TSgt Erik Fecke, opened the program. The concert band then concluded the performance for an audience that included members of the late General George Patton's family. "My father was decorated by General Patton during World War II," said MSgt. Elaine D'Allesandro. "It was very exciting for me to meet members of his family," the French horn

player added.

The band then traveled south to Connecticut for performances in Norwalk and Brookfield sandwiched around an evening performance in Boston's Seaport District in conjunction with Sailfest Boston.

The tour concluded with "Sounds in Blue" performing July 11 in Gardner, MA, the hometown of long-time band member TSgt Ed Stromski. The crowd's roaring applause was a perfect end to a successful summer concert tour. The per-

formance also marked the final summer tour for pianist SSgt. Raul Santiago of New York City who will be retiring from the unit shortly.

The Air National Guard Band of the Northeast is a 100% traditional guard unit located at Joint Force Headquarters in Milford, MA. The band's area of responsibility includes all of New England and New York. The members of the band are professional Air National Guard musicians working in support of U.S. Air Force and Air National Guard recruiting and community relations objectives. For more information, visit the band's website, [www.bandofthenortheast.ang.af.mil](http://www.bandofthenortheast.ang.af.mil).



Brigadier General Thomas J. Sellars, Commander, Massachusetts Army National Guard, was the Keynote Speaker at the Memorial Day Post Vietnam War Monument Dedication Ceremony in Uxbridge, MA. Seated to the left of BG Sellars were State Senator Richard T. Moore, Worcester and Norfolk Counties and State Representative Jennifer M. Callahan, Eighteen Worcester.

## J2 and You, 2nd Annual Conference in Massachusetts

By Maj. Peter Payson, JFHQ J2

Over 50 Intelligence personnel from the MA National Guard, guests from the New England region, and the National Guard Bureau attended the second annual Massachusetts National Guard J2 (Intelligence) Conference. This year's event was hosted at the Mitre Corporation Conference Center, a world class facility, in Bedford, MA. The focus of the J2 conference was Homeland Security with an emphasis on Information Sharing, Response to Domestic Emergencies and Geospatial Information Systems (GIS).

The conference kicked-off with an inspiring message from keynote speaker, Brigadier General Scott "Catfish" Rice, the Assistant Adjutant for Air, MA ANG. BG Rice was clear in his message that a strong intelligence team is the driving force when executing successful support to domestic operations.

The two-day event featured Subject Matter Experts (SMEs) briefings from the National Guard Bureau, the FBI Boston Field Office / Field Intelligence Group (FIG) and Weapons of Mass Destruction Coordinator, the Department of Homeland Security, US Coast Guard, Mitre Corp, ESRI Corp,

Department of Homeland Security Senior Intelligence Analyst Lisa Palmieri lectured with an overview of the MA

Commonwealth Fusion Center, the Department of Homeland Security depicting both agencies roles with information sharing and coordinating with outside agencies during domestic emergencies.

Planning for this year's J2 gathering began in September of 2008 and was a truly "purple" or joint effort. The seven member team of the MA National Guard Joint Force Headquarters (JFHQ) J2 section set out to provide an informative, actionable, and relevant workshop to all the Commonwealth's intelligence personnel. The JFHQ J2 staff is comprised of MA Air National Guard members, LTC Steven Frey, MAJ Peter Payson, MSGT Patrick O'Connor, MA Army National Guard members, COL Richard Nagle (State J2), MAJ Jason Black, MAJ William Maynard, SSG O. Comargo, CPT Grant Kakazu, CPT Jennifer Blalock, and 1LT William Simmons. Each team member brought their own select brand of expertise to the planning and execution of the event. This insured outside agency support from their respective Subject Matter Experts (SMEs) as lecturers for the seminar. In addition to the SMEs, the workshop played host to distinguished guests, Major General Kathy Fick, National Guard Bureau Directorate for Intelligence, Brigadier General Scott Rice, MA ANG Assis-

tant Adjutant for Air, and Brigadier General Redell from the NH ANG.

