



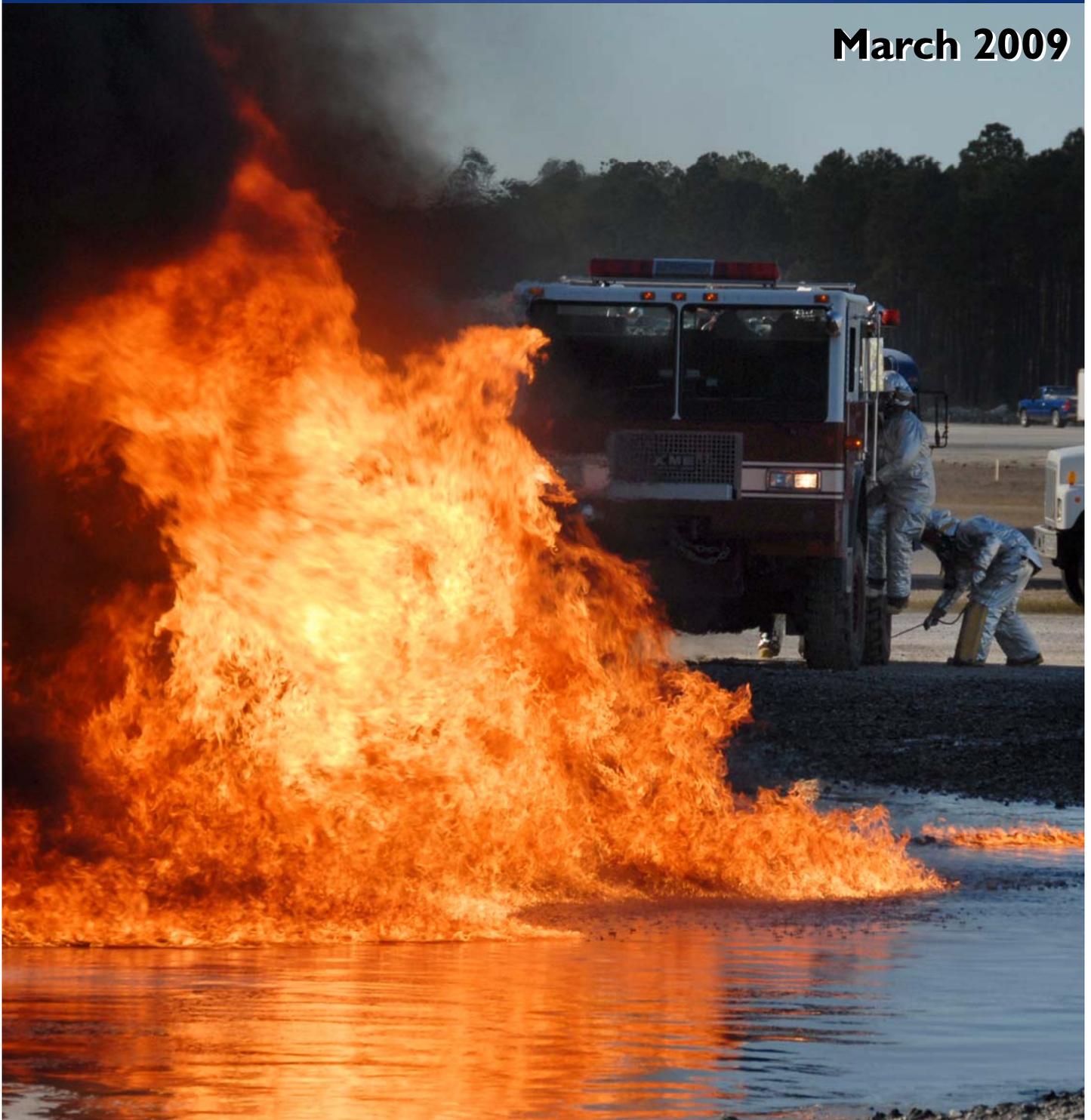
AIRSCOOP

104TH FIGHTER WING • MASSACHUSETTS AIR NATIONAL GUARD

Pride, Professionalism, Patriotism

Barnes Air National Guard Base

March 2009



104th Fighter Wing Firefighters respond to a simulated aircraft fire during the CE Silver Flag Exercise in February 2009. (Photo by Senior Master Sgt. Robert Sabonis)



Col. Robert T. Brooks, Jr.

AIRSCOOP

**104th Fighter Wing
Barnes Air National
Guard Base**

Barnes Air National Guard Base
175 Falcon Drive
Westfield, MA 01085

Wing Commander
Col. Robert T. Brooks, Jr.

Vice Wing Commander
Lt. Col. James J. Keefe

**Command
Chief Master Sergeant**
Chief Master Sgt. Al Reale

Chief of Staff
Lt. Col. Mike Cousins

Wing Executive Staff Officer
Capt. Matthew T. Mutti

Public Affairs Officer
Capt. Mary L. Harrington

Photo and Graphic Support
Senior Master Sgt. Rob Sabonis
Multimedia Support Center

Alcoholism is treatable!
Need help? Call 1-800-410-2560

Commander's Column

By Col. Robert T. Brooks

As most of you know, we lost a member of the 104th Family as John Freniere passed on February 23rd. John worked here as the Roads and Grounds Supervisor/Contracting Inspector for Civil Engineering department for the last twelve years. I had the humbling experience of attending his funeral this past Friday. The 104th was well represented and I want to say thanks to all of you who were there. As Chief Reale points out in his article, we are a family here at Barnes, and we all need to take care of and watch out for one another. Please keep the Freniere family in your thoughts and prayers.

I also had the honor of attending the retirements of MSgt Chip Kronoff and CMSgt Gene Theroux Friday. Certainly both of these men...as well as others, who have recently retired, were an integral part of building and maintaining the reputation of the 104th Fighter Wing Barnestormers. They, along with all our alumni, are an important part of our family. The challenge for all of us is to keep this tradition going. The best way to do this is for everyone to do their part. Attitude is everything in life, and as long as we keep a positive mental attitude, be professionally competent, and watch each others back, the sky is the limit.

Many of you may have seen the movie "300". It is based on the true story of King Leonidas and his 300 Spartan soldiers who stopped the Persian army advance at Thermopylae for seven days despite being vastly outnumbered. While the battle was neither a tactical nor strategic victory, it is famous because of the doomed heroism of the troops, who against appalling odds, remained at the pass. It also set the example of free men, fighting for their country and their freedom, and what they might thereby achieve. It was considered a critical moral and culture lesson similar to our own American Revolution...that freedom proving the stronger idea than the notion of despotism and monarchy. Many of your distant relatives were a part of our own American "300" in 1776, fighting against overwhelming odds.

Today, we all stand shoulder to shoulder, here at the 104th counting on each other to do the right thing. Just as the youngest airman is counting on everyone above him in the chain of command to do the right thing, we are also counting on the youngest airman to do things right. It is a reciprocal bond, and none of us should take it lightly. This is the very essence of what makes a great unit great...trust and confidence above, below, and across the chain of command. It is an honor and privilege being a member of the 104th family and serving as one of the "300" with all of you.

