



AIRSCOOP

104TH FIGHTER WING • MASSACHUSETTS AIR NATIONAL GUARD

Pride, Professionalism, Patriotism

Barnes Air National Guard Base

*Happy
Holidays*

December 2013



On Nov. 25, 2013, the first F-15 Eagle touched down on the newly renovated runway at Barnes Airport. The aircraft were temporarily stationed at Otis Air National Guard Base on Cape Cod for the last five months. (See page 4.)

(U.S. Air National Guard photo by Senior Master Sgt. Robert J. Sabonis)



Col. James J. Keefe

AIRSCOOP

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Commander's Column

By Col. James J. Keefe, 104th FW Commander

2013 - A year to remember!

As you are reading this, our Wing is in the middle of an F-15 deployment to Tyndall AFB, Fla., for a Weapons System Evaluation Program (WSEP) training exercise. Ten F-15s and approximately 135 personnel will depart this Unit Training Assembly (UTA) weekend for two weeks, returning on Dec. 20.

Much has happened since our last drill. Our runway is reopened and our Aerospace Control Alert (ACA) mission is back where it belongs. Parts and pieces of our deployed operations are making their way back from Westover. As I look back on what we have accomplished in 2013, I am truly amazed at the effort and teamwork that went into making 2013 a hugely successful year.

As many of you remember, it was approximately one year ago that we found out that our runway was going to be rebuilt a year earlier than expected. This brought multiple challenges to overcome while maintaining our primary missions. There was a lack of funding to make our move happen. We were trying to prepare the Wing for a combined Phase I/II ORI, which the ACC IG was insisting on, even though we were operating from three different locations. We accomplished an Alert Forces Operational Assessment (AFOA) and an Alert Forces Evaluation (AFE) in the Spring. We survived a furlough and the lack of a federal budget. We performed Domestic Operations (DOMOPS) missions after a huge blizzard that paralyzed the entire northeast, as well as supported state and local agencies during the Boston Marathon bombings. We deployed airmen in support of Expeditionary Combat Support (ECS) taskings to the CENTCOM AOR. We had a huge turnover in personnel as many of our highly qualified airmen retired after many years of service. We were paralyzed by a lack of direction from Air National Guard Readiness Center (ANGRC) on our aircraft relocation efforts for the runway construction, which compounded our movement plans, and added additional stress for many of us. We were tasked with NOBLE EAGLE support from our deployed locations. We hosted two DV visits from Senator Warren and Lieutenant Governor Murray. We performed a major movement of equipment and personnel to both Coast Guard Air Station Cape Cod and Westover ARB, and then moved it all back to Barnes five months later. The only thing missing this year were the swarms of locust!

Through all this turmoil, we survived... and not just barely. We performed at an outstanding level! We received the highest grade on an AFE in recent history. Our aircraft Mission Complete (MC) rate was the highest it has been since we started flying the F-15C in 2007. We filled all deployment taskings. We filled 100% of our ACA and NOBLE EAGLE missions without error.

Our vision here at the 104th FW is to be the most respected F-15C Wing in the Combined Air Forces (CAF). I can honestly say that 2013 added to our reputation as an outstanding Wing, not just in the ANG, but also in the entire USAF. This did not happen by luck or chance. This was won by hard work and dedication from you, the men and women of the 104th Fighter Wing. We pulled together as a team and overcame everything that was thrown at us. I cannot thank all of you enough for your dedication, professionalism and outstanding service exhibited this year. You made 2013 a year to fondly remember and be proud of!

Thank you and have a safe and happy holiday season,
Cobra

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Chief Master Sergeant's Column

By Chief Master Sgt. Rob Roy, 104th Fighter Wing

Want to build your military resume? Help your supervisor write your Enlisted Performance Report (EPR)!

Being in the Guard is a significant amount of your work history. If you Google military performance reports and resume writing you will find there are dozens of links that discuss why EPRs are important resources for writing your military resume. You have a great responsibility to make sure your EPR accurately reflects what you have done.

First, know when your EPR is due. As of 1 May 2013, EPRs are required for all Air National Guard (ANG) enlisted in the rank of SrA or higher. Drill Status Guardsman EPRs are due biannually. Your first EPR closeout in 2014 is on your birth month for anyone born on 1 May onwards. If you were born prior to the policy start month (1 Jan-30 Apr) you're report closeout is your birth month in 2015. Active Guard Reserve members (AGRs) get an EPR annually.

It is important to know this because YOU have an important responsibility to ensure that YOUR EPR is written properly. You may be saying to yourself that your supervisor is responsible for writing your EPR and I am at the mercy of their writing skills. True...but remember this, your supervisor may be writing several performance reports. Let's face it, many people do not like writing and writing an evaluation of someone else's performance is not always easy so they get "book report"

syndrome and will often wait to the last minute to write anything!

You can contribute to your EPR and help your supervisor help you by doing the following:

Keep good notes or a journal throughout the year on your performance. Think of it as an annual report to your supervisor on how you think you did your job. Think of how many times we all get involved in projects, missions and tasking's. Ask yourself, what was my role in that (action)? What were my contributions (impact) and most importantly what were the (results) of my efforts? Give your supervisor concise and brief (bullet) statements with ACTION-IMPACT-RESULT in mind.

Communicate with your supervisor before your EPR is due! Don't make them "hunt" for the information about your performance. If you don't know who your supervisor is, now is the time to find out. Make time to talk with them about your duties, roles and responsibilities and their expectations for performance. Everyone should have a job description or performance standard somewhere. Many of these are already in your Career Field Education and Training Plan (CFETP). You may also have additional duties that have responsibilities spelled out in an Air Force Instruction (AFI).

You have a life that your supervisor does not see. Many people are way busier in their off-duty time and often the things you do in your off-duty time are worthy things to put

into your EPR. Think community service, volunteer work and self-improvement, continuing education, no matter how small, it can add up to good bullet statements on an EPR.

If you are an NCO, eventually you will be a first line supervisor and be responsible for evaluating and reporting on someone else's performance. The most important part of evaluating performance is to first communicate what is expected of the person being evaluated.

Here are a few resources below (not all inclusive) to help you get started.

