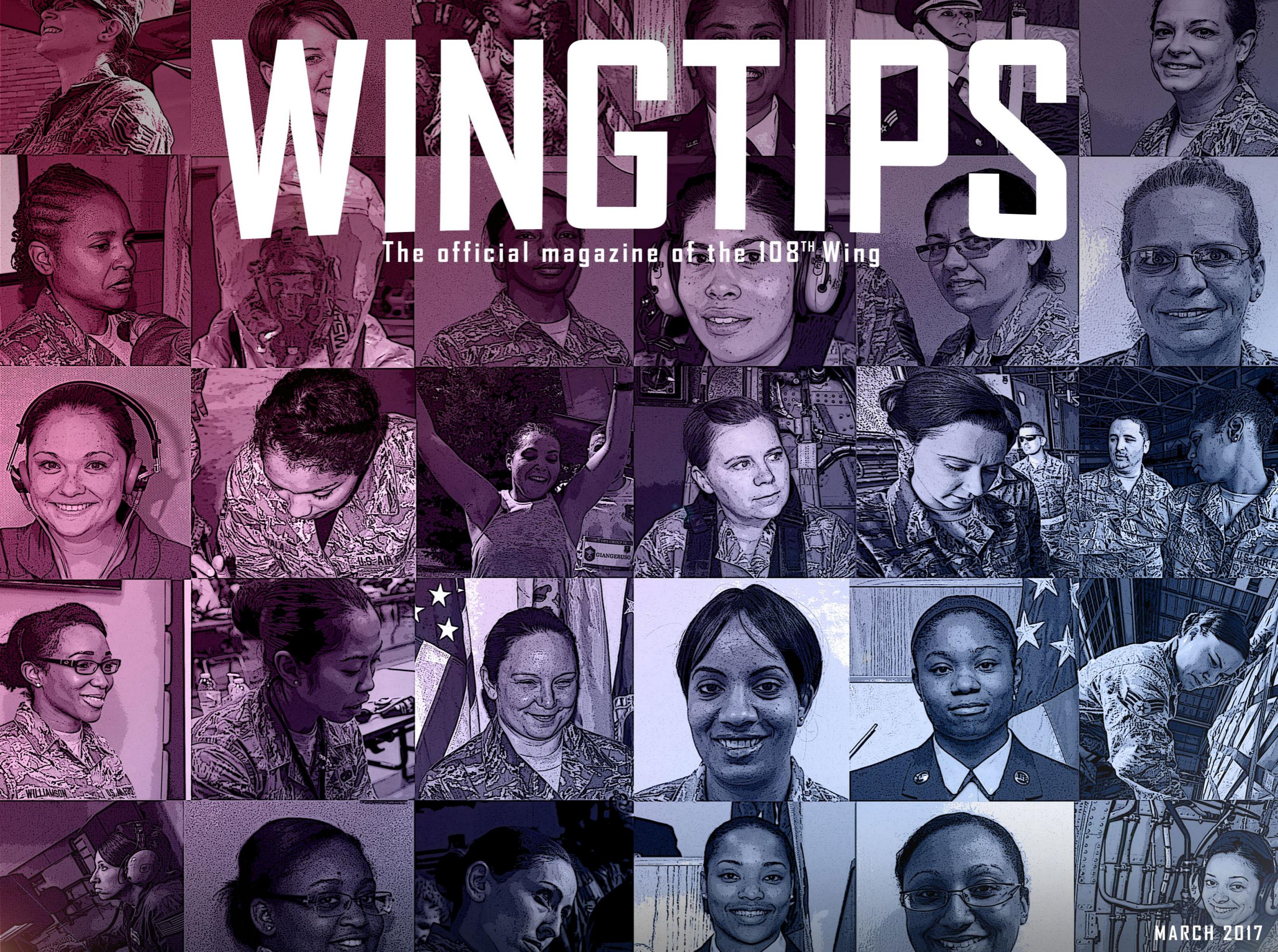


WINGTIPS

The official magazine of the 108th Wing



On the Cover: Women of the 108th Wing.

