

# WINGTIPS

The official magazine of the 108<sup>TH</sup> Wing



*On the Cover: Members from the 108th Security Forces pass equipment, bucket line style, out of a storage unit at the 108th Wing, Joint Base McGuire-Dix-Lakehurst, N.J., Jan. 17, 2017. The Airmen move the equipment for counting, inspection, and distribution, in preparation of the Security Forces Squadron's support of the 58th presidential inauguration. (U.S. Air National Guard photo by Staff Sgt. Ross A. Whitley/Released)*

# WINGTIPS

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# TEAM 108TH EXECUTES MISSION FLAWLESSLY

By Lt. Col. Reginald Washington, 108th Force Support Squadron Commander

In your military career, you will often hear the words, “we must accomplish the mission”. Exactly what this mission entails will vary depending upon the needs of our leaders. During January, team 108th was called again to “accomplish the mission.” This time it was to provide a security forces and services team to support the 2017 Presidential Inauguration. Title 10 military personnel are prohibited from performing law enforcement duties within the borders of the United States by an act called Posse Comitatus. This is where the National Guard is called to action.

Both the Army and Air National Guard were called upon for food services, security personnel, and medical teams. New Jersey Joint Force Headquarters was tasked with providing security as well as employing the 108th Wing Services single palletized expeditionary kitchen known as SPEK. The 108th Wing Services’

answered this call and started planning the deployment of their SPEK.

Once the wing received the tasking, the Mission Support Group commander notified all affected squadrons. The leadership teams of the affected squadrons met to formalize a plan of execution. Lt. Col. Aaron Dunn and the Logistics Readiness Squadron leadership provided logistical support and determined the vehicle requirements necessary to move the personnel and equipment from Joint Base McGuire-Dix-Lakehurst, N.J., to the Washington D.C., area.

The Force Support Squadron services team was led by Senior Master Sgt. German Sandoval-Ovalle. The team included: Master Sgt. Jacqueline Kennedy, Staff Sgt. Marcus Roberts, Senior Airmen Ryan Davis, Joshua Ganesh, Michael Hirschfeld, Anastacio Perez-Ortiz, Airmen 1st Class Luis Sanchez, Viviana



Airman 1st Class Travis Roemmele passes equipment to Tech. Sgt. Joshua Ramirez, both 108th Security Forces Squadron Airmen, from a storage unit at the 108th Wing, Joint Base McGuire-Dix-Lakehurst, N.J., Jan. 17, 2017. The 108th SFS are preparing to support Local Emergency Services in Washington D.C. during the 58th Presidential Inauguration. (U.S. Air National Guard photo by Staff Sgt. Ross A. Whitley/Released)



(Courtesy photo)

Santos, and Kathleen Wainwright.

After in-processing, the Services teams began working to prepare breakfast, lunch, and dinner for more than 350 members of the Air and Army National Guard that were assigned to their sector. They received over 11 pallets of food and within the first hour, they were able to set up the SPEK and start meal preparations. They issued over 204 MREs on the first day and worked around the clock in preparing meals for the different work shifts. They fed thousands of Soldiers and Airmen from across the country. They provided hot breakfasts, MRE lunches and hot dinners for the Soldiers and Airmen who provided support over five days for the inauguration.

The security forces team included 39 other members and was led by Master Sgt. Michael

Mastrangelo. Their team provided security for Traffic Control Points and served as a Quick Reaction Force working with the D.C. Army Military Police.

In the beginning, we experienced the fog and friction of a complex mission. Complexities included from selecting the right personnel to selecting the best feeding platform in order to support the mission. Of course, the overarching concern was for the safety of our personnel as they traveled and were deployed to the location. As a commander, it makes you feel a great sense of pride when the mission is executed flawlessly and all your personnel are redeployed safely.

A successful mission accomplished in tradition of the 108th Wing!

# TIPS TO MAKE YOUR RESOLUTIONS STICK THIS YEAR

By Jill Barrett  
108th Wing Director of Psychological Health

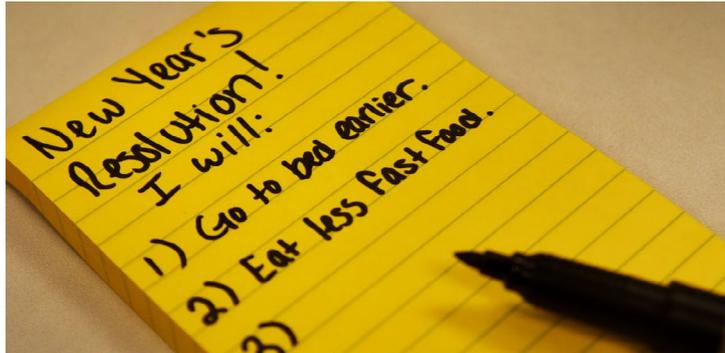


Photo by Senior  
Airman Julia  
Santiago/Released

It's late February, and many of us feel the self-imposed pressure of sticking to New Year's resolutions. I'll be honest, sometimes I just don't feel like following through with these new goals. It's much easier to adhere to old habits than to work hard at something new; change is always a challenge. That said, I'm not ready to give up. In thinking about keeping up New Year's resolutions, The American Psychiatric Association offers the following tips to help families and individuals keep their resolutions for a healthy mind and healthy life.