Thanks for what you do each and every day here as a Barnestormer.



Table of Contents

Title	Page
Commander's Column.....	2
Chief's Column.....	3
In Memoriam, John Freniere.....	3
Presidential Service Detail.....	4
First Sgt's Column	5
Wanted: Photo of F94, '501.....	5
EAC Column	6
Kids Go Bowling / Calendar.....	6
CSI or CEX?.....	7
212th Lays it Down.....	8
Microsoft Office '07 Migration.....	8
March: Nutrition Awareness Month	9
Legal Assistance Available.....	9
Don't Change Your Account.....	9
Safety, 'How Goes It'	10
What's My Line?.....	10
ESGR / T-Shirts / Tax Cut	11
Universal Orlando's Mil Salute.....	12
Fed Woman's Breakfast.....	13
AF Services—Youth Programs.....	14
12 Myths about your benefits.....	15
Welcome, Retirements, Promos....	16
Traditional Job Positions	16
Roll Call	17



Command Chief's Column

By Chief Master Sgt. Al Reale

As a member of the 104th Fighter Wing you are part of our family; the military family, the guard family, the 104th family. The cost of membership may at

times seem high, but membership has many benefits that are priceless. One huge benefit is that you are never alone. When things seem overwhelming someone in this family will be there to help you. Many times people needlessly choose to struggle with issues on their own. Everyone may seem busy these days, but no one is ever too busy to help. As part of your family, that's what we do. Expect to give when you need to give and receive when you need to receive. This is what makes us strong as a unit.

We have a wide range of talent and experience across all disciplines (both military and civilian). All you need to do is mention an issue and I propose, you will be surprised at the almost endless amount of resources, assistance and genuine help that is available to you. To access these services tell a co-worker, your supervisor, the family support office...your Command Chief that you need help. I know that it is not always the easiest thing to do, but we have all needed help at one time or another, so please don't hesitate to speak up. You are not alone. You are a valued member of our family. Your well being is a critical factor in our mission success. Remember the reciprocal is true too, if you have a skill that you think someone may need, offer it up;

you will see great dividends in the long run.

We often get so wrapped up in the day-to-day events that we can lose sight of what is important: ultimately it is our families! Why do we work? We work to provide for our families. Why do we defend the country? We defend our country to ensure that the freedom and way of life that we enjoy today is preserved for our descendants to enjoy. Family is the focal point of our existence; always keep things in perspective. Enjoy time with your family, value your time together, and enjoy life. Families provide comfort, support and assistance. We are part of your family and we are here to help.

In Memoriam, Mr. John Freniere

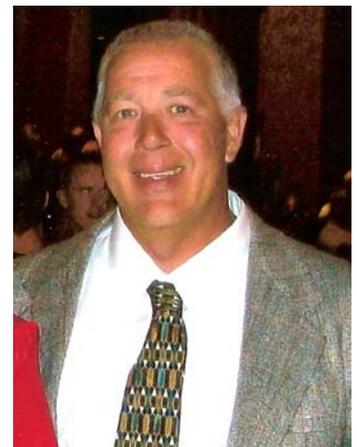
January 25, 1960 ~ February 23, 2009

John T. Freniere of Southamptn, Mass. passed away suddenly at home on Feb. 23, 2009 at the age of 49. John was born in Holyoke on January 25, 1960. He is the son of Alfred & Catherine (Stack) Freniere. John was employed by Barnes Air National Guard Base as the Roads and Grounds Supervisor and Contracting Inspector for the Civil Engineering Department for the last 12 years. John was a hard working man who loved his family. He also enjoyed being outdoors and in his spare time he liked to go fishing with his sons. John celebrated his Irish heritage by bringing together his family and friends to enjoy the Saint Patrick's Day Parade and never missed a year. John is survived by his wife Renee (Leveille) Freniere and his six children: Jillian (Freniere) Madsen, Mollie, Jonathan, Andrew, Matthew, and Joshua Freniere; and a grandson Jack Madsen. He also leaves behind his siblings: his sister Mary McCarthy, and brothers Michael and Patrick Freniere. John will also be missed by his many brother and sisters-in-law, and nephews and nieces.

John Freniere worked for the Civil Engineer Squadron since 1996, he took great pride in his work and it was evident in the way the landscaping and facilities here at Barnes look. From the perfectly manicured grass at the Dining Facility all the way down to the



Members of the 104th Fighter Wing Snow Removal Team surround John in 2007 (photo submitted by Mr. Brian Mosio)



Civil Engineering Squadron building at the other end of the installation, he had a positive impact on everything he was involved with. John was also responsible for snow removal and sweeping operations on the flight line and aircraft movement. He supervised and mentored the Facility Maintenance and Roads & Grounds teams with solid leadership and never-ending support. He will be missed by all that worked for him and those of us he worked for.



First Sgt.'s Column

By Master Sgt. Fred Fopiano, Mission Support Group First Sgt.

Some people of my generation may consider piercing your ears with more than

one hole as madness, but today's generation is now piercing many other parts than just their ears. With this change in culture, the military has made some new rules in relation to piercing; the new guidance clearly bans all piercings that are in any place other than the bottom of the earlobe according to AFI36-2903... here is an example why.

A tongue piercing is being investigated as a possible cause of a 20-year-old sol-

dier's death. The Associated Press reports the soldier collapsed in July, a few days after getting his tongue pierced, and was diagnosed with a rare brain infection. After a month in intensive care, the soldier recovered enough to be transferred to another hospital for recovery but collapsed again. He later died.

Exactly what role the tongue piercing played in the soldier's death is still being investigated, but we need to take this opportunity to remind our Airmen that there are inherent dangers with the practice of piercings. Infections, including hepatitis and HIV, long have

been considered one of the risks if it is not done under sterile conditions.

The military makes policies not to burden you, but to help protect you from unfortunate events. Not everyone who gets a body piercing is going to end up getting sick or dying, but do you want to take the chance of being the one that makes up the statistics?

Be the good Wing Man if a fellow Airmen is considering this...His or her life may be saved by your actions.

Legal Assistance is Available to Members

By Maj. Robin Peterson, Legal Office

The Legal Office provides legal assistance to all ANG members on the following deployment related legal issues: Wills, Powers of Attorney (Family Care Plans), Servicemembers' Civil Relief Act, and Employment and Reemployment Rights. Walk In Hours are available



every Saturday UTA from 9:00 a.m.—11:00 a.m. hours. If you are unable to come during this time, please call our office at ext. 1244 to make an appointment. We would be happy to accommodate your schedule.

March is Nutrition Awareness Month

Submitted by the 104th Medical Group

Tips to Finding Your Way to a Healthier You:

Make smart choices from every food group

A healthy eating plan is one that:

- Emphasizes fruits, vegetables, whole grains, and fat-free or low-fat milk and milk products.
- Includes lean meats, poultry, fish, beans, eggs, and nuts.
- Is low in saturated fats, trans fats, cholesterol, salt (sodium), and added sugars.