104 FSS Career development page on SharePoint (multiple documents and guides to the EPR process):

<https://104fw-sp-01.ang.ds.af.mil/Mission%20Support%20Group/FSS/career%20development/EPRS%20AND%20OPRS/Forms/AllItems.aspx?RootFolder=%2fMission%20Support%20Group%2fFSS%2fcareer%20development%2fEPRS%20AND%20OPRS%2fENLISTED%20PERFORMANCE%20REPORTS&FolderCTID=%26View=%7bF8C018C2%2d9343%2d4E93%2dABFF%2dDB205B493227%7d>

My Pers (Air Force Portal—How to write an EPR) and links to EPRs forms and checklists:

https://gum-crm.csd.disa.mil/app/answers/detail/a_id/25117/p/12%2C14



First Sergeant's thoughts

By Master Sgt. Karla Belliveau, 104th Civil Engineering Squadron 1st Sgt.

The holidays are upon us and the usual craziness begins. This time of year is touted as the "most wondrous season of the year," yet for many of us, this is the most stressful.

We start lists because there are simply too many things to remember. The days are getting dark earlier and it seems like there are not enough hours in the day to get all the things done, which need to be, and with Thanksgiving so late in the season, not enough days to do all the things necessary.

Before you get yourself into a bind, both financially and emotionally, fall back on your military ethos of "Fit to Fight" and

check in with yourself to see if you are meeting these wellness goals.

Are you being financially responsible? If you see that you are over extending this year, look for ways to scale it back a bit. If you can't afford it, don't beat yourself up about it. Make a fun gift—as an example, last year I made a huge batch of Chex Mix and found unique containers at The Christmas Tree Shop. I gave these out to co-workers and some family members who loved it. Simple and low cost, yet much appreciated.

Are you keeping physically fit? Besides the health factor, keeping active will lower your stress level too.

Are you spiritually fit? This does not

necessary mean that you have to belong to an organized religion, but rather a check-in to see if you are staying on a course that is morally grounded, and that you have a belief system in place.

Finally, are you socially fit? Are you making sure you are staying in touch with friends and family or going to community events? By getting out of the house and sharing time with loved ones, you will build memories which will lift your spirits.

Challenge yourself to assess where you are in your "Fit to Fight" ability. These seemingly easy interactions will enrich your life and lower your stress level so that you can enjoy this season to the fullest.

Happy holidays to all!

The unmistakable sound of freedom returns to Barnes

By Staff Sgt. Matthew Benedetti, 104th Public Affairs

The familiar sight of dual F-15 Eagles darting across the late autumn sky, hugging the Berkshires, is a welcome one to the Airmen of the 104th Fighter Wing as well as to the residents of Westfield. For the last several months, the absence of the fighters; due to a comprehensive runway construction project at Barnes, resulted in an unnatural quiet.

For the last several months, the unit's F-15 fighter operations were divided between the 102nd Intelligence Wing on Cape Cod and the 439th Air Reserve Wing located at Westover Air Reserve Base (ARB) in Chicopee, Mass.

On Nov. 25, 2013, the unobtrusive sound of the F-15 Eagle, which so many residents have become accustomed, returned. "We are very excited to have the planes flying in the Westfield skies after an absence during the summer. In addition, we are very excited to have the full complement of Airmen and women back working in Westfield," said Jeffrey Daley, City Advancement Officer for the City of Westfield.

One of the several missions of the 104th Fighter Wing is the Aerospace Control Alert (ACA), designed to scramble fighters to counter potential airborne threats directed at the northeastern United States. Barnes Air



National Guard Base not only serves as a bulwark against incursions in the region, but plays an integral cultural and economic role as well, generating an annual infusion of \$53 million into the local economy.

"We are excited that all of the 104th personnel will return to their jobs in Westfield. An impact was felt throughout the city when the 104th deployed their personnel to the Cape and Chicopee. These folks make a profound positive impact to the City of Westfield on a daily basis and we welcome them all back home," added Daley.



Photos by Senior Master Sgt. Robert Sabonis

During the temporary transition, the unit successfully managed simultaneous missions, maintaining an alert posture on Cape Cod while conducting training missions out of Westover ARB. The shift in location presented a myriad of logistical and operational challenges to unit commanders that were ultimately surmounted through careful planning, flexibility and inter-service cooperation.

Col. James Keefe, 104th Wing Commander, marveled at the cooperation and seamless integration of 104th personnel into their respective host units.

"I commend the members of the 102nd Intelligence Wing, the 439 Airlift Wing and Coast Guard Cape Cod Station for their full support and commitment during this process. They were all Total Force Partners in every respect. We formed some outstanding relationships with these units which will benefit us all as we go into future operations," he said.

Despite the significant obstacles and disruption to 104th personnel, the mission focus never wavered and unit members responded in a manner commensurate with their proud heritage.

"I cannot adequately express how proud I am of the men and women of the 104th FW. We worked as a team and accomplished so much in a short time. All sections of the base pulled together to relocate our mission and kept it operating successfully at two deployed locations. Our civil engineers, maintainers and security forces went above and beyond," said Keefe.

Remarkably, despite the many geographic and logistical challenges, the comprehensive runway reconstruction project came in well under budget.

"We spent less than half of the almost \$1.2 million dollars allocated to the project, flew more missions than we had previously, and remained on alert status without interruption during the entire process. It was not an easy task and required improvisation, but our folks accomplished the mission," said Keefe.

With the runway complete and unit members back in familiar environs, the 104th is poised to move forward rendering essential service to the Commonwealth of Massachusetts and the USA.

Keefe is relieved to have his personnel performing their duties at Barnes.

"It is a great day. We have a new runway which will last us another 30 years," he said.

An official ribbon cutting ceremony to mark the new runway will be held in January 2014, details TBA.



104th accepts enhanced radar for F-15 Eagle

By Staff Sgt. Matthew Benedetti, 104th Public Affairs

The 104th Fighter Wing accepted its final F-15 Eagle equipped with the advanced Active Electronic Scanned Array Radar (AESA) on Nov. 12, 2013.

The AESA radar is a significant upgrade to the current operational radars used in many of the Air National Guard's F-15 fleet. AESA provides improved radar reliability, maintainability and performance, as well as reduced support costs.

The AESA radar replaces the current APG-63(v)1 mechanically scanned radar with a stationary array of over one thousand transmitter-receiver modules. These modules have the capability to perform different detection, tracking, communication, and jamming functions. AESA radars provide significant increases in the F-15s ability to detect, track, and eliminate multiple threats faster and with greater efficiency.