The MA National Guard J2 section would like to thank the following participants who made this year's Intelligence Workshop a success:

Maj General Kathy Fick, NGB

Brig Gen Scott Rice, MA ANG

Brig Gen Redell, NH ANG

Dr. Edward Valla, FBI Boston

SA Dan Einhaus, FBI Boston

SIA Lisa Palmieri, DHS / MA Commonwealth Fusion Center

ESRI

Mitre

*"It was an excellent opportunity to capitalize on the Commonwealths strong intelligence capability and develop contacts within our local government services for our citizens benefit. It was a great conference to see first-hand the many MA National Guardsman hat work in many different aspects of intelligence on overseas and state mission areas."*  
~ BG Scott "Catfish" Rice

## Base Parking...A Problem By Wing Safety Office

It is no big surprise that parking on base during UTAs, and in certain areas, is at a premium. Areas such as MXG and the Club after hours are truly hazardous locations due to overcrowding and personnel inventing new parking spaces for themselves. With the limited roadway access for our emergency vehicles, actions such as these cannot continue. To assist personnel in knowing where they can and cannot park, CE is in the process of ordering and installing several no parking signs for some of the trouble spots. This however cannot cover each of the possible inventive

locations some personnel will find to park, so signs alone are not the answer.

This is where we need each of you to help us out. As a rule of thumb, we ask you to consider the following rule to authorized vehicle parking locations. If you park your vehicle and you do not see a white line on each side of your vehicle, DON'T PARK THERE! For those of you who are offenders, I ask you to take a look at the base supplement to AFI 91-207 in regards to Security Forces issuing of tickets. You will



need to know how they can affect you.

The bottom line is we have to keep our roadways free from obstruction for emergency vehicle access, and to accomplish this we need your help. Please ensure your vehicle is parked properly.

Thanks, The Safety Staff!



## Safety, 'How Goes-It?'

By Master Sgt. Shannon Huard, Ground/Weapons Safety NCO

### June

#### Injuries

1. Worker injured; head laceration; struck with speed handle; no lost time
2. Worker distress; chest pains; transported to ER; no lost time

#### Mishaps

1. Fuel trucks collided; minor damage; no injuries; cost unknown
2. Aircraft lightning strike; multiple damages; no injuries; cost unknown
3. GMV struck bollard in parking lot; minor damage; no injuries; cost unknown.
4. GMV struck deer on highway; front bumper and headlight damaged; cost unknown

### July

#### Injuries

1. Worker injured; sprained ankle; rolled ankle stepping off curb; lost time

#### Mishaps

1. Bird strike; impacted canopy; landing roll; no damage
2. Rolled GMV; multiple damages; slippery road; cost unknown

As you can see, out of the six mishaps that our unit has endured in the months of June and July, more than half of them were motor vehicle mishaps. Motor vehicle mishaps are the greatest single killer of all airmen. The majority of motor vehicle

fatalities that occur can be prevented. Below are some helpful tips for each and every one of us to follow in order to avoid being another statistic:

- Don't drink and drive
- Always wear your seatbelt
- Avoid distractions such as; talking on your cell phone or playing with the radio
- Get adequate rest before driving long distances
- Follow the rules of the road
- Be aware of your surroundings
- When operating a motorcycle; wear appropriate personal protective equipment.

Stay safe and enjoy the rest of your summer!

## History of the F-100 Memorial ~ Part I

By Army Spc. Lisa Pauli

Every year the wing rededicates the F-100 Memorial in honor of the its lost heroes. Many of those members passed well before any of the current members began working at the base. To better understand these members sacrifices, the Airscoop will feature a vignette or biography of a member whose name is affixed on the monument..

1<sup>st</sup> Lt Edward W. Meacham, 28, of Westfield was killed when his P-47 Thunderbolt failed to recover from a dive-bombing run in the range area off Monomoy Point, south of Chatham on Cape Cod on August 17<sup>th</sup>, 1948. He was a member of the 131<sup>st</sup> Fighter Squadron, 102<sup>nd</sup> Fighter Group, Air Defense Command First Air Force, at Barnes Airport in Westfield, Mass. It was the first field training encampment for the air guard units from Barnes. In Jan 1951, the 102d fighter group announced a new