DON'T GIVE IN WHEN YOU EAT OUT & ARE ON THE GO

Choose healthy foods and watch portion sizes wherever you are.

Find your balance between food and physical activity.

Be physically active for at least 30 minutes most days of the week. Sixty minutes a day may be needed to prevent weight gain.

Feel better today. Stay healthy for tomorrow.

Don't Change Your Account Without Reading This

By Tech. Sgt. Antonieta Ferreira, Finance Office

Please visit <https://mypay.dfas.mil/mypay.aspx> to update your Guard Pay, Technician Pay and AGR Pay bank accounts (these accounts should update within three business days from your action-your following LES should reflect the new account information).



To update Travel Pay please stop in Finance and fill out a FMS Form 2231 or fill it out electronically and forward it to Finance by fax 413-572-1542 (you can call 413-568-9151 x1486 within five working days to verify your form was received and account was updated).

EAC Column

By Tech. Sgt. Wade Rivest, Enlisted Advisory Council Vice President

As many of you know, the Enlisted Advisory Council has the goal of improving the morale and wellbeing of members here at the 104th Fighter Wing. The EAC accomplishes this by closely addressing and resolving any issues affecting the enlisted ranks. Many of you have asked, "What has the EAC actually done?" Why is the EAC a necessary counsel for Barnes to sacrifice people to every drill? This is a question I have faced on many occasions, as well as one that I have asked myself before I became a member of EAC.

Over the past 2 years the EAC has helped accomplish a number of high visibility changes, ones that you have suggested, and we have brought to the wing leadership. We cannot take all the credit, but we were part of the solution. Here are a few examples of some issues we have influenced: an increase in security personnel at the front gate during drill weekends, two lunch lines for faster service at the Dining Facility, and new and improved billeting policies. With these examples you can see we are trying to find ways to make things better for our members. We are working hard for



you, and we can only succeed with your help and suggestions. One of the new areas we are working on is to have the hangar floors repainted to white in order to help with the safety/FOD prevention programs.

Last month, you may remember some surveys that were handed out on behalf of the EAC. The results of these surveys were very informative and useful to us. One major issue brought up through the surveys was billeting, and what we can do to refine its process. The other being the consistent questions of who is on the EAC

and what do we do. I'm glad to see that people were honest (very honest in some cases) and at least gave the survey some serious thought. As mentioned before, these are issues we are trying to fix along with our chiefs counsel and first sergeants counsel. Along with new EAC President, Tech. Sgt. Sandra O'Fallon, I will be attempting to somewhat revamp the EAC into something even more productive due to all of your suggestions, so again, thank you!

Every section on base is supposed to have two representatives for the EAC. We are looking for one technician and one guardsman from all shops to help us make Barnes a more efficient and better place to work. With that said, I know EVERYONE here is very busy, especially on drills, so we appreciate the representation we have had...but we need to get the numbers up!

If the EAC is something you are interested in, please contact either myself or your supervisor and let us know that you would like to help make a difference here at the 104th.

Kids Go Bowling

By Sandy Wakefield, Family Support

The 104 Family Readiness Group sponsored a Children's Bowling Day at Westover Air Reserve Base in Chicopee on February 19, 2009.

Twenty-seven children and fifteen adults enjoyed a fun day with laser bowling and a great lunch.

The children were divided into teams and had a great time getting to know each other, and also in many cases, bowling for the first time. Each team bowled at least two games and one team of older children had time for three.

The adults were a big help with the children who had never bowled before and enjoyed watching as the children learned.



Family Support Calendar

Pasta Night

March 27, 2009

Time: 5:00 p.m. to 7:00 p.m.

Location: Dining Facility

Easter Egg Hunt*

March 29, 2009

Time: 1:00 p.m. to 3:00 p.m.

Location: Dining Facility

*Reservations Required

Contact: Sandy Wakefield

Sandra.wakefield@mabarn.ang.af.mil

(413) 568-9151, x1183

Exercise Silver Flag By Capt. Matthew T. Mutti, Wing Executive Staff Officer

Twenty-four members of the 104th Civil Engineer Squadron, 5 Public Affairs members and a Services Squadron member boarded an Iowa Air National Guard C-130 Hercules Saturday morning to participate in the Silver Flag Exercise at Tyndall Air Force Base, Florida.



104th Fighter Wing members board the C-130 Hercules, heading for Tyndall Air Force Base, Florida. (photo by Tech. Sgt. Melanie Casineau)

Silver Flag is the primary CE training exercise in the Air Force. In addition to CE, services personnel take part in the exercise by providing meals, lodging and mortuary affairs support in the simulated expeditionary environment.

The first three days of the exercise consist of classroom instruction, ensuring all team members have the skill-sets necessary to succeed. On the end of the third day, Exercise Silver Steed occurs, putting all the class room training into practical application.

With little established at the 'bare base', personnel from various Air Force specialties from throughout the combat Air Force work together to develop a bed-down plan, then provide all necessary infrastructure to survive the combat scenario.



Exercise Silver Flag participants live in a modified 'Tent City'. (photo by Senior Master Sgt. Robert Sabonis)

The 104th Fighter Wing fielded 3 teams: a CE Readiness team, a Fire Protection team, and a command element. In addition, a Services augmentee traveled down to assist the other Services teams who will be working to create a forward operating location for the CE Airmen to operate.



A 104th Fighter Wing firefighters work to extinguish a simulated fire during a simulated plane crash scenario. (photo by Master Sgt. Mark Fortin)

"It is critical for our Airmen to gain the insight this exercise provides", said Maj. Steven P. Dougherty, the 104th Fighter Wing Civil Engineer Squadron Commander. "Our ability to train is limited by the resources we are near, the equipment and scenarios provided through this exercise environment are invaluable to our combat readiness."



Staff Sgt. Karla Belliveau takes part of an interview that would later air on Air Force Link. (photo by Senior Master Sgt. Sabonis)

While engaged with this exercise, the 104th Fighter Wing's Public Affairs team had an opportunity to cover a real-world combat contingency exercise. The team was challenged to document the trip experiences all while publishing stories as they unfolded. This is the first opportunity the team has had to work as an integrated Multimedia and Public Affairs team since the merger of the two career fields in 2007.

"This trip offered us an opportunity to provide public affairs support while in the field. We experienced challenges that we typically don't get to experience while covering local news stories at home," said Senior Master Sgt. Robert Sabonis, Public Affairs Noncommissioned Officer in Charge. "We have always documented events from a historical perspective, but with this merger, now we can use our tools to market the unit, and tell its peoples' stories by getting our images and footage out there."

CSI or CEX?

By Capt. Matthew T. Mutti, Wing

Police are often called upon after an incident in order to preserve and document evidence, aiding them in determining who is responsible, and eventually prosecute the offenders. Sometimes the situation is too dangerous or unpredictable, like in the event of a chemical, biological, or radiological incident, and that is



Master Sgt. David Frates gives direction to his team during a chemical lab scenario. (photo by Senior Master Sgt. Sabonis)

when the members of the 104th Civil Engineer Readiness and Emergency Management Flight get the call. They are responsible to enter the crime scene to both identify and gather evidence, but to also ensure safety of the other responding agencies.