**Make intentions rather than resolutions.** Some people find the language they use to make their New Year's Resolutions help them stay on track. Instead of referring to them as 'resolutions' think of them as 'goals' or even better 'intentions' that you make to commit to change.

**Don't make too many.** Pick a realistic, attainable goal with a reasonable time frame. If you feel overwhelmed, pare down the number of goals you've set and prioritize what is most important to you.

**Choose your own resolution.** Make sure your goal is something that you want to accomplish for yourself and not just for someone else.

**Make a plan and write it down.**

Plan what you'd like to accomplish in a certain period of time, like three months. Achieving small goals over time gives you a sense of accomplishment and motivation to keep going. Writing your goals down is a good way to keep track of your progress.

**Involve friends, peers and family.** They can support your efforts, and can motivate you to keep going. Find an accountability buddy.

**If you get off track, forgive yourself.** Review your plan and make adjustments. Don't fall in the trap of all or nothing thinking, giving up due to a slip up.

**Keep track of your progress.** The more monitoring you do and the more feedback you get about your progress, the better you will do. Resolutions are a process, not a one-time effort.

**Congratulate yourself.** Reward yourself when intermediate goals are met to keep your motivation. Plan a special reward for yourself when you have achieved the change you desire.

If you want more information about coping strategies to maintain healthy goals, contact the Psychological Health Program at 609-754-2159 or [jill.c.barrett2.civ@mail.mil](mailto:jill.c.barrett2.civ@mail.mil).

The DoD Program to

# COMBAT HUMAN TRAFFICKING



## Human Trafficking A Global Problem

**Prostitution. Servitude. Forced Labor.**

Each year, hundreds of thousands of innocent men, women and children are exploited in human trafficking schemes.

ICE is a leader in the global fight against trafficking.

By targeting trafficking organizations while providing support to victims, ICE is working to dismantle the criminal infrastructure behind human trafficking.

## REPORT HUMAN TRAFFICKING

If you believe you have witnessed a trafficking operation or believe a person is being trafficked you should report that information to:

87 SFS: 609-754-6001

AFOSI: 609-754-3353

DHS Immigrations and Customs Enforcement 1-866-347-2423

National Human Trafficking Resource Center 1-888-373-7888

108<sup>th</sup> Wing CTIP POC: email [april.b.Doolittle@mail.mil](mailto:april.b.Doolittle@mail.mil) or call 609-754-5051

JB MDL CTIP POC: email [jessica.lenna@us.af.mil](mailto:jessica.lenna@us.af.mil) or call 609-754-0512

# FINANCE TIP OF THE MONTH

## Travel Pay Tip:

-When filling your voucher, be sure to note if you sent the correct amount to the GTC for expenses you incurred. In the "Preview Screen" of the voucher is where you can see the breakdown.

### Example 1. Money sent to GTC

Disbursing Summary	
Total Prior Payments:	\$0.00
Balance Due US:	\$0.00
<b>Net Distribution</b>	
Personal(\$):	\$0.00
Individual GOVCC(\$):	\$1,184.80
Total(\$):	\$1,184.80

### Example 3. Money sent to MBR's Bank Account

Disbursing Summary	
Total Prior Payments:	\$0.00
Balance Due US:	\$0.00
<b>Net Distribution</b>	
Personal(\$):	\$673.83
Individual GOVCC(\$):	\$0.00
Total(\$):	\$673.83

### Example 2. Money sent to GTC and Member's Bank account

Disbursing Summary	
Total Prior Payments:	\$0.00
Balance Due US:	\$0.00
<b>Net Distribution</b>	
Personal(\$):	\$3,240.40
Individual GOVCC(\$):	\$1,416.55
Total(\$):	\$4,656.95

## MILPAY Pay Tip:

- When performing Individual Inactive duty (RUTA) it is a 2 Step process. In ARDWS Create the Authorization, then once the duty is performed Create and Complete the Certification. Both require multiple signatures prior to payment.

