

102nd Fighter Wing Seagull 11

Vol. XXII, No. 6

July-August 2007

Cape Cod Airshow August 25 & 26

Change of command
A time honored tradition

Alert Force Evaluation
The big "O" four in a row



The United States Air Force Air Demonstration Squadron Thunderbirds will perform at the Cape Cod Airshow.

Seagull

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Wing Command Chief Vacancy

The 102nd Fighter Wing Commander Col. Anthony Schiavi is seeking applicants for the position of Wing Command Chief. All Chief Master Sergeants in the Fighter Wing are encouraged to apply. Letters of intent and resumes are to be submitted to Col. Schiavi no later than the close of business of the September drill. For description of the duties and responsibilities, see ANGI 36-2109. Please include an up-to-date Record of Individual Personnel and a fitness assessment. Point of contact for submission of packages is Mrs. Elizabeth Hickey. She can be reached at ext. 4667.

Upcoming drill dates

Aug. 25-26
Sept. 15-16
Oct. 13-14
Nov. 3-4
Dec. 1-2

Drill hours are 7:30 a.m. to 4 p.m. on Saturdays and 7 a.m. to 3:30 p.m. on Sundays.

Seagull deadline

The deadline for submission of articles for the next Seagull is 2 p.m., Sunday, Aug. 26. No articles can be accepted after this deadline.

The public affairs staff has the right to edit all articles for content and length.

Items should be sent over the LAN to Seagull@maotis.ang.af.mil or prepared on a floppy disk, preferably in Word for Windows.

Articles on disk also should be submitted with a printed copy to the Public Affairs Office, Building 158, room 209. For more information call 508-968-4090.



Col. Anthony E. Schiavi

It's been a busy time since our last drill, and the change of command. Two days after the drill, the NORAD Inspector General visited us for our last "No-Notice" Alert Force Evaluation (AFE). With 35 straight years in the Air Sovereignty Alert Mission, and the last three AFEs being rated "Outstanding," you can imagine the expectations were high. This was especially true given our impending mission change, and also because there have been some less than stellar inspections recently from other air sovereignty alert units.

As usual, the 102nd stepped right up to the plate, and hit a booming home run! Can you say "Four-peat"? The actions of our entire team during the evaluation were nothing short of spectacular – so much so that the results you accomplished during this last AFE inspection have never been seen before, and may never be exceeded.

We also recently supported the Fourth of July festivities in Boston, which are known around the country as one of the greatest celebrations of our nation's birthday.

This event was attended by over a half a million people. This was a joint state mission between the Army National Guard and the Air National Guard. We were asked by our Adjutant General to support this joint event with a handful of volunteers. Once again, 102nd members stepped up and met this request. Actually we exceeded our original tasking, and had 20 wing members support the "Esplanade" security mission.

From the wing commander's desk

102nd Fighter Wing steps up, yet again

Our team was lead by one of our newest Chief Master Sergeant - CMSgt Jim Haehnel. It was great to see our personnel take an active role in supporting and ensuring the safety of our citizens against any possible threat. The world around us is a changed place since 9/11, and our Homeland Security Missions are now more than ever, an integral part of our overall mission set.

Under the leadership of Lt. Col. Jim LeFavor, he and several members of the full time staff along with our JFHQ HRO staff, met my goal of having our new mission full-time job advertisements on the street before the end of June.

They met my challenge. Within the next couple of weeks, we will start selecting our full time force to populate both the Distributed Ground Station (DGS) and Air Operations Center (AOC) missions.

This will be a huge endeavor as we try and fill just under two hundred technician and AGR jobs in the new Intelligence Wing under a three phase hiring process. Traditional Guardsmen who are looking for full time opportunities in the wing should stay in touch with their full time unit representatives so that they can stay abreast of the latest developments and timelines in order to meet any application deadlines.

As we move through this complicated process, I am asking for everyone's patience, as this process will consume a large number of 102nd personnel and other resources to make things move along smoothly. This may have an effect on other wing services, but it is important to keep this process moving. Selecting our full time force is a critical part of ensuring we can meet our expected IOC

date in the DGS by FY08/3.

We have recently made some changes to our flying focus as we approach the six month remaining mark in our aviation mission. We have terminated our "Goal Day" program, and reinstated a Compressed Work Schedule which will provide more guaranteed down time for our personnel, but still allow us to meet our flying program with the right focus for where we are.

These changes are meant to provide the right focus on our flying operations at a time when there is potential for distraction because of the many transitions that will occur over the coming months, (namely, retirement for some, and transition to new mission jobs, Barnes or other ANG units/missions for others).

With all this change comes the necessity for each and every one of us to focus on the task at hand, whatever that may be, and if required call "Knock it off" if you can't. I am depending on you to do this.

For those of you who may not be aware, the ANG had five Class A mishaps in roughly a months time. The most recent mishap was at our sister unit in Portland Oregon which resulted in the loss of both pilot and aircraft.

This is a serious trend, and one that requires a proactive safety approach to ensure that any practice, mission etc. that goes counter to our solid safety culture is stopped, and "STOPPED IMMEDIATELY."

In response, the Director of the ANG mandated a safety down day on June 29. The wing took this day to discuss safety

(See COMMANDER'S DESK, Page 5)

In Sympathy

With sadness we announce the passing of:

James M. Lopes

James M. Lopes died Sunday, June 3rd at the Beth Israel Deaconess Medical Center in Boston after a brief illness.

Born in Wareham, he was the son of the late Jesse A. & Alice (Fidalgo) Lopes. He attended Old Rochester Regional High School and had been a resident of Marion for many years.

Since 1985, Mr. Lopes was a civilian employee for the roads and ground department at the 102nd Fighter Wing, Otis Air National Guard Base.

He served in the U.S. Army during the Vietnam War and

was a member of Plymouth Memorial V.F.W. Post # 1822. Mr. Lopes enjoyed riding his motorcycle and music.

Joan Barbara Canuel

Joan Barbara (Cournoyer) Canuel, mother of Capt. Nicole Ivers, 102nd Public Affairs Officer, died June 7, 2007.

Katherine R. Chagnon

Katherine R. Chagnon, sister of Senior Airman James P. Regan, 102nd Recruiting Staff, died June 8, 2007.

Robert S. Carroll

Robert S. Carroll, father of Senior Master Sgt. Bruce Carroll, died June 9, 2007.

Guard Recruiting Assistance Program Open to ANG Retirees

Air National Guard Retirees are now eligible to apply as a Recruiter Assistant in the ANG Guard Recruiting Assistance Program (G-RAP) and receive a \$2,000 stipend for bringing prior service and non-prior service individuals into the Air National Guard. Applicant must be retired from the ANG with a minimum of 20 years satisfactory service, have been retired for greater than six months, and meet the other eligibility requirements identified by the sub-contractor - Docupak. ANG retirees will undergo the same training as is required from traditional guardsman. Please pass this information to all your friends and former colleagues.

Seagull ideas?

Do you have an idea for a Seagull article? Would you like to be the subject of a story, or even write an article? Births, marriages, sympathy notices and other information are always welcome. Let us know what is going on in your section. We have a new e-mail address to submit information to the Seagull Magazine, please use: Seagull@maotis.ang.af.mil



Saturday, Aug. 25

Burgers and dogs
Baked Beans
Coleslaw
American Chop Suey
Garlic Toast
Salad Bar

Sunday, Aug. 26

Chicken Parm
Spaghetti
Sausage and Kielbasa Subs
Onion Rings
Salad Bar

Transitions

I was ten or eleven
When I bought the boar's tusk
From an elderly woman
In a flower-print dress
Her father killed it in Africa
Around 1920, she thought
"Fifty cents, dear"
I treasured that bit of cracked ivory
As if I'd been there myself
It's gone now
Like the German bayonet
And the Mexican cigarette lighter
Which never worked
I never made it to Africa
But I have followed the footsteps
Of Jesus
Caesar Augustus
And Abe Lincoln
When my daughters are old and gray
A handful of trinkets
Sum total of my life
Will end up in another yard sale
A small brass cannon
A pair of Shiisa
A tiny oil lamp
My father bought it in Israel
Around 2006, I think
Fifty cents, dear.

By John Snover, 2007

Colonel Worcester awarded Legion of Merit

By Cliff McDonald
Public Affairs Staff

Col. Paul G. Worcester, former 102nd Fighter Wing commander was awarded the Legion of Merit at his change of command ceremony in June.