trophy named after Lt Edward W. Meacham Jr of the 131<sup>st</sup> and Lt Gilbert Pelland of the 101<sup>st</sup> of Boston, both killed in aircraft accidents. Meacham graduated from Westfield High school where he received his varsity letter in track. He, his wife, and almost 3yr old son had just completed building a new house and where set to move in when he returned from training. Prior to WWII he was a member of the 104<sup>th</sup> Regiment, Westfield, and while he was a member of the junior class at Westfield State Teachers College, his unit, in Jan 1941, was activated into federal service and left for training at Camp Edwards. He was stationed there for approximately 1 ½ years serving as a supply sergeant before applying for a transfer to the Army Air Corps. He reported for pre-flight training at Maxwell Field, Alabama as a flying cadet in June, 1942. He received his commission as a 2Lt at Spence Field, GA in March 1943. Meacham



served as a basic instructor at Walnut Ridge, Arkansas, then he was assigned to the Central Instructors School at Randolph Field, Texas and graduated, with an "A" mark, in May 1943. He also attended the instructor instrument school at Bryant Field, Texas. He spent three years as an instructor at Stewart Field, West Point, NY, and while there, he was promoted to 1LT in November 1943. After Stewart Field was closed as a training base, he was transferred to Alaska and while stationed there, he was promoted to Capt.. He returned home with his discharge papers Christmas of 1947. He was a member of the Army Air Force Reserve and joined the 131<sup>st</sup> Fighter Group about two months before his death. He had been currently employed as a bus driver for the Springfield Street Railway Co.

## OMG, Don't Txt & Drive, Txt L8tr

By Master Sgt. Chris Curtis, 104th Fighter Wing Paralegal

The forward progress of technology and the way we use it is relentless. I saw a statistic that indicated text messages recently surpassed actual voice calls on cell telephones. Texting is a tremendous communication tool. Like all forms of technology, it has advantages and disadvantages. Texting allows a means of communication by which a detailed message can be held in "limbo" until the recipient can see it, and then respond at their convenience. Details of the message can be reviewed at a glance without having to replay a voice message to get salient details.

The downside of texting is that it is tempting to text and drive – especially in our "multi tasking" culture. Driving without distraction is difficult enough to do safely. Adding distractions makes the risk of having an accident greater. What's more, young drivers, who are the least experienced behind the wheel, are at greatest risk, and statistics would indicate

they text far more often than older drivers on the road.

Some states have recently passed laws banning texting while driving. In Connecticut, it is illegal to text or use a cell phone without a hands free device. Massachusetts is on the brink of passing a similar law. Don't wait for the government to tell you what you should already know – texting while driving is extremely dangerous and should be avoided at all costs. If a message is really that important, pull over and stop in a safe place to text.

The law that was passed by the state senate, and is now awaiting for the Governor, would assess a \$75 fine and an insurance surcharge for violations. In addition, all transit drivers would face a \$500 fine.

"We have a whole generation of drivers

who think it's OK

to text while driving. This bill is designed to send a message that it's not," said Sen. Steven Baddour, D-Methuen, co-chairman of the Joint Committee on Transportation, and a co-sponsor of the amendment.

When I started looking at statistics for writing this article, it was difficult to get clear numbers because the accident rate from texting seems to be growing rapidly. What is clear is that texting is emerging as one of the "big three" causes of auto crashes and fatalities, along with drunk driving and fatigued driving.



## Military Night at Fonda Race Track

By Capt. Matthew T. Mutti, Wing Executive Staff Officer

July 18th was filled with fast thrills and a great tribute to the military members and veterans who attended this annual event hosted at Fonda Speedway and the BBL Construction company located in Albany, NY.

This annual event is held every year, and grows each and every time it is put together.

"It is our way to give back to the men and women who serve to defend this great country," said Mr. Dan Wilson, the event organizer from BBL Construction.

The event featured a BBQ and race admission for all military members and their families. To begin the event, the 104th Fighter Wing's Honor Guard presented the Colors in front of a few thousand race fans as Master Sgt. Guyette sang the national anthem. The opening ceremonies was concluded with a 21-gun salute and a flyover by Hap Arnolds B-25 and a P-47 thunderbolt.