The addition of the AESA radars ensures that the 104th Fighter Wing will

be well positioned to provide continuous protection of the northeast region. The radar allows for significantly improved capability to the F-15 pilots as well as support personnel. If the previous technology was comparable to a search

light the AESA is more akin to a floodlight.



Photos by Senior Master Sgt. Rob Sabonis

AESA is an asset that allows F-15 pilots a wider field of vision. "AESA is a giant leap in technology and gives us increased situational awareness which allows us to make more efficient intercept

decisions," said Maj. Jared Conaboy, 104th Wing Weapons Chief.

Maintainers are also grateful for the new technology that will not only improve performance, but save valuable time that can be devoted in other areas.

"The biggest advantage is saving us hundreds of man-hours due to the quality of the radar. With the previous system, we would be busy every day fixing problems that would emerge. With the AESA, we will go weeks without having an issue," said SMSgt. Roy Watkins, 104th FW Avionics Flightline Supervisor.

"We are also happy to have the ability to consult a Boeing representative who can provide guidance or answer questions," said Watkins, in reference to the onsite advisor provided by the contractor.

The AESA-equipped F-15C will remain a force multiplier for decades to come.

Col Keefe named Big Balloon Parade Marshal

by Senior Master Sgt. Robert Sabonis, 104th Fighter Wing, Public Affairs

Col. James Keefe, Commander of the 104th Fighter Wing, Massachusetts Air National Guard in Westfield, Mass., played the official role as the Spirit of Springfield's Big Balloon Parade Marshal.

The parade was held in downtown Springfield, Mass. on Friday, Nov. 29, 2013, the day after Thanksgiving, and Col. Keefe led the procession down Main Street, from Lyman Street to Locust Street.



Above photo by Maj. David Mendoza

Left photo by Senior Master Sgt. Robert Sabonis

Unexcused absences

By Lt. Col Robin Peterson, 104th Fighter Wing, Staff Judge Advocate

As a defense attorney in the Air National Guard, I am often asked by clients who no longer wish to participate in the Guard what will happen to them if they decide to no longer attend drill weekends.

Throughout my 24 years in the military, 15 of them as a Judge Advocate General (JAG), I have been asked this question more times than I can recall. My clients' stories are all similar. They are in college and have a part time job and are too busy studying and working to attend drill. Or the client doesn't like his supervisor and just doesn't want to come to drill anymore. Then there are the clients who have met a special someone and no longer want to come to drill.

My advice to these members is always the same: Unfortunately for them, it's time for a wake-up call. This may sound harsh but it is the truth. You are a member of the Armed Services and have an obligation.

Attending Unit Training Assembly (UTA) weekends is not optional. It is mandatory. All members receive a written order from the commander with the annual UTA schedule. All members are expected to participate in scheduled training periods and perform satisfactorily as members of their unit in order to fulfill their obligation or service agreement.

What is an unexcused absence? An unexcused absence is one four-hour period of the UTA/scheduled training period for which the member has not contacted their unit to receive an excused absence. According to ANGI 36-2001, paragraph 6.3.6.3, "unexcused absences should normally result when:

- Member fails to report for the UTA without prior approval.
- Member is late for the UTA or leaves early without prior approval.
- Member fails to comply with all provisions of AFI 36-2903, Dress and Personal Appearance of Air Force Personnel.

Unexcused absences may be made up for retirement points only, with the commander's approval. However, there is no pay entitlement to an individual making up an unexcused absence.

A Commander has many options on how to deal with an unexcused absence. Commanders may choose to counsel the member or issue the member a letter of reprimand. Commanders may process an individual for demotion who has six or more unexcused absences in any 12 month period. Remember each four hour UTA period is one absence. So an individual may be processed for demotion after missing a drill weekend and a half.

Furthermore, commanders may process an individual for discharge after they have nine or more unexcused absences in any 12 month period. Commanders may also choose to pursue non-judicial punishment under Massachusetts Law. Commanders have another option which may surprise you: Under Massachusetts General Law Chapter 33, Section 61 Commanders may request in writing that any police officer authorized to make arrests within the Commonwealth apprehend a member of the Armed Forces of the commonwealth who is absent without leave. The police in this scenario apprehend the member; take them into custody at which time member is taken into custody by the Armed Forces of the commonwealth.

All of the Commanders' choices above may have a negative effect on the member's military and civilian career. If you are discharged from the Massachusetts Air National Guard (MA ANG) you may receive an Under Other Than Honorable Conditions (UOTHC) discharge. Many job applications ask if you have ever been discharged from the military and if so, did you receive an Honorable Discharge. And your answer would be no if you received an UOTHC discharge for being an unsatisfactory participant. This is not something I would want to explain during a job interview. Furthermore, if you decide that you would like to rejoin the military

five years down the road, you may not be able to, as chances are your discharge is coded as "unsatisfactory participant." Moreover receiving an UOTHC discharge may result in losing other entitlements and benefits, including VA benefits.

Members of the MA ANG have signed an enlistment contract and are required to fulfill their service obligation. If you are having difficulties with your supervisor or difficulties that may keep you from attending drill, use your chain of command. You should always try to resolve issues at the lowest level possible. First talk to your supervisor. They may be more understanding than you think. If that doesn't work, talk to your first shirt for direction on how to proceed.

Additionally, if you feel that your career is not progressing or that you are not being challenged enough, remember that there are many career opportunities in the Air National Guard. Please visit the base retention office (Master Sgt. Maureen Dickinson, x6908-1292 or maureen.dickinson@ang.af.mil) for more information. Unit members are a commanders' most important asset. Commanders want to see you succeed. Attendance and participation by all members of the unit is imperative to the accomplishment of the mission.

The best advice I can give you is to have the courage, heart and wisdom to follow the yellow brick road and attend drill. There is a treasure at the end - a promising ANG career!



Mass CERFP - Exercise Vigilant Guard

By Master Sgt. Nina Gutierrez, 104th Medical Group



breaches. This joint exercise allowed all participants to test their ability to work together to provide over 72 hours of non stop support.



For the Mass. CERFP, this meant long days with 16 hour shifts. Also new to the Mass. CERFP was falling in on the New England CERFP's equipment. Relieving another CERFP unit in place is a complex process and it was repeated every 12 hours without a single incident.