The Legion of Merit is one of the highest awards given to military members of the armed forces for exceptionally outstanding conduct in the performance of meritorious service to the United States. In peacetime, service should be in the nature of a special requirement or of an extremely difficult duty performed in an unprecedented and clearly exceptional manner. The Legion of Merit is worn after the Defense Superior Service Medal and before the Distinguished Flying Cross.

Colonel Worcester was honored for his outstanding performance while serving as commander of the 102nd Fighter Wing, Otis Air National Guard Base, Massachusetts, from Nov. 2, 2002 to June 3, 2007.

During this period, the exemplary ability, diligence, and devotion to duty of Col. Worcester were instrumental factors in the resolution of many complex problems of major importance to both the Air National Guard and the United States Air Force.

Under his command, the 102nd Fighter Wing flawlessly maintained its 24/7 alert commitment, as it has for the last 35 years, responding to numerous real world scrambles and homeland defense exercises. Under his direct leadership, the wing received three consecutive "Outstanding" Alert Force Evaluations.

Colonel Worcester skillfully directed all unit efforts in response to the wing's commitments in the Global War on Terrorism, both at home and abroad.

As the wing began a significant transformation that had been the result of the 2005 Base Realignment and Closure, Col. Worcester led the 102nd through multiple Air Expeditionary Force rotations, aircraft training deployments, and most notably the unit's third conversion in the F-15 which saw the



Col. Paul G. Worcester

wing take possession of 10 F-15 C/D model aircraft from the 18th Fighter Wing, Kadena Air Base, Japan.

The superior initiative, outstanding leadership, and personal endeavor displayed by Colonel Worcester culminate a long and distinguished career in the service of his country and reflect great credit upon himself, the Air National Guard, and the United States Air Force.

The colonel is a command pilot with more than 2,887 flight hours. His decorations include, The Air Force Meritorious Service Medal - The Air Force Commendation Medal - The Air Force Outstanding Unit Award - The Combat Readiness Medal - the National Defense Service Medal - The Air Force Longevity Service Award Ribbon - The Armed Forces Reserve Medal - The Air Force Training Ribbon.

Commander's Desk

(Continued from page 3)

and other issues that could potentially negatively affect the accomplishment of our mission.

To no surprise, BRAC related changes were highlighted as the biggest area that needs to be actively managed, as many people's lives will be undergoing change as we make the transition to an intelligence wing and end our aviation mission.

I appreciate all the honest feedback from those who participated. We will

be actively risk managing all that we are doing based on your inputs and those of the senior staff.

Our wing should stand proud for its accomplishments; volunteerism and focus on ensuring our wing reputation for performance, and an 80,000-hour unblemished safety record remains in tact.

I can tell you that your efforts do not go unnoticed. We (you) have received many accolades from our state leadership, as well as most recently from Gen. Victor E. Renuart, Jr., USNORTHCOM

Commander.

The general recognized the significance of the 102nd Fighter Wing's most recent AFE "Outstanding" rating, as well as thanking all of us and those that came before us for supporting the NORAD mission faithfully for 35 years.

There is no doubt that the 102nd sets the standard for others to emulate, and I know that we will do the same once established in our new missions. I look forward to enjoying with you our many successes that are sure to come in our future.

Cape Cod Air Show



**By Cliff McDonald
Public Affairs Staff**

See aerial demonstrations and static displays of military and civilian aircraft that rule the skies at the Cape Cod Air Show on Saturday, August 25 and Sunday, August 26. The U.S. Air Force Thunderbirds Air Demonstration Squadron will highlight this year's show with graceful choreographed aerobatic maneuvers and displays of fast-paced high performance flying skills. The Thunderbirds perform before more than 15 million spectators annually, and have been inspiring the young, instilling confidence in the old, and making Americans proud of their Air Force since the first demonstration more than 47 years ago. Watching a Thunderbirds performance provides a small glimpse into how more than 360,000 Air Force professionals perform everyday. This year, the Thunderbirds will again bring the U.S. Air Force to audiences around the world, displaying the pride, precision and professionalism of the men and women serving in today's Air Force.

A Thunderbirds air demonstration is a mix of six aircraft, performing formation flying and solo routines. The four-aircraft diamond formation demonstrates the

training and precision of Air Force pilots, while the solos highlight the maximum capabilities of the Lockheed Martin F-16 Fighting Falcon. The pilots perform approximately 30 maneuvers in a demonstration. The entire show, including ground and air, runs about one hour.

Also see the world's best parachute team; the U.S. Army Golden Knights conquer the skies with their precision aerial maneuvers while falling to earth at speeds reaching 120 miles per hour.

Another show stopper is the Air Force Reserve Biplane flown by Ed Hamill. The biplane is a beautiful, single engine biplane patterned after one built 50 years ago by legendary designer Curtis Pitts. It's six-and-a-half feet tall, shorter than many NBA stars, yet it can loop, spiral and dive at speeds up to 212 miles per hour, far slower than an Indy car. The biplane has a maximum gross weight of 1,300 pounds, the wings, span 20 feet. Parked on the runway, the biplane looks amazingly small. Yet in the air, this very personal aircraft forms a link with the audience as it visually guides the spectators through the history of air show flight.

The awesome F-117 Stealth Fighter will not only be on display for your viewing pleasure, but will also perform several fly-bys showing off its unique shape and

capabilities. Also see: US Coast Guard Search and Rescue Demonstration, Under Pressure Jet Ambulance, Michael Mancuso, S-3 Demonstrations, Matt Chapman, A-10 Flyby, AH-64 Apache Demonstration, F4U Corsair, B-1 Flyby, UH-60 Blackhawk Demonstration, Car drop, B-2 Flyby, C-17 Demonstration, P-40, F-15 Formation, F-16 Demonstration Chapman / Mancuso Dual Aerobatics, FA-18 Tactical Demonstration, USN Legacy Flight, F4U Corsair / FA-18, Tops in Blue Performance.

Don't miss seeing more than 30 aircraft on static display: All this and much more.

The Cape Cod Air Show and Military Open House is being held at Otis Air National Guard Base on the Massachusetts Military Reservation on upper Cape Cod. The entrance to the reservation is approximately five miles south of the Bourne Bridge on Route 28 South. Admission, is FREE, but a voluntary \$10 parking donation is requested. Gates open both days at 8 a.m. and close at 5 p.m. Please, no pets or coolers allowed in the show area. To hear a recorded message with detailed information concerning the show, call 508-968-4400, or visit us on the Internet at www.capecodairshow2007.org.

AIR FORCE WEEK

★ ★ ★ ★ ★ New England



★ AUGUST 17-26 ★

Air Force week is a new initiative for the Air Force designed to speak to the American people. The Air Force chose New England as one of six locations throughout the United States to host "Air Force Week" in 2007. The Massachusetts and New Hampshire National Guard are co-sponsoring Air Force Week New England from August 17-26.

Activities will include visits by senior Air Force leaders, flight demonstrations, including the elite demonstration team, *Thunderbirds* visits to local youth groups by Airmen, messages from Air Force Airmen deployed fighting the Global War on Terror, and much more.

Air Force Week New England begins with the Pease – Wings of Hope – Air Show on Aug. 18 & 19 and will culminate with the Cape Cod Air Show on Aug. 25 & 26. Please visit airforce-week.com for a complete schedule of events.

These events give the citizens of Massachusetts and New England the opportunity to pause and remember there are talented, dedicated, professional Airmen serving around the world day and night to keep America safe.

Massachusetts Airmen are your neighbors and friends and they continue to be key players in the Global War on Terror. Spectators are scheduled to see both airborne and ground displays highlighting the remarkable men and women serving this great nation.

*Please visit the following websites for more information and updated schedules:

www.airforceweek.com
www.peaseairshow.com
www.capecodairshow2007.org

Schedule of Events*

Friday, Aug. 17: KICK-OFF

- N.E. Governors' Proclamation
- Tops in Blue Performance, Concord, N.H.

Sat/Sun, Aug. 18-19: PEASE AIR SHOW

- Tops in Blue, Meadowbrook (Sat.)
- Tops in Blue, Hampton Seashell (Sun.)
- "Max Impact" - USAF Band Battery Park, Vt.

Monday, Aug. 20: EDUCATION DAY

- Aim High for Youth, Allenstown, N.H.
- Star-Base Educator Lift, KC-135 Flight
- Portland Seadogs, Fly-over

Tuesday, Aug. 21: SCIENCE DAY

- Christa McAuliffe Planetarium
- Natick Jordan's Furniture/IMAX Fighter Pilot
- Medical Symposium
- NH Fisher Cats, Fly-over

Wednesday, Aug. 22: YOUTH DAY

- Aim High for Youth
- Blue Hills Boys' and Girls' Club, Dorchester, Mass.