During Exercise Silver Flag, this team was put to the test to see how they would cope with multiple attacks of unknown substances. In many cases, the attacks would present themselves as ‘chem-bio weapons labs’ or agents released by missiles which, in real-world, could translate into multiple casualties.

“Before we can go in and clean the area of the hazard, we need to establish a safe area, figure out what the agent is, all while documenting the scene for later investigations, said Staff Sgt. Karla Belliveau, a member of the Readiness and Emergency Management Flight. “As we approach a potential hazard, we have to be very cautious and test the area for potential exposure.”



Staff Sgt. Karla Belliveau suits-up to go into a chemical environment. (photo by Senior Master Sgt. Robert Sabonis)

The team uses the latest in government and commercial detection equipment from radiation detectors, to devices that “sniff” for odors emitted from different agents. As they approach a contaminated site, they take photographs of the sur-



Staff Sgt. Karla Belliveau and Tech. Sgt. Chris McCrary survey the ground as they perform their surveillance of a suspected chemical bomb laboratory. (photo by Tech. Sgt. Melanie Casineau)

roundings, being careful to preserve the area as it is found.

“We have about 30 minutes in a site to conduct our work when wearing the enclosed breathing apparatus,” said Tech Sgt. Chris McCrary, also a Readiness member at the 104th Fighter Wing. “As we go to the scene, we document all of our actions, leave a trail of glow sticks for others to follow, and sketch the layout of the area for the team that replaces us.”

A real-world scene investigation would take hours, and the team must be careful not to miss any potential evidence. The team will sample the ground and parts of the building as well to determine whether the contamination will spread outside the cordoned area. All documentation is then passed on to the follow-on teams for continued work, and a successful resolution.

As I witnessed this exercise first hand, I realized how extensive it was, and how intense a situation can become. The members of this team may come in contact with dangers that, if not protected against, could cause certain death. The next time you watch a television program on crime scene investigation, think

about how different it would be if the police officers preserving evidence for the investigation were wearing scuba gear under a space-suit, and were working around flesh-melting chemical vapors.



Tech. Sgt. Chris McCrary surveys the suspected chemical bomb laboratory. (photo by Tech. Sgt. Melanie Casineau)

212 Electronic Installation Squadron Lays it Down

By Staff Sgt. Andrew Fredette, 104th Communication Flight UPAR

Neither snow nor rain nor heat nor gloom of night stays the 212th Engineering Installation Squadron from the swift completion of their appointed duties. Just like our neighborhood postal carriers, the men and women of the 212th E&I unit could easily use the same creed. In January of this year the 104th Communications Flight was scheduled to have a new Fiber Optic cable installed by Verizon off of Falcon Drive. The good news was we were going to get a major upgrade to the outside world; the bad news was we were lacking the needed conduit infrastructure coming into the Base. The old conduit infrastructure could not support any additional cables. To add to the mix we also were on a timeline with long haul circuit providers to have this accomplished before the end of February.



Members of the MA Air National Guard's 212 Engineering and Installation Squadron: Pictured above are MSgt Dan Robertson, SSgt Keith McInnes, SSgt Calvin Melvin, Sra Christopher Finneran, A1C Jonathan Davies, A1C Jack Cardinal, A1C Andrew Garozzo, and A1C Mather Carroll. (Photo by Senior Master Sgt. Robert Sabonis)

With a short notice, Chief Rauktis and his crew from the 212th were here to accomplish a flawless site survey and provide a list of materials. They planned a new path for the conduit to be trenched from Falcon Drive through the snow packed woods into our existing duct system. Their installation team, led by MSgt Robertson, worked quickly and efficiently through horrible weather conditions to install the duct run, ahead of time and right on budget. The team worked like nothing the weather brought would affect them and the job at hand.

This project resulted in a major upgrade to our infrastructure, which in the short term will allow a 4-fold increase in the data rate of the long haul circuit that connects the Barnes LAN to the ANG NIPRNET enclave. In the long term, the 212th has helped the base with the capability for future expansion.

Get Ready, Microsoft Office '07 Migration is Coming...

By Master Sgt. Gary Bienvenue, 104th Communication Flight Network Manger

The 104th Fighter Wing will be undergoing an Active Directory Migration on 18 April 2009. The ANG Enterprise IT Services Initiative Messaging Exchange 2007 Task is designed to bring the Air National Guard into alignment with current Air Force mandates and provide improved system performance. At the completion of the upgrade, the ANG will have an enterprise messaging solution with: a supportable, centrally-hosted email system for all ANG users, a global address list synchronizing with the ANG, Air Force, and Army National Guard Enterprise-wide ANG calendaring capabilities. In Layman's terms, you will be able to talk to whomever you want to in the AF or Guard.

The ANG will deploy Exchange

2007 to all ANG units. The mail servers will be centrally hosted and managed at the Area Processing Center that fully implements the Air Force Network Operations (AFNetOps) construct.

What does this all mean to you? It means that beginning this UTA you should think seriously about which email/data you need to keep and which stuff you can go without. Once you do this, if you have a need, back up your files to an Exchange PST file. Once the migration begins, the deployment method used, means no data from the ANG Exchange 5.5 environment will be migrated to end users mailboxes. Customers are **STRONGLY** discouraged from importing any old Exchange 5.5 mailbox data to their new Exchange 2007 mailbox since they would experience numerous resulting issues and force large amounts of unnecessary traffic

over the Wide Area Network. Customers are encouraged to attach PST files Outlook 2007 rather than importing data.

Instructions for creating a .pst and backing up your mail is located at [Y:/PST](#)

The new Outlook WEB Address will be <https://mail.ang.af.mil/owa>

All BlackBerry® devices will require a security wipe and provisioning on the new BES server farm. It is recommended that users do not back-up and restore data to their devices since it would then be out-of-synchronization with their desktop, and potentially create issues. Should you have any questions prior to our 18 April migration, please contact the Communications Flight help desk at x1204.



Safety, 'How Goes-It?'

By Senior Master Sgt. Thomas Dumais, Ground Safety

In January we started a new forum in which we began to inform personnel of our latest mishaps and injuries. Below is the summary for the months of January and February. The intent of this forum is to inform personnel of how we are hurting ourselves and damaging things in the hope that we can use these to help prevent future occurrences.