WINGTIPS

Col. Andrew P. Keane - Commander, 108th Wing

2nd Lt. Jacquelyn E. Vasvari-Toke - Public Affairs Officer

Master Sgt. Donna Jeffries - Superintendent

Master Sgt. Matt Hecht - Photojournalist

Tech. Sgt. Armando Vasquez - Photojournalist

Staff Sgt. Brian Carson - Photojournalist

Staff Sgt. Ross Whitley - Broadcast Journalist

Senior Airman Maria Rella - Broadcast Journalist

Senior Airman Julia Santiago - Photojournalist

Dr. Richard Porcelli - Guest Historian

FOR STORY IDEAS OR APPOINTMENTS CALL
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COMMANDER'S COLUMN

By Lt. Col. Eric Guttorsmen, 108th Operations Support Squadron Commander



In July 2016, General David A. Goldfein became the Air Force's 21st Chief of Staff. Many of us who deployed to U.S. Central Command between 2011 and 2013 remember General Goldfein as our CENTCOM Commander

during that time. Others may have studied his Operation ALLIED FORCE experience in 1999 while serving as an F-16 squadron commander at Aviano Air Base, Italy. During that campaign, his F-16 was shot down by a SAM over Serbia and he was subsequently rescued by a Bosnia based USAF Search and Rescue MH-60G Pavehawk team.

Given General Goldfein's breadth and depth of experience as an operator and commander, I took note when he announced his top three focus areas soon after becoming the CSAF.

These focus areas are:

- 1) Revitalizing squadrons,
- 2) Strengthening joint leaders and teams, and
- 3) Advancing multi-domain, multi-functional command and control.

In August 2016, General Goldfein wrote his first Letter to Airmen on his #1 focus for his first year as CSAF – revitalizing squadrons as the core fighting unit in our Air Force.

I encourage everyone to read General Goldfein's first letter (dated August 9, 2016) entitled, "The Beating Heart of the Air Force ... Squadrons!" He describes the squadron as the Air Force's "most essential team... [w]e succeed or fail in our missions at the squadron-level." Squadrons are the major building blocks where we develop individually and as a team, promote core values, cultivate future leaders, build upon proud lineage, and ultimately execute the missions assigned to keep our country safe.

So why is squadron revitalization the CSAF's #1 focus? Quite simply, he recognizes we are operating at such a sustained high tempo supporting critical missions (notably the conventional counter-terror mission), that it is impacting the look and feel of the Squadron building block described above. As the Operations Support Squadron Commander, I know our flying and support squadrons are deeply representative of the squadron illustrated in General Goldfein's letter – and our partners in maintenance and elsewhere share in much of this heavy lifting.

In response to this reality, the CSAF's revitalizing squadrons team is gathering data. Many of you responded to his revitalizing squadrons survey in January. He is gathering more data through base visits – the first of which was at Joint Base Andrews in February 2017. Those of you who participated in the online survey probably noted key themes: search for best practices, barrier identification, local initiatives started to overcome challenges, squadron organization and resourcing, squadron construct, etc.

General Goldfein's group is looking to further highlight our challenges, our ideas, and our solutions.

I find it worth noting that the CSAF does not make a delineation between components in his letter. Our active and Reserve component counterparts all face similar challenges – and we can all benefit from the best practices and efficiencies highlighted through the initiative. Looking forward, it will be interesting to see how this initiative dovetails with Total Force Integration and Title 5. Might we see a change in how our squadrons are shaped and manned in the future?

In closing, I'd like to leave you with three thoughts:

- 1) The CSAF knows we are working incredibly hard – be proactive with the revitalizing squadron initiative and your great idea may be one that makes life better for everyone!
- 2) Keep an open mind to possible solutions that come from this initiative – Squadron structure (Total Force, Title 5, etc.), additional duty and ancillary training modifications.
- 3) Take pride in your squadron and the great work you are doing!

Your efforts and sacrifices supporting the Nation are building on a very rich New Jersey Air National Guard lineage – our Tiger Squadron's 100 Year Anniversary is this year! Generations of New Jersey guardsmen are working to make this a special event – I hope to see you there! 