Thursday, Aug. 23: COMMUNITY DAY

- AFA Defense Industry Symposium, Nashua (Aug. 23-24)
- Lowell Spinners, Fly-over

Fri/Sat/Sun, Aug. 24-26:

CAPE COD AIRSHOW (Sat. & Sun.)

- Tops In Blue, Forest Park, Mass. (Fri.)
- Tops In Blue, Otis ANGB, Mass. (Sat.)
- Tops In Blue, Plymouth, Mass. (Sun.)



Lynn Spencer, 9/11 author visits Otis

By Lynn Spencer

In spite of all Americans know about 9/11, they remain mostly unaware of the heroic efforts of the brave men and women who found themselves thrust to the front lines of a war in the skies over America on that fateful day. When I set out to write a book about these untold stories, I knew that my research had to start at Otis and the 102nd Fighter Wing – the first responders to the air attack on this country. It was nearly 18 months ago when I arrived at Otis Air National Guard Base to learn the first-hand perspectives. My research came full circle at Otis when I returned on May 9 to fly an F-15 Eagle with Wing Commander Col. Paul Worcester.

Prior to my first visit to Otis, I had almost no previous experience with the military and, like so many Americans, knew almost nothing of the Air Defense Mission. As an airline pilot, I was comfortable with airplanes and aviation, but intimidated to step into the unfamiliar world of the military. But I was driven by the overwhelming sense that the 9/11 Commission Report didn't tell the full story. The pieces didn't tell the full tale and I needed to figure out why. I needed to put the pieces together.

Col. Paul Worcester could just as easily have granted me an interview and sent me on my way. But he didn't. He took it upon himself to make sure that I understood the Air National Guard and the Alert Mission. It wasn't enough that I was telling the story. He recognized that I must tell the "whole" story, the accurate story. In his patient yet demanding style, he made sure that I spoke to the right people and asked the right questions . . . from the 102nd to the 119th to NEADS, the CONR, NORAD and National Guard headquarters. He set the bar high and let me know that I owed it to every American to get this story right.

After having spent a rather grueling 18 months striving to do justice to these stories, I figured I was pretty well in tune with the Air National Guard side of 9/11. I was certain that I knew what I needed to know about the men and women who confronted the horrors of that historic day. I had felt the anguish of the military commanders who put their careers on the line to save lives, only to be mischaracterized by the 9/11 Commission and haunted by insinuations of misrepresentation. I saw the tears of brave airmen who were prepared to use their own fighters as weapons that day, willing to sacrifice their lives to keep Americans safe. I saw the pain in the memories of the ground personnel who, not having the luxury of knowing the "whole picture," worked feverishly and tirelessly to respond to the call of duty to get and keep every airplane airborne in order to protect this country. I had figured out the pieces of the puzzle, or so I thought.

Former Air National Guard Commander, Major General Don Shepperd, felt that I was still missing one important viewpoint: the first hand perspective. Further, he believed that there was only one appropriate Wing to give me that perspective: the 102nd. He let his wishes be known, and he was right. In flying in an F-15 at Otis, I came to fully understand the air defense mission and the people who have dedicated



Photo by Master Sgt. Sandra Niedzwiecki

Ms. Lynn Spencer gets ready for F-15 orientation flight.

their lives to protecting America. During the time I spent at the 102nd, I came to better understand how the day impacted all of you: how much you cared, how hard you worked, how much it meant. I was deeply touched by your commitment to duty and your love of country.

I saw the work that went into one flight and gained an understanding of the work and dedication it took to manage 24/7 CAPS over the United States for months on end after 9/11. I witnessed the commitment to detail that ensured the safety of one flight, and better appreciated how thousands of flights operated safely without incident.

In retracing the 9/11 flight path of the Otis fighters, I came as close as possible to reliving that historic day through the eyes of our fighter pilots. Flying down the Hudson River toward Manhattan – following the flight path of American Airlines Flight 11 – I "saw" that fateful day. I saw New York City from the cockpit of an F-15 at 2000 feet. I spoke with the same air traffic controllers. I looked around and saw the airplanes that filled the busy airspace. What must our pilots have felt trying to protect the city – diving down low to mere hundreds of feet, intercepting airplanes to keep them away from the city, all the while cognizant of the blazing towers? As we passed Ground Zero, chills ran down my spine as I felt a glimpse of what they must have felt.

I will never forget the opportunity I had to fly in an F-15 fighter. And not just any F-15 . . . an Otis F-15. It was an incredible privilege. I thank each of you who made it happen. But more than that, I thank each and every one of you who give your 100 percent day after day to serve and protect this country. It is a humbling honor to share your stories. I will never forget, and I will work to make sure that America does not forget.

Lt. Col. Henry returns from desert tour

By Cliff McDonald
Public Affairs Staff

Don't leave home without them, coat and gloves; a lesson young Bob Henry failed to learn in kindergarten.

Lt. Col. Bob Henry recently returned from duty in Iraq where he served as the 332nd Aircraft Maintenance Squadron commander, an active duty shortfall position with the 332nd Air Expeditionary Wing at Balad Air Base. "As an officer," he said, "I cherished the opportunity to serve because so many of our 102nd enlisted people have gone before me."

Colonel Henry departed for Iraq in late December after having experienced the start of a very mild winter on Cape Cod. Much to his surprise, he found it much colder at his first stop along the journey, in Qatar where he laid over for a couple of days in transit. He explained that he nearly froze because all that he was allowed to take off the transport aircraft was a small overnight bag containing only personal items; his warm clothing had to remain in his duffle bag with customs. "A miserable couple of days," he complained.

On the next leg of his journey aboard a C-17 bound for Iraq he figured out that, "You know you're going somewhere serious when you board the aircraft and everyone is required to be wearing full body armor with helmet." Along the way the aircraft stopped at a remote site in Kuwait to pick up 94 Army troops, "who all looked much more serious," than the Airmen Colonel Henry was traveling with. They were loaded down with weapons and returning to Bagdad.

He "hit the ground running at Balad," was very well received, and quickly in-processed; "a routine that was made remarkably easy because of the incredible support he received before deploying from Airmen back at Otis who prepared him exceptionally well." After running hard all that first day, and with little sleep that night, he awoke "dead tired" the next morning for his change of command. He then started in, "full swing, and it never stopped, it seems that the entire 120 days went by in a blur," he said.

Colonel Henry managed the squadron maintenance activities of approximately 700 people and 75 airframes supporting three F-16 squadrons, a C-130 squadron, a squadron of combat search and rescue helicopters, and a squadron of unmanned Predator aircraft. The aircraft flew 24/7 missions. During the colonel's tour, his wing flew over 6,000 combat sorties, and more than 24,000 combat hours. This equates to over six years of flying hours flown at Otis.

During his time at Balad, Colonel Henry experienced 150 mortar and rocket attacks on the base. The attacks normally came between the hours of 8 and 10 in the morning and 5 and 9 at night. He explained how early on in his tour when he planned a commander's call for early in the evening, he "failed to reason" that this was about the time the Iraqi prayer call ended. Although the commander's call wasn't expected to last more than 10 minutes, it ended more than an hour later after most of that time was spent in hardened bunkers. Three times they had to evacuate and take cover from rocket and



Lt. Col. Bob Henry

mortar attacks.

"Morale is high," explained the colonel, especially among those of us who volunteered to serve. Most of us believe that we are contributing toward creating a free and some form of democratic society for the Iraqi people. Our main mission is to save the lives of coalition forces, and to assist the Iraqi military and police forces when they come in harms way. We do surveillance, tracking and command and control for convoys with the C-130 aircraft. We also flew *prisoner under confinement missions*, moving captured prisoners. We also flew cargo missions with the C-130s relieving some of the truck convoys of that burden when routes were too dangerous because they hadn't yet been swept.

"The wing's aircraft were also used to do air strikes against high value targets, automobiles, infrastructure, residences, and/or places of meeting. It's tense but very rewarding because you are often reacting to people on the grounds, who are calling for help and need it immediately."

He further talked about lessons learned at Otis before deploying. "The quality of aircraft maintenance is more important than ever, so it's good to have the Otis background that quality is rule one. Safety is also most important, if it's not safe, we're not putting it in the air. Safety is a matter of life and death. Aircraft could not fly until a lost tool was located; a misplaced tool could cause an aircraft to crash. The same kind of tool control which we practice each and every day here at Otis, is a matter of integrity; it's also a matter of life and death;

(See Lt. Col. Henry, Page 21)

Alert Force Evaluation, the big “O” four in a row!