January - Injuries

1. Worker injured; strained back; slipped on ice; no lost time
2. Worker injured; strained shoulder; slipped on ice; no lost time
3. Worker injured; right knee contusion; impacted augments; greater than 1st aid
4. Worker injured; strained back; slipped on ice; no lost time
5. Worker injured; bruised eye; impacted PS2 probe, lost time
6. Worker injured; bruised ribs; slipped on

- ice; no lost time
7. Worker injured; lacerated lip, chipped tooth; impacted speed handle; greater than 1st aid
8. Worker injured; irritated eyes; sprayed with glycol; no lost time
- Worker injured; sprained ankle; slipped on ice; no lost time

January - Mishaps

1. Plow caught and broke runway barrier cable south; cost \$3,928.90+labor
2. Equipment damaged; burnt; fire; \$1000.00 damage
3. GOV backed into overhead door; cost unknown

February -Injuries

1. Worker injured; bruised ribs; slipped on ice; no lost time
2. Worker injured; bruised head; PS2 probe contact; no lost time

3. Worker injured; cut head; impacted wood rail; no lost time
4. Worker injured; strained back; repetitive movement; no lost time
- Worker injured; cut knuckles; impact on A/C panel; no lost time

February -Mishaps

1. Light carts fell off trailer; damaged carts; not tied down; \$11,082.00 damage
- Bird strike; impacted canopy; take off roll; no damage

Most of these could have been prevented. As you can see we had several slips and falls during this period. With winter weather, comes many hazards and slips and falls are one of them. Be aware of your surroundings and take care in everything you do, even if it is just walking to your vehicle at the end of the work day or

What's My Line Winner!



Photo by Staff Sgt. Greg Pauli

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

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

Submit your entry to:

PA.104fw@mabarn.ang.af.mil

Last month's winners are:

"O-ohp.... the coffee and oatmeal just kicked in."

- Staff Sgt. Vondee Martin

"Whoooooaaaaa!!!!!! Little tickle."

- Ken Reed (former Sgt., 321st Missile Security Squadron) Bradenton, FL

"Noooo...who put glue on the trigger, my fingers are stuck"

- Anonymous EOD member

What's My Line?



Photo by Senior Master Sgt. Robert Sabonis

Wanted : Photo of F-94, '501

By Master Sgt. Thomas Corliss (ret.)



I joined the MA ANG in Nov 1956 and retired in 1982. Way back in the summer of 1956, our squadron lost an airplane due to a "wheels up" landing at Barnes. Capt Marsh Swift was the pilot and, fortunately, escaped uninjured.

It was an extremely unusual aircraft in that only two were modified to its standard. The aircraft was a standard F-94B sn 51-5501 interceptor modified to be a fighter-bomber. The radar was removed and the guns were raised up to the top of the nose which was lengthened. It was simply known as the "long nosed -94". I distinctly remember the disassembled remains of this aircraft being stored in the corner of the old hangar.

My reason for writing is to ask you for help. I need a photo of '501, either whole or in pieces. Perhaps another former member of the unit who goes back to ancient times might share one with me.

Shown is a photo of her sister ship 51-5500 taken at the old ANG base at Logan, in Boston. This aircraft is slightly different than our aircraft. It also had a long nose but was modified for testing the M-61 Vulcan cannon that your current F-15 has.

The F-94D was the designation applied to a proposed but unbuilt single-seat fighter-bomber version of the F-94C Starfire which we flew from '56-'57.

In January of 1951, Lockheed was awarded a contract for 113 Model 980-75-14 single-seat fighter-bomber adapta-

tions of the F-94C two-seat all-weather fighter. The designation was F-94D. Serials were 51-13604 through 13716. The fuselage, tail surfaces and J48 power plant of the F-94C were to be married to a new wing with 50 percent more area. The rear radar operator's position was to be removed and replaced by additional fuel tanks. 320-gallon wingtip and pylon tanks were to be used, bringing total fuel capacity to 1965 US gallons. A retractable inflight refueling probe was to be installed in the upper nose. The rocket armament in the nose was to be replaced by eight 0.5-inch machine guns. The radar fire control system of the F-94C was to be replaced with ranging radar. Up to 4000 pounds of ordinance were to be carried on additional underwing racks.

Two F-94Bs (51-5500/5501) were modified to become aerodynamic test prototypes for the proposed F-94D ground attack version, and were re-designated YF-94D. In order to gain some flight test information.

Wanted : Photo of F-94, '501

(continued from page 5) two aerodynamic configuration prototypes for the F-94D were obtained by fitting the new F-94D nose to a pair of F-94B-5-LO's (serial numbers 51-5500 and 51-5501). 51-5500 was fitted with four .50 caliber machine guns and 51-5501 with six guns. This an increase of two more guns than

was fitted to the F-94B, with the guns being mounted higher up on the nose.

Our sister unit, then located at Logan and finally at Otis, was issued F-94 51-5500 while we were given 51-5501. By the time we got '501, the guns had been removed and ballast was installed in their place. The aircraft also had its radar screen deleted from the rear seat. We used this "long nosed" bird to take pilots for training flights as if in a T-33 (from which the F-94 was developed) except there were no controls back there.

In the summer of 1956, Capt. Marsh Swift was flying in the rear seat checking out a new pilot in landing procedures when the new guy set it down on its belly. He had shut off the "landing gear up" warning horn because of the repeated landing approaches. Capt Swift was unaware of this and---Oh well.

I distinctly remember the disassembled remains of this aircraft being stored in the corner of the old hangar. Thanks to anyone who can provide photos. Please send your response by e-mail to tuam839@msn.com.

Military Personnel News

By Master Sgt. Daphne Childs



The Air Force reinstated the Air Force Good Conduct Medal

(AFGCM) for enlisted members, effective immediately and retroactive to Feb. 6, 2006, when the medal was discontinued.

Airmen who are eligible should see an update automatically in their records on the virtual Military Personnel Flight website. For more information on the Air Force Good Conduct Medal and its history, visit the Air Force Personnel Center website. For questions regarding updates to Air Force personnel records, Airmen can call the Air Force Contact Center at 1-800-616-3775.

Air Force Officer Qualifying Test

The AFOQT will be offered on March 19th 2009 at 9:00 a.m. The test is required by anyone who is interested in seeking a commission in the Air Force. The test takes approximately 3-4 hours.

Before Tuskegee, There was Bullard

By Bryant Jordan (military.com staff writer)



He's probably the most famous African-American combat pilot that you've never heard of.

His name was Eugene Bullard, and he didn't fly in Vietnam or Korea or even with the Tuskegee Airmen of World War II fame.

Bullard, a Georgia native whose father had once been a slave, flew in World War I. And he flew for the French.

"A lot of Americans don't [know of Bullard] because his part in aviation history came to be known, I think, only in the late 1950s and early '60s, shortly before he died," said retired Air Force Lt. Gen. Russell Davis, president of Tuskegee Airmen Inc., the official organization that honors America's black WWII airmen. "He set a pretty high standard. He also proved that African-Americans could fly and were human beings like everyone else."

Bullard's story is the stuff of high adventure. Born in 1894, he grew up in an American South where lynchings were not uncommon but justice for blacks certainly was. He had only a few years of grade school education behind him when he left home, working odd jobs here and there until finally, in 1912, he stowed away on a German ship bound for Scotland, according to a memoir he wrote in his last years.

He eventually reached France, where he worked in vaudeville and became a prize-fighter. And when France went to war against Germany in 1914, Bullard entered the Foreign Legion. He saw combat in the Somme, at Artois Ridge and Mont-Sant-Eloi. He was wounded in March 1916 at Verdun, where his actions earned him the Croix de Guerre and the Medaille Militaire.

