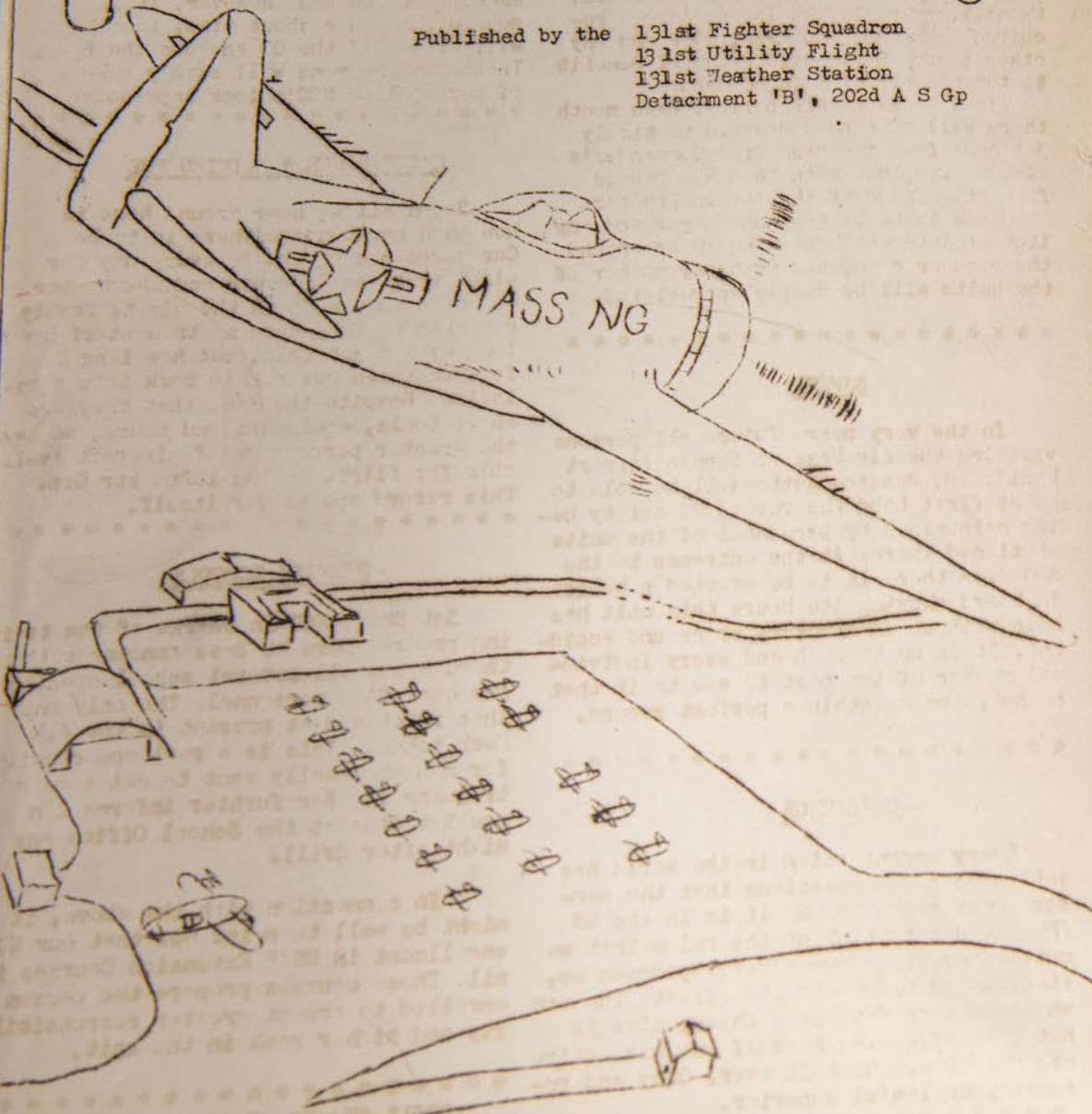


AirScoop

104th FIGHTER WING WWW.104FW.ANG.AF.MIL

THE THUNDERBOLT

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The original Thunderbolt

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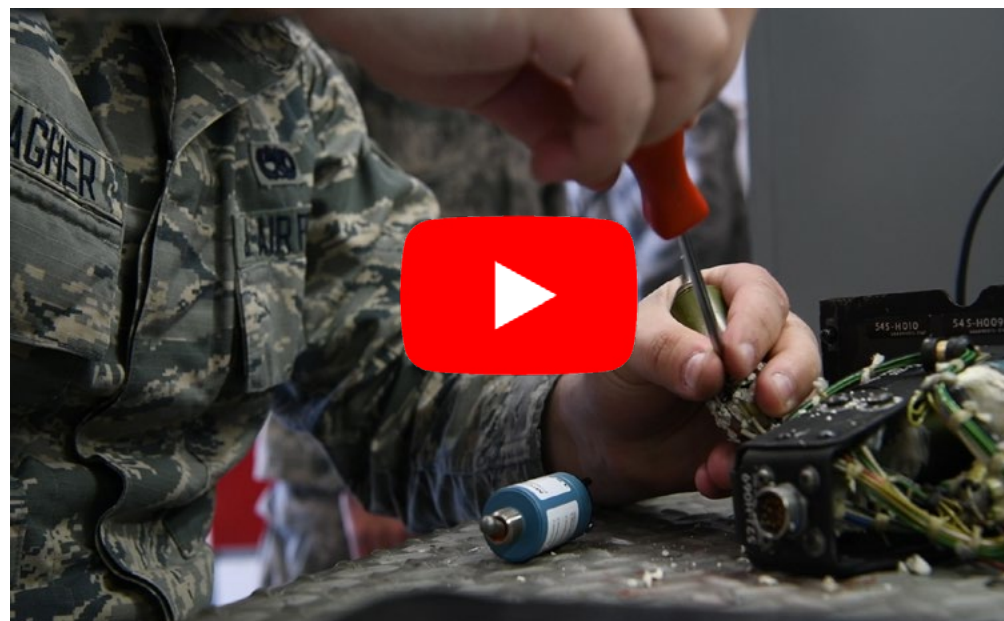
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Command Minute

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Out & About



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Airman Sara Kolinski



Commander's Column: Be good Wingmen

By Col. David Halasi-Kun, 104th Fighter Wing vice commander



Welcome to May drill and the beginning of a very busy 45 day period. The good news is the operations tempo should quiet down by the end of June and stay that way through September. We have a lot to get through, but hopefully we can give a well-deserved break to the wing this summer so we can all get some quality time with our families and friends.

We have the Norway Deployment for Training, an Air Combat Command Capstone inspection, and a runway repair and relocation all stacked up on our

collective plate. I have absolute confidence in the wing to succeed in all of these events. We are well trained, care about the mission, and most importantly, we care about each other. Be good wingmen, watch out for each other, and we will knock it out of the park in typical Barnestormer style.

First on the plate is the Deployment for Training to Norway. We are once again going to Russia's back yard to project American commitment to NATO, and to push back against Russian aggression in Eastern Europe. While the DFT is only three weeks long, it sends a very strong message. This exercise involves forces from across Europe and is on the Russian doorstep. To understand the impact and message, imagine how our nation would react if Russia, China, North Korea, and Iran had a major war-fighting exercise in the Gulf of Mexico. We are serving as a key instrument of messaging between two powerful nations. We will execute flawlessly, the Russians will be watching closely (just as they did in Bulgaria and Romania), and they will once again understand that American air superiority is undeniable, and Barnestormers are not to be trifled with. We are ready.