[Click the link for Gen. Goldfein's Video Message!](#)



THE RED HATS

Story by Staff Sgt. Ross Whitley, 108th Wing Public Affairs

“Any red hat. Well unless you’ve been here a while, then its pink,” said Tech. Sgt. William Lonzson referring to another combat arms instructor’s red (combat arms) cover, the hat that identifies them as instructors on the firing range.

“They [the red hat] used to be a lot harder to get,” said Staff Sgt. Stephen Lisi, combat arms instructor.

“Every time someone would go to the schoolhouse to be trained we would tell them, “Don’t forget to pick up so many red hats. And then give them a bunch of sizes for the guys [instructors] in the unit,” said Lisi.

“Now you can get them anywhere. Yeah just run to Lids pick up a plain red hat and have combat arms embroidered on it,” said Lonzson.

While acquiring the hat was one thing, Lonzson explained that the training involved to earn it was very different.

To be an instructor they must complete an eight week training course in San Antonio for the initial 3-skill level. Once they return to their home unit they complete a career development course to receive their 5-skill level, and then they can complete a Lead Instructor Evaluation.

During the lead instructor evaluation a new instructor has to teach the course to the lead combat arms training and maintenance instructor and then do it again with the non-commissioned officer in charge of of combat arms.

The new course that security forces is teaching is more realistic for Airmen who will deploy, teaching a full range of fire including close combat drills where they practice transitioning between their main M4 rifle to the M9 pistol seamlessly.

“I love it. It’s great out here, get outside getting people qualified,” said Senior Airman Raymond Buckno. “CATM instructors get to see everyone from the Wing.” 





Above: **Taking Aim.** Airman 1st Class Juan Rosado of the 108th Security Forces Squadron aligns his M4 rifle to the target during zero firing at Joint Base McGuire-Dix-Lakehurst, N.J., Feb. 26, 2017. (U.S. Air National Guard photo by Senior Airman Julia Santiago) Below: Staff Sgt. Jennifer Marchese, a 108th Security Forces Squadron member, removes her M4 ammunition from a stripper clip to be loaded in her magazine, at Joint Base McGuire-Dix-Lakehurst, New Jersey, Feb. 26, 2017. (U.S. Air National Guard photo by Staff Sgt. Ross A. Whitley)



Right: Tech. Sgt. William Lonzson, combat arms instructor, 108th Security Forces Squadron, hands a student a magazine for use in the Airmen's next round of firing for deployment qualification at Joint Base McGuire-Dix-Lakehurst, N.J., Feb. 26, 2017. Lonzson trains 108th Wing members needing weapons instruction.

Below: Staff Sgt. Laura Lemay, 108th Security Forces Squadron member, adjusts the front sight post of her M4 during her annual qualification shoot at Joint Base McGuire-Dix-Lakehurst, N.J., Feb. 26, 2017. Lemay and four other 108th Wing Security Forces members qualified on both the M4 and M9. (U.S. Air National Guard photos by Staff Sgt. Ross A. Whitley)



108th & 177th Airmen team up for 1st Sgt. Seminar

Story and photo by Tech. Sgt. Armando Vasquez, 108th Wing Public Affairs



Airmen from the New Jersey Air National Guard attended the Additional Duty First Sergeant Symposium Feb. 24-25 at Joint Base McGuire-Dix-Lakehurst, New Jersey.

During the two-day symposium, several First Sergeants from the 108th Wing and the 177th Fighter Wing presented material required for students attending the course to become familiar with the role of a First Sergeant.

“Our goal is to teach non-commissioned officers and senior NCOs the leadership tools in the absence of a first sergeant to continue with the Wing’s health, morale and welfare,” said Senior Master Sgt. Edward Lowden, 108th Wing First Sergeant.

The 17 attendees, mostly Technical and Master Sergeants from the 108th and 177th, received blocks of instructions on dress and

appearance, Airmen recognition, promotions, member counseling, administrative action and demotions, unsatisfactory participation, administrative separations, enlisted force management, Line of Duty injuries, family care planning, fitness, as well as personnel evaluations.