**\*\*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. If you believe there is a discrepancy contact FM.

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](mailto:108-wg.mbx.wg-fm-customer-service@mail.mil)  
FM Customer Service Contact Information  
3327 Charles Blvd  
Joint Base MDL, NJ 08641

DISPOSITION OF PERSONAL EFFECTS, CAPTAIN ROBERT M MENDEZ. 2d Lt Anthony Monico is authorized to make disposition of the personal effects of Capt Robert M. Mendez, deceased, 108 CES, as stated in AFI 34-511, Disposition of Personal Property and Effects. Any person having claims for or against Capt Mendez should contact 2d Lt Monico at DSN 650-0263 or cell 201 306-5697. (108 CES/CER/650-0263)

# Welcome to Motorcycle Season!

By Lt. Col. Christian Lawlor, 108th Wing Chief of Safety

With the rise in temperatures, motorcycle traffic will increase over the next few months. During winter months, drivers become complacent and are not actively scanning for motorcycles. Due to their size, motorcycles tend to be difficult to see, especially at night or times of low visibility. It is time for both vehicle drivers and motorcycle riders to again share the road safely.

The Joint Base Motorcycle Safety Program and the 108th Wing Motorcycle Safety Representatives are dedicated to the promotion of a safe riding culture both on and off duty. Riders and commanders are sometimes confused as to the current riding requirements at Joint Base McGuire-Dix-Lakehurst. All DoD members who ride a motorcycle are required to accomplish the following three events: a Motorcycle Safety Foundation approved riders course, an AMC Form 91 Commanders Motorcycle Safety Interview, and an Annual Pre-Season Motorcycle Safety Briefing. This training is required whether you ride on base or not. Course completion documentation is

maintained and tracked at the Wing Safety Office.

MSF riding courses are offered free of charge at Lakehurst Naval Air Station beginning in the spring. Basic Riding Course I is a two-day course aimed at the new rider and is good for one year, while BRC II is a one day course for the advanced rider and is good for five years. Don't have a motorcycle endorsement on your license? No problem, the BRC I course provides you a motorcycle and you can take your course completion paperwork to the New Jersey Motor Vehicle Commission to get your motorcycle endorsement. Sign up for classes begins March 15 at [www.jbmdlrider.com](http://www.jbmdlrider.com).

Annual Pre-Season safety briefings are being offered at Timmerman Center, March 1-2, at 10 a.m. and 12 p.m. each day. You can also get your safety brief from one of the three wing MSRs, Lt. Col. Christian Lawlor, Master Sgt. Ray Miller or Staff Sgt. Richard Walley. Additional information is available on the Wing Safety Sharepoint page, or contact the Wing Safety Office. Ride Safe!



A helmet is displayed on the handlebar of a motorcycle during a motorcycle safety rodeo at Kapaun Air Station, Germany, Nov. 4, 2016. The 86th Airlift Wing safety office arranged for German police and Kaiserslautern Military Community RiderCoaches to come and teach KMC motorcyclists how to be safer and better riders. (U.S. Air Force photo by Airman 1st Class Joshua Magbanua)

# Controlled Unclassified Information

By Maj. Jason C. Neumann  
108th Wing Foreign Disclosure Officer



Photo by Senior Airman Julia Santiago/Released

Controlled Unclassified Information is information that meets the standards for safeguarding and dissemination controls pursuant to law, regulations, and government-wide policies under Executive Order 13556.

Previously, this information would have been considered for official use only, sensitive but unclassified, or some other acronym that a branch of the government decided to use to identify this type of information. The new process, which should become official in May hopes to apply a uniform program for designation, management, and dissemination of sensitive information, standardize markings across the government, improve information sharing with adequate safeguards, and ensure that information is only controlled when there is a need. This process is not intended to circumvent the Freedom of Information Act and other legal rights of Americans from obtaining official government information, impede the timeliness, accuracy, or dissemination of information, conceal violations of law, inefficiency, or administrative error, prevent embarrassment to a person, organization, or agency, or to delay or prevent the public release of information that does not require safeguarding or dissemination controls.

Historically, inconsistencies in policy and guidance from various agencies resulted in a

failure to protect information in a consistent and transparent manner, greatly increasing the likelihood of errors in handling and sharing of information throughout the government. A uniform program that is being established will result in more effective and efficient operations and improve information sharing.

Under EO 13556, the Controlled Unclassified Information program establishes open and uniform practices for managing information that requires safeguarding or dissemination controls pursuant to and consistent with law, regulations, and government-wide policies. CUI does not cover information that is classified under EO 13526, or the Atomic Energy Act, as amended. This article is only meant to be a snapshot of what is to come in the very near future, but I would like for all of you to be as prepared as possible for the changes on the horizon.

