

WINGTIPS

The official magazine of the 108TH Wing



On the Cover: Collage for the month of the military child (Graphic by Senior Airman Julia Santiago).

WINGTIPS

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Dr. Richard Porcelli - Guest Historian

FOR STORY IDEAS OR APPOINTMENTS CALL
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Staff Sgt. David Connor, 108th Wing, New Jersey Air National Guard, conducts a bore scope inspection on a KC-135R Stratotanker's CFM-56 engine at Joint Base McGuire-Dix-Lakehurst, N.J., Sept. 18, 2016. September 18 is the Air Force's 69th birthday. (U.S. Air National Guard photo by Master Sgt. Mark C. Olsen/Released)



COMMANDER'S COLUMN

By Lt. Col. Stephen Henske, 108th Maintenance Group Commander

A lot of people asked, "How do you feel about getting a new job?" They were surprised when I said with "reserved optimism." I guess everyone expected me to tell them how happy I was, but I am more daunted by what comes with a Group. Moving up in position and rank is a great thing, but in my humble opinion, as leaders (enlisted and officers) we need to always remember who we are serving and why.

My maintainers are a unique breed, when most of the wing is gone for the day (except command post), they are still on the ramp with the petroleum oil and lubricant shop members turning airplanes, when the weather is bad, they are working with our civil engineering partners to get the ramp clear and the planes

ready for the next day of flying, when it is cold, windy, rainy, they are turning a wrench or replacing a part.

In short, everyone involved in the generating of aircraft is amazing. So being given the opportunity to lead them is daunting. My family has to sacrifice more because I will be here more, just like your families sacrifice when you come to drill, deploy or have to be here for "War Week." The environment we serve in is always changing, be it in new deployments, older aircraft, new missions for the wing, new threats or constrained resources. This evolving environment requires us to grow and face the challenges the world puts in front of us. We have to do that with professionalism, hard work,

teamwork and a determination to serve our country to the fullest, focusing on our mission, while maintaining morale in order to succeed.

The future is going to be tough, but it is going to be worth it! You will continue to be asked to do more and by extension of your service your families will be asked to sacrifice as well. For that I will say thank you! Leadership, at all levels, is dedicated to serve you and your families, to help make this unit better and do everything we can do to move us forward. Your responsibility is to work hard, follow your leaders