During the second week of November, the Massachusetts Homeland Response Force and Chemical Biological Radiological Nuclear Enhanced Force Package (CERFP) Task Force, staffed by Air and Army National Guard members from Massachusetts, joined forces with the New England CERFP, staffed by members from Maine, New Hampshire, and Rhode Island). The combined teams took part in emergency drills throughout Maine called "Vigilant Guard 2013." In addition to the two FEMA Region I CERFP teams, several local, state, federal, and international agencies also participated in the four day exercise.

As part of the Vigilant Guard exercise, the civilian and military teams responded to simulated disasters including an ice storm, chemical and hazardous materials threats, bomb and other terrorist threats, collapsed structures and cyber security

According to Maj. Dave Archambault, the Mass. CERFP Medical Commander for the exercise, "The medical team performed in an outstanding manner. I'm proud of the hard work, dedication, and teamwork displayed by members of both the 102nd and 104th Medical Groups." When asked to point out any outstanding performers, Major Archambault was quick to point out that "CERFP is about teamwork. It takes the entire team to make it happen."

Over the four day exercise, the Mass. CERFP medical team processed close to 1,200 patients. The medical component provided command and control, hot and cold triage, medical response, and medical search and extraction.



Photos by Master Sgt. Nina Gutierrez

Veteran's lunch at Heritage Woods

by Senior Master Sgt. Robert Sabonis, 104th Public Affairs Manager

Members of the 104th Fighter Wing, Barnes Air National Guard Base, attended a Veteran's Day luncheon at the Heritage Woods Assisted Living Center located in Agawam, Mass. on Nov. 11, 2013.

This is an annual event visited by volunteers from the unit which offers the veterans the opportunity to share some special time with current military members, telling their stories, and reflecting on their military roles in the past

The following individuals attended this years luncheon:

Col. Pete Green and Chief Master Sgt. Richard Tudisco; Master Sgt's Frederick



Fopiano, James Dunn and Cynthia Watkins; Tech. Sgt's Ronald Brown and Karyn Brown; Staff Sgt's Miguel Gonzalez, Erin Dunn and Jacquelyn Comer.



How much are you willing to pay?

By Master Sgt. Brian Redfern, 104th Fighter Wing, Legal Assistant

There are more than 75,000 bars in the United States and amazingly many people consume alcohol while frequenting these establishments. But the question that begs to be asked is how many have a plan to get home after drinking? According to a survey in 2,000 about one in every one hundred and forty miles driven in the U.S. was done by a legally drunk driver. While numbers have improved, drunk driving is still one of the most frequently committed crimes in America today. According to Mother's Against Drunk Driving (MADD) the number of drunk driving fatalities has been reduced by half since 1980. Still there were over 1.2 million drivers arrested in 2011 with 40 percent of all motor vehicle fatalities caused by drunk drivers. According to the National Highway Traffic Safety Administration 600,000 college students are injured every year due to alcohol. Injures caused by drunk driving rise to a staggering 534,000 people per year. To put that in perspective the population of Westfield, West Springfield and Worcester combined is less than 400,000 people. Beyond the mortality rate there is a monetary cost as well. Drunk driving costs America \$132 billion dollars a year. That price tag is not what drunk drivers pay but the bill the tax payer has to foot for a drunk driver's irresponsible behavior.

If pulled over while under the influence of alcohol, you now face new, stricter laws as to what is considered operating under the influence. As of December 2007 every state has lowered the legal limit from .1 to .08 and if you refuse to take a breathalyzer test, it now has consequences. Two-thirds of all states allow officers to confiscate your license and arrest you on the spot. If you are a repeat offender, you will face mandatory jail time, longer license suspension and larger fines. Most states have adopted felony offences and permanent loss of license for third time offenders. The officer(s) can even revoke basic civil rights like voting and the right to bear arms.

So what exactly does it mean when you reach a .08 on the breathalyzer? Well, by definition it is the percentage of alcohol in the blood stream. As that concentration grows higher, your ability to do anything, especially operate a vehicle, decreases. Just how much does it decrease, you ask? There are factors such as size, weight, and gender, but the average is what we will talk about here. One drink for the average person, one

12 ounce beer, one 5 ounce glass of wine, or one 1.5 ounce shot of hard liquor, will bring your BAL to .03 in the space of an hour. So at three drinks, you are now over the limit. When most people start drinking and their BAL starts approaching .02, what can they expect? That person will experience some loss of judgment, slight body warmth, altered mood, a decline in visual functions (rapid tracking of a moving target), and a decline in ability to perform two tasks at the same time (divided attention). Just watch people playing fosse ball while they are drinking, if you want proof. The same person keeps drinking and is now approaching .05. This person will start to experience exaggerated behavior, loss of small-muscle control (e.g., focusing your eyes), impaired judgment, feeling of **euphoria**, lowered alertness, release of inhibitions, reduced coordination, reduced ability to track moving objects, difficulty steering, and reduced response to emergency



driving situations. While these symptoms vary from person to person due to age, weight, and gender, the end result is the same and the safest course of action is to just not drink and drive.

Now let's imagine that the person we were just discussing decides to drink and drive. The blue lights flash, and he/she is pulled over. It could have been one of many OUI road stops that many communities have adopted, or maybe like what Stockton, California has been doing since 2001 when they formed a patrol with the explicit purpose of combating Drunk Driving. Within one year of inception, the incidents of drunk driving dropped by 15 percent. Possibly, the driver was speeding due to lack of attention that often goes along with the decrease in awareness attendant upon drinking. Whatever the reason, the officer requires the driver to take the breathalyzer test and the driver hits .08. What is the cost of this night out now?

The driver has just lost his/her license, and it will require a \$250 reinstatement fee. Then there are the court costs and lawyer fees. The average lawyer charges \$10,000 for basic OUI defense, and the price can rise as high as \$25,000 if there was an accident. Many states require an ignition lock which requires the driver to take a breathalyzer test to start the car. If any alcohol is detected, the car will not start. The device costs around \$200 to install and another \$80 per month, all paid by the offender. The driver's insurance rates also go up by between \$5,000 to \$10,000 dollars, and the violation stays on your record for up to eight years. States like Colorado have a myriad of other fees ranging from a jailing fee to victim assistance fees and victim impact assessment panel fees. In total the fees add up to over \$400 per conviction. Then there are alcohol education and treatment programs, which can cost between \$150 to \$2000 and in many states are mandatory. Life insurance premiums could go up as well as loss in pay due to lost time in court or in jail. If the person is a pilot, doctor, or truck driver, he/she may have just lost his/her license as well. Not including loss in work pay, the driver is looking at a minimum of \$9500 in fines or more just to save \$50 on a taxi ride home.