Under the new process, CUI will be marked much like classified information is marked when derivatively classifying a document. Any document containing CUI will have a banner marking at the top of each page with the word "CONTROLLED" or the marking "CUI." This banner marking will also include any subcategories or limited dissemination control markings. If you have a lengthy document that contains multiple subcategories and

dissemination controls, those will have to be annotated at each portion marking, and along with a combination of all of them on the banner marking that is at the top of each page. Although not required, it is considered an optional best practice to center the banner marking at the bottom of each page as well. All media that contains CUI will also be marked, and given the knowledge and foresight that not all media will have enough room to contain the categories and dissemination controls, it is mandated that CUI or CONTROLLED, along with the controlling agency be identified on the device. New coversheets have been devised and are the OF 901, OF 902, and OF 903, as well as your government computers will have a new banner line stating that this system contains CUI, rooms will be designated as storing CUI with a new sign, along with the filing cabinets that house the CUI.

Please keep in mind that the DoD guidance has not been officially signed and implement-

ed, but have directed an implementation to occur around May, so none of this information should be implemented until you receive further guidance from my office. In addition, there will be agency-specific training developed and disseminated, and until properly trained and instructed to begin using the new process, you will continue to move forward with our current methods. I have a tentative handbook for the marking process that I will send out to the Security Managers within your units.

As you peruse this handbook, please understand that there will be training and that it will become a smooth process over time, so bear with the transition phase.

For any additional information regarding the new process, regarding the implementation of CUI, how to properly mark CUI, or how to receive the training, feel free to reach out to the Information Protection Office at 609-754-2672 or via e-mail at [usaf.nj.108-wg.mbx.wg-ip@mail.mil](mailto:usaf.nj.108-wg.mbx.wg-ip@mail.mil).

## Refueling the Families



*The First Sergeants Council and the Junior Enlisted Council worked together to run the Refueling the Families event this past year. They were able to put together over 50 boxes of goods that were given to members in need during the holiday season. Donation boxes were located at the Commissary and in each squadron building. Monetary donations were accepted as well to contribute to the packages. Members of the councils delivered many of the packages in person to those in need. (Courtesy photo)*



Above: The 119th Observation Squadron's original complement of aircraft included the Consolidated Aircraft PT-1 primary trainer. As shown in the photo of one of the remaining three PT-1s in existence, the engine cowling was often left off to both aid in cooling and provide easy maintenance access. (NMUSAF photo)

Below: NJNG pilot and observer congratulate themselves after a successful flight in their Douglas O-2H. The 119th Observation Squadron flew these aircraft until 1934. (NJDMVA photo)



## New Jersey Air National Guard History Part 4: The 119th Observation Squadron

By Dr. Richard Porcelli, Aviation Historian

### Introduction

In the last article, we described the post-World War One organization of National Guard's aviation units, starting with legislation passed in 1920. The first such unit, the 109th Observation Squadron of the Minnesota National Guard, was federally recognized on Jan. 17, 1921. New Jersey lagged behind other states in forming their aviation units, not "joining the club" until a decade later.

### Organization Of The 119th Observation Squadron

Planning for New Jersey's first National Guard aviation unit actually began in September 1928. In that month the War Department assigned Army First Lieutenant Kellogg Sloan and Sergeant Robert E. Malony the task of organizing an aviation unit for the National Guard of the State of New Jersey. (Note: the War Department was the predecessor of today's Department of Defense which wasn't established until the 1947 passing of the National Security Act.) Prior to their assignment, Sloan and Malony were part of the Aviation Section, US Army Signal Corps, stationed at the Army's Aviation Experimentation Station, McCook Field, Ohio.

During 1929 they enlisted the support of officers and men from the NJ National Guard

who transferred to the aviation section as well as retiring Air Service officers, who eventually became the basis for the squadron's original personnel. Recently promoted Maj. Kellogg Sloan assumed command of the squadron. By the end of the year, the planned aviation unit was fully staffed.

It was not until Jan. 30, 1930 that New Jersey's 56th Infantry Brigade, a component of the 44th Division, formerly activated its aviation unit – the 119th Observation Squadron. Assuming the 119th mantle, the squadron continued the history of the 119th Aero Squadron, which operated from September 1917 until deactivated May 1919. The 119th Observation Squadron was reconstituted and consolidated by the order of the Adjutant General of the US Army. They chose as their insignia the "Carteret Lion" – adopted from the original seal of Vice Admiral Sir George Carteret. In 1640, King Charles I of England granted Carteret ownership of the large parcel of land known as New Netherlands, which he renamed New Jersey. He then became the first governor.