It was a night full of racing and patriotism. Before the evenings race with the BBL sponsored car, the members of the Base Honor Guard were able to affix a 104th Fighter Wing Sticker on the car which was last years Modified category champion driven by Matt Delorenzo.



# Women's History Quiz

By Tech. Sgt. Fran Frederick

How much do you know about Women's Equality Day? Take the National Women's History Project (NWHF) Quiz and find out!

- August 26th is celebrated as Women's Equality Day to commemorate:
  - the work women did during the Second World War
  - the anniversary of women winning the right to vote
  - the flappers of the 1920's
  - the contemporary women's rights movement
- In what year did Congresswoman Bella Abzug introduce legislation to ensure that this important American anniversary would be celebrated?
  - 1992
  - 1984
  - 1971
  - 1965
- In what year did women in the United States win the right to vote?
  - 1776
  - 1848
  - 1920
  - 1946
- How many years did it take for women to win the right to vote in the United States?
  - 72 years
  - 120 years
  - 20 years
  - 51 years
- Women in most of the western states won the right to vote years before the Federal Amendment was secured. This is the 96th anniversary of women in Kansas and Oregon winning the vote. What other state is celebrating the 96th anniversary of women winning the right to vote in their state?
  - New York
  - Florida
  - Maine
  - Arizona
- What was the name given to the 19th Amendment to the Constitution which guaranteed women's right to vote in the United States?
  - Abigail Adams Amendment
  - Sojourner Truth Amendment
  - Susan B. Anthony Amendment
  - Gloria Steinem Amendment
- Women who worked for women's right to vote were called:
  - radical
  - immoral
  - suffragist
  - all of the above
- The term suffragist is derived from:
  - one who suffers
  - a voting tablet in ancient times
  - the Constitution
  - the Bill of Rights
- How many other countries had already guaranteed women's right to vote before the campaign was won in the United States?
  - 6
  - 2
  - 1
  - 16
- What was the first country that granted women the right to vote?
  - Canada
  - Germany
  - New Zealand
  - United Kingdom

The Answers to the Quiz can be found on **page 17**, for more information on Women's Equality Day, please visit the National Women's History Project at <http://www.nwhp.org/resourcecenter/equalityday.php>



# 104th Fire Department Golf Tournament

## By TSgt. Larry Buell

The Fire Dept. will be conducting a boot drive during the August drill. A list of comfort items that the soldiers' Home are in need of is listed. We'll basically be set up the same way that Ammo does for their can drive. We'll have firefighters at the main gate collecting these comfort items and any monetary donations that people might have.

If you have any questions, please contact TSgt. Larry Buell at extension 1291 or 1781.



### Donation Items:

- Large Can Spray Deodorant – Only
- Denture Cleaner
- Polydent/Efferdent Tablets
- Hairbrushes & Combs
- Emery Boards
- Nail Clippers
- Tooth Brushes
- Cosmetic Bags for All Women Veterans (Baby Lotion, Lipstick, Hairbrush, Knee Socks)
- White Socks (no elastic)
- Fanny Packs
- Wheelchair Bags
- Tennis Balls (for bottom of walkers)
- Playing Cards
- Writing Pads / Envelopes
- Large Boxes of Kleenex
- Sweatpants, Sweatshirts & Tee-shirts (Color) (M, X, XL, XXL Only)
- Baseball Caps

## What's My Line Winner!



Photo by Senior Master Sgt. Robert Sabonis

Last month's winners are:

Secret's in the sauce!

- SSgt. Darling Phase Docks

“Hey, Sigourney, Have you seen that baby “Alien” around anywhere?”

- MSgt Chris Curtis

“And that's the last I saw of him!

- SSgt. Darling Phase Docks

## What's My Line?

Submit your funny, creative and appropriate caption for this photo..

We will run the winner and a runner-up in next months AirScoop.

Submit your entry to:

[PA.104fw@mabarn.ang.af.mil](mailto:PA.104fw@mabarn.ang.af.mil)



Photo by Technical Sgt. Melanie Casineau



## Annual Award Submissions and General G. Keefe Award By The Chiefs Council

It is time to start working on those annual award packages for your outstanding troops. The Chiefs Council would like to remind you that while you compile the Wing's Annual Award packages according to Barnes Instruction 36-2805, you should also start considering nominations for The General Keefe Award. The instructions, information and Air Force form 1206 process can be found in the Y drive in the folder marked General Keefe Award. The submission date to the Chief's Council is NLT 18 September 2009.