How can we combat drunk driving? The easy answer is to not drink when you are out, but reality is people will continue to drink. So here are some tips. First, do not drink on an empty stomach. Having food in your stomach will help avoid dramatic spikes in the BAL. Make sure to save some money for a taxi or plan to have a designated driver. Making a plan is a better solution than having to post bail. Drink plenty of water throughout the night. Avoid caffeinated drinks which can mask the effects of alcohol and cause people to drink more than they normally would. Avoid carbonated drinks which can speed up the absorption rate of alcohol into the blood stream. Lastly be a good wingman. If you see someone who has had too much offer him/her a ride home, and if you are offered a ride home, consider taking it. Don't jeopardize your military and civilian career needlessly. Enjoy your drink, enjoy your night out, but do not get behind the wheel if you are impaired.



Safety: How goes it?

By Senior Master Sgt. Thomas Dumais, 104th Fighter Wing Safety

The unit has experienced three (3) injuries/medical events since the last How-Goes-It.

Worker hit in head with football; concussion; 23 lost days and 31 restricted duty days.

Worker experienced needle stick; cleaning up around dumpster; <1st aid.

Worker lost consciousness; in drug testing line; ambulance transport to ER.

The unit has experienced three (3) mishaps since the last How-Goes-It

Electric vehicle battery exploded; during operation; no injuries.

AC engine bladed nicked; FOD, Cost estimated \$300.

Gate damaged; caught by bob-tail. \$3,920.

As we look back at the previous year from a safety perspective, we again see numerous injuries due to in-attention, lost situational awareness, rushing, and slips and falls. There however a couple that stood out and demand our attention. Both are occupational illnesses with one being a hearing degradation due to noise exposure and the second one being a needle stick.

With regard to the hearing case, all we can say it if there is an occupational survey or sign that says you need to be wearing hearing protection, WEAR IT. You only have one set of ears and only you can make sure you can hear when you get older. If you are not sure whether or not you should be wearing it chances are you should. If you are unsure, or want to know what type to wear, check with your supervisor or SGPB at Ext 698-1317.

With regard to the needle stick, in a nut

shell there are people on this base who are diabetic, test themselves, and as required give themselves insulin. The safety consideration is what do they do with the lancelets (small finger stick needles) for testing and the needles for insulin? If they are in the clinic they have sharps disposal containers, but if they are anywhere else, they do not. Believe it or not up until July 1, 2012 these personal needles were allowed to be disposed of in the regular trash! They were not regulated. As of July 1, 2012



people in the state of Massachusetts are no longer allowed to dispose of them in the trash but as we can see by the recent mishap, not everyone who uses needles follows the rules.

What does this mean to you and your coworkers? Armed with this information and knowing that someone was stuck by someone's needle we hope that if you are diabetic you make sure your supplies don't pose an undue hazard to others. Take them home with you and dispose of them in a proper container. Please don't throw them in the bathroom trash, office trash, or lunchroom trash. See link below for disposal regulations, procedures, and sites to turn them in. If you are not diabetic, we hope this will make you aware of your surroundings and to persuade you to never simply use your bare hands to push down the trash or to clean up around a dumpster. <http://www.mass.gov/eohhs/docs/dph/aids/needles-syringes->

[disposal.pdf](#)

On behalf of the Safety Office I would also like to say Thank You to everyone for all of the hard work throughout the year. Our injury and mishap numbers have been going down and it is due to your efforts. Keep up the good work!

The last item I would like to touch on is a troubling one. Traffic Safety! More people are killed in the Air Force each year due to traffic mishaps than in all the conflicts combined. Most involve motorcycles and the others involve speed, distraction, alcohol, fatigue, and not wearing their seatbelts. This is unacceptable and in CY2014 you will see the safety office and security out and about a lot more to help persuade you to slow down, put down the cell phone, not text, and to buckle-up.

The bottom line is for you to drive as if your life depended on it! Because it does! We hope you and your family has a safe and happy holiday season and with your help we know it will!



104th Command at Bright Nights at Forest Park

By 1st. Lt. Anthony Mutti, 104th Fighter Wing, Public Affairs Officer

Col. Kenneth Lambrich, Vice Commander, and Chief Master Sgt. Todd R. Fappiano, Command Chief, 104th Fighter Wing, Massachusetts Air National Guard, Westfield, Mass., thank members of the military for their service at military night at Bright Nights at Forest Park, Springfield, Mass., Dec. 4, 2013.

The admissions fee for Bright Nights at Forest Park was waived for members of the armed forces on this night in appreciation of their service.



Photo by Fred Gore, Courtesy of [The Westfield News](#)



Chaplain's Corner – Attacking the Holiday blues

By Lt. Col. Steve Misarski, 104th Fighter Wing Chaplain

The holiday season is filled with piles of expectations. There are traditions to keep, decorations to put up, gift wish lists to fulfill, relationships to massage and events to attend. It can be OVERWHELMING. Yet the origins of these “holy days” were rather simple.

Hanukkah is the story of an oppressed people that battle their way back into their hometown after three years to re-establish their place of worship. A seven-candled lamp needed to be lit continually in the temple but there was only enough oil for one day. The miracle occurs when that oil keeps the lamp burning for eight days.

Christmas is also about humble circumstances and a miracle. An engaged teenager shows up pregnant. Her fiancé is told in a dream to marry her anyway. They are forced by a tyrannical government to relocate 60 mile from their home. They travel on foot to a village where they have the baby in a cave. They are visited by some rough shepherds. Humble and even trying circumstances mark both stories.

We live in trying times economically in the military. Furloughs, government shutdowns, and continuing resolutions can wreak havoc on our outlook on this Season. Financial uncertainty can add to the stress of the Holidays. What can we do? Here are a couple of ideas:

1. KISS: Keep It Simple Service member! Say “No” to some things and focus on and cherish the things you say “Yes” to. Make it less about stuff and spending money and more about the relationships.

2. Make Memories; not Credit Card Bills. The reality is that the children will remember the events and the people more than the gifts. The toys will break but memories will feed their future. Start simple traditions and have great conversations.