By Cliff McDonald
Public Affairs Staff

Major inspections come and go at the 102nd Fighter Wing, and they are always taken with the utmost seriousness; however, there may be none that is more significant than the Alert Force Evaluation. Unlike other important inspections where the unit knows exactly when the inspection team will arrive and has months to prepare, this is a no-notice inspection. The team shows up at the base gate, and the scramble countdown begins as the wing has just minutes to launch its F-15 Fighter Jets to intercept a potential enemy or terrorist threat. This is the assessment that evaluates the wing on how well its Airmen perform their primary mission, the defense of the Northeast Air Defense Sector of the United States.



Col. Anthony Schiavi, the wing’s new commanding officer, on just his third day in command, heard the alert horn sound early on Tuesday morning, the 5th of June, while presiding over a routine battle staff meeting with his top unit commanders briefing him on current world and local events. Wing members never know when it’s going to be the real thing, a false alarm, or perhaps just another test. This time, it was an Alert Force Evaluation designed to test the wing’s response to a Coast Guard aircraft stolen in Canada and currently penetrating U.S. airspace.

Action began in the wing’s Command Post where controllers received the order from Northeast Air Defense Sector to “suit up,” and then two and a half minutes later to scramble aircraft. Hitting the horn button, the command post notified

pilots in the alert barn. The alarm also alerted security forces personnel who provided a safe corridor for the aircraft from the alert barn to their takeoff area.

Pulses rise as hearts begin pumping faster while carefully practiced response reactions take over. Across the base, highly skilled pilots and ground crews spring into action, and race to scramble F-15 Eagle fighter jets.

The alert pilots are concentrating on getting their fighter jets fired up and off the runway. Within two-thirds of the allotted time for this phase of the inspection, two F-15 Eagles are screaming down the runway and launch into the sky, climbing high above Cape Cod in covert pursuit of a potential threat. The target must be intercepted, identified, forced to land if determined a threat, or if necessary, be shot down.

The air employment response of the exercise is only one portion that the wing is evaluated on. Wing personnel are also evaluated on initial response actions, command and control procedures, aircraft maintenance, and security. Maintenance inspections of both alert aircraft upon return to Otis revealed zero discrepancies. Exceptional Security Force support was noted during the recovery operation when 360 degree security was provided prior to returning the aircraft to the restricted area.

According to Lt. Col. Fredrick “Stitch” Shepherd, NORAD Inspector General Team Chief, “the 102nd again, for the fourth time running gets the big ‘O’ outstanding marks for its performance; every major area was rated as outstanding.”

Senior Master Sgt. Aracio “Gus” Barrigas, Alert Mainte-

nance Team Supervisor was named by the inspection team as a Superior Performer. Colonel Sheppard rewarded him with a NORAD Inspector General Coin; the distinction is for people who perform above and beyond the call of duty to do an exemplary job.

In his closing out-briefing remarks Colonel Shepherd said, "We at NORAD all know that your unit has a strong history in air defense (35 years), and has been around for a long time. It really saddens us to see a fine unit such as this fall by the wayside by being BRACed (Base Realignment and Closure Committee). I was thinking, how are the people in this unit going to approach this inspection, with a sense of professionalism and pride, or are they going to give up and say (expletive), we've been BRACed, I don't care? Obviously you have done the former. For you to step up and do even better than you did the last time is impressive. This is your unit's fourth outstanding rating in a row; no other unit has even come close to this record. You have set the bar high, and it will be near impossible for any other unit to raise it. The closest any other

unit has come is two in a row."

Colonel Schiavi commented, "It's the leadership of guys like Gus, and all the folks underneath who do all the hands-on work who make everything happen. When you consider the quality of our aircraft, you don't need to be a math major to know that zero deficiencies means there isn't any better... We stress to our folks that we need to maintain our mission focus until the last crew comes off alert sometime early next year. We've taken this to heart, and mean to assure that we do our mission correctly, all the time."

The 102nd Fighter Wing maintains F-15 Eagles on alert 24 hours a day, 365 days a year. The wing is responsible for protecting the Northeast region of the United States from armed attack and terrorist activities. Alert aircraft are used also to assist private and commercial aircraft in distress, and support law enforcement activities involving criminal activities, such as smuggling and illicit drug activity. Aircraft from the wing were the first to arrive on scene over New York City after the terrorist attack on the World Trade Center in 2001.

SMS Gus Barrigas named Superior Performer

By Cliff McDonald
Public Affairs Staff

At the NORAD Inspector General's Alert Force Evaluation out-briefing, where the "O" word for OUTSTANDING was used time after time to describe overall unit performance, one individual who performed above and beyond the call of duty was singled out as being a Superior Performer, alert maintenance supervisor, Senior Master Sgt. Araco "Gus" Barrigas.

As the maintenance supervisor in the Alert Barns, Sergeant Barrigas "displayed exemplary knowledge of all aspects of alert operations, and masterfully molded a highly effective team which displayed sound maintenance practices during the evaluation." He is responsible for the supervision of four, four-person teams who work 12 hour shifts throughout a 24 hour a day operation to guard America's skies 365 days a year. These teams are comprised of Maintenance Squadron personnel from the flight-line who are on six week rotations to work in the alert area.

Sergeant Barrigas is quick to extend credit for his achievement to four men whom he refers to as his "A Team," Master Sgt. John Abril, Tech. Sgt. Brian McGovern, Tech. Sgt. Jerry Cronin, and Tech. Sgt. Wayne Carney who were all on duty during the evaluation. The men were credited for exhibiting high morale and performing exceptionally well in both program management and maintenance execution. Their extensive preparation and coordination of flightline activities enhanced aircraft turnaround time.

Sergeant Barrigas said of the overall Alert Force Evaluation, "This is an accomplishment we all can be proud of, no matter what function we were tasked with, it takes everyone doing their part to reach this incredible achievement."

The sergeant is especially proud of all the F-15 crew chiefs in the 102nd Fighter Wing. He says of them, "They are the

first ones to look at the aircraft in the morning, and the last at the end of the day. These Airmen are responsible for making sure the aircraft are airworthy through numerous inspections, services and repairs before the jets launch, and after they recover the aircraft.

Sergeant Barrigas recalls Sept. 11, 2001, a date he says he will never forget, "The recollections of sacrifices that our people made, and the dedication that they had will stay with me after the 102nd flying mission comes to a close at Otis in the near future." He wants all wing crew chiefs to be proud of what they have accomplished, and remember that wherever they go, or what they do in the future, to continue to do their best. He congratulates them all, and wishes to thank them and their families for all they do.



Senior Master Sgt. Araco "Gus" Barrigas

Change of command

A time honored tradition



Photo by Senior Airman Kerri Cole

The 102nd Fighter Wing said farewell to its commanding officer, Col. Paul G. Worcester, (center) and welcomed a new commanding officer, Col. Anthony E. Schiavi (left). The presiding officer for the change of command was Brig. Gen. Michael Akey (right), commander, Massachusetts Air National Guard.

**By Cliff McDonald
Public Affairs Staff**

On what started out as a stormy Sunday morning on the 3rd day of June 2007, the rain slowed to a drizzle and then stopped as the change of command ceremony held on the hangar floor of building 158 commenced.

Ceremonial drill commands echoed throughout the building as members of the 102nd Fighter Wing were called to attention by the commander of troops, while section leaders reported, "all present and accounted for," to the adjutant before a crowd of as many as 150 invited guests and dignitaries.

As the honor guard posted the colors, Senior Master Sgt. George Burr burst into song singing our National anthem. Military members saluted, and civilians held hands across their hearts.

The 102nd Fighter Wing welcomed a new commanding officer when Col. Anthony E. Schiavi relieved outgoing commander Col. Paul G. Worcester. Brig. Gen. Michael Akey, commander, Massachusetts Air National Guard, was the presiding officer of the ceremony.

The change of command ceremony is a time-honored tradition. It is a public ceremony formally transferring command and complete responsibility for a unit from one officer to another.

The ceremony formally restates to the officers and enlisted personnel of the command the continuity of the authority of command.

Colonel Worcester, a Plymouth, resident, assumed command of the 102nd in November 2002. Under his command, the 102nd participated in many joint and multinational exercises.

