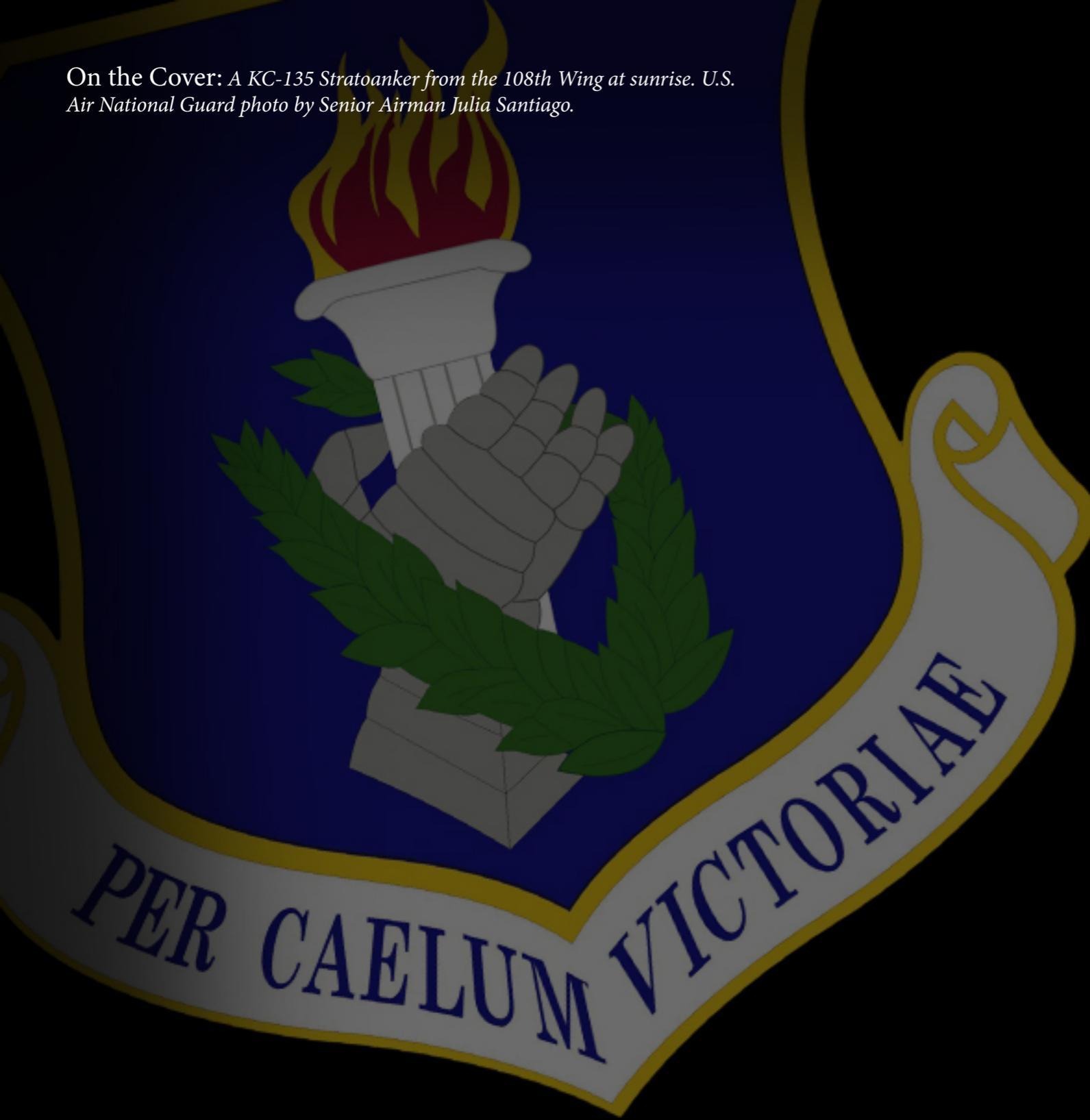


WINGTIPS

The official magazine of the 108TH Wing



On the Cover: A KC-135 Stratoanker from the 108th Wing at sunrise. U.S. Air National Guard photo by Senior Airman Julia Santiago.



WINGTIPS

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IT'S THAT TIME AGAIN!

FLU SEASON.

So here we are! Influenza (flu) season is upon us again. Is this another military mandated vaccination just to inconvenience us during a busy UTA weekend? *No!* Influenza infection rates are some of the highest among communities that work and live in close proximity. The infection is spread through droplets (aerosolized – as in a cough or sneeze) and outbreaks can escalate very quickly if you are exposed in the incubation period (the first 2-4 days).

That innocent uncovered cough or sneeze from your desk companion or in the cabin of a KC-135 could be the harbinger of the beginning of flu-like symptoms (fever, sore throat, headache and myalgia lasting 2-3 days, and at least a week of complaining to your wife). Illness typically improves within a week, but cough and tiredness can last 2 or more weeks. The Injectable flu vaccine is an inactivated virus, meaning it is a 'dead' virus, since the process to make these inactivated vaccines destroys the pathogen's ability to replicate, but keeps it "intact" so that the immune system can still recognize its protein shell. Science! Rather than give a biology or chemistry lecture, we here at the 108th immunization desk have an opportunity to dispel some myths surrounding the flu vaccination.

Myth: "...I have a newborn at home." *Reality:* you should be vaccinated against the flu to guard against making a newborn sick with the flu virus, which can quickly turn serious for an infant with an immature immune system.

Myth: "...the flu vaccine gives me the flu" *Reality:* If you are already ill, the immune response triggered from the vaccine might make you feel more run down. If you have a fever, it is recommended that you wait until the fever is gone. The flu vaccine in an otherwise healthy person will not give you the flu illness. Because you have