3. Focus on What You Do Have. Dissatisfaction occurs when we focus on what others have and what we do not. Be thankful for the blessings of life, faith, health, jobs, cars, homes, heat, lights, food and especially each other. Mary and Joseph had very little, but they

had each other, and the Light of Christ in the face of their newborn Son. The Maccabees lacked much, but they had one day’s worth of oil to rededicate the Temple in Jerusalem and that was enough.

May you and yours be blessed during this Holiday Season as you focus on what really matters!

For the Chapel Team, Pastor Steve Misarski, Wing Chaplain.

If you need to talk, we are here for you. Grab us as we walk around or visit us in Building 12 or call 698-1057.



Final Thoughts

The Ghastly Secret of USS West Virginia

Marine Bugler Dick Fiske recalls: "When it was quiet you could hear it...bang, bang, then stop. Then bang, bang, pause. At first I thought it was a loose piece of rigging slapping against the hull." To the survivors on land, it was just another noise amid the carnage of Pearl Harbor a day after the December 7th attack, like the sound of fireboats squirting water on the *USS Arizona*, or the hammers chipping into the overturned hull of the *USS Oklahoma*.



USS West Virginia lies sunken on the bottom of Pearl Harbor next to USS Tennessee after the Japanese attack on December 7, 1941

Recovery crews realized the grim truth the next morning, in the quiet dawn. Someone was still alive, trapped deep in the forward hull of the sunken battleship *USS West Virginia*. The ship had taken seven torpedoes in her port side and two bombs, burned for 30 hours, and settled in the mud of the harbor bottom. She did not capsize due to an order to close all hatch compartments and counter-flood the starboard side of the ship in a procedure called "set zed". When an order to "set zed" is given, every sailor knows fate could place him in a doomed area to be drowned like rats.

Bang. Bang. There was nothing anyone could do. Ronald Endicott, 18; Clifford Olds, 20; and Louis "Buddy" Costin, 21 were sitting on the harbor floor completely surrounded by water, 40 feet down. The pressure of water inside the hull, pushing up on air pockets, meant that as soon as the hull was breached, the remaining air would escape before a hole could be made large enough for escape. The men would drown in front of rescuers' eyes. Cutting torches would ignite trapped gasses and cause explosions.

In the days after the attack, Jack Miller often prayed on the dock near *West Virginia*. He had met Clifford Olds at boot camp. Both were from small prairie towns in North Dakota. They liked fishing and motorcycles. Now they were serving together on the same ship. Miller feared Olds was still alive down there, trapped, waiting to be rescued. In Ronald Endicott's hometown newspaper, his obituary read: "Ronald Endicott, young Aberdeen Navy man, was killed in the war in the Pacific. Endicott was the son of Mr. and Mrs. R.B. Endicott of Aberdeen." A photo showed a baby-faced boy in his navy uniform. Nothing was said of Pearl Harbor, the *West Virginia*, or the noise that still rang from its hull that same day, thousands of miles away. Bang. Bang. After the discovery, no one wanted guard duty within earshot of the *West Virginia*, especially on quiet nights. Men would do anything to trade posts so they wouldn't have to hear the desperate - almost tireless - pleas for help. What were those trapped men thinking about now? God. Family. When will rescue come? Surely they had asked it a thousand times: "Does anyone up there hear us?"

In late spring of 1942, when salvage crews raised the *West Virginia*, they found the bodies of the men huddled in compartment A-111. The clues left behind hinted at a horrifying demise. Flashlight batteries littered the floor. The manhole to a supply of fresh water had been opened. Emergency rations had been eaten. But the most haunting discovery was a calendar. The young sailors had marked their time, not knowing what had happened to their ship, or that their country was at war. Sixteen days had been crossed off, a red "X" scratched through the dates from Dec. 7 through Dec. 23. Suffocation came slowly.

Few people knew the whole truth. The Navy never told the families how long their loved ones had survived. And for those family members who eventually found out, the truth was so devastating they kept it a secret. Duke Olds had learned the real story about his brother Cliff from a cousin assigned to the shipyard where the *West Virginia* was repaired. He never told his parents. And for the young sailors who slowly perished in the blackness of their sunken battleship, they never learned why their lives would be taken from them.

Their headstones say that they died on Dec. 7, 1941.

USS West Virginia was raised from the mud of Pearl Harbor, repaired, and went on to earn five battle stars during the war. She was anchored in Tokyo Bay for the Japanese surrender.

CONTRIBUTED BY
MSGT BOB OLEKSAK



BLACK WIDOW PUBLISHING

USS West Virginia firing on Japanese positions at Okinawa, 1 April 1945



104th Fighter Wing hosts bone marrow registry

By Senior Master Sgt. Thomas Dumais, 104th Fighter Wing Safety

Give someone with Cancer the gift of hope this Christmas! Consider registering in the Bone Marrow Registry! What's required? Four mouth swabs and some paperwork!

Place- Barnes ANGB, Building 003 DFAC,

Date and Time- Sunday 8Dec13, 0800-1200 (during brunch hours)

Please bring with you- Primary and alternate contact information for persons NOT LIVING WITH YOU. Address/phone/e-mail so that if matched someday the registry can locate you.

For additional information- Contact SMSgt Tom Dumais in the Wing Safety Office, 698-1116



Bone Marrow Registry Drive

Give something special to someone you don't know this Christmas! Hope; to someone that's sick! Please consider registering for the National Marrow Donor Program! If you match someone you can help save their life! What a Gift! Getting registered is as simple as four mouth swabs and providing some basic medical and contact information. If matched, you will be contacted, and if you concur, donation is as simple as a blood platelet donation. <http://www.youtube.com/watch?v=4y2GmyXYQ5M> To register you must be between 18-60 years of age and a member of the DoD; active duty military members and their dependents, DoD civilians, Reservists, National Guard and members of the Coast Guard. <http://www.dodmarrow.org/>

There are literally thousands of people and children with cancer out there who are waiting to be matched to someone who can give them another shot at life after being dealt some bad cards. You could be that person! Please consider at least getting into the registry. If matched you will be contacted and all the way up to the donation you will have the chance to say no.