For the time being, Colonel Worcester

will remain at Otis. He will take the lead for the Air Guard on working on recent Massachusetts Military Reservation Memorandum of Agreement development issues, as well as a number of Master Plan concerns, and a combination of current and additional 102nd missions matters.

During his farewell remarks, Colonel Worcester first commented on the past couple of years which he described as being tough ones for the wing, while also being greatly successful. In his opinion, this success had less to do with individual leadership, and more to do with the "Team Otis" spirit.

He told the men and women of the unit that the wing's continued existence wouldn't have been possible without their hard work. He added, "It wouldn't be possible without your professional, loyal, and dedicated efforts to sustain

this wing at such a high level of excellence. We are, you are, postured for a bright future.”

The colonel then shifted his focus and said, “I have much to be thankful for. To do this right, I should be thanking all of the nearly 1100 military and civilian members of this wing in person. Individually, you have been great supporters of me; collectively, you’ve been the best team a commander could ever hope for.”

He extended his thanks to highly supportive community and advisory group leaders, and elected officials at all levels of government. He also expressed gratitude to his group commanders for sharing the burdens of command and going beyond their standard scope of duties to lead the wing. Furthermore, to Colonel “Kimo” Schiavi he conveyed his appreciation for stepping up from the very beginning to keep the wing running strongly. He acknowledged, “Kimo, I wouldn’t have taken this job without you; you proved to me why I was right by choosing you. Take this wing to the next level of excellence; you are the right person to do it, and they are ready.”

And last he told his family, “I missed my kids going through college years; Lindsay and Ryan, I hope someday I can make-up for it. I thank my wife, Janet, for enduring those long lonely days when military business drew me away; I know I can never repay you.”

In closing, he quoted CNN news anchor Soledad O’Brien who recently gave the commencement address at his son Ryan’s college graduation. She said, “Don’t worry about finding a job, worry about finding your passion.”

Colonel Worcester said last, “To the members of the 102nd Fighter Wing, I couldn’t agree more. Find your passion - do your living with passion - work with passion. After all, I found my passion; it’s the 102nd Fighter Wing. Best of luck and God bless every one of you.”

Colonel Schiavi, a resident of Harwich, expressed his pride in becoming the new commanding officer. He first thanked the assembled distinguished guests and visitors for their support of the wing, his family for their personal support, and Colonel Worcester for leaving him a unit which excelled under his leadership.

He also recognized the Airmen of the wing by telling them that it was an honor

to be their 13th wing commander, and that he was humbled to be given an opportunity to contribute to a great legacy of outstanding leaders who preceded him. And, to the wing’s civilian employees who he told, the base couldn’t function without them; they play an important role in mission success.

Colonel Schiavi’s acceptance speech was punctuated with three main themes: heritage, continuity, and change.

He talked about the wing’s legacy, being the fifth oldest wing in the Air National Guard serving over 86 years. He said, “It is our duty to always remember that we are not only building our legacy for today, but for the future members of this wing, who will someday take their place right where you’re standing.”

The colonel joined the wing 14 years ago; he didn’t know what to expect. He soon came to realize how special the 102nd was, and became aware of the many opportunities that lay ahead in a National Guard career. He said, “I never looked back ... I always try to find value and opportunity in change. What I can promise you while I am your commander is to lead with optimism and encouragement in everything we are doing. I will also encourage each and every one of you to look to the future with the same level of optimism and find value for you

in the changes that lie ahead.”

Colonel Schiavi called attention to September 11, 2001 and how that day changed the world. He said, “It will surely be marked in our unit history as this wing’s greatest moment, We were doing the unthinkable, flying combat air patrols over our nation and in the six years since that day, almost every member of our wing has been touched in some way, whether supporting domestic operations here at home, or supporting our combatant commanders overseas. You have accomplished the mission with distinction and honor.”

He continued by sharing his thoughts on what the wing will be focusing on as it ends its 86 years of a flying mission, and forges ahead towards new horizons and the standup of the 102nd Intelligence Wing.

He commented on recruiting, the wing is in the middle of its best recruiting year of its last 10. He encouraged all present to be recruiters for the wing. He asked everyone to talk to others about the opportunities of being in the Guard. The colonel said, “Remember, we are a great force multiplier to our wing’s full time recruiting staff.”

(See Change of Command, Page 20)



Photo by Senior Airman Kerri Cole

A gathering of 102nd Fighter Wing members and invited guests assembled for the Change of Command.

Medical Group deploys to California Indian reservation

By Catherine Tonello
Public Affairs Staff

The 102nd Medical Group of Otis Air National Guard Base took a sixteen day trip to San Diego, Calif. Their mission: to provide medical care at the Indian Health Council Clinic in Valley Center, San Diego County.

The clinic provides care for nine tribes in areas such as general medicine, general dental, ophthalmology and chiropractic care. It's estimated that the clinic serves close to 7,500 registered Native American patients. The number and the need were great, but the Medical Group went in prepared and enthusiastic.

The group consisted of capable Airmen who assisted in everything from administration to examinations. Staff Sgt. Sarah Perry of the group was involved in the coordination of the trip. She and Tech Sgt. Cindy Thomas organized the medical records of the patients being examined at the clinic, and handled administration.

Capt. Christina Sampsonis, the group's physician assistant, dealt with patients throughout the trip. She said that because the clinic is mainly a primary care/family medicine center, they saw a lot of babies for checkups and handled things like diabetes and hypertension (high blood pressure).

They actually dealt with a trauma the first day. A man that had been in a motorcycle accident was brought to the clinic where the captain and others worked on him a little before sending him to the nearest hospital.



Star marks the location of the Indian Health Council Clinic, east of Oceanside, Calif.



Indian Health Council Clinic, Valley Center, San Diego County.

Capt. Sampsonis also had the opportunity to make home visits to the Native Americans that aren't able to get to the clinic. She said that it was tough at times to see the poverty and conditions that some of the people up in the mountains live in. The patients were grateful considering they couldn't even make it to the clinic for something as simple as a yearly checkup. The medical staff at the clinic was also grateful because the Medical Group helped lighten their load during their time on the reservation.

Treating patients was not the only goal of this trip. The medical group played a huge role in developing and augmenting emergency action plans for the Indian reservation. Sergeant Perry said that up until the medical group arrived, the reservation did not have any effective plans that could be implemented in case of an emergency.

The group made it a priority to develop emergency action plans with the Native Americans. For example, one of the scenarios that they discussed was a gas tank spill.

There is much poverty on the reservation in conjunction with high disease rates. Many of the Native Americans on this reservation were diabetics. Sergeant Perry said that one woman came into the clinic with a blood sugar level of over 700. The American Diabetes Association recommends 80 mg/dL to 120 mg/dL before meals and less than 160 mg/dL 1 to 2 hours after meals for diabetics. This extreme blood sugar level rendered the woman not fit to even drive due

to its effects on her eyesight. This is an example of the issues that are being worked on by groups such as our very own medical group.

There is progress being made. The medical clinic on the reservation is a clean, modern facility with the necessary technology needed to address the needs of the Native Americans. Sergeants Perry and Thomas felt their trip did not change the way the people live, but that they did provide the help that was needed to move the reservation in the right direction.

Tech. Sgt. Tom Burchell was among a break-off group that was sent out to the Mexico/California border at Russian Hill. They spent a total of nine days at the border. Two of those days were used to train the crew and familiarize them with the equipment they would use. The ambulances were even different; Ford SUVs had been transformed into the emergency vehicles.

The crew provided medical support to the Army group that was stationed there. Sergeant Burchell and others were paired with Army medics who had previously served in Iraq. He said that his time with them gave him a firsthand perspective of what he'll face in Iraq as he and others are deployed in the near future.

At the border, they treated things like burns and made sure that the soldiers were sufficiently hydrated and protected from the sun in the 100 degree weather. Treating burns and providing sunblock might not seem very glamorous, but this crew provided exactly what the soldiers protecting our border needed.

All in all, the Medical Group had a challenging but fulfilling time. The compassionate work that the group accomplished on the Indian reservation is a testament to the work this team does on Otis Air National Guard Base every day.



Tech Sgt. Cindy Thomas, left, and Lt. Col. Patrica Simmons, right, examine a peace pipe during an Indian culture briefing.



Maj. Frank Haluska looks on while Capt. Shane Kinsey finishes charting on a patient he just saw.



Left to right, Capt. Christina Sampsonis, Staff Sgt. Sarah Perry and Senior Master Sgt. Monica Parks.