At the same time, headquarters was established at Newark Metropolitan Airport, which itself had only opened two years before in 1928. To house the new squadron, an administration building and hangar were built on

the east side of the airfield, near where today the New Jersey Turnpike forms the airport's boundary.

### Initial Operations And Aircraft

During that period, the role of an observation squadron was to support Army and National Guard ground units. This support came in the form of reconnaissance. Ground forces always need to know "what is over the horizon" or in more modern military terms, beyond the "Forward Edge of the Battle Area." Today, we would probably describe this task as "tactical reconnaissance." In addition, the observation squadrons had the task of aerial spotting for artillery. Flying over the battlefield, they would maintain radio contact with artillery batteries, providing cues to correct the artillery fire onto the target. Today, where fighter aircraft and helicopters have supplanted, or at least supplemented, artillery in providing close support for ground forces, that role would be provided by airborne forward air controllers or ground-based Joint Terminal Attack Controllers.

In those early years, the 119th flew a mixture of aircraft, starting with training aircraft, the PT-1 and BT-1, and early observation types, the O-2 and O-17. The first aircraft was the Consolidated PT-1 Trusty biplane primary trainer. Its origins can be traced to 1921 when the Dayton-Wright Company (originally founded by the Wright Brothers) produced an advanced design for its day. It featured a thick-section wooden airfoil for the wings and

The Carteret Line was adopted as the insignia of the 119th Observation Squadron in 1930. It still is used for today's 119th Fighter Squadron insignia, as shown here. (NJANG image)



This NJNG Douglas O-2H is shown outside of one of the two hangars at the 119th Observation Squadron's base at Newark Metropolitan Airport. Note that this O-2H displays the "Carteret Lion" insignia of the 119th Observation Squadron on its port side; it is believed that the starboard side featured the "back-to-back 4s" insignia of the 44th Division. (NJDMVA photo)

a welded chrome-molybdenum steel fuselage framework, all covered with fabric. This was a radical departure from the all-wood construction of most aircraft of its day. In 1921 the Army ordered a small batch of early models powered by rotary engines – the last ever ordered by the US Army. Re-engined with a license-built Hispano-Suiza 8 cylinder engine, an improved model, known as the TW-3, benefited by the greater power. Unfortunately, General Motors, who by that time owned the Dayton-Wright Company, decided to get out of the airplane business. Noted aeronautical engineer Reuben Fleet, President of the Gallaudet Company acquired the rights for the aircraft as well as the pending Army contract, but when the Gallaudet shareholders disapproved of the move, Reuben Fleet left the company and formed Consolidated Aircraft Corporation. Renamed "Consolidated Model 1", the 50 examples ordered by the Army Air Service were designated PT-1 (Primary Trainer Number One). Eventually, a total of 221 were built for the Army. By a strange coincidence of history, Rueben Fleet's Consolidated Aircraft became



This image shows the "back-to-back 4s" insignia of the National Guard's 44th Division. The 44th Division was in existence from October 1920 to November 1945. (Public domain image from Wikipedia)

Consolidated-Vultee Aircraft Corporation, then Convair. Convair was acquired by General Dynamics in 1953, who were the original designers and producers (until acquired by Lockheed) of the F-16 Fighting Falcon, which is today flown by the 119th Fighter Squadron!

The PT-1 replaced all previous, largely antiquated training aircraft (including the Curtiss JN-4/6 Jenny described in previous installments of this column) in Army service. Powered by the 180 hp Wright-Hispano E engine, the Trusty had a top speed of 92 mph and a service ceiling of just over 13,000 feet. It gained the name “Trusty” because it was easy to fly, difficult to spin and if control was lost, easy to recover from upsets in flight. Because of these attributes, the Army’s pilot training safety record was drastically improved. Unfortunately, its ease to fly led to a certain level of overconfidence in the graduating aviators, who then had to fly much more unforgiving and faster aircraft in squadron service.

The Army flew the PT-1 until 1928 when it was replaced by Consolidated’s PT-2; in a trend that has continued to this day, as the PT-1s were removed from Army service, they were reassigned to National Guard observation squadrons. The 119th Observation Squadron flew PT-1s from 1930 to 1932. You can see one of the three PT-1s in existence at the National Museum of the Air Force in Dayton, Ohio.