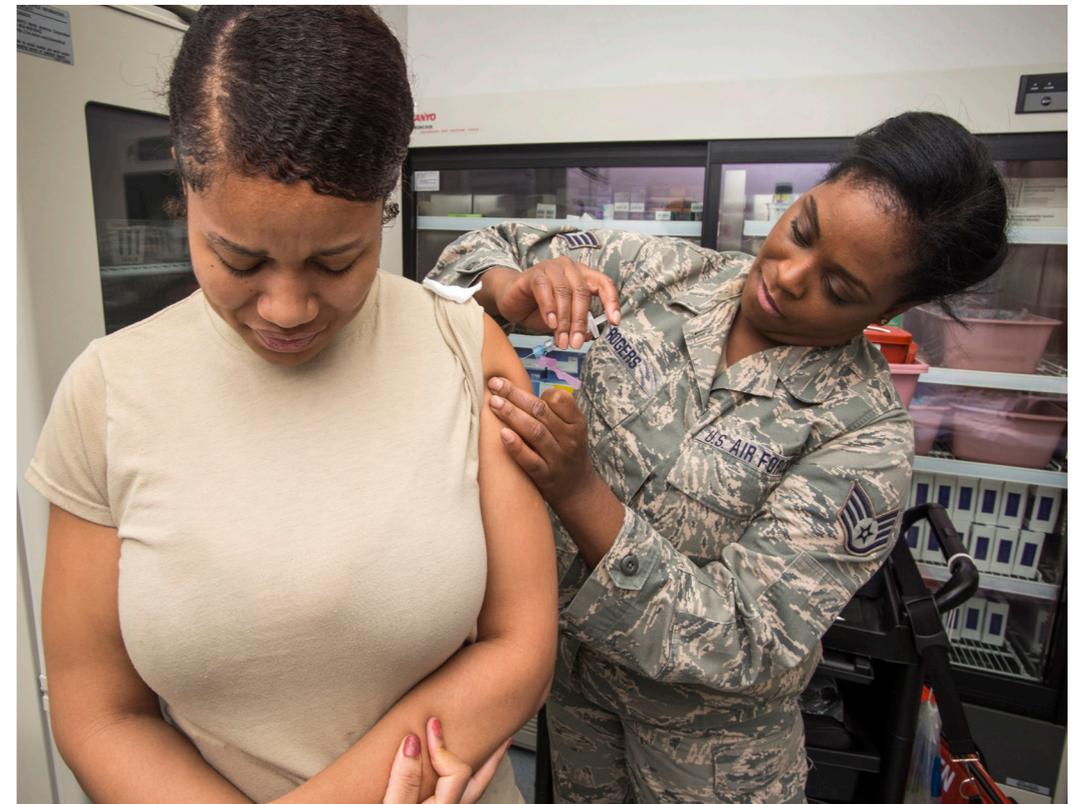


By Maj. Cheryl Gow, 108th Medical Group

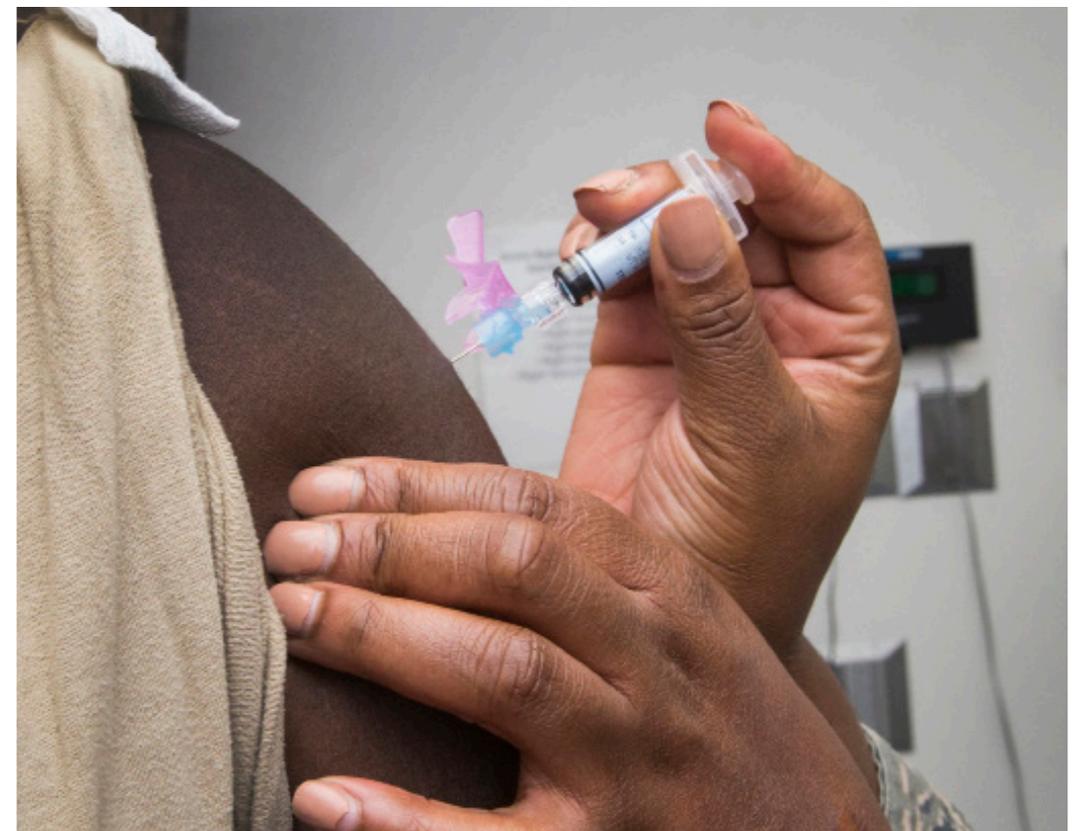
received the vaccine, your body will recognize the viral coat, and trigger your immune system to "ramp-up" production of antibodies to fight the virus. During the next 24-48 hour period, you may feel a little "run down" because your immune system has been kicked into gear. Once "ramped-up" your immune system will more quickly recognize the real virus and eradicate it quickly, before it has the chance to reproduce.

Myth: "...how do I know this flu vaccine will cover the flu strain this year." *Reality:* Annual review from the CDC is required to keep up with the continually changing viruses and ensure that the seasonal vaccination formulation includes the most recently circulating influenza strains.

For more information on why the Flu vaccination process is so important, check out the site for the [Center for Disease Control](#).



Above: Staff Sgt. Alicia Rogers, right, Aerospace Medical Technician, 108th Wing Medical Group, New Jersey Air National Guard, gives Airman 1st Class Summer Campbell, 108th Civil Engineer Squadron, a flu shot at Joint Base McGuire-Dix-Lakehurst, N.J., Nov. 5, 2016. Below: A close up of Staff Sgt. Alicia Rogers administering a flu vaccine. (U.S. Air national Guard photos by Master Sgt. Mark C. Olsen)



ON BECOMING A BETTER LEADER

Story and photo by Master Sgt. Mark C. Olsen, 108th Wing Public Affairs



Lt. Col. George R. Sanderlin, Profession of Arms Center of Excellence, addresses New Jersey Air National Guard and 87th Air Base Wing Airmen at the Timmerman Center, Joint Base McGuire-Dix-Lakehurst, N.J., Nov. 9, 2016.

Professionalism and leadership.

“Professionalism is a verb because it requires action,” said Air Force Lt. Col. George R. Sanderlin. “Professionalism very simply is the art of leading oneself.”

Those two words were central to the message that Sanderlin presented to New Jersey Air National Guard and 87th Air Base Wing Airmen along with Army Reserve Soldiers at the Timmerman Center, Joint Base McGuire-Dix-Lakehurst, N.J., Nov. 9, 2016.

Sanderlin’s presentation – Professionalism: Enhancing Human Capital – covered topics ranging from the attributes and dangers of personal bias, effective communication techniques, the phenomenon of entrenched thinking, how power changes relationships for good or bad, developing productive and healthy relationships, both at work and at home; the importance of knowing your people,

and showing consideration for leading others. Since it began, more than 50,000 people have attended the course.

New Jersey Joint Force Headquarters (Air) sponsored the course.

“We don’t have to have some grand scheme to change the world; just make some small changes,” said Sanderlin.

Sanderlin is assigned to the Profession of Arms Center of Excellence, which is located at Joint Base San Antonio-Randolph, Texas. The Center focuses on collaborating, coordinating, and developing effective leadership skills and strategies for the Air Force.

“It’s about serving Airmen, giving Airmen tools to be better Airmen, to be better leaders, to be better human beings, to be better spouses, to be better friends.”