Space shuttle exercise at Otis

By Cliff McDonald
Public Affairs Staff

Aboard the space shuttle orbiter, two of three main engines have malfunctioned just three minutes into its launch ascent from Kennedy Space Center in Florida. Immediately, the shuttle commander and NASA controllers at the Johnson Space Center in Houston, Texas make a decision to abort the mission and go for an emergency landing at Otis Air National Guard Base on Cape Cod.

The Emergency Response Center at Otis, manned by the 102nd Fighter Wing has been in operation since early morning with personnel standing by for such an unlikely crisis. Otis firefighters, emergency rescue personnel, and medical staff hurry into position adjacent to the nearly two-mile-long runway to prepare for the shuttle's landing. Minutes later they are rescuing astronauts from the burning shuttle that has crash-landed at Otis.

This time, it's only an exercise; but just the same, Otis personnel are on alert several times each year for real world space shuttle launches. Otis personnel support all high inclination space shuttle launches over the Northeastern States.

To prepare for the possibility that a space shuttle might someday need to

make an emergency landing at Otis, operations and rescue forces from the 102nd Fighter Wing, and medical personnel from the U.S. Coast Guard Air Station on the Massachusetts Military Reservation annually receive specialized training support from representatives of the Department of Defense Manned Space Flight Support Office.

This year's training and exercise was conducted in late May. On the last day of training, all emergency response forces participated in a simulated emergency landing of a space shuttle. In the exercise, a military bus simulated a space shuttle making a hard landing on the

actual Otis runway. Waiting medical personnel, firefighters, decontamination and bioenvironmental forces speed to the crash site in numerous vehicles.

The orbiter space vehicle would be considered to be very hazardous after making a hard and short landing on the Otis runway. Hazards include vehicle heat generated from reentry from space into the Earth's atmosphere. Many components on the orbiter do not cool down for more than an hour after the vehicle has landed.

The orbiter also contains explosive hazards that are designed to open emergency hatches and power rocket motors in flight. Chemical hazards could also present problems for Otis crash and rescue personnel who would be responsible for exiting injured astronauts from the vehicle. After a landing, the orbiter could vent several hazardous gasses such as nitrogen tetroxide, monomethyl hydrazine, ammonia, and liquid hydrogen.

The astronauts in the exercise were portrayed by several enactors who play the roles of injured crewmembers. After the shuttle was scrupulously checked for hazards, firefighters egress the astronauts from the shuttle, and medical personnel triaged and tended to the crewmembers' simulated injuries.

Chief Master Sergeant retired Fred Wadsworth, base emergency manager





Photo by Senior Airman Kerri Cole

Astronaut role players, from rear left to right, SrA. Megan Cuthbert, SrA. Marisela Garcia, Ms. Karen Woodhall, TSgt. Julie Headley and SSgt. Sarah Perry.

explained, “The reason we go through this annual training is to prepare for and support emergency response actions related to an unscheduled landing of a space shuttle at Otis. The base is particularly suited for an emergency landing of the shuttle. The combination of our geographic location, 24 hour-a-day emergency response forces, and a long runway make Otis an ideal choice for an emergency-landing site. The approach to the base is over water, which makes it safer for the astronauts, should they have to bail out if they can’t make it to the airfield itself. The fact that the Coast Guard is based at Otis provides a quick response for any search and rescue operations should the shuttle land short or actually in the ocean. Coast Guard helicopters could quickly evacuate astronauts to one of Boston’s many world-class medical centers.

“An actual landing at Otis is a very remote possibility, but we do provide additional safety redundancy, a characteristic of the space shuttle program. The fact that we train for such a contingency emphasizes the commitment NASA and the Air Force have made to the safety of the astronauts. Otis is one of several airfields on the east coast of the United States which are suitable for an emergency shuttle landing.”

Minutes after a launch, when skies over the east coast of Massachusetts are clear, the orbiter can actually be easily seen from the ground with the unaided

eye. It’s at 68 miles above the Earth as it rockets up the east coast at speeds approaching 17,000 miles per hour on its way into orbit.

If an emergency did occur aboard the orbiter, Otis ground personnel would only have minutes to respond. For this reason, they have all been on alert for an hour or longer in the base command post. The Airfield Support Coordination Officer (ASCO) is the first to establish phone contact with NASA. Standing by with the ASCO are the Incident Commander, Base Fire Chief, a Coast Guard

medical representative, security force, bioenvironmental, and public affairs coordinators.

It may be just a remote possibility, but should it ever happen, Otis Air National Guard Base would be the center of world attention for several months. NASA is prepared to deploy more than 500 personnel from the Johnson and Kennedy space centers to support the recovery of the orbiter space vehicle. A Rapid Response Team and Mishap Investigation Team would arrive within 24 hours to safely tow the orbiter from the runway, gather information and begin an investigation process.

Tons of equipment would follow in the next few days and weeks that would allow the support team to hoist the orbiter piggyback on top of a giant Boeing 747 Jumbo jet for its return flight to the Kennedy Space Center. In all, the process would be expected to take up to 90 days.

Personnel from Otis have supported space shuttle flights at the base for the past 20 years now, always on alert and ready to respond to an emergency landing on the base. However, with the flying mission of the 102nd Fighter Wing being changed to a non-flying mission, this may be the final year that the wing will respond to shuttle launches. It’s not yet confirmed if the Coast Guard Air Station on the Massachusetts Military Reservation will take over the responsibility.



Photo by Senior Airman Kerri Cole

An injured astronaut being treated by base Coast Guard medical personnel.



Hurry up and wait

By Senior Airman Alexis Colonna

When you see it in action, its rhythm, harmony, and efficiency is inspiring. If you are opposing those who have it, it can be extremely intimidating. If you challenge it once it's established, it only grows stronger. The Marines have it. Anyone in Basic Training has it. Deployed troops have it. And yet the forming and developing of it can be an ugly mess of confusion, frustration, and drama. What is it? "Esprit de corps," the unity and cohesiveness, conviction, spirit, and enthusiasm of a group, the result of individuals overcoming common challenges side by side, again and again.

It's about suffering together when we don't work well together and winning together when we do. Esprit de corps is the golden nugget of group experience, a trait every commander in the field can appreciate. It puts the polish on ceremony, the extra "umph" in battle, and the "Hoo-ah!" into meeting the challenge.

Consider, for example, a unit deploying. When troops initially depart, the usual drama is already there, but when they return, even the staunchest opponents within tend to unconsciously unite against those who did not deploy. While we're not up against a deployment, we are all facing similar challenges, all centered around the mission.

"Two weeks..." How many times have we heard it? It seems like an agonizingly slow process, the new mission conversion. This is a life changing event and we still have a lot to settle. The anxiety of the unknown looming before us makes the process seem even slower still, but the process is in motion. We all know how it goes: "when it rains, it pours." Everything seems to happen at once. Hustle, hustle, hustle, rush, rush, rush, then suddenly, you find the only thing you have to do is stare at the computer, or worse yet, each other.

Five minutes of this feels like 30. It may not seem it at times, in fact, at times, it may seem like the pace is slowing wa-a-y down, but overall, it's starting to really move, and we're starting to feel it, in places. It *is* moving. First, there was BRAC. Then there was the MSET, the UCI, the acceptance, and the first of the jets to depart. We went through it

all, together. We pulled together to fight the political battles. Together, we've argued wins and losses, and pros and cons. We pulled together to ensure good performance. We pulled together to move aircraft across continents, and now here we are, standing together, waiting for that milestone, the first real sign that the new mission has finally arrived.

True, there is bickering and misinformation and the usual drama, and all those small ways we hash out the differences and smooth out the wrinkles on the way to getting the job done right, but these are the very things that eventually lead to group solidarity and pride, esprit de corps.

Now, when esprit de corps seems weak and frustrated, is when it's most important to be looking out for each other, and doing what we know should be done. Now is when we work out the bugs and build esprit de corps, so that when the real challenges come, they only make us stronger.

Everywhere you look, folks are busier and busier, filling in here or there in addition to their duties, or cross-training, and, when things are quiet for them, helping out where it's needed. These are things we need to be doing, looking out for each other, standing by each other. So hurry up together when there is a demand for it, and enjoy the waiting times together while you can.

Learn something new, figure out where you're going and how you're getting there, and maybe pass what you learn on to someone who may not know. Or, just enjoy the people you work with because next month, next year, it may all be different.

Get involved. Doing things as a group unites us, bonds us, keeps us strong and positive, and safe. Find ways to keep up morale. Help someone out, or just make them laugh.