The Douglas Aircraft Company O-2 was an important family of observation and training aircraft. Two XO-2 prototypes flew in 1924, one powered by a 510 hp Packard 1A-1500 en-



The most important aircraft in the 119th Observation Squadron’s early years was the Douglas O-2H. This rare colorized photo shows many features of this NJ National Guard aircraft, including the 0.3 caliber machine gun mounted in the rear cockpit, the perforated aluminum engine cowling and the “back-to-back 4s” insignia of the 44th Division. (NJDMVA photo)

gine, and the other by a 420 hp Liberty V-1650 engine. Both were 12 cylinder V-engines, but the Packard unit proved unreliable. In 1925 the Army ordered production of 45 O-2s powered by the Liberty engine. This reliable biplane had wooden wings and a welded steel tube fuselage, all fabric covered. The exception was the forward fuselage that was covered with aluminum panels.

Army service was successful and a further 25 aircraft were ordered. This order included O-2As equipped for night flying and O-2Bs which featured dual controls for use as “command aircraft.” The O-2H model that was supplied to the 119th Observation Squadron in 1930 was a new design but broadly based on the original O-2 model. The O-2H had heavily staggered wings of unequal span, a redesigned tail, a more compact engine installation and a cleaner split-axle landing gear – all in the interest of greater aerodynamic efficiency and reduced drag. The Army received 101 O-2Hs between 1928 and 1930, and for the first time, the National Guard received 40 brand-new aircraft directly from the factory. The Liberty V-12 engine gave the O-2H a top speed of 128 mph, and a service ceiling of more than 16,000 feet. It was armed with two 0.30-caliber Browning machine guns. One was a fixed, forward firing gun controlled by the pilot and the other, a flexible mounted on the rear cockpit. It could also carry a total of 400 pounds of weapons, usually smoke bombs for target marking purposes, under the lower wing.

Subsequently, Douglas produced unarmed, dual control versions known as the O-2J and the O-2K. They were used as staff transports. A total of 33 were built for the Army and 30 for the National Guard. Those National Guard O-2Ks were then transferred to the basic training role, acquiring the designation BT-1 (Basic Trainer Number One). The 119th Observation Squadron flew both the O-2H and BT-1 from 1930 to 1934. No examples of the Douglas O-2 family of aircraft, of which about 400 were built for US and foreign military use, are known to exist today.

The third aircraft that was part of the 119th Observation Squadron’s original inventory was the Consolidated O-17 Courier. This



Above: This photo, taken August 1932, shows the parachute-wearing 44th Division’s commanding officer, Brigadier General Winfield Price (left), with 119th Observation Squadron officers just after completing a flight in a squadron Consolidated O-17 (in the background). (NJDMVA photo)

two-seat aircraft, originally called Consolidated Model 2 (recall that the PT-1 was Consolidated Model 1) was produced exclusively for the National Guard who received 33 examples. Three additional O-17s were produced for the Royal Canadian Air Force. Visually, the linkage to the earlier PT-1 is noticeable, but with improved fuselage streamlining, oleo-type shock absorbers, wheel brakes, harmonized control surfaces and increased fuel capacity. The 119th Observation Squadron, as well as the other observation squadrons of the Air National Guard, used the Courier for cross-country flying, but its primary mission was as a gunnery, photographic and radio-communications trainer. It was armed with a removable 0.30 caliber Browning machine gun mounted on a ring fairing around the rear cockpit. Power was provided by a Wright R-790 radial engine of 225 hp, giving it a top speed of 118 mph and a ceiling of 12,000 feet.

### Operations Continue

During those formative years, the 119th Observation Squadron rapidly gained the skills and expertise needed to provide excellent support for both National Guard and full-time Army ground units. On a daily basis, multi-ship formations of the squadron’s aircraft flew throughout the state on training missions. Periodically the 119th Observation Squadron also participated in both 44th

Below: The Consolidated Aircraft O-17 Courier equipped the 119th Observation Squadron from 1930 to 1933. This aircraft was one of the 25 ordered by the Army Air Corps in 1928, and later passed to the National Guard. (Public domain photo via Wikipedia)



Division and more extensive maneuvers with both other National Guard and full-time Army units. In 1931 they played an important role in that year’s Mass Air Corps Maneuvers. (Note the Army Air Service was renamed the Army Air Corps in 1926.)

Also during 1931, the original organizer and first commander of the squadron, Sloan was replaced by Maj. Robert L. Copsey. Copsey had a very interesting life in aviation. He served in the Army Air Service during WWI, and in the NJ National guard in WWII and the Korean War. In May 1927, while a Federal aeronautics inspector, he tried to convince Charles Lindbergh not to make the attempt to fly non-stop to Paris; when he realized how adamant Lindbergh was, he conceded and in fact was one of the men who helped push the Spirit of St. Louis down the mud-coated runway to get



Maj. Robert L. Copsey replaced the 119th Observation Squadron’s original commanding officer MAJ Kellogg Sloan in 1931. Copsey, shown here, retired as a brigadier general in 1956 after serving in both World Wars and the Korean War. (NJDMVA photo)

it moving on its takeoff role! In 1928 he was appointed the first manager of Newark Metropolitan Airport, and later became New Jersey's Director of Aviation and Airport Development. In 1950, while still serving in the NJANG, he became a deputy assistant to Air Force Chief of Staff, Gen. Hoyt Vandenberg.