In addition to those instructions, the attendees also received information from guest speakers

from referral agencies such as the director of psychological health, staff from legal, the inspector general (office), the 108th Airmen and Family Readiness (office), and the Air Force Office of Special Investigations.

The symposium was led by 1st Sgts. Alex Cadavid, William Ericksen, Edward Lowden, and Michael George. 

Resources to Manage Money Stress

Story by Jill Barrett, 108th Wing, Director of Psychological Health

When you lay your head on the pillow at night, are you flooded with money worries instead of drifting off into sweet dreams?

You are certainly not alone.

According to the American Psychological Association (APA), money continues to be the top cause of stress among Americans. In its 2015 survey, Stress in America: Paying With Our Health, the APA found that 72 percent of Americans reported feeling stressed about money at least some of the time during the prior month.

<http://www.militaryonesource.mil/financial-and-legal/personal-financial-management-and-taxes>

An important strategy for dealing with stress is focusing your energy on the things that you can control.

Military OneSource offers financial management tools free of charge for National Guard members so you can become better informed on what is within your control.

If you would like to have more information on dealing with financial stress join us for the Lunch and Learn Workshop this Saturday at 11 a.m. in the FSS classroom.



Volunteers Needed!
108th Junior Enlisted Council
Campus Cleanup
Sat APR UTA from 1630-1730



LT COL CHRISTINE MAU



CAPT KRISTEN GRIEST



SGT CRISTINA FUENTES MONTENEGRO

**HONORING TRAILBLAZING WOMEN
 WHO HAVE PAVED THE WAY FOR FUTURE GENERATIONS**

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)

New Jersey Air National Guard History Part 5: The 119th Observation Squadron Pre-World War II

As described in the last installment of this series, an aviation unit of New Jersey's 56th Infantry Brigade, the 119th Observation Squadron, was formed on Jan. 30, 1930. Home base was Newark Metropolitan Airport (now known as Newark Liberty International Airport); the facilities consisted of an administration building and two purpose-built hangars.

Operations And Re-equipment

During those years between the two World Wars, the Army established aviation units with the National Guard of 29 states. As noted last month, all were observation squadrons associated with National Guard ground units. Of those 29 squadrons, 18 (including New Jersey) had lineage dating back to the First World War. More remarkably, all of those 29 squadrons are the direct predecessors of Air National Guard units flying today.

As an observation squadron, the 119th supported New Jersey National Guard and full-time Army ground units providing photographic and visual reconnaissance, as well as directing artillery and mortar



This Douglas O-38E of the 119th Observation Squadron is shown flying over New Jersey. The color scheme at the time was a pale blue fuselage with yellow wings and tail surfaces. (NJDMVA photo)

fire. The aircraft assigned to the squadron reflected that tasking. In 1932, the squadron began re-equipping with more modern observation aircraft. The original Consolidated PT-1, a design that dated back to the early 1920s, was retired, and the Douglas O-2Hs and Consolidated O-17s were supplemented by the Douglas O-38E. This aircraft was a development of the company's earlier O-2. The two-seater was powered by a 525 horsepower Pratt & Whitney R-1690 radial engine. Dimensionally, it was quite similar to the O-2 but thanks to a more powerful engine and more streamlined design, it was faster (top speed 150 mph) with a higher service ceiling (just shy of 20,000 feet) and longer range (565 miles). Between 1931 and 1934 Douglas Aircraft Company built 156 O-38s, of which 123 were supplied directly to National Guard observation squadrons. The 119th Observation Squadron continued to fly the O-38E from 1932 until 1937.

Only one example of an O-38 exists; it sits today in the National Museum of the United States Air Force at Wright-Patterson AFB, near Dayton, Ohio. That particular aircraft crashed in a remote part of Alaska in June 1941; the aircrew survived and walked to safety but the wreckage was "lost" for over 30 years until an aerial survey company discovered it. A museum team trekked to the wreckage to find it virtually intact, with only the seats and tail wheel missing. The parts were eventually recovered from a local frontiersman who had "borrowed" them; the seats had been used as living room furniture and the tail wheel was part of a homemade wheel barrel!