After recovering from his wounds he applied to the French Flying Corps, reportedly as part of a bet with a fellow soldier. He was a corporal, but the French had no problems with enlisted fliers. Bullard made the cut, and when he earned his wings in Tours, France, in 1917, he became the first combat pilot of African descent in history. Eventually he was assigned to the flying squadron made up of American flyers, the Lafayette Escadrille. He flew Spad V11s, one of the

earliest fighter planes with machine guns synchronized to fire between the rapidly spinning propeller blades, and Nieuports -- a plane built for racing before converted to air combat during The Great War.

On at least one of his planes he had painted a bloody heart pierced by a knife, and the words "Tout le Sang qui coule est rouge" -- All blood runs red, according to a 2005 article on Bullard in *Air & Space Journal*. That would later be the title of his memoir. By all accounts he had two kills, but could not be officially credited with one because it went down behind the German lines.

But for all his combat experience and aviation skills, Bullard's days as a pilot ended when the U.S. entered the war. He took and passed the physical, according to Craig Lloyd, author of *Eugene Bullard: Black Expatriate in Jazz-Age Paris*, but soon found the American military was not taking on African-Americans.

He was told that because he had a fight with a French officer he couldn't be accepted," said Lloyd, a retired history professor from Columbus State University in Georgia. Bullard never disputed the fight with the French officer. It was he who actually reported the episode to the American officer, Edmond Gros, who ultimately kept Bullard out of the American unit.

Not only was Bullard not brought into the U.S. Army's Air Service, but he soon was transferred out of the French Flying Corps. Craig believes that probably was owed to the French wanting to placate its American ally.

"It would have embarrassed the United States to recognize Bullard when the U.S. was trying to maintain Jim Crow," Lloyd said.

That determination to deny Bullard recognition outlived even the war. Nearly a decade later, Gros contacted French officials in a bid to keep Bullard's name off a Paris memorial dedicated to its WWI fliers, Lloyd said.

After the war, Bullard stayed on in Paris, where he first managed and eventually owned a jazz club, where he came to know Sidney Bechet, Louis Armstrong and Josephine Baker, among others. He reportedly gave a young Langston Hughes a job as a dishwasher, while Ernest Hemingway, another acquaintance, is said to have based a minor character in *The Sun Also Rises*-- a drummer -- on Bullard.

He would remain in France until World War II, where he served with the French underground, including its intelligence operation, and

ultimately in the defense

of Orleans, where he was wounded and evacuated south to Spain, and eventually making his way back to the United States. For all his "Young Indiana Jones"-like adventures, however, Bullard never achieved the kind of fame in his home country that he enjoyed in France.

Neither his own memoir nor the biographies produced on him -- *The Black Swallow of Death* in 1972 and Lloyd's, published in 2000 -- have grabbed a great deal of public attention. The closest Bullard has come to being widely presented to an American audience was in the 2006 *Flyboys*, a fictional account of the Lafayette Escadrille. But he was only a secondary character in the movie and his name was changed to Eugene Skinner.

In the United States, Bullard eventually got a job as an elevator operator at Rockefeller Center in New York City, where few of the people he took up and down each day knew his background. But, as Davis points out, the French never forgot Bullard. "He's well known over there," he said. "He was highly recognized by" the French government.

The French brought Bullard over to Paris in 1954 to take part in a relighting of the eternal flame for the French Tomb of the Unknown at the Arc de Triumph and it made him a knight in the French Legion of Honor in 1959. And when then-French President Charles DeGaulle visited New York in 1960, he embraced Bullard as a hero of France, William I. Chivalette, curator at the Air Force Enlisted Heritage Research Institute at Maxwell Air Force Base, Ala., wrote in his 2005 *Air & Space Power Journal* article.

And when Bullard died in October 1961 he was buried in Flushing Cemetery in New York with military honors by the Federation of French War Officers.

It would be more than 30 years before the U.S. Air Force -- the service descended from the branch that rejected Bullard more than 70 years earlier -- rendered its own highest recognition of his achievements. On Aug. 23, 1994, it posthumously commissioned Bullard a lieutenant.

ESGR Looking for a Few Good Men and Women

By Bill Hebert, MA ESGR Committee

You can use your military and/or private employment experience to continue being of service to our National Guard and Reserve. Pass on that vast wealth of knowledge and experience you have gained over the years onto the next generation of citizen soldiers taking your place. Become an Employer Support of the Guard and Reserve (ESGR) volunteer. Join the over 4000 ESGR members who currently volunteer their valuable time throughout every state and territory of our nation. If you are leaving military service, you can continue your contact with your unit by serving as the ESGR representative to the unit, thus remaining an active participant in its activities.

ESGR is a Department of Defense agency that seeks to develop and promote a culture in which all American employers support and value the military service of their employees. It does so by recognizing outstanding support, in-

creasing awareness of the law, and resolving conflicts through mediation. ESGR volunteers inform and educate service members and their civilian employers regarding their rights and responsibilities under the Uniformed Services Employment and Reemployment Rights Act (USERRA).

Why is employer support of our military members important? As you know, approximately half of the nation's military force resides in the various Reserve Components. These citizen soldiers need the support of their civilian employers if they are to effectively perform their military obligations.

Our dedicated volunteers come from all walks of life including military members, veterans, business executives, civic leaders and family members and friends of National Guard and Reserve members. Our volunteer activities include the following:

* **Military Unit Representatives:** Inform and educate members of the National Guard and Reserve regarding their rights and responsibilities under USERRA.

* **Employer Outreach:** Develop relationships with employers to promote advocacy for service in the National Guard and Reserve.

* **Ombudsman:** Assist in preventing, reducing or resolving employer or service Member misunderstandings regarding employment rights and responsibilities.

If you can give only a few hours a month, you can become a contributing citizen to our National Security. If you would like to become an ESGR volunteer, or would like more information, please contact Bill Hebert at (413) 348-5195 or call the MA ESGR Committee at (888) 301-3103, x6784 or x7249.

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

Free Tax-Cut Through Military One Source



Military Personnel can access a free version of H&R Tax cut through www.militaryonesource.com. After members log into Military One Source they can link directly to the Tax Cut program and file both their state and federal returns for free.



New Wing Coins in Stock

The new 104th Fighter Wing coins are on sale for \$5.00



To purchase, please contact your first sergeant.

The Massachusetts Federal Diversity Group
 In conjunction with the Federal Women's Program
 Is sponsoring the

FEDERAL WOMEN'S PROGRAM BREAKFAST

Wednesday, 11 March 2009

0800-1000

**In the cafeteria at
 Joint Force Headquarters
 50 Maple Street, Milford, MA**



Our Honored Guest Speakers:

Y.S. Kim

Toastmaster Representative

CW4 Mary Pond

Education Office Representative

***** Limited Seating *****

For More Information contact: **1LT Kristen LaLond**
508-233-6580
Kristen.lalond@us.army.mil

Please send reservations to: JFHQ-HRO ATTN Tammy Lashley
 50 Maple Street, Milford MA 01757

Enclose check (\$5.00 dollar donation per reservation) payable to MFDG NLT 8 MAR 2009

Name _____
 Organization: _____
 Telephone: _____



Teen Aviation Camp

Air Force Services, in conjunction with the United States Air Force Academy, invite you to experience the Air Force Academy firsthand during the 10th annual Teen Aviation Camp!