If you need ideas or have ideas on how to improve morale and esprit de corps, the Airman's Council is here for you. And don't forget to get your Airman's Challenge Coin nominations in! Give credit where it's deserved! It's better than griping at each other when you're busy and better than sitting there staring at each other when you're bored!

Chapel Call

By Chaplain (Capt.) Mary Scheer



Chaplain (Capt.) Mary Scheer

“Moving forward in faith”

On a bombing raid over North Vietnam in 1966, Air Force Captain Pete Peterson is shot down. He spends the next six years as a prisoner of war; his life an endless cycle of isolation, interrogation, and torture.

Thirty-one years later, Douglas “Pete” Peterson returns to the land of his enemy -- voluntarily. He is the first U.S. Ambassador to Vietnam since the war -- and the first ever to Hanoi. When asked how he could return to the land where he’d endured years of starvation, brutality and torture, he replied, “I’m not angry. I left that at the gates of the prison when I walked out in 1972. I just left it behind me and decided to move forward with my life.”

As I write this article, I am four days away from presiding over the wedding ceremony for my daughter and her fiancé. Ten days ago I was at my youngest daughter’s graduation from high school. As she prepares to leave for college, I am about to become an “empty nester.”

Our family has been through some significant life events in the past year with children reaching major mile markers and important life transitions. We celebrate as one daughter just completed her first year at the Air Force Academy in Colorado,

and we grieve the loss of three family members including my cousin who was killed in Iraq just days before Christmas.

Through all the events our family has experienced in the past year, a graduation and a wedding remind me that life indeed is moving forward. My mom would say, “life goes on.” But sometimes we can bring “stuff” with us that will be hard to carry into the future.

Life transitions are good times to reflect and evaluate if there is any “stuff” that needs to be set down, any burdens too heavy to carry into the future or things that should be “left at the gates” as Pete would say, as we move forward with life.

Sometimes the place to begin laying down burdens is in our inward being and we can do this by seeking spiritual refreshment through our faith and religious practice.

As life moves forward, our spiritual life should also. We need to take time to grow in our faith. Because what we believe at the soul’s level makes a huge difference in our attitudes and approaches to life, in the choices we will make and the direction we will take both today and tomorrow.

Change of Command

(Continued from Page 12)

He also touched on retention by saying, "I know many of you still have decisions to make regarding your future Guard career; give us an opportunity to work with you in finding a new home in our wing. We need you ..."

As to the current F-15 mission of the wing, Colonel Schiavi stated, "First we must preserve our impressive safety record which exceeds 80,000 hours of Class A mishap-free flying. We will undoubtedly go thru some periods of uncertainty and stress as we close in on the final stages of this transition. I will be expecting leadership at all levels to watch for areas of concern, but also to be listening to you. If anyone sees something that doesn't seem right, I expect you to speak up."

He stressed to his Airmen that they must maintain mission focus until the last crews close the doors at the alert facility which is to be expected in January 2008.

As it relates to the new intelligence mission, he said, "We are well on our way, but we still have a lot to accomplish in a short amount of time. It will take strong leadership at all levels and motivated people with a strong work ethic and innovated ideas to meet our timelines for transition.

"It will be our vision to become a center of excellence in Air Force intelligence and war fighting command and control missions. It is not inconceivable that we can grow our new mission sets even bigger once our conversion is complete and a success. We have strong support from our state military and civilian leadership, and strong congressional support as well as great support from our civilian community and local officials."

The colonel called for "pushing hard for much needed new and upgraded support facilities." He said that the base has been neglected "far too long" in receiving funds for improvements for mission-related facilities improvements. He talked about a comprehensive space utilization plan for Otis which will shrink the base from thousands of acres to hundreds.

Colonel Schiavi stated that communications will be essential as the wing moves forward. He said, "There are great ideas out there, I know there are. Please share them, not all of them will be workable, or necessarily achieve the results we are looking for, that's okay - some of them will, and that's good. I will never be upset with anyone for trying."

Colonel Schiavi concluded by calling attention to celebrating the wing's legacy in aviation. He said that over the coming year the wing will celebrate with many events starting with an August 2007 air show. More events are being worked and information will be forthcoming. He asked for ideas, stressing, "It is important that we document and celebrate our heritage."

In his final remarks, Colonel Schiavi said, "Our wing is strong, our wing is motivated to succeed, and your entire leadership team is working hard for you. I assure you we are headed in the right direction."

Colonel Anthony E. Schiavi

Colonel Schiavi entered the Air Force in 1983, and was commissioned through the Reserve Officer Training Corps. He is a command pilot and veteran of Operation Desert Storm with 56 combat missions and one confirmed aerial victory. He has logged more than 2994 hours of flight time including over 2670 hours in the F-15 and 308 combat hours.

The colonel resides in Harwich with his wife, Debe. They have four children: Holly, Andrew, Robbi and Carter.

Colonel Schiavi received a Bachelor of Arts degree in Mathematics in 1983 from Assumption College, Worcester, Mass.

The colonel's tours include: Advanced Technology Program Manager, Air Force Plant Representative Office (AFPRO), The Boeing Company, Seattle, Wash. - Undergraduate Pilot Training, Laughlin, Air Force Base, Texas - F-15 pilot, 58th Tactical Fighter Squadron, Eglin Air Force Base, Fla. - F-15 pilot, 33rd Tactical Fighter Wing Provisional, Tabuk Air Base, Saudi Arabia - Operation Total Force F-15 instructor pilot, 102nd Fighter Wing - Chief of Training, 102nd Fighter Wing - Chief of Weapons and Tactics, and Assistant Air Operations Officer, 102nd Fighter Wing - Operations Group Commander, 102nd Fighter Wing - Vice Commander, 102nd Fighter Wing.

Colonel Schiavi's decorations include: The Distinguished Flying Cross with V Device - The Meritorious Service Medal Air Medal with 4 OLC - The Aerial Achievement Medal - The Air Force Commendation Medal with 3 OLC - The Air Force Outstanding Unit Award with 2 OLC - The Air Force Organizational Excellence Award - The Combat Readiness Medal with 6 Devices - The National Defense Service Ribbon with 1 Bronze Star - The Armed Forces Expeditionary Medal - The South West Asia Medal with 2 Bronze Stars - The Global War on Terrorism Service Medal - The Air Force Overseas Short Tour Ribbon - The Air Force Longevity Service Award Ribbon with 4 OLC - The Armed Forces Reserve Medal with 3 "M" devices and hourglass - The Small Arms Marksmanship Ribbon - The Air Force Training Ribbon - The Kuwaiti Liberation Medal (from Kuwait and Saudi Arabia).

Colonel Schiavi has completed various military schools which include: Systems Acquisition School - AFIT Systems 200 Acquisition School - USAF Space and Missile Orientation Course - Electronic Combat Pilot School - USAF Life Support Officer School - ANG Senior Leadership Development Course. He was a Distinguished Graduate and recipient of the Outstanding Officership Award at Undergraduate Pilot Training. Colonel Schiavi is also a Distinguished Graduate of the USAF F-15 Fighter Weapons School.

Lt. Col. Henry

(Continued from Page 9)

not only for the aircrews, but the guys on the ground who are depending on that aircraft to get there on time.

Over all, Colonel Henry believes the Iraq mission performed at his wing is going well. He thinks that phenomenal backup support is provided to the guys in harms way on the ground in Iraq. He hopes that we will stay and continue to support the Iraqi people who depend on our help.

He explained that now, as we clear an area and drive the bad guys out, we're leaving behind the ground forces to maintain the area so that the Iraqi people who cooperate with us do not have their lives put in danger.

At a time when we hear so much about what is going wrong in Iraq, Colonel Henry offered his thoughts on the subject.

"It's disheartening," said the colonel, "that we don't see the positive aspects of what we are doing portrayed in the media. We are building clinics and hospitals, and we treat Iraqis just like we treat our own." He feels that the problem we are facing politically and militarily is the fact that Saddam Hussein was able to rise and fall so many times that even though they found some finality in his execution, they still are afraid that someone else will rise to take his place and hammer them back.

He says, "It has taken a long time, the sad part is the number of lives it has taken, but the progression and evolution of the process will occur, unfortunately I feel it will take a long time."

Reverting back to the subject of rocket and mortar attacks, Colonel Henry said, "The winter months of January and

February are slow; the bad guys don't like the cold and rainy conditions, but once the weather began warming up, attacks on the base increased considerably. Much of the time, based on a premonition, other times on intelligence guesstimates, when our forces endeavored to think like the bad guys to determine optimal times of vulnerability, our people preemptively put on their helmets and flack jackets and wore the gear for stretches of several days."