Central to skills and strategies is professionalism, which is incorporated in both the Air Force’s Core Values and Profession of Arms. Supporting those two concepts were the themes commitment, loyalty, and trust.

Sanderlin posed the question: “How do we link our values to our mission?”

He explained that professionalism drives people’s behavior and is the link that connects the Air Force Core Values to the Air Force mission, which is where commitment, loyalty, and trust are the Core Values’ essential components.

“Our identity is defined by the groups we are a part of,” said Sanderlin. “Every group has its own kind of standards.”

Sanderlin stated that if you build a group that is based on commitment, loyalty, and trust, that is a team people will want to join.

“If I know what you value, I have a better chance of leading you.”

And that is important; Sanderlin stated that everyone is a leader: “If you have no other responsibility, you are a leader for you.”

Unfortunately being a good leader isn’t easy and the biggest obstacle to being a good leader comes from an unexpected source.

“The hardest part about being a leader is how I lead myself,” said Sanderlin.

He then demonstrated that using the right communication tools and methods can make individuals be better leaders.

Sanderlin focused on self-reflection as a means to better understand how audience members can become better

friends, parents, spouses, co-workers, and leaders.

He used as an example of having dinner with his wife, Linda, after being away on temporary duty.

Sanderlin said the dinner conversation was going great until he reached into his communication tool bag and pulled out the wrong tool.

He told her what to do in a particular situation. In essence, he was acting like a commander and not a partner in marriage.

“I was quite shocked when Linda stared at me and walked away from the table and didn’t say another word,” said Sanderlin. “Even though I had the right (communication) tools, I failed to execute the wisdom to use the right tool.”

Sanderlin said that he should have asked Linda what she was going to do.

This was just one example of how important effective communication is and how it can affect us on the personal level.

That importance of effective communication was demonstrated through a listening exercise.

Sanderlin had the audience pair up; one person would talk about something that was important to him or herself; the other person would do their best to ignore what the person was saying.

So across the audience you had people talking enthusiastically and their partner blatantly ignoring them by sticking their fingers in their ears, or the classic, looking at their smartphone.

Next, Sanderlin had them do the opposite; one person would talk and the other would focus on what they were saying and be actively involved in the conversation.

You could see the difference, people were interacting, more importantly, they were not distracted.

When Sanderlin asked the participants what they learned, they had realized that listening is an active exercise.

“When you are having a one-on-one conversation with someone, you have to remind yourself before that conversation starts until that conversation is over, you are the second most important person in that conversation.”

Which brought the conversation back to leadership.

“Leadership is simply human-to-human interaction. The better I learn to be at human interaction, the better I am as a leader.”

And what do you do as a leader?

“Take that leadership and go make a difference,” said Sanderlin. “Go do it. What are you waiting for?”

NORAD tracks Santa: A 60-year tradition

Story by Mark C. Olsen, 108th Wing Public Affairs

In 1955, the Cold War was eight years old.

Tensions between the United States and the Soviet Union were high.

Joseph Stalin was dead, Nikita Khrushchev had taken his place, the Warsaw Pact had been created and the Continental Air Defense Command (CONAD) – NORAD’s (North American Aerospace Defense Command) forerunner – had been established with the mission of “defending the United States against air attack.” This was all part of President Dwight D. Eisenhower’s New Look Policy toward containing the Soviet threat.

At the CONAD operations center in Colorado Springs, Colorado, there was a direct line phone to the center’s director of operations. Its purpose: To inform CONAD that United States was at war with the Soviet Union.



Col. Harry Shoup, the operations officer at NORAD on Dec. 24, 1955, answered a child’s wrong-number call and began the tradition of NORAD tracking Santa. Shoup died March 14, 2009, yet the tradition he started decades ago continues to bring holiday cheer to millions of children around the world. (Courtesy photo)

In December 1955, the phone rang.

Fortunately for Col. Harry Shoup, the director of operations, the United States had not gone to war with Russia. Instead of the president, it was a little girl in Colorado Springs. The child, was following the directions in a Sears Roebuck & Co. advertisement printed in a local newspaper.

The ad read: “Hey, Kiddies! Call me direct and be sure and dial the correct number.” The number in the advertisement was one digit off and instead of getting the local department store it went directly to CONAD.

The child asked Shoup if he was Santa Claus. Shoup paused, but he recovered and replied, “Yes, I am.”

More calls started coming in. Shoup eventually had his Airmen take over telling them to that they now had an additional duty: Whoever answered the phone was Santa Claus.

Sixty years later, the tradition continues.

Beginning Dec. 1, visitors can visit www.noradsanta.org. The website features a mobile version, a holiday countdown, new games, daily activities and is available in eight languages: English, Spanish, German, French, Italian, Chinese, Japanese and Portuguese.

Official NORAD Tracks Santa apps are available in the Windows, Apple and Google Play stores, so parents and children can countdown the days until Santa’s launch on their smart phones and tablets.

Tracking opportunities are also offered on Facebook, Twitter, YouTube and Google. Santa followers can go to any of these sites and search for “@noradsanta” to get started.

On Dec. 24, the website will be on duty as Santa Claus makes his way around the world.

Starting at 12:01 a.m. MST on Dec. 24, website visitors can watch Santa make preparations for his flight. NORAD’s “Santa Cams” will stream videos as Santa makes his way around the world delivering presents.

At 4 a.m. Mountain Standard Time – 6 a.m. Eastern Standard Time, trackers worldwide can speak with a live phone operator to inquire as to Santa’s whereabouts by dialing the toll-free number 1-877-Hi-NORAD (1-877-446-6723) or by sending an email to noradtrackssanta@outlook.com.

Now the most important part is making sure you are on Santa’s “Nice” list.



Volunteer tracker Chief Master Sgt. Roderick Schwald, North American Aerospace Defense Command and U.S. Northern Command first sergeant, answers calls from children and parents across the globe while at the NORAD Tracks Santa Operations Center on Peterson Air Force Base, Colo., Dec. 24. More than 1,200 volunteers from across the base and community join to cover shifts spanning the 23 hours of tracking that the North American Aerospace Defense Command hosts annually, dating back to pre-NORAD 1955.



Volunteers monitor phones and computers while tracking Santa Claus at the NORAD Tracks Santa Operations Center on Peterson Air Force Base, Colo., Dec. 24. More than 1,200 volunteers from across the base and community join to cover shifts spanning the 23 hours of tracking that the North American Aerospace Defense Command hosts annually, dating back to pre-NORAD 1955.

Security Forces battle Redman during baton training

Story and photos by Tech. Sgt. Matt Hecht, 108th Wing Public Affairs

“Strike, strike, strike!”

“Get back!”

Instructor’s screams filled the air as Airmen from the 108th Security Forces Squadron participated in a grueling day of training on Nov. 6 that left some battered, bruised, and bloody.

Baton training.

“It is one of the many non-lethal tools we use in Security Forces to do our jobs,” said Master Sgt. Santiago Tapia.

“We put the Airmen through different scenarios that they could potentially find themselves in out in the field, and we also train in a variety of takedown techniques utilizing the weapon itself. The troops seem to enjoy the training. It’s high tempo.”