That is exactly what ACC is going to find during the upcoming Capstone inspection.

We have always welcomed inspections for two reasons. The first is that we pride ourselves on doing things the right way, and we want to showcase our people and how well we can execute the mission. The second is that we are always trying to improve, and we welcome a fresh set of eyes looking at how we do business. We do not paint rocks. We do not shove skeletons into closets and hide our issues. If there is a better way, we want to know about it. We want to learn from the inspectors. If there is something we are not doing, or we are doing poorly, we want to know about it so we can fix it. The inspection will be happening at the same time we are recovering people and equipment from the Norway deployment. The base will be very busy, and this is when we do our best work. We are experienced, we are ready, and that will come through loud and clear when the inspectors arrive here.

That is where the challenges for the summer were supposed to end, until about a month ago when our new-ish runway started acting old. We have frost heaves that must be repaired. It turns out the F-15 Eagle does not like to land in potholes. The repair will take approximately two weeks, and the runway will be unusable while sections get torn up and rebuilt. We have to relocate the mission to Westover Air Force Base,

and bring every piece of flyable iron over there in case construction goes longer than anticipated. We have operated out of Westover multiple times in the past. Thankfully it is familiar, but it is still a large effort for the 104th Maintenance Group and 104th Mission Support Group. It is the last event of a stressful 45 days, so please take care of each other while taking care of the mission.

Forty-five days from now, we can all exhale and head for a 4th of July on the beach, in the woods, or in your back yard. As always, stay focused on safely executing the mission. Nothing we have scheduled requires us to accept elevated risk. We will go slow to go fast, and at the end of June we can confidently say we influenced foreign policy, impressed ACC inspectors, and seamlessly relocated alert operations. Just another typical month in the life of a Barnestormer.