He recalled an intense rocket and mortar attack, early on Monday morning, March 5, as he was arriving for work, a date that stuck in his memory which he wouldn't soon forget. As he drove through the entry and control point he heard the whistling of incoming rockets, and could see debris flying. It came during the launch preparation of six F-16s which had moved out of their hardened shelters and were warming up on the taxiway. It was mandatory for all ground personnel to don protective gear and take cover. Meanwhile the six F-16s, fully loaded with fuel and weapons were abandoned with ground safety pins still inserted so that the jets couldn't takeoff. The pilot had the option of shutting down, opening their canopies, and also taking cover, but they choose to remain with the aircraft. Amazingly, no one was hurt in this attack.

Colonel Henry concluded by commenting, "A lot of the time we forget that in the Air Force it is truly for the most part our pilots who are the most vulnerable. Pilots, like the ones in this attack, could only sit through it with absolutely nothing they could do to protect themselves. It's our pilots who venture outside the wire and into harms way; I take my hat off to them, as well as to Army Soldiers and Marines fighting on the ground. It was our job from inside the wire to generate the airpower to support them. And that we did phenomenally well."



Photo by Senior Airman Kerri Cole

The Employer Support for Guard and Reserves Organization sponsored a tour of the Massachusetts Military Reservation in June 2007.

Cape Military Officers Award Cape Student Scholarships

Six Cape Cod high school seniors were the recipients of \$1,000 Military Officers Association of Cape Cod Scholarship on Thursday night, May 4, 2007. This marked the 30th consecutive year that the Cape Cod Chapter of the Military Officers Association of America (CCC-MOA) has awarded its scholarship to the children or grandchildren of military personnel that live on Cape Cod or the Islands. The chapter's scholarship program, which receives its funding from the donations made by its membership, has awarded over \$100,000 during the last 30 years.

US Coast Guard Captain Roy A. Nash, Commander of the Sector Southeastern New England, was the Awards Night guest speaker at Falmouth's Coonamessett Inn. The dinner was held to honor the student recipients, their families, and chapter members. In speaking to the scholarship recipients, Captain Nash told them that even though they would now be going on to college, the values which they had learned from their families and leadership skills which they had already demonstrated in high school, would continue to serve them well away



From left to right----- Chapter Scholarship Co-Chairman Retired Colonel George A. Jonic, Jr. USMCR, Morgan Gage, Katie Patellos, Heather Jackman, Nicholas Maker, Hannah Rendon, Michael Nelson, Capt. Roy A. Nash, USCG.

from home.

Students receiving the scholarship were Morgan Gage and Katherine Patellos from Barnstable High School,

Heather Jackman from Bourne High School, Nicholas Maker and Hannah Rendon from Harwich High School, and Michael Nelson from Bishop Stang High School.

Milestones

Promotions

To chief master sergeant
James D. Haehnel

To senior master sergeant
Richard G. MacDonald
Joseph J. Nadeau
Wing, K. Ng

To master sergeant
Keith V. Turner
Matthew R. Stockwell
Lane H. Philbeck
Robert R. Miller

To staff sergeant
Sheena N. Green
Jean F. Riordan
Richard Bourassa

To senior airman
Joseph P. Sklut

Welcome aboard

Staff Sgt. Michael Forte
Staff Sgt. Marc Whitman
Staff Sgt. Michael Marcrac
Airman 1st Class Kelly Rovedo
Senior Airman Jesse Lundberg
Master Sgt. Douglass Shvonski

Moved to Maine

Aviation Artist, Eric Michelsen has recently moved his art studio. His new address is P.O. Box 697, Waldoboro, ME 04572. Telephone: 207-832-4446, ericmichelsenart@verizon.net

Personnel Update

Tricare Reserve Select

Affordable health care is now available. The Department of Defense implemented recent enhancements to TRICARE healthcare coverage for certain Selected Reserve members and their eligible family members and it is called TRICARE Reserve Select. TRICARE Reserve Select is a premium-based Tricare health plan with three tiers that is available to members of the Selected Reserve. Tier 1 is offered to members of the Selected Reserve who are called or ordered to Active Duty in support of a Contingency Operation and served continuously on Active Duty, voluntarily or involuntarily for 90 consecutive days or more. Members must enroll prior to Active Duty end date.

Tier 1 requires the member to pay 28% of the total cost of the premium. Tier 2 is offered to members of the Selected Reserve who are unemployed, not eligible for an employer sponsored health plan, or self employed. Tier 2 requires the member to pay 50% of the total cost of the premium. Tier 3 is offered to all other members of the Selected Reserve who are not eligible under Tier 1 or 2. Tier 3 requires the member to pay 85% of the total cost of the premium.

DEERS.

We all have heard this acronym time and again but what does it mean? DEERS stands for **D**efense **E**nrollment **E**ligibility **R**eporting **S**ystem; it is the system that contains information about military members, their dependents, and determines eligibility for military benefits. As a military member you are automatically enrolled in DEERS and *must* enroll your dependents to guarantee their eligibility to receive an identification card, use of benefits, dental coverage, medical coverage (while on active duty), and Family Serviceman's Group Life Insurance.

How do I update DEERS?

Bring in the appropriate paperwork (such as a marriage certificate, divorce decree, birth certificate, court document, Social Security card, death certificate, or active duty order) to Personnel Readiness Support, formerly known as Customer Service, in the Military Personnel Flight, Building 158, room 232.

Why do I need an ID card?

You must possess a valid identification card to enter a military base and to receive the endless benefits available to you. Most Military Installations offer a Commissary, Base Exchange, Activity Center, Bowling Center, Swimming Pool, Theater, Military Lodging, and seasonal rentals and they all require a

valid ID card. Military discounts are offered by some retail stores such as: Home Depot, Lowes, Jiffy Lube, and many more. Busch Gardens, Disney World and other attractions offer deep discounts and sometimes even free entrance for you and your family when you show them your ID card. Some airlines even offer discounts for military members. Most importantly, you must have a valid ID card if you are eligible and enrolled in benefits such as Medical or Dental. And last, but certainly not least, you must have a valid ID card to access Government computers on most Military Installations.

Who can get an ID Card?

Military members, retirees, Federal, State, Contractor employees, and their dependents. Dependents are defined as a spouse; children (natural, step, pre-adopted, adopted, or foster) up to the age of 21 or 23, if a full-time student; children with certain medical conditions may be eligible, regardless of age; parents, step-parents, or parent-in-laws, as deemed by a Court of Law. Note: Children under the age of 10 years old are not authorized an ID card unless, their parents are both in the Military or the sponsor is not married.

When can I get an ID Card?

Tuesdays only from 0900 - 1130 and 1300 - 1500 at Building 158, room 111, phone number: 508-968-4180 or the Coast Guard at Building 5215 (behind the Base exchange) on Tuesdays-Thursdays 0900 - 1100 and 1300 - 1500, phone number is 508-968-6318.

Serviceman's Group Life Insurance

On September 1, 2005, Serviceman's Group Life Insurance was increased automatically to \$400,000. Members **MUST** complete a new form to decrease amount. Please see a Personnel representative in Building 158, room 232. Serviceman's Group Life Insurance is effective the first day you perform duty. Members are covered for 120 days after separation or release from duty. If member cancels or decreases SGLI, the previous coverage is good until the end of the month. SGLI payments are exempt from taxes. When a member gets married or divorced, they **MUST** complete a new Serviceman's Group Life Insurance Form, 8286. . If the member chooses less than the maximum amount of insurance or chooses not to list his/her spouse as the sole recipient, the spouse must acknowledge those decisions, in writing. When a member is activated, SGLI is automatically changed to \$400,000. If the member wants to decrease the SGLI upon deactivation, he/she **MUST** complete a new SGLV 8286. If you have any questions, please see a personnel representative in Building 158, room 232.

Cape Cod Airshow August 25 and 26



The United States Air Force Air Demonstration Squadron Thunderbirds have been inspiring the young, instilling confidence in the old, and making Americans proud of their Air Force since the first demonstration more than 47 years ago. Watching a Thunderbirds performance provides a small glimpse into how more than 360,000 Air Force professionals perform everyday. This year, the Thunderbirds will again bring the U.S. Air Force to audiences around the world, displaying the pride, precision and professionalism of the men and women serving in today's Air Force. The team will perform at the Cape Cod Air Show on Otis Air National Guard Base, Aug. 25 and 26.

Seagull

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