Last year the Chiefs Council selected Senior Master Sgt. Joseph Delaney for this award after considering more than 10 applications. This award is designed to recognize members who embody the Airman's Creed and demonstrate leadership and dedication.

### General Keefe Enlisted Award:

#### Presented from the Enlisted Voice

Award Criteria: Leadership-taking care of people, setting a positive example and still being grounded, discipline, responsible, integrity & a strong family connection.

Use standard AF Form 1206 to submit candidate choices to Chief council for board. Submissions start in August and end in October of the UTA.

Prepare and post a draft 1206 template with sample bullets for use.

The Chief's Council will have a board to select the honoree in November.

The award will be from the Chief's Council & purchased by the Chief's council.

## Barnestormer & 131st Fighter Squadron T-shirt for sale

Black shirts with 131st patch, Gray shirts with 131st patch and the BarneStormers F-15 logo, and Red shirts with the F-15 Silhouette are on sale for \$15 each. Shirts are available in sizes Medium—Extra Large

Supplies are limited



Please contact of the individuals listed below:

- 1) Lt. Nate "Sniper" Oswald at Nathaniel.oswald@mabarn.ang.af.mil
- 2) Capt. Neal "Rug" Byrne at Neal.byrne@mabarn.ang.af.mil
- 3) Lt. Corey "Tin'em" Mackey at Corey.mackey@mabarn.ang.af.mil



*104<sup>th</sup> Legal Office*

Walk in legal assistance hours:

Every Saturday of the UTA

0900 – 1100 hours\*\*

Bldg 1, Room 119

[Services provided by the 104<sup>th</sup> Legal Office:](#)

Wills/Powers of Attorney, Reemployment Rights, Service-members' Civil Relief Act, Deployment related legal assistance

\*\*If you are unable to visit the legal office during this time, please call us at ext. 1244 to make an appointment. We will accommodate your schedule.

## New Wing Coins in Stock

The new 104<sup>th</sup> Fighter Wing coins are on sale for \$5.00

To purchase, please contact your first sergeant.



**THE UNITED STATES AIR FORCE**  
Presents the



**Band of Liberty**  
in Concert



**FREE ADMISSION**

7:00 P.M.  
Monday, 3 August 2009  
Szot Park, Chicopee (Bellamy Middle School if raining)

[www.bandofliberty.af.mil](http://www.bandofliberty.af.mil)

At Westfield-Barnes Airport in Westfield, MA

Saturday August 29, 2009 5-11pm



Cory and the Knightsmen Band

# HANGAR-DANCE

Food available by B'Shara's Runway Restaurant! Italian Sausage & London Broil Grinders, Hamburgers & Hotdogs, Full Bar and More!

ANTIQUE & MILITARY VEHICLES AND MEMORABILIA WILL BE ON DISPLAY!

All proceeds are donations to benefit the PVMTM, Inc. a 501(c)3 Non-profit Educational Organization



The PVMTM, Inc. welcomes the public on Saturday August 29th for a groovin', kickin', sock-hoppin'

## Hangar Dance and Cruise-In!

\$20.00 per person \$35.00 per couple  
MILITARY PERSONNEL IN UNIFORM RECEIVE \$5 OFF!

This event is open to the public as well as anyone landing at Barnes Municipal Airport. Fly-In your classic airplane, or Cruise-In your classic vehicle. Trophies awarded to top 3 choices of the band.

There will be Raffles!!! Win a ride in a Vintage Warbird! 50/50 Raffle, BBC Beer Raffle and more!