In early 1932 a second hangar was built at Newark Metropolitan Airport to house the squadron's growing complement of aircraft.

On Aug. 13, 1932 six 119th Observation Squadron Douglas O-2Hs took off from a grass strip on the Sea Girt National Guard Base and flew in formation to Camden where they performed aerial maneuvers for the American Legion Convention. They also offered rides to officials and convention attendees, in an event that was widely covered by the press.

Also in August 1932, the 119th took part in the massive 44th Division annual war maneuvers in which a theoretical "state of war" existed between New York and New Jersey. During this exercise, soldiers from the 44th and 77th Divisions, under the leadership Brig. Gen. Winfield Price, advanced at night along a battle line stretching from Freehold to Sea Girt, with the goal of attacking their enemy, the 27th and 1st Divisions, who, according to the war game's scenario, had invaded and occupied all of northern New Jersey. The plan was to wage a counter attack at first light. The war game involved theoretical forces of over 100,000 troops, but in reality, only several thousand Guardsmen actually participated. Regular Army officers acted as referees. The 119th's role was to surveil the enemy forces and provide target information and gun spotting for the defending force's artillery batteries; apparently, the "New Jersey forces successfully defeated the invading New Yorkers."

Unfortunately the high level of training activity came at a cost to the squadron. For example, on Dec. 11, 1932, a Douglas O-2H crashed outside of Bernardsville, N.J., killing the pilot, 38 year-old lieutenant Guy Rudd of Manhattan, N.Y., and his observer, 22 year-old Sgt. Robert Juneman of Spring Lake, N.J. Rudd was a World War I veteran pilot who, flying with the 4th Pursuit Group of the 17th Squadron at Toul, in the northeastern part of

*Brigadier General Winfield Price was the commanding officer of the 44th Division of the National Guard, to which the 119th Observation Squadron was attached, from 1924 to 1936, when he became commander of the New Jersey National Guard. Price retired in 1939. (NJDMVA photo)*



France, achieved two air-to-air kills.

A formation of three 119th Observation Squadrons were flying in loose formation about noon of that day when Rudd's aircraft mysteriously fell out of formation and spiraled into the earth, bursting into flames. The two other aircraft in the flight were unaware of the crash until they noted the column of smoke rising from an apple orchard. They looked for a place to land near the crash site but not finding a suitable field and realizing nothing could be done for their squadron-mates, they returned to their Newark base. Hearing of the news, Squadron Commander Copsey drove to Bernardsville to inspect the wreckage and interview witnesses who claimed Rudd's aircraft was already on fire when it dove to the ground. Based on the experience of the pilot and the fact that the aircrew was wearing parachutes, the investigators concluded that some mechanical failure caused the incapacitation of the crew and the fatal crash. Incidentally, Rudd is buried at the Arlington National Cemetery.

In the next installment we will describe how the 119th Observation Squadron traded in their now obsolete fleet for more modern aircraft, and continued with their training flights and participation in 44th Division maneuvers. They also played a significant life-saving role in a maritime disaster, potentially one of the worst in American history – but that is the subject of next month's issue.

# BLACK HISTORY MONTH FEBRUARY 2017

## "SUCCESS ALWAYS LEAVES FOOTPRINTS."

BOOKER T. WASHINGTON



Mary McLeod Bethune

Linda Brown

Ruby Bridges

Lieutenant Henry O. Flipper

Booker T. Washington

Little Rock Nine

James Meredith



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# Front & Center

with  
Airman 1st Class Amy Amakihe

*Photo by Senior Airman Julia Santiago, 108th Wing Public Affairs*

N.J. Air National Guard  
Airman 1st Class Amy Amakihe  
is a Aerospace Medicine Technician  
with the 108th Medical Group.  
She has been with the 108th for one year.  
She joined the ANG to supplement  
what she does as a civilian.  
As a civilian, she is a Certified Nursing Assistant (CNA).  
She hopes to get into medical school  
or a physician assistant (PA) school after complete undergrad.  
At the 108th, Amakihe likes the people she works with  
because they are understanding, reliable,  
approachable, and overall good role models.  
If she could be the commander for one day,  
she would let everyone work in civilian clothes.