Note: If you have ever joined a bone marrow registry elsewhere such as for a local drive for a local person, American Cancer Society event, or any other local drives you don't need to reregister. This DoD registry, along with many others worldwide, is linked together to create one international database. For those of you not in a registry we hope to see you stop by and at least check it out! For those of you who are in a registry, or know someone who has helped someone stop by and say Hi.

Globally Harmonized System (GHS)

By Senior Master Sgt. Thomas Dumais, 104th Fighter Wing Safety

GHS and You!

Do you know what the new Globally Harmonized System (GHS) is? If not, you need to watch the You Tube Video (link below) and have your supervisor document GHS training on your AF Form 55. OSHA mandate all personnel trained by 1Dec13.

<http://www.youtube.com/watch?v=RvQNfIY7E84>

Documentation of training is completed on the AF Form 55 or equivalent as GHS training.



Massachusetts Air National Guard Historical Association

About

The Massachusetts Air National Guard Historical Association was created in 1974 in response to the increased appreciation of history brought about by the celebration of the United States' Bicentennial.

The Association's objectives include maintaining archives, displaying memorabilia and fostering an appreciation of the role of the Air National Guard and its members. It does this with special emphasis on Massachusetts Air Guard Units and Massachusetts Air Guard Members.

The Association has been granted space by the Adjutant General of Massachusetts in the Massachusetts National Guard Military Museum in Worcester for its displays and archives.

Join Us

Join the Association and help us preserve and display the proud history of the Massachusetts Air National Guard.

Your membership will help us to keep this history alive for present and future generations.

You will help if you do no more than become a Member of the Association, but you can also help in other ways, if you wish, such as participating in our Annual Meeting and/or serving on one or more of the Association's committees. Some committees can function via e-mail whereby committee members may participate without leaving home, while other committees are more "hands-on" and meet together to work on projects such as creating displays or restoring vintage aircraft.

**Join With Us and
Help Preserve
Mass ANG History!**



MEMBERSHIP ENROLLMENT FORM

Check one Membership Category

Membership Categories:

_____ Annual member – **\$10 per year**

_____ Annual member who is an active member of the Massachusetts National Guard (Army or Air) - **\$5 per year**

My unit of assignment is:

Unit: _____ Location: _____

_____ Life Member - **\$100** (one-time payment)

Please make a check payable to "MA ANG Historical Assoc." in the amount of the item checked, and mail this form and check to:

**Diane Bascom
MA ANG Historical Association
224 Church Street
East Harwich, MA 02645-2109**

Name _____

Address _____

City/Town _____ State _____ Zip _____

Phone _____ e-mail _____

For Your Information

Annual Ammo Can Drive

Saturday and Sunday
7 & 8 Dec. 2013

It's that time of year again, for the Ammo troops to start the insanity! During the December UTA, there will be a choice few AMMO-ites out at the front gate taking your donations.

Donations of cash and non-perishable food items will be accepted and appreciated. All donations will go to a local non-profit organization.

And..... **Maybe you can get a hug from Pooh!!**



BASE HONOR GUARD LOOKING FOR NEW MEMBERS

- Be part of the tradition of excellence
- Represent the ANG & AF at military burials
- Display the flag at military & sporting events
- All ranks/specialties can apply

Contact Senior Airman Colon at 698-1311 or email the honor guard at :

104FW.HonorGuard@ang.af.mil



AROWS CERTIFICATION FOR MILITARY PAY

AROWS orders management system will expand to incorporate E-Certification of active duty (AT, ST, etc.) Unit members will be able to CAC certify duty performance for each set of orders and will then route electronically through Supervisors and to the Finance office. This feature is scheduled to stand up in February. Training classes will be scheduled for January UTA.

Aiding Shelter Animals by Recycling Refundable Cans and Bottles!



All donated proceeds from the 104th Fighter wing will go to the Thomas J. O'Connor Animal Adoption Center to benefit shelter animals of Western Mass.



Save your Cans - Save a Life!



If interested in voluntary program, Contact Environmental Office for pickup of bags (413) 568-9151 X1753/710 jennifer.baker.2@ang.af.mil



Berkshire East Resort honors the service of the military by offering outstanding discounts, to service men and women and their immediate family.

A valid US military ID must be shown prior to purchase. Military rates will be extended to the person(s) immediate family members only (spouse, child, sibling or parent).

104TH MEDICAL GROUP—HEALTH PROMOTIONS

Health Promotions- The 104th Medical Group is now offering a health promotion class on Sunday of the UTA. 104th Medical Group will be starting Health Promotion classes for all Wing members to attend. No appointment necessary, just walk-in and join the group. The class will meet on Sunday morning from 1000- 1100 at the 104th Medical Group - back training lab (RM18).

Health Promotion Calendar
DEC -Healthy Holiday eating

For Your Information

News from MA NG Education office

Beware of Non-VA GI Bill Websites

Recently, the Army Times ran an article about several privately run 'GI Bill' websites that have come on-line. The Department of Veterans Affairs (VA) has taken legal action to protect the GI Bill trademark and to prevent individuals from using, yet new sites continue to pop-up. Soldiers and veterans should always go to the VA's official website, <http://www.gibill.va.gov/> for up to date and accurate information on their benefits. The VA is the official arbiter of veterans' education benefits and eligibility.

Access the VA website by selecting the "GI Bill" link on GoArmyEd in the footer section under Money for College or the link in this message. Be cautious of information on non-VA websites, no matter how well intentioned the creator of the site. These are your benefits so use them wisely!

<http://www.gibill.va.gov/>



BARBER AVAILABLE

Every Thursday/Friday before UTAs, we will have a barber shop on-base! Nick's Barber Shop (outside the James St gate at Westover) will be operating a satellite location, under contract with AAFES, in bldg 008. A good haircut at a reasonable price – and eliminate the travel time!

Details:

Location: Bldg. 008 (NCO Club) – use the South entrance adjacent to the garage door

When: Every Thursday/Friday before UTAs from 0800-1500

Cost: \$11 (standard AAFES rate)

Payment: Cash only

Schedule: Walk-ins only for now (look for an on-line scheduling system soon)



BARNES FAMILY FLYER

Sign up TODAY to receive the Barnes Family Flyer, a weekly email with information on benefits, entitlements, events and job opportunities for our Barnes family community! Call or email Jennifer Cesaitis today at (413) 568-9151x 698-1183 or email Jennifer.cesaitis@ang.af.mil

Christmas for Kob

23 year old Senior Airman Kevin O'Brien, a.k.a. KOB (pronounced "cob" like corn on the cob), works in the Avionics flight-line section of the 104FW. On Nov. 8, 2013 he was diagnosed with a cancerous brain tumor that was subsequently removed. He is now rehabbing out in Boston through January. What we are asking is to send Kevin a little bit of the Christmas spirit by mailing him a Christmas card to let him know that we are all thinking of him at this time (his birthday is on Christmas Day!). Let's let him know that Barnes has got his back!!!