In 1936, another new observation aircraft was added to the 119th's inventory in the form of the Douglas O-46. With its first flight in 1935, its appearance was indicative of the rapid progress made in aircraft design.

Contrary to all the previous bi-planes flown by the squadron, the O-46 was a high-wing monoplane. It was the final "observation-type" aircraft produced by Douglas.

While the modern airframe appeared to be an improvement over previous types, it was too slow, underpowered and unmaneuverable to survive against enemy pursuit aircraft of the day. It was originally conceived to fly from developed airbases removed from the front lines, consistent with supporting Army forces fighting relatively static ground battles typical of World War I. By the mid-1930s, however, it was realized that future wars would see more "fluid" battles with the need for more mobile ground forces and close air coverage.

The O-46, unfortunately, was too heavy and too large to operate out of unimproved



119th Observation Squadron's Douglas O-2Hs, like the one shown in this photo (note the 44th Brigade insignia) provided life saving support during the September 1934 SS Moro Castle disaster than unfolded on the Jersey Shore. (NJDMVA photo)

sod or gravel airstrips near to the front lines. As a result, the Army only purchased 90 O-46s that were produced over a one-year period during 1936-37; all were transferred to National Guard observation squadrons and the type was totally phased

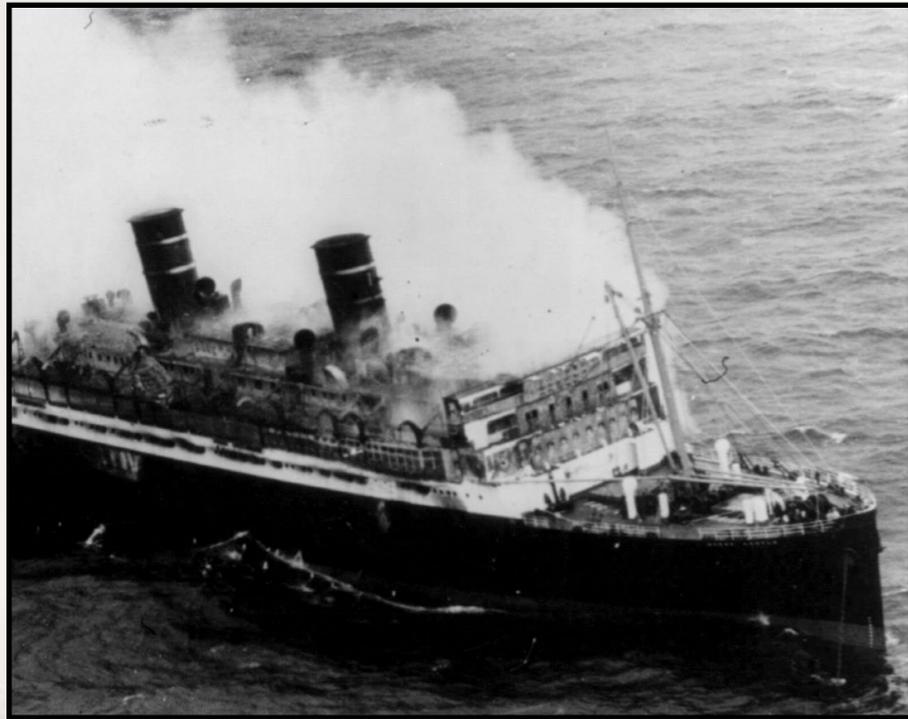
out in 1942. The 119th Observation Squadron flew this type until 1937. Only one example of this aircraft still exists and it sits next to the O-38 in Dayton.

The final new aircraft type assigned to the 119th during the 1930s was the North American O-47. This rather portly looking aircraft did feature an all-metal airframe with a single,

low-mounted wing and retractable landing gear (a first!). Unlike the open cockpits of previous observation types, the aircrew of up to three, sat in tandem in the relative comfort of an enclosed, Plexiglas covered, cockpit. Windows installed in the bottom of the fuselage provided for a downward view and even photography. It was larger and heavier than its predecessors but benefited from a 975 hp Wright R-1820-49 radial engine giving it a top speed of 221 mph, a range of 840 miles and a service ceiling of more than 23,000 feet.