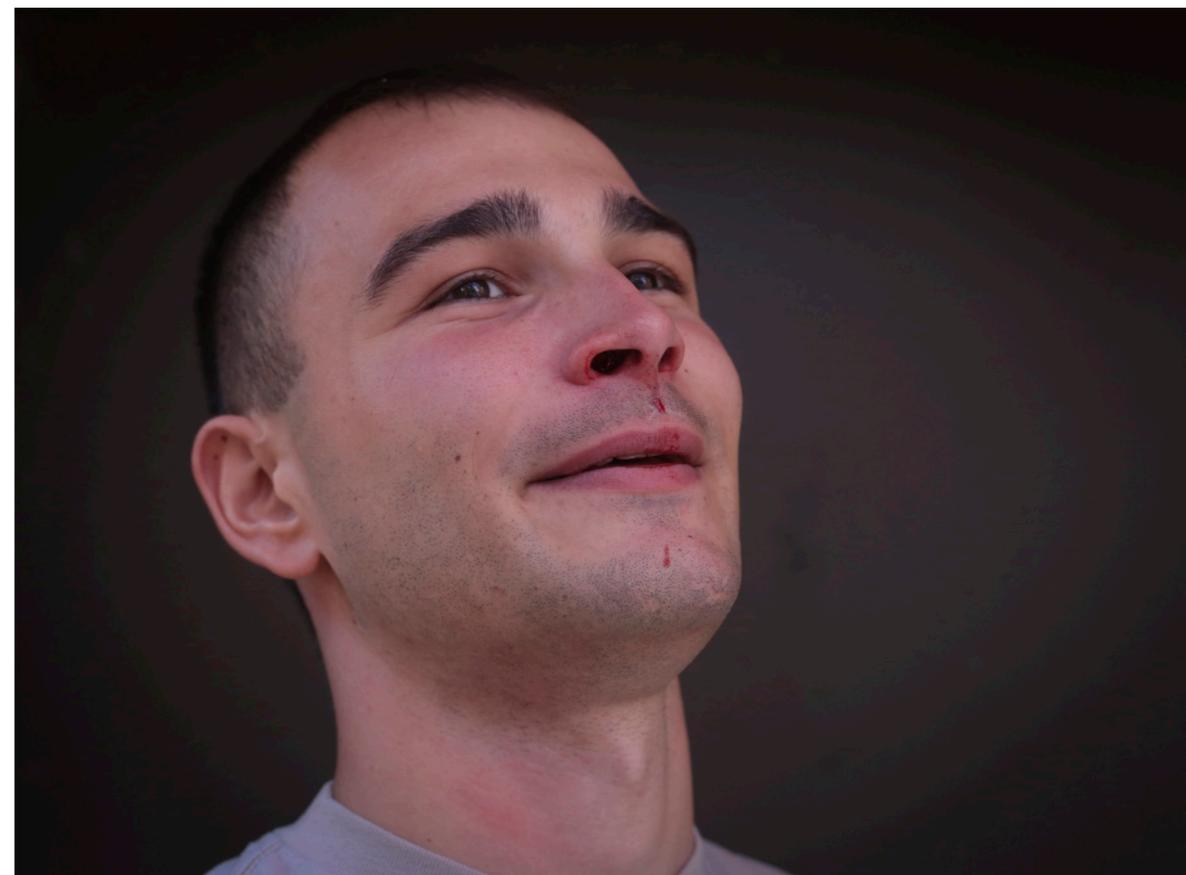
After a rundown on moves, the Airmen dove into the ring to fight the Redman, Security Forces Tech. Sgt. Rajhun George, who looked imposing clad in the red padded armor.

Airman 1st Class Michael Imbriani dove into the ring, and held his own until catching a shot to the nose.

“You hate to be that guy, but this training is tough,” said Imbriani, holding his nose. “This stuff is great, I love it.”

During a break in sessions, George, sweating from time in the protective suit, had nothing but praise for the young Airmen.

“They’re giving it their all,” said George. “They have a lot of heart.”



Above: U.S. Air Force Airman 1st Class Michael Imbriani poses for a portrait after taking a hit to the face by the Red Man during ASP baton training at Joint Base McGuire-Dix-Lakehurst, N.J., Nov. 6, 2016. Below: U.S. Air Force Airmen from the New Jersey Air National Guard’s 108th Security Forces Squadron spar with the Red Man during ASP baton training at Joint Base McGuire-Dix-Lakehurst, N.J., Nov. 6, 2016.



U.S. Air Force Tech. Sgt. Rajhun George, from the 108th Security Forces Squadron, poses for a Red Man portrait during ASP baton training at Joint Base McGuire-Dix-Lakehurst, N.J., Nov. 6, 2016.



[Click here for a Baton Training video!](#)

Self-Sabotage: Getting in Your Own Way and How to Get Out

By Jill Barrett, 108th Wing Director of Psychological Health

Every one of us is capable of undermining our own goals because we all have an inherent inclination toward self-sabotage. Two of the most important questions we can ask ourselves are why and how we get in our own way when we seek to achieve what matters most to us.

The answer to the why question lies in our self-perception, where we are often divided. Part of our psyche is on our own side, goal-directed, and positive. The other part, which can be described as our critical inner voice, speaks to us through self-denying and fearful thoughts with the purpose of holding us back in familiar and safe territory. That critical voice is based in early life experiences and environment, and in fear - fear of the unknown or unfamiliar, fear that our critical inner voice will be proven right, fear that we will have much to lose or that we will have to face pain or rejection. Our critical inner voice likes to keep us in a box, pigeonholed

“The good news is that we are all capable of developing a more realistic and compassionate view toward ourselves.”

by an identity assigned to us and not necessarily one we've earned.

The good news is that we are all capable of developing a more realistic and compassionate view toward ourselves. We can learn to foster self-compassion which increases resilience and quiets the inner critic.

How we get in our own way and fall prey to our inner critic can be described as self-sabotaging behavior. These behaviors look different in form and in intensity for each of us but we all engage in them on some level. Here are a few examples.

Dwelling on too many options

Too many options can lead to analysis paralysis. Options can freeze you up and make you worry about the paths you don't take. The secret to defeating analysis paralysis isn't complicated. All you have to do is take action. Some of the most interesting people on the planet have had winding and complex careers and lives that took them to diverse fields and circumstances.

Quitting when the going gets tough

You have to set smart, realistic parameters for judging

the success or failure of any goal or relationship. Failing and quitting are not the same thing. Make sure you understand the difference.

Letting others monopolize your time

Time is your most valuable resource because it's finite and non-renewable. Guard your time jealously, because no one's going to do it for you.

Favoring distractions over difficult mental and emotional work

Give your inbox a rest. Turn off your Facebook and Twitter notifications. If you want to do something important, achieve something great, or make a relationship better, you won't do it jumping out of your seat every time your phone buzzes. That stuff is attention pollution. Doing hard emotional and mental work like being creative, solving problems, putting yourself out there, means conserving your attention to enhance performance and brainpower. It is easy to get distracted in the digital age but you need to be present and still to do the hard work that's required if you want create anything of value.