Camp will be held at the USAFA in beautiful Colorado Springs, CO. The camp will be held from 30 May through 4 Jun 2009. The camp is for high school students entering their sophomore or junior year in the fall of 2009. Eligible applicants include teen dependents of Active Duty Military assigned to or living on an Air Force Base, AF Retired Military, AF Civilian Employees, or activated Air National Guard or AF Reserve. Teen who participated in the 2008 camp are not eligible to apply this year.

Attendees are selected based upon information included in their application. Contact your local Youth Program for more information. Further questions can be directed to the staff at HQ AFSVA/SVPY, Comm (210) 652-4045.

For more information, including nomination form, visit:
<http://public.afsv.net/FMP/YouthProgramsDotCom/teenaviationcamp.htm>



AF Space Program

Air Force (AF) Services Family Member Programs is excited to sponsor the AF Space Camp Program at the US Space and Rocket Center, Huntsville AL 26 Jul – 1 Aug 09.

Youth will experience, imagine and interact through Space Shuttle mission simulations, tours of the center and the chance to witness first-hand the everyday challenges faced by astronauts.

The camp is an inspiring week of fun and enriching space activities.

This program is open to family members of Active Duty Military assigned to or living on an AF installation, AF Retired Military, AF Civilian Employees, or activated Air National Guard or AF Reserve.

For more information, including application, visit:
<http://public.afsv.net/FMP/YouthProgramsDotCom/spacecamp.htm>

12 Myths About Your DoD / VA Benefits For Guard and Reserve members



1. After I return from OIF/OEF, I need to have my dental work (as part of my VA benefit) completed before the end of the 180 day period.

False. Fact: The 180 day period refers to enrolling in the VA and making the dental appointment within 180 days of the REFRAD date, but you are NOT required to have all of your dental work completed before 180 days!

2. If I receive disability compensation from the VA, I will be discharged from the National Guard.

False. Fact: You can be a traditional National Guard member and receive VA disability compensation. However, you cannot receive VA compensation for the same time period that you receive military pay. For typical 'traditional' Guard members, this means 63 days of military pay (48 UTAs and 15 AT). Any Active Duty Operational Support Guard program (aka ADSW), RMA, etc. counts as military pay as well. If you are AGR or mobilized, you will be receiving military pay 24/7, and must stop VA compensation immediately, or you will become indebted to the Federal Government.

3. I am receiving 40% disability compensation from the VA and have heard that I will be discharged if I am receiving more than 30%.

False. Fact: Although there is something in the enlistment contract about 30%, that does not apply to you because you are not enlisting! The percentage of disability compensation from the VA does not affect your membership in the National Guard. However, you must pass the physical examination for the NG – “fitness for duty exam or ability to perform your duty” – this is what will determine if you are retainable. And always record accurate information on the Annual Medical Certification. There is a block that asks if you are receiving disability compensation from Social Security, VA, Workers Comp, etc. These are government documents and to give an untrue answer is deemed as committing fraud and then neither DoD (Department of Defense) or VA is going to be chomping at the bit to take care of you.

4. VA does Retirement Physicals.

False. Fact: They do not. Guard members often confuse the Compensation and Pension Exam as being a retirement physical. However, if there is a VA/DoD Sharing Agreement, the VA Medical Centers may be requested by DoD medical facilities to assist with these service retirement physicals, but these instances are rare. **Note:** Under the Benefits Delivery at Discharge Program, DoD will accept the VA's physical as their retirement physical. If the Service Member has already done a VA Compensation and Pension exam, they can get a copy of it and use it as their retirement physical.

5. If I am injured in a car accident, my TSGLI benefits will reduce the amount of my SGLI in the event of my death at a later time.

False. Fact: Payment of TSGLI has no impact on the amount of SGLI payable. For example, if a Service Member is insured for \$400,000 of SGLI coverage and receives a TSGLI payment of \$50,000 for a traumatic injury, that member is still insured for the full \$400,000 of SGLI coverage, which will be paid upon the Service Member's death.

6. As a National Guard member, I heard that my SGLI coverage is only good while I'm at drill.

False. Fact: If you are a National Guard member and have been assigned to a unit in which you are scheduled to perform at least 12 periods of inactive duty that is creditable for retirement purposes, full-time SGLI coverage is in effect 365 days of the year. You are also covered for 120 days following separation or release from duty.

7. I cannot go to the VA Hospital for a service-connected problem because I have private health insurance.

False. Fact: You may enroll with the Department of Veteran Affairs for healthcare benefits regardless of your private health insurance plan. You may, depending upon the circumstances, have to make a co-payment for treatment for non-service connected conditions. Your private insurance may be billed for non-service conditions as well.

8. If I am a Service Member returning from theater and do not have a job, I am not eligible for Unemployment Compensation.

False. Fact: Although the Unemployment Compensation benefit varies among states, you may be eligible in your state for unemployment insurance. Usually the states provide these temporary wage replacement benefits to qualified individuals who are out of work through no fault of their own. Check it out! Also check out your state benefits which may include employment benefits and job placement assistance, too.

9. I need to pay enrollment fees to take advantage of the new Post-9/11 GI Bill.

False. Fact: There are no enrollment fees to receive benefits under the Post-9/11 GI Bill.

10. If I file for my VA compensation then I have automatically enrolled in the VA Healthcare System.

False. Fact: The process to apply for VA compensation is separate from the process to enroll in the healthcare system. To enroll you must complete a 10-10EZ and submit it in person, online or via the mail to your nearest VA hospital. It must be signed before you submit it. It is also wise to have a copy of your DD214 to verify your active duty status and theater of deployment for combat vet eligibility for enhanced healthcare and other benefits. Additionally, if you submitted your military medical records with your disability claim, it is not available to the hospital. For VA healthcare enrollment, it is also necessary to bring copies of any of your medical records so that they can be scanned into the VA's VISTA electronic record system.

11. Service Members and their families are not eligible for Pre-activation Benefits (Early Eligibility) TRICARE.

False. Fact: Guard and family members are eligible once the SM receives mobilization alert orders, is within 90 days of deployment and all are currently enrolled in DEERs. Special note: if you think there is a possibility that you may be found not fit for duty, you should keep your civilian health insurance until you are found fit for duty. Remember that when you return from this deployment, you are eligible for 6 months of TRICARE TAMP for you and your family healthcare needs (enrollment is not automatic – see your Transition Assistance Advisor or TRICARE representative for details). VA healthcare covers only Veterans for 5 years from the REFRAD date.