The Army ordered 174 O-47As and 74 O-47Bs (with a more powerful 1,060 hp engine, a redesigned engine cowling for better cooling of the larger engine and improved radios to enhance air-to-ground communications). Of the total production, 93 went directly to National Guard

The North American O-47B flew with the 119th Observation Squadron from 1936 to 1941; its crew of three sat in tandem in an enclosed cockpit, and windows on the bottom of the fuselage gave them a view of the ground below. (NMUSAF photo)



The SS Moro Castle caught fire in the midst of a Nor'easter while steam north along the Jersey Shore; the 119th Observation Squadron provided continuous "top cover" directing rescuers to survivors who were struggling in the ocean. (Wikipedia public domain photo)

City – Havana, Cuba, route. (In fact, the ship was named after the Morro Castle fortress that even today guards the entrance to Havana's harbor.) Despite the on-going depression, for four years the SS Moro Castle and its sister-ship, the SS Oriente,

successfully and profitably carried almost 500 passengers on each of its 1,100 mile, 58 hour voyages. The success was due to the fact that during Prohibition, its cruises offered a legal way of enjoying both alcohol and gambling!

The Moro Castle's apparently charmed life came to a tragic end on its 5 September 1934 voyage from Havana to New York. First, on 6 September the vessel, with 549 passengers and crew onboard, unknowingly steered into a full-blown Nor'easter as it cruised up the eastern seaboard. Then on the evening of 7 September, with the ship plowing through increasingly rough seas, the Ship's Master, Captain Robert Willmott, suffered a fatal heart attack; an inexperienced Chief Officer William Warms took over command. A few hours later, at 2:50 AM on 8 September, fire broke out in a storage locker as the ship passed eight miles off of Barnegat Light on Long Beach Island. The new Ship's Master hesitated to send an SOS until it was too late. In only 30 minutes, the ship was totally engulfed in flames, communications were cut and

the wheelhouse lost the ability to steer the ship. The combined wind and waves eventually drove the ship north to a point offshore of Asbury Park's Boardwalk, as the intense fire forced passengers and crew to abandon ship. But with the ship listing to the starboard, only the lifeboats on that side could be lowered but it really did not matter – only 85 souls, mostly crew, ended up in the 6 boats that could have carried more than 400 survivors. The passengers were totally unprepared, not knowing even how to done life vests. Passengers and crew jumped overboard. Many drowned when they hit the water, or after knocked unconscious by life preservers and wooden deckchairs thrown overboard. By 4 am most of the surviving passengers and crew were in the water clinging to whatever debris they could find.



The deserted wreck of the SS Moro Castle remained on the Asbury Park beach, just opposite the Conventional Center, for about a year until it was towed away; it became a major tourist attraction during that time.

Unfortunately, despite the ship being just offshore within sight and even shouting distance, rescue efforts were uncoordinated. Passing ships and even Coast Guard cutters did not realize so many survivors were in the water. It is at this point, still in the dark pre-dawn hours, that the 119th Observation Squadron launched a number of O-2H aircraft to fly to the blazing inferno, actually guided by the glow in the sky. Circling the ship as dawn broke, they spotted floating survivors and via hand gestures and "wing wagging" directed small craft to their rescue. The squadron provided continuous aerial coverage, shuttling aircraft from their Newark base, throughout the following day until all

survivors were rescued and floating victims recovered. Even the Governor of New Jersey, Harry Moore, participated in the operation, flying as an observer on one of the flights over the wreck. In the end, 135 passengers and crew, out of the total of 549 on board, were lost. Many believe that the death toll would have been far worse if it were not for the "guardian angels" of the New Jersey National Guard's 119th Observation Squadron providing "top cover."

Eventually the abandoned but still smoldering hulk was driven ashore just opposite the Asbury Park Convention Center where for the next year it remained and actually became a major tourist attraction! This author's father, a musician who played with an Asbury Park hotel orchestra the following summer, was badly shaken when he saw the wreckage so many months after the disaster. For many

years afterwards, he often related his impressions of the abandoned "ghost ship" that loomed over the Boardwalk, to his three sons as we were growing up.