Not taking radical responsibility

“I am 100% responsible for the success or failure of my objective”

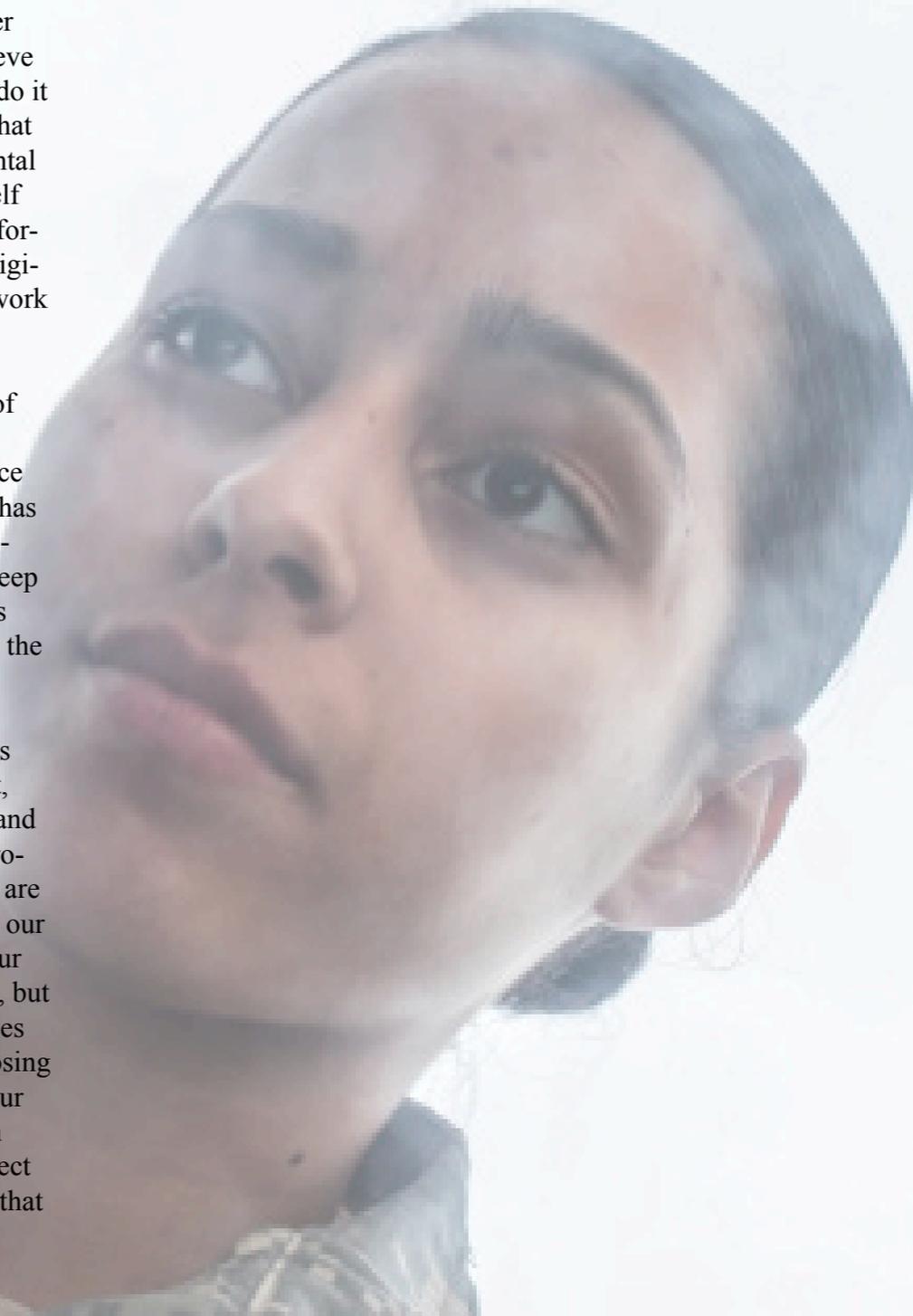
When's the last time you heard that in the workplace or at school or on the field? Our 'cover your butt' culture has created a society that is conditioned to never take responsibility. Shift the blame. Point the finger across the table. Keep your job. Radical responsibility is brave. It's risky but it is also completely liberating. You are both the designer and the end user of your life. Embrace it.

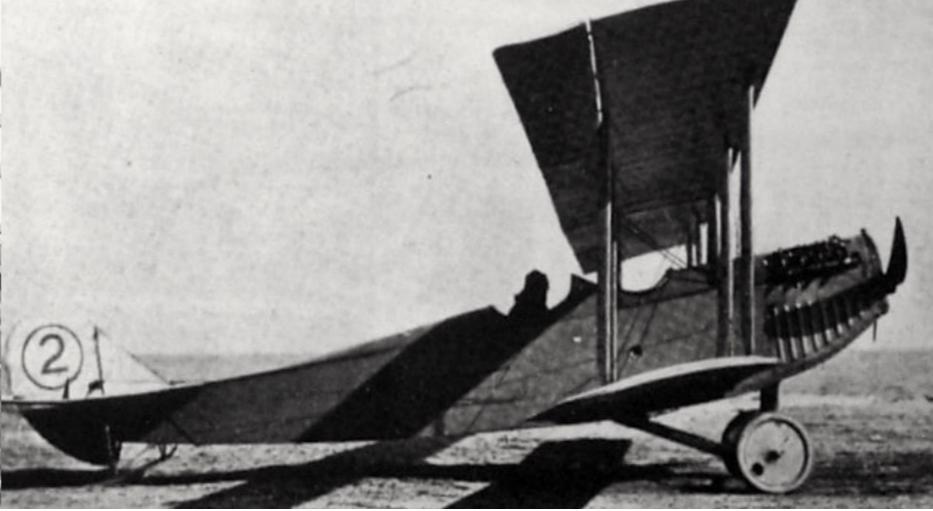
Luxuriating in the Negative

Our inner critic creates a negative self-image that is unpleasant and destructive, but we often don't challenge it, because it's familiar. We start to make rules for ourselves and our lives based on old coping skills that we believe will protect us but actually hurt us in the long run. These defenses are often adaptations we made to less-than-ideal conditions in our childhood that now limit us in adulthood. Being quiet in our household may have kept us from getting yelled at as kids, but acting timid as adults can keep us from being our real selves and getting to know people on a deeper level. Similarly, losing our temper may have been the only way to feel heard by our parents, but yelling at our partner or spouse will only push them further away. The defenses we form as a way to protect ourselves often serve as the foundation for rules we make that

can limit our lives. Too often we choose our path out of fear and disguise that fear as practicality.

If you would like more information on challenging self-sabotaging behaviors and improving self-compassion, contact Jill Barrett in the Psychological Health Office at 754-2159 and jill.c.barrett2.civ@mail.mil





New Jersey Air National Guard History Part 2: *The Struggle Of The Early Years*

By Dr. Richard Porcelli

Introduction

This is the second of a series of articles on the heritage of the New Jersey Air National Guard. In the first article, we described how the roots of the National Guard date back to December 1636 when the Massachusetts Bay Colony organized the country's first militia. In terms of the Air National Guard, the first aviation unit was established in 1908 with the formation of New York National Guard's Aeronautics Corps, which flew hydrogen-filled observation balloons. But as will be described in this issue, after a slow start it took World War I (then known as the "Great War" or the "War To End All Wars") to be the major stimulus for the growth of the Army's Air Corps and thereafter, National Guard aviation units.