To Help Sponsor This Event or for more information  
Call Dorothy 413-562-1813  
Or Leo 413-315-1466  
or email [Info@PVMTM.ORG](mailto:Info@PVMTM.ORG)




**Hispanic Diversity Dinner**  
Hispanic Emphasis Program invites you to their Second Annual Dinner Celebration  
Please join us in celebrating our Hispanic Heritage within the Massachusetts National Guard

**Where:** Mechanics Hall  
321 Main Street  
Worcester, MA 01608  
**When:** Friday, September 25, 2009  
**Time:** 1800-0000 (6 p.m.- 12 a.m.)  
**Ticket:** \$35

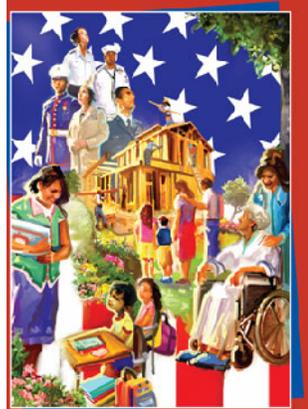
The event is to provide awareness and education about the Hispanic culture within the Massachusetts National Guard while creating alliances with outside organizations.

Music, live entertainment, dancing and Hispanic buffet included.

-Make checks payable to MFDG  
-Mail checks to JFHQ, 50 Maple Street, Milford, MA 01757  
-Attention: Mr. Thomas Desmond, 508-233-7347

Civilian Semi-Formal Attire  
Class A/Dress Blues (optional)

Sponsored by: Massachusetts Federal Diversity Group



NATIONAL HISPANIC HERITAGE MONTH  
Embracing the Fierce Urgency of Now!  
September 15 - October 15

EASTERN STATES EXPOSITION  
MILITARY AND VETERANS' APPRECIATION DAY

DATE: FRIDAY, SEPTEMBER 18, 2009  
TIME: 8:00 A.M. - 10:00 P.M.

PLACE: EASTERN STATES FAIRGROUNDS  
1305 MEMORIAL AVE.  
WEST SPRINGFIELD, MA.



FREE ADMISSION TO ALL VETERANS AND MILITARY PERSONNEL WITH PROOF OF MILITARY OR VETERANS' I.D AND THEIR IMMEDIATE FAMILIES. THERE WILL BE A PARKING FEE OF \$5.00

## Welcome to our Newest Members

2 JUN 09	Robinson, Edward	AMXS
17 JUN 09	Macdonald, Chasity	MOF
19 JUN 09	Reagan, Shaun	MXS
24 JUN 09	Gallant, Tanya	MXS
25 JUN 09	Durland, Eric	MXS
26 JUN 09	Rice, Leon	FS
26 JUN 09	Costa, Mark	FS
30 JUN 09	Harper, Bonnie	FW
5 JUL 09	Wyse, Jason	LRS
15 JUL 09	Lafley, Richard	CF
15 JUL 09	Cummings, Edwin	MXS

## Public Affairs Traditional Opening

**Positions:** Videographer

**Titles/Grades:** Traditional / E-6 TSgt

**Minimum Grade eligible to apply:** None

**Supervisor:** Capt. Mary Harrington / pa.104fw@mabarn.ang.af.mil

**Application Deadline:** August 8

**Duties-** Document the units activities through media stories, releases and advisories. Provide material for local, regional, national media outlets as well as on the unit's web page.



## Chaplain Assistant

**Maximum/Minimum Grade:** E-5 / SSgt

**Unit:** 104th Fighter Wing

**POC for more information:** Master Sgt. Petee at petee.thomson@manbarn.ang.af.mil

DSN 698-1311; Commercial (413) 568-9151 x 1311

## Congratulations to our Retirees

David Chapdelaine	CF	17 Jun 09
Guyette, Rolland	MOF	23 Jun 09
Moore, David	FW	3 Jul 09
Keefe, Gary	JFHQ	31 Jul 09
Rhodes, Charles	SFS	30 Aug 09
Jankowsky, Gregory	MXS	29 Sep 09
Reuter, Daniel	SFS	14 Nov 09

## Congratulations on your Promotions

### To A1C (E-2)

AB Bienia, Kyle, 104<sup>th</sup> AMS

AB Durland, Eric, 104<sup>th</sup> AMS

AB Krutka, Christopher, 104<sup>th</sup> SFS

AB Laudato, Devan, 104<sup>th</sup> AMS

AB Lemieux, Andrew, 104<sup>th</sup> SFS

AB Tourtellotte, John, 104<sup>th</sup> CES

AB Wachta, Timothy, 104<sup>th</sup> Maint. Sq.