12. I am enrolled in the TRICARE healthcare program and am automatically covered for dental care.

False. Fact: Enrollment in TRICARE does not cover your dental care. The TRICARE Dental Program (TDP) is offered by the Department of Defense (DoD) and you must purchase this benefit from United Concordia, which administers the program. (www.tricare dental program.com)

Contact your Transition Assistance Advisor (TAA) for more information on your benefits and entitlements. To find the TAA in your state, go to www.taapmo.com/TAAPProgram.htm.

Welcome to our Newest Members

3 FEB 09	KEENAN, DYLAN	MXS
6 FEB 09	ORTIZ, SOYMI	MDG
6 FEB 09	TROMBLEY, AMBER	MXS
6 FEB 09	CONNAUGHTON, BRIAN	MDG
6 FEB 09	SANTOS, ORLANDO	MXS
7 FEB 09	MACHADO, RYAN	SFS
7 FEB 09	SOARES, DANIEL	MXS
7 FEB 09	DAY, COREY	MXS
8 FEB 09	CAHILL, WILLIAM	MXS
11 FEB 09	HALPIN, JUSTIN	AMXS
12 FEB 09	DAPONDE, SHAUNA	OSF
15 FEB 09	WATKINS, CYNTHIA	LRs
17 FEB 09	NUNEZ, COLLEEN	MXS
17 FEB 09	BLAISDELL, TIMOTHY	FS
17 FEB 09	COLON, LUIS JR	AMXS
18 FEB 09	ECKMAN, STEVEN	AMXS
20 FEB 09	WARREN, GREGORY	SFS
20 FEB 09	MONROE, JOSHUA	AMXS
20 FEB 09	DRUBIN, STEPHEN	AMXS

Alumni Meeting

WELCOME to a new year of ANG Alumni reunions! We hope that you enjoyed the holidays and are looking forward to visiting with all of us. Our membership is growing! In November, there were 168 members in attendance and we hope to see the numbers continue to increase at each reunion. Last March, 114 members attended. We hope to exceed that number this year, so tell your Air Guard friends and encourage them to attend. GUESTS ARE WELCOME.

Our 2009 reunion schedule is as follows:

18 March 2009 // 20 May 2009 // 15 July 2009 // 16 September 2009 // 18 November 2009

HERE IS THE INFORMATION ON OUR MARCH REUNION:

DATE: 18 March 2009 PLACE: NCO CLUB TIME: 1800 attitude adjustment hour, dinner at 1900 Cost: \$13

DINNER: New England boiled dinner-- corned beef, cabbage, boiled potatoes, carrots, rolls& butter, dessert

IMPORTANT CHANGES (PLEASE READ)-- At a meeting of the Board of Directors held on 13 February 2009, the following policies/rules were approved and are being implemented immediately and without exception:

1.ADVANCE RESERVATIONS ARE MANDATED---Your check must be received by the cut-off date to make your reservation. Checks received after that date will be returned to you and a dinner will not be available.

2.PAYMENTS AT THE DOOR---Will no longer be accepted. WALK-INS may attend but will be unable to obtain a dinner.

Mail your check without delay directly to : Len Frigon 778 West Street Ludlow, Ma. 01056. Checks must be made payable to:

“104th MASS ANG ALUMNI ASSOC.”

Congratulations on your Promotions

To Senior Airman (E-4)

GRAVES, NICOLE M

KELLY, RYAN P.

MERIAM, BRIAN L.



To Staff Sgt. (E-5)

LYNCH, CHRISTOPHER C

BONIN, RANDOPHL T.



To Master Sgt. (E-7)

NUNEZ, CARLOS L.

MORTELL, MICHAEL C.

MCCLUSKEY, DERRICK S.

CURTIS, CHRISTOPHER L.



Congratulations to our Retirees

Lavigne, Mark	CES	2 Feb 09
Bates, Dennis	MXS	23 Feb 09
Kronoff, Charles	MOF	27 Feb 09
Lupien, Peter	MXS	1 Mar 09
Vassi, Michael	CES	16 Mar 09
Pichette, Curtis	CES	16 Mar 09
Fiske, Scott	LRs	30 Mar 09
Couture, Richard	CES	30 Mar 09
Meyer, Tina	MSF	30 Apr 09
Maio, Ruth	SVF	7 May 09
Guyette, Rolland	MOF	23 Jun 09
Rhodes, Charles	SFS	30 Aug 09

2 Public Affairs Traditional Openings

Positions: PA Journalist & 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: April 8

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

567th ANG Band First Sgt. Opening

Maximum/Minimum Grade: MSgt/TSgt

Unit: JFHQ, Milford, MA

Application Deadline: 19 April '09 / **Board:** 2 May '09

POC for more information: Capt John D. Keeler,

DSN: 256- 6675; Commercial: (508) 233-6675

Email: john.keeler@us.army.mil



Week of Feb. 25 – March 3, 2009

Motorcycle Spring Spike Focus

Spring is nearly upon us. The birds are returning north, flowers are beginning to blossom, and motorcyclists are pulling their motorcycles out of the garage after a long winter's nap.

The Air Force Safety Center conducted a study of motorcycle mishaps from FY06-08 and determined motorcycle fatal mishaps doubled in the spring over the winter season numbers. With this in mind, the Air Force Safety Center is conducting a "Spring Spike Focus" for all motorcyclists and their leadership. March 1st begins the "Spring Spike Focus" on motorcycle mishaps.

Past fatal spring motorcycle mishaps indicate:

- The average fatal motorcycle mishap involved a male Airman between the ranks of A1C to SSgt with an average age of 28
- Mishaps primarily occurred during the day, while operating a sport bike and speeding
- Another significant factor was limited experience due to no training or license, or training and licensing for less than a year

Riders can protect themselves by:

- Preparing yourself for getting back on the motorcycle; know that your skills aren't what they were when you put the bike in storage
- Preparing your bike; preflight your equipment like you do on duty
- Preparing your personal safety equipment; make sure you are protected against the unexpected
- Realizing that car drivers are not used to seeing you—they will see you late or not at all

Commanders, supervisors, and wingmen can help prepare riders by:

- Asking riders if they have pre-checked themselves and their bike
- Talking to them about the hazards of the road
- Helping inexperienced riders prepare for the season

We can reduce motorcycle mishaps through concerted efforts of motorcyclists, unit motorcycle monitors, supervisors, first sergeants, and commanders. Enjoy the ride, but make sure you and your bike are up for the new riding season.

104TH FIGHTER WING

175 Falcon Drive
Westfield MA 011085

Phone: (413) 568-9151
Fax: (413) 525-1515
E-mail: PA.104fw@mabarn.ang.af.mil



BARNESTORMERS
Pride, Professionalism,
Patriotism.

Were on the Web

WWW.104FW.ANG.AF.MIL

Copyright (c) 2006 104th Fighter Wing Air National Guard. All rights reserved. This funded Air Force newspaper is an authorized publication for members of the U.S. Military services. Contents of the Airscoop are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense, the Department of the Air Force or the Air National Guard.