The Early Years To World War I

In the early years, the US Army's aeronautical focus was on tethered balloons and steerable airships for the observation role. It took the farsighted President Theodore Roosevelt's request in 1908 to stimulate an interest in a "flying machine supported entirely by the dynamic action of the atmosphere and having no gas bag." Further, the proposed requirements for such an aircraft included the need to be designed for quick disassembly and re-assembly, allowing easy transport on horse-drawn wagons; capability of carrying two persons for a 125 mile flight; and be able to sustain a speed of 40 miles per hour.

The Army's experimentation to find a suitable heavier-than-air machine did not start auspiciously. In an effort to win a \$25,000 contract to supply the Army with aircraft, Orville Wright had flown a series of demonstration flights during 1908 at Ft. Myer, Virginia. On 17 September Orville Wright took Army LT Thomas Selfridge on a flight that was intended to be the final demonstration before award of the contract. Selfridge was a student of aerodynamics, having studied with Glenn Curtiss as well as Alexander Graham Bell; his opinion was to be vital in the Army's decision to proceed. Unfortunately, that flight did not end well. Flying 150 feet above the spectators, one of the two propellers broke, resulting in a loss of power and control. Despite Wright's best efforts, the eponymous Wright Flyer 3 crashed onto the field, fatally injuring Selfridge and seriously injuring Wright. Selfridge was the first person to be killed in the crash of a heavier-than-air aircraft and he became the namesake for Selfridge Field, Michigan, an important Army Air Corps and then USAF base, and today's Selfridge Air National Guard Base.

Fortunately, the tragedy did not dampen Army interest and the Wright brothers were encouraged to continue with their demonstrations. The deal was clinched on 30 July 1909 when Orville Wright took their latest Flyer on a demonstration flight that broke both the existing altitude and speed records (400 feet

and 42.6 mph, respectively). On 2 August 1909 the Wrights received a \$30,000 check from the US Army for that aircraft, with a \$5,000 bonus for the higher than specified airspeed.

For the next three years that Wright Flyer was the sole Army aircraft; it was used by the Signal Corps to train a number of pilots, first at College Park, MD and later Fort Sam Houston, Texas; and was even used for observation flights along the Mexican border. In 1912 Congress awarded the Signal Corps \$125,000 for new aircraft and the pilot training. The first rudimentary experiments with a bomb sight took place during that period but in the ensuing years accidents took their toll on six of the existing small fleet of aircraft, killing 5 airmen.

With the world in a relative state of peace, funding to replenish the Army's Aeronautical Department, as it was then known, was hard to justify. By the start of 1914, total US expenditures on military aviation totaled \$435,000 while Germany had funded more than \$28 million for equipment and manpower! At that time, only five Army aircraft remained serviceable; the Wright pusher-type aircraft (propellers behind the wings, pushing the aircraft forward) were gone, replaced by tractor-type (propellers ahead of the wings, pulling the aircraft forwards) aircraft produced by Curtiss and Burgess airplane companies. A totally new aircraft, the Model T, produced by the Martin

Aircraft Company joined the still small fleet. But the most significant new aircraft was the Curtiss JN-1, the classic American designed and built training plane affectionately known as the Jenny.

In July 1914, Congress passed legislation that clarified the status of American military aviation. The Aeronautical Division became the Aviation Section of the Army Signal Corps. Then Captain William (Billy) Mitchell was instrumental in outlining the details of the implementation of the legislation. With further funding, by the summer of 1915 the Aviation Section boasted 29 officers, 155 enlisted men and eight airplanes, including an improved Curtiss JN-2. In Army use, including a deployment to Brownville, TX, to assist in the patrol against incursions of Mexican bandits, the early JN-1 and JN-2s proved to be unstable in anything but still air. Glenn Curtiss, his reputation at stake, stepped in. Based on primitive wind tunnel testing, he modified the 6 surviving JNs to JN-3 standards, and added two newly built aircraft. This was just in time, as the 1st Aero Squadron, the Army's only flying unit, was sent to join GEN John Pershing's Punitive Expedition in search of Mexican bandit, Pancho Villa. The deployment turned out to be a fiasco due to mismanagement of the squadron due to a lack of knowledge about the aircrafts' capabilities and limitations. Despite numerous operational problems, accidents

and technical failures, the effort did take the first steps with the use of aerial bombs and developing aerial photography.

The end of the Punitive Expedition and the withdrawal of the 1st Aero Squadron took place only about two months before the 6 April 1917 US entry into World War I. At that time, the Air Service was in a sorry state, with 52 officers, of which only 26 were qualified pilots, and 1,300 enlisted men. There were 55 aircraft which GEN Pershing described as “51 obsolete and 4 obsolescent.” But America’s entry into the war was at a time of failed and costly (in terms of soldiers killed and equipment destroyed) Allied offensives against Germany. It was believed that only America could turn around the war and that the road to victory was now considered to be through airpower. The European allies were totally ignorant of the sorry state of affairs of US military aviation as well as the lack of both the design of modern aircraft and the factories to produce them. For example, the French government challenged the US to achieve a monthly production of 2,000 aircraft and 4,000 aero engines. President Wilson accepted the challenge, “leaving the details to be worked out” by the Aviation Section staff, most notably future GEN Henry “Hap” Arnold. Arnold estimated the task would cost almost \$700 million dollars – an astronomical number compared to the actual budget. Surprisingly, Congress did in fact

award \$640 million to the Aviation Section in order to “darken the skies over Germany.”

In terms of the engine, a number of competing designs were reviewed and their best characteristics combined, with the resulting 8-cylinder engine christened the “Liberty.” To optimize the use of resources, this would be the only aircraft engine produced in the US. In terms of the aircraft itself, the situation was dire – there were no suitable, competitive combat aircraft designs on US drawing boards. Attempts to establish license production of British, French and Italian designs floundered especially when attempts were made to substitute the heavy Liberty engine. To make matters worse, US aircraft production was stymied by the prolonged labor disputes with the International Workers of the World union, of which lumber workers were members; this dispute limited the supply of lumber necessary for wooden aircraft production.

As a result, American production of aircraft never reached the requirements of the war effort and instead American pilots flew British and French produced aircraft into battle

against Germany.

NJANG Roots Linked To WWI Pilots

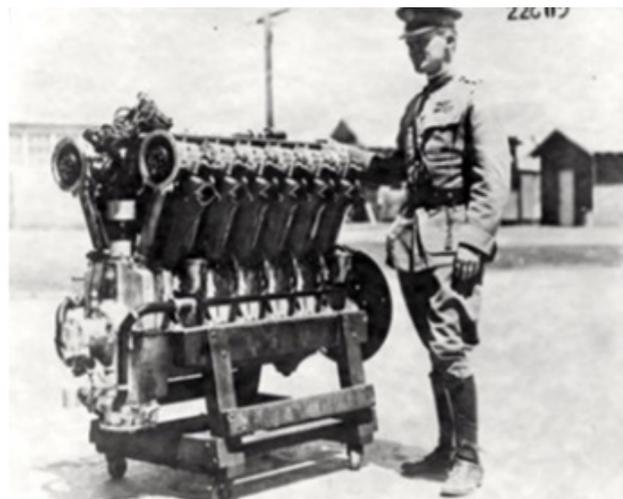
Early in the US involvement in the war, American pilots, both from the Army and Navy, received much of their training from the British and French before serving on the European front. However, in order to speed up the training process, the Aviation Section needed to rapidly bolster the Army’s ability to turn out aviators. For that reason, upon America’s entry into the war, a number of aviation schools were established at airfields throughout the country.