Airmen & Airpower: Crew chiefs prepare for takeoff

By Airman Sara Kolinski



Staff Sgt. Jason Edinger and the 104th Maintenance Group crew chiefs play a vital role in ensuring our F-15 Eagles are ready to fly. They are responsible for inspecting the aircraft before and after every flight, being on site during routine flying, and performing a variety of maintenance tasks. (U.S. Air National Guard photos by Airman 1st Class Randy Burlingame and Airman Sara Kolinski) [See more images here.](#)



Air National Guard flight line crew chiefs are responsible for knowing how to perform a variety of maintenance tasks to ensure the F-15 Eagles here are ready to fly and the 104th Fighter Wing can accomplish its mission.

“We know a little bit about a lot when it comes to the jet,” said Staff Sgt. Jason Edinger, 104th Maintenance Group flight line crew chief. “We’re responsible for doing scheduled inspections, basic post-flight inspections, launch inspections, recovery inspections, your routine flying, and when the jet brakes, if we are available, we are responsible to do assistance maintenance, help schedule maintenance, and routine maintenance.”

Rain or shine the crew chiefs have to be out on the flight line to make sure that the planes are ready for pilots to fly and train.

“There are some times when you’re lying face down in the rain on the tarmac and you’re thinking, ‘man, why did I sign up for this,’” said Edinger. “Then the jet takes off and you’re like, ‘oh yeah, that’s why.’”

After seven years as a crew chief and five years doing the job full time, the job is still challenging and exciting, said Edinger.

“My favorite part of the job is definitely the pressure,” said Edinger. “The pressure when you’re trying to fix the jet to get it ready to fly and it all comes together and then you see that jet take off. It’s instant gratification.”

Edinger said that becoming a crew chief was like a calling. When he toured the base with his recruiter, crew chief appeared to be the coolest job here, he said.

“If you’re thinking of doing something maintenance related and you want to know at least a little bit about a lot of different components when it comes to the aircraft, then I would say crew chief is definitely something you should consider,” said Edinger.

Foreign Travel Reporting Procedures

By Tech. Sgt. Keith Mudgett, 698-2745



Are you planning on a vacation or business travel to a foreign country? If so, there have been a few changes to foreign travel reporting. Please see your Unit Security Manager or the Information Protection Office for reporting or questions as soon as you have information on your travel.

If you are read into Sensitive Compartmented Information or Special Access Program information, there are additional reporting requirements.

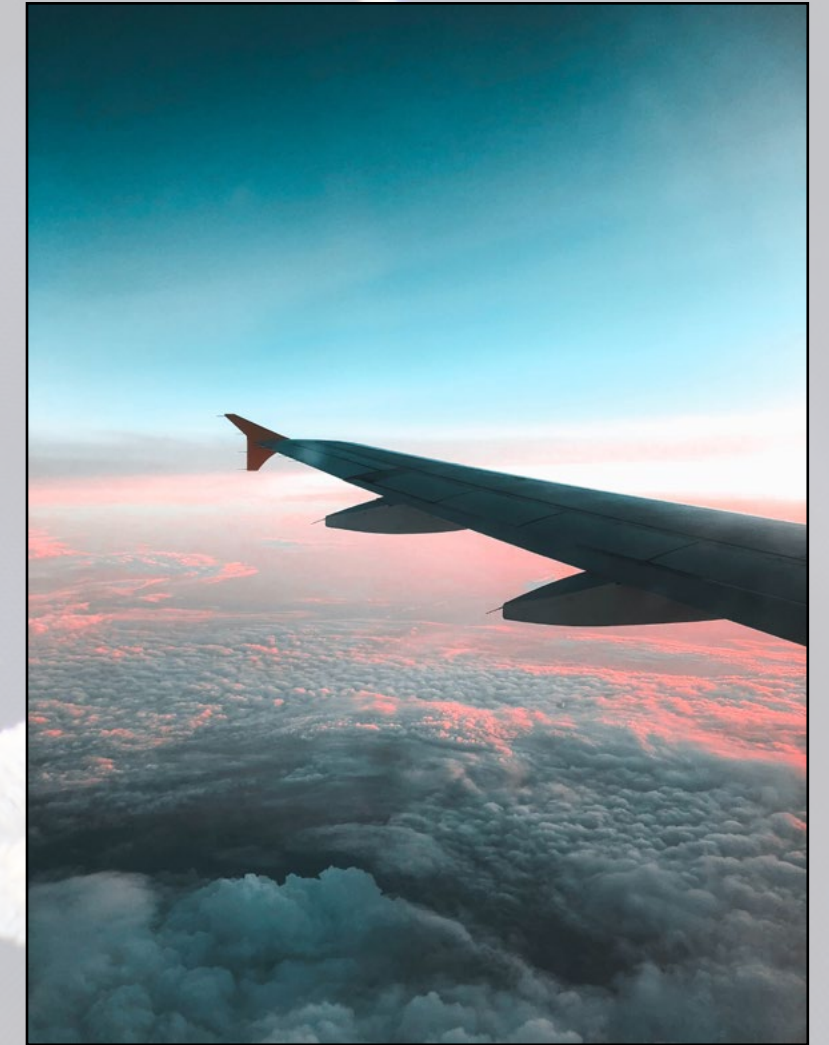
If you are read into SCI, please notify the Senior Intelligence Officer at DSN 698-1226. If you are read into a SAP, please notify the Government Special Security Officer DSN 698-1231. Remember, SCI and SAP reporting is in addition to notifying your USM.