Address:
Spaulding Rehab
C/O Kevin O'Brien
1575 Cambridge Drive
Cambridge, MA 02138



CLUB COINS ARE IN



The 2013 Pioneer Valley Membership Coins are available now. Join the Club for \$10 and receive a limited edition F-94 Starfire coin.

Contact any member of the Club Council or stop by the Club this drill to get your coin.

Did You Know...

Combat-Related Special Compensation (CRSC) provides military retirees a monthly compensation that replaces their VA disability offset. This means that qualified military retirees with 20 or more years of service that have "combat related" VA-rated disability will no longer have their military retirement pay reduced by the amount of their VA disability compensation. Instead they will receive both their full military retirement pay and their VA disability compensation. The following is a summary of Combat-Related Special Compensation:

Combat-Related Special Compensation Eligibility

The Value of the CRSC Benefit

The Application Process

Unlike Concurrent Retirement and Disability Pay (CRDP), CRSC will not be phased in over 10 years. Once a military retiree has been determined to be qualified they will receive their regular retirement pay plus an additional sum based on their VA disability rating.

(See Military.com for more details)

Religion notes

General Christian Service: Saturday of the UTA, at 11:30 a.m., in the Base Chapel /building 12, Chaplain Stephen Misarski presiding.

Orthodox Catholic Mass: Sunday of the UTA at 11:30 a.m., in the Base Chapel of Bldg. 12. Fr. Devoie presiding.



Congratulations on your retirements

Jonathan Boucher	MXS	17 Dec 2013
Travis Raby	CES	17 Dec 2013
Charlotte Provost	LRS	31 Dec 2013
Jeffrey Sinkwich	MOF	31 Dec 2013
Richard Kuras	MXS	31 Dec 2013
Donald Wright	MXS	31 Dec 2013
Keith Vaillancourt	AMXS	12 Jan 2014

CCTV broadcast line up

Channel 7 - Training videos & Base Info

Channel 9 - Warrior Network

Channel 10 - Pentagon Channel - inop



Ancillary training schedule - Channel 7

<u>Morning</u>	<u>Training Video</u>
0900-0940	Forklift Fundamentals and Ops
0940-1013	Confined Space Awareness
1013-1023	Basic Ladder Safety
1023-1053	Lockout/Tagout
1053-1101	FOD Prevention
1101-1108	Copyright Infringement
<u>Afternoon</u>	<u>Training Video</u>
1300-1340	Forklift Fundamentals and Ops
1340-1413	Confined Space Awareness
1413-1423	Basic Ladder Safety
1423-1453	Lockout/Tagout
1453-1501	FOD Prevention
1501-1508	Copyright Infringement

Congratulations on your promotions

To Airman 1st Class (E-3)

Weston Fazzino SFS
Chelsey Potter SFS



To Staff Sgt. (E-5)

George Bahlke AMXS
Ashely Ragusa OSF



To Technical Sgt. (E-6)

Karl Reinholz CES



To Master Sgt. (E-7)

Jeremiah McClosky CES



To Senior Master Sgt. (E-8)

Brian Wallace AMXS



To Colonel (O-6)

Alexander Haldopoulos OG



Welcome to new members

Daniel Avtgis	MXS	1 Nov 2013
Kristian Rosario	FW	12 Nov 2013
Jordan Sabonis	FSS	13 Nov 2013

DFAC MENU

WHAT'S FOR LUNCH AND BRUNCH?

Saturday: Chicken Marsala or Prime Beef w/ Au jus or Stuffed Shells with garlic mashed or long grain wild rice and green beans almandine or carrots.

Appetizer: Shrimp cocktail.

Sunday: Eggs, omelets, bacon, sausage, oven brown potatoes, French toast, chicken Marsala, prime rib

Short Order: Hamburger, Cheeseburgers, Hot Dogs, Grilled Chicken breast served with French Fries

Salad bar

Soup: Sat—Turkey chili / chicken noodle
Sun – Chicken Chili

Desserts: Sat & Sun – Assorted Pies and CFC ice cream



VOLUME 37, NUMBER 12

DECEMBER, 1985

Flu Season Arrives-104th Ready

It starts with a mild headache, followed by a runny nose, fever, aches, pains and general malaise. You've probably got the flu, but that should be confined by medical authorities.

In general, the recommended treatment is bed rest, plenty of fluids and a mild pain reliever. Some flu victims need more treatment, others need less. Flu usually runs its course in a

October through April is flu season, according to Lt. Cmdr. (Dr.) Joel Rosenstock, assistant professor of preventive medicine and biometrics and assistant professor of medicine at the Uniformed Services University of the Health Sciences, the nation's only military medical school.

Fortunately, this year's flu season is expected to be mild, because the same strains of flu that were here last year (A-Philippines, A-Chile and B-USSR) are expected to return. That means a lot of people have built up some immunity. But it doesn't mean you don't have to be vaccinated; vaccine protection wears off during the year.

Although a case of the flu is generally not worrisome to people



TSgt Stephen J. Patrick, CES receives his flu shot from Ann Josephine Iennaco of the Clinic.

from 22 to 30, Rosenstock points out that senior enlisted and officer personnel should be aware of serious complications associated with the flu.

"A major complication is primary viral pneumonia," said Rosenstock. "The flu invades the lungs and causes pneumonia. Ten to 30 percent of those who contract pneumonia will die."

An older person with the flu is in a weakened state and open to a "super infection," a situation in

(Cont. on page 4)

MASSACHUSETTS AIR NATIONAL GUARD

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175 Falcon Drive, Westfield, MA 01805

www.104fw.ang.af.mil
www.westfieldairshow.net
Social media sites:
www.facebook.com/barnesang
www.twitter.com/104fighterwing
www.flickr.com/photos/barnesangb



PRIDE,
PROFESSIONALISM,
PATRIOTISM

We're on the Web
WWW.104FW.ANG.AF.MIL

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