### To Senior Airman (E-3)

A1C Sheehan, Kevin, 104<sup>th</sup> CES

A1C Tourtellotte, Daniel, 104<sup>th</sup> Maint. Sq.



### To Staff Sgt. (E-5)

SrA Northcutt, Michael Jr., 104<sup>th</sup> Maint. Sq.



### To Tech. Sgt. (E-6)

SSgt Cycz, Johnmichael, 104<sup>th</sup> MDG

SSgt Cyr, Matthew, 104<sup>th</sup> Maint. Sq.

SSgt Mcelroy, Kenneth, 104<sup>th</sup> Maint. Sq.

SSgt Rizzo, Dominic, 104<sup>th</sup> Maint. Sq.



### To Master Sgt. (E-7)

TSgt Nadine Bates, 104<sup>th</sup> FSS

TSgt Larry Brace, 104<sup>th</sup> Maint. Sq.

TSgt Scott Sanderson, 104<sup>th</sup> LRS

TSgt Joseph Wohlleib, 212<sup>th</sup> EIS



### To Senior Master Sgt. (E-8)

MSgt Robert Castor, MA JFHQ

MSgt Douglas Daponte Jr. 104<sup>th</sup> FSS

MSgt Jeffrey Foster, 212<sup>th</sup> EIS

MSgt Andre Huxtable, 104<sup>th</sup> MSF



### To Capt (O-3)

1st Lt, Nathaniel Oswald, 131<sup>st</sup> FS



### To Colonial (O-6)

Lt Col , Sean Collins, 104th MDG



## Answers to the Women's Equality Day Quiz

- b
- c
- c
- a (from the first Women's Rights Convention in 1848 to 1920)
- d
- c
- d
- b
- d (New Zealand (1893), Australia (1902), Finland (1906), Norway (1913), Denmark (1915), USSR (1917), Canada (1918), Germany (1918), Poland (1918), Austria (1919), Belgium (1919), Great Britain (1919), Ireland (1919), Luxembourg (1919), the Netherlands (1919), Sweden (1919))
- c (1893)



## Post-9/11 GI Bill transferability rules

Department of Veterans Affairs representatives are ready to begin accepting sign-ups for the Post-9/11 GI Bill May 1 and Defense Department officials are working to get the word out on the proposed policy regarding the bill's transferability provisions to help servicemembers decide if the new benefit is right for them.

Proposals call for enlisted or commissioned members of the armed forces serving on active duty or in the Selected Reserve on or after Aug. 1 to be eligible to transfer their benefits as long as they qualify for the Post-9/11 GI Bill.

Another Pentagon proposal would cover servicemembers who will reach the 20-year service mark, making them retirement-eligible, between Aug. 1, 2009, and Aug. 1, 2013.

The breakdown on this proposal:

- Those eligible for retirement on Aug. 1, 2009, would be eligible to transfer their benefits with no additional service requirement
- Those with an approved retirement date after Aug. 1, 2009, and before July 1, 2010, would qualify with no additional service
- Those eligible for retirement after Aug. 1, 2009, but before Aug. 1, 2010, would qualify with one additional year of service after approval to transfer their Post-9/11 GI Bill benefits
- Those eligible for retirement between Aug. 1, 2010, and July 31, 2011, would qualify with two additional years of service after approval to transfer
- Those eligible to retire between Aug. 1, 2011, and July 31, 2012, would qualify with three additional years of service after approval to transfer

The servicemember's 36 months of benefits, the equivalent of four nine-month academic years, could be transferred to a spouse, one or more children or any combination.

For More information on the New Bill visit : [http://www.gibill.va.gov/GI\\_Bill\\_Info/CH33/Post-911.htm](http://www.gibill.va.gov/GI_Bill_Info/CH33/Post-911.htm)

### MASSACHUSETTS AIR NATIONAL GUARD

Barnes Air National Guard Base  
175 Falcon Drive  
Westfield, MA 01805

Phone: (413) 568-9151  
Fax: (413) 525-1515  
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Official Web: [www.104fw.ang.af.mil](http://www.104fw.ang.af.mil)

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