The most important of these in terms of our history of the New Jersey Air National Guard was established in Hampton, Virginia, on the airfield that is today Langley AFB, part of the Joint Base Langley-Eustis. As a historical aside, the origins of this important airfield go back to 1916 when NASA’s predecessor, the National Advisory Council for Aeronautics [NACA] wanted to build a joint proving ground to test Army, Navy and NACA aircraft. The site in Hampton was ideal because it was near an Army fort, on flat land and on the water’s edge with unobstructed flight paths. In 1917 it

was named Langley Field in honor of aviation pioneer Samuel Pierpont Langley who was killed in a 1906 crash.

Getting back to our story, the 5th Aviation School Squadron was established at Langley AFB on 5 June 1917, with the role of training aviators for the Aviation Section. Shortly thereafter, on 2 September 1917, the squadron was redesignated as the 119th Aero Squadron. In the training role, the squadron mainly flew various versions of the Curtiss JN Jenny. Then in August 1918, the squadron was redesignated again as the 11th Detachment, Air Service Production Aircraft Production. It is believed that its training role did not change with the new designation, although records on the subject are sparse. Its actual role is not so critical since the squadron was demobilized on 29 May 1919, six months after the end of World War I.

However in terms of the history of the New Jersey Air National Guard, those dates (June 1917 and September 1917) are important as they represent the very origins of the 119th Squadron from which the New Jersey ANG is descended. In next month’s Wing Tips article, the story will continue with the 1921 assignment of the squadron as a constituted part of the National Guard, as the 119th Squadron (Observation), and its allocation to the State of New Jersey.



Left: The 5th Aviation School, and its successor 119th Aero Squadron flew the Curtiss JN-4 Jenny at Langley Field; the larger tail and modified wings cured the stability problems of the earlier JN-1. Far left: Just a month after America’s entry into World War I the government brought together leading engine builders to collaborate on the development of an advanced power plant, the result was the eight-cylinder Liberty engine; the first production engine is shown here next to future GEN “Hap” Arnold.

Front & Center

with
Tech. Sgt. David Hansen

Photo by Tech, Sgt. Matt Hecht, 108th Wing Public Affairs

U.S. Air National Guard Tech. Sgt. David Hansen is a vehicle maintenance technician with the 108th Logistics Readiness Squadron. Hansen was an active duty Marine for 4 years, and has spent the last 8 years in the Air National Guard.

What is your civilian job?

"I'm a full-time technician at the 108th Wing."

What is your favorite food:

"Meat & Potatoes."

What is your favorite movie?

"Full Metal Jacket."

What is your favorite TV show?

"Definitely the Walking Dead"

What are your goals for the future?

"To become a Chief in the Air National Guard."

What do you like the most about the 108th Wing?

"The people and my shop, they're great."

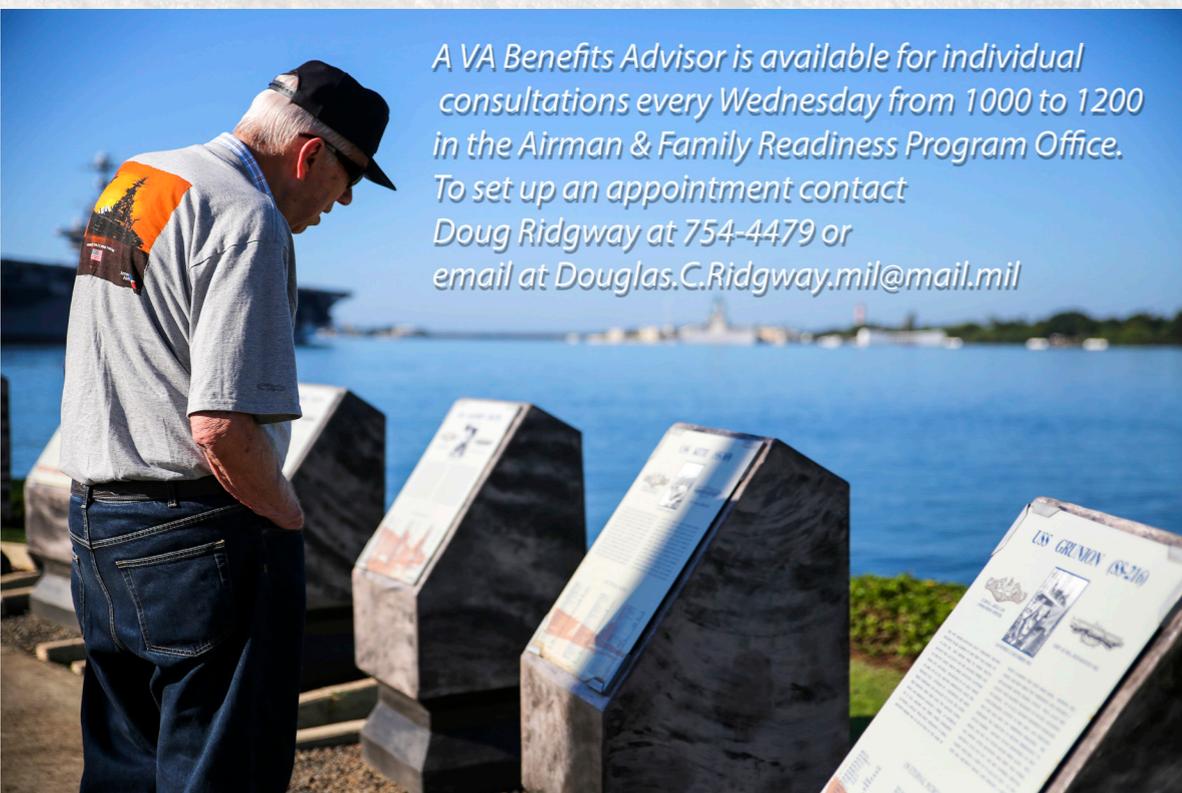
If you were Wing Commander for a day, what would you do?

"Have a Wing Fun Day and a barbeque!"

Reenlistments



Tech. Sgt. Richard Coppinger, left, and Master Sgt. Raymond Joubert, right, pose for a photo with Col. Andrew P. Keane, 108th Wing Commander, after signing their re-enlistment contracts at the Wing's conference room at Joint Base McGuire-Dix-Lakehurst, N.J. Nov. 5, 2016. Keane administered the Oath of Enlistment to Both Coppinger and Joubert, who are assigned to the 108th Maintenance Group. (U.S. Air National Guard photo by Tech. Sgt. Armando Vasquez)



A VA Benefits Advisor is available for individual consultations every Wednesday from 1000 to 1200 in the Airman & Family Readiness Program Office. To set up an appointment contact Doug Ridgway at 754-4479 or email at Douglas.C.Ridgway.mil@mail.mil



CFC Combined Federal Campaign

The Combined Federal Campaign is the only authorized solicitation from Federal Employees on behalf of approved charitable organizations. The CFC is made up of hundreds of National, International and Local organizations that you can donate to. To find out how to donate, please see your Group POC before Thursday, December 15- the closeout of the campaign.