Next Month

As the 1930s drew to a close, war clouds were looming in Europe (and war had actually broken out in Asia). The National Guard observation squadrons maintained their Army support skills by participating in numerous exercises and joint Army maneuvers. However, as the new decade arrived, one after the other, these squadrons were called to active duty, as will be related in next month's *Wing Tips*.

observation squadrons, including the 119th that flew them from 1939 until early in World War II.

Like the Douglas O-46, the North American O-47 proved to be too slow, too heavy and not agile enough to survive in a modern battlefield as an army-supporting observation aircraft. Therefore they were relegated to coastal patrol, anti-submarine duties and utility tasks such as target towing for air-to-air and anti-aircraft gunnery practice.

The SS Moro Castle Disaster

While the 1930s mainly saw the 119th Observation Squadron continuing to train and provide observation and photography support for the National Guard and full-time Army units, the squadron did gain national attention during an epic maritime disaster than unfolded almost at the squadron's "front door."

The SS Moro Castle was a 12,000 ton, 508 foot long luxury cruise ship that was put in service in 1930 and operated by the Ward Line expressly for the New York

FINI FLIGHT



U.S. Air Force Col. Steven Jamison, 108th Maintenance Group Commander, taxis in a KC-135R Stratotanker during his finis flight on March 9, 2017. (U.S. Air National Guard photo by Staff Sgt. Ross Whitley)

Women Around the Wing

Women play a vital role at the 108th Wing in a variety of career fields. The New Jersey Air National Guard finds strength in diversity!



Front & Center

with

Senior Airman Nikole Steinhausen

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



- Rank & Name: Senior Airman Nikole Steinhausen.
- Time in service: 3 years.
- Job with 108th Wing: Air Crew Flight Equipment.
- Civilian job: Nursing Student.
- Something unique about yourself: I love riding my Harley with my family.
- Goals for the future: To be a nurse in the military.
- What I like most about the 108th: How diverse it is.
- If I was commander for a day: I would hold a classic car show (Chevy's only!).

Airman on the Street: In honor of Women's History Month, who is a female figure that inspires you and why?



Airman 1st Class Jeremy Langenderfer: "My wife because she makes me want to be a better person all around."



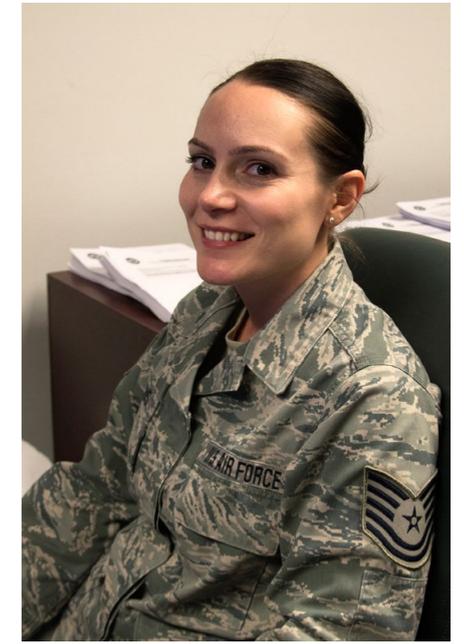
Airman 1st Class Staphania Marcelus: "Queen Elizabeth I because despite everyone pressuring her to get married so that there would be a king, She did things her way and was able to bring prosperity to her people."



Airman Anthorine Lewis: "My mom. I know that's very cliché. She is a single mom and as far as I can remember, I've always seen her break her back to ensure that she is successful and that we are also successful. I dedicate everything I achieve to her because of those reasons."



Master Sgt. Ray Miller: "Most of the females in my family inspire me. I watched them as I grew up. They get things done and you can't tell them otherwise."



Tech. Sgt. Julie Darius: "My civilian boss. She's an attorney and almost 70-years old and she is still on top of her game. She's a master of her craft."

Incentive Riders



19 Airmen from the 108th Wing flew on a KC-135R Stratotanker incentive ride on Feb. 25, 2017. The Airmen saw the refueling of a B-52 Stratofortress over the southern U.S. (Courtesy photos)