For everyone else, you have a few steps to take for reporting.

1. Go to the Air Force Portal Foreign Travel page [by clicking here](#), or by searching "Foreign Travel," from the Portal's main page.
- Before your travel, you will need to complete the Foreign Travel Training and prebrief form using Hanscom Air Force Base as the location.
- You will need to complete the debrief form upon your return.
2. Please check the state department website [by clicking here](#), for the Threat Advisory level of the country/ countries you are travelling to.
- **Level 1 (Exercise Normal Precautions)** - Does not require commander approval and the ANG Foreign Travel form is NOT required.

Individuals will still need to report all unofficial foreign travel on their SF-86 for reinvestigations though.

- **Level 2 (Exercise Increased Caution) & 3 (Reconsider Travel)** - Please complete an ANG Foreign Travel Reporting Form that you can get from your security manager or the Information Protection Office. This form will need to be completed to include all countries that you are visiting and signed by yourself and your commander before being returned to the Information Protection Office.
- **Level 4 (Do Not Travel)** – Travel is not allowed!



The Information Protection Office is here to help; let us know if you have any questions. If you have any questions, please reach out at DSN 698-2745.

1 Exercise normal precautions

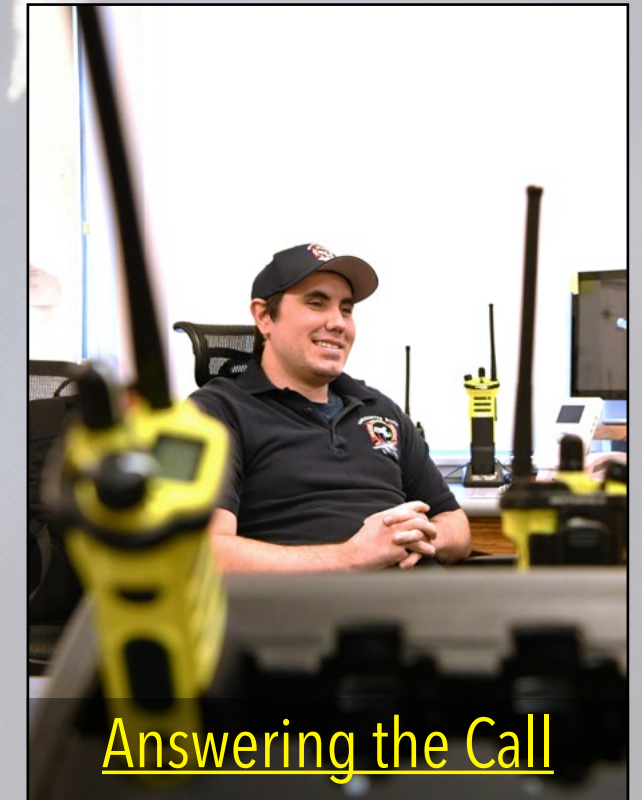
2 Exercise increased caution

3 Reconsider travel

4 Do not travel

Headlines & Highlights

104th Public Affairs Office



Highlights, Welcomes, Farewells and Promotions

104th Public Affairs Office

Lieutenant Colonel Jared 'Chowda' Conaboy's Fini Flight



Promotions

Airman Meledith Lebron, FSS
Senior Airman Nicholas Dimartino, MXS
Senior Airman Samantha Dame, MXS
Senior Airman Nolan Cochrane, MXS
Senior Airman Brett Bamford, MXS
Staff Sgt. Nicholas Nihill, FSS
Staff Sgt. Dimitry Kozodoy, MXS
Staff Sgt. Thinh Tran, CES
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Tech. Sgt. Paul Sim, MXS
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