OG POC- 1st Lt Brandon Johnson

MXG POC- SSgt Stephanie Genna

MSG POC- Capt Mary Carter

MDG POC- TSgt Deborah Macalalad

WG POC- TSgt Carly Balas

Overall POC- 2nd Lt Jacquelyn Vasvari-Toke



FINANCE TIP OF THE MONTH

Travel Pay Tip:

Flat Rate Per Diem (Mandatory) - Travelers performing TDY for more than 30 days in one location, and receive a NON-A for lodging off base, must create their authorization with flat rate per diem. Ensure your authorization is built correctly to avoid overpayment. (Traveler could incur a debt if Flat Rate is circumvented). Both traveler and AO are responsible. Use this link to look up FLAT RATE Per Diem by TDY location. And to learn more about adding Flat rate to your authorization. <http://www.defensetravel.dod.mil/site/perdiemCalc.cfm>

Partial Payments- If you receive Scheduled Partial Payments (SPP) while TDY, you must file a final Voucher at the end of the trip to finalize payment.

MILPAY Pay Tip:

All Inactive Duty (RUTA, AFTP, PT, & TPPA) and Orders will be submitted for pay through AROWS. There are a lot of folks not getting paid. Your money is waiting. See orderly Room for Details.

-EFT information & Address changes can be updated at any time through the MYPAY Website. <https://mypay.dfas.mil/mypay.aspx>

**Did you get Paid for Duty? If not, check all "Outstanding Orders Listing" (Late 458 & OTO). Located on the 108 Comptroller Flight SharePoint ->Outstanding Orders listing.

Customer Service Line: 609-754-4178
Customer Service Fax: 609-754-2110
Customer Service E-mail: 108-wg.mbx.wg-fm-customer-service@mail.mil
FM Customer Service Contact Information
3327 Charles Blvd
Joint Base MDL, NJ 08641

Around the Wing



108th Wing Airmen train on self aid and buddy care during October's UTA. (Photo by Master Sgt. Crystal Chin-que-Smith)



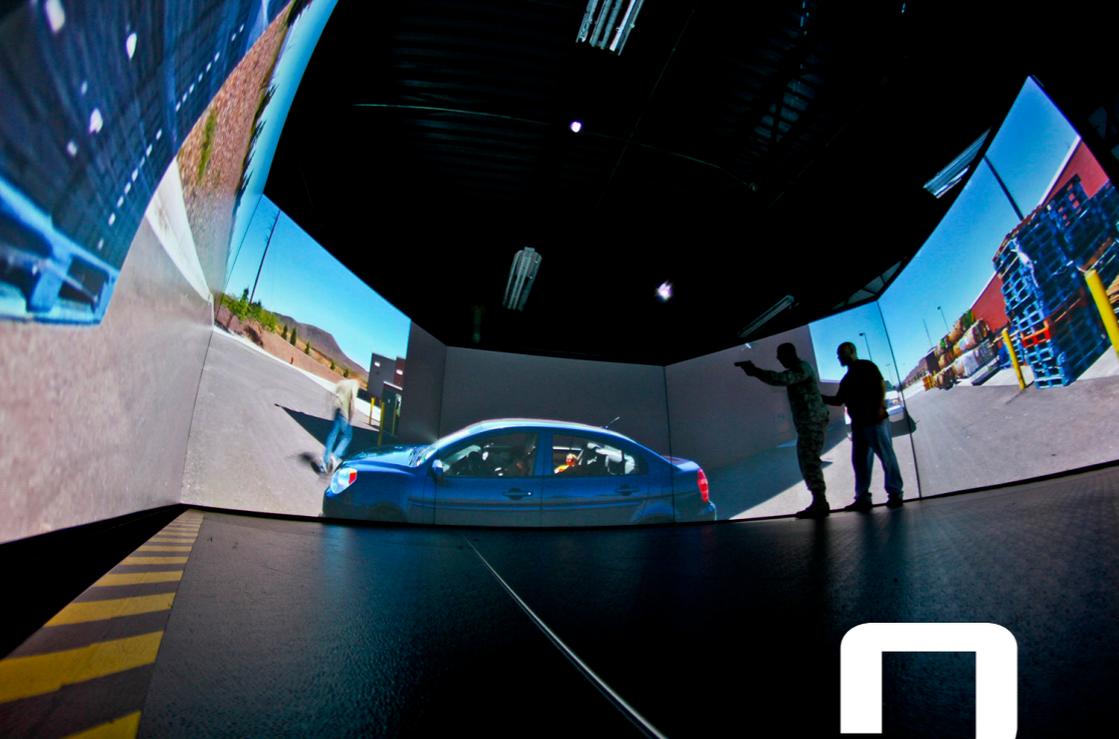
Staff Sgt. Joseph Cox, Aerospace Ground Equipment Technician, 108th Wing, New Jersey Air National Guard, performs service inspections and operations checks of all the equipment at the 108th AGE yard at Joint Base McGuire-Dix-Lakehurst, N.J., Nov. 5, 2016. (U.S. Air National Guard photo by Master Sgt. Mark C. Olsen)



Tech. Sgt. Roberto Oquendo, center, teaches 108th Security Forces Squadron Airmen about range cards during training on Nov. 5, 2016. (U.S. Air National Guard photo by Tech. Sgt. Matt Hecht)



The 108th Wing Junior Enlisted Council hosted a night of bowling fun on Nov. 5, 2016. (Courtest photo)



2016



Airman on the Street: "What is your New Year's Resolutuon going to be?"



Tech. Sgt. Archie Mason
"To seek improvement in every area of my life."



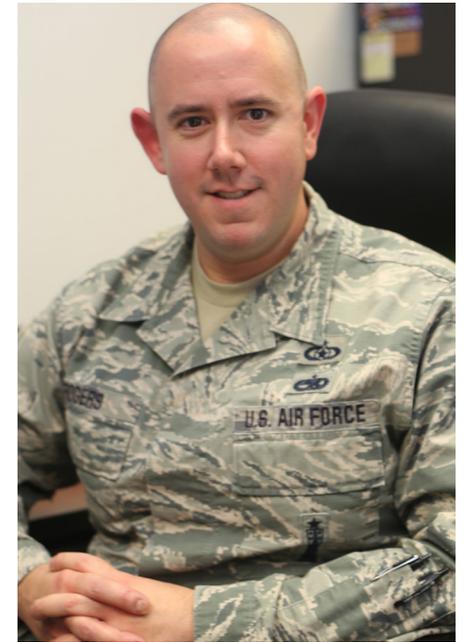
Staff Sgt. Jazlyn Johnson
"Beach boddyyyyyy!"



Staff Sgt.. Kerece Gopie-Saleem
"To live life with no regrets!"



Airman 1st Class Joshue Ganesh
"Hit the gym more and do better in college."



Master Sgt. Justin Rogers
"To hit the PME and go to the Senior NCO Academy."



Final Photo

The partially full moon rises over the tail of a 108th Wing KC-135R Stratoanker.
Photo by Master Sgt. Dave Martin, 108th Wing Inspector Manager