# Airman on the Street: "What's your favorite thing to do during winter?"



Airman 1st Class Erica Garcia  
"I like to do crossfit during all season as well as run."



Staff Sgt. Esmeralda Ayala  
"I like to do snow angels, snow men, snow angels, everything. I also love all the cozy stuff in the winter like hot chocolate and fuzzy socks."



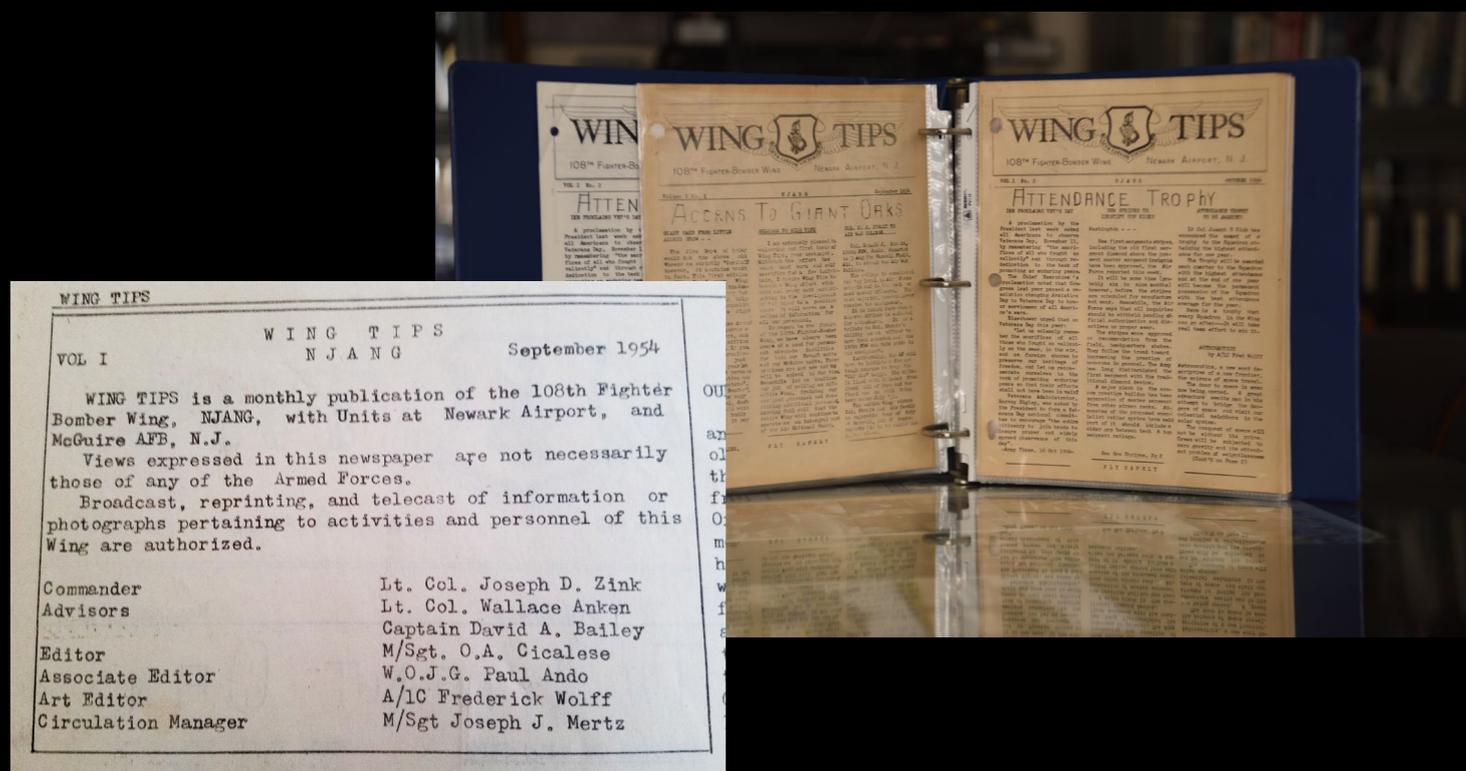
Senior Airman Echo Gnile  
"I like to go out when it's snowing and run around everywhere and hear the snow crunch."



Staff Sgt. Francisco Melendez  
"Not me, but my 10-year-old pitbull loves the snow."



Airman Kevin Gonzalez  
"I like playing in the snow with my nephew and niece."



## Did You Know...

The first publication of Wing Tips was released in September of 1954. It started as the monthly publication for the 108th Fighter Bomber Wing, N.J. Air National Guard. At the time, the 108th had units at both the Newark Airport and McGuire Air Force Base. The newsletter has been around for 62 years, evolving into the official magazine of the 108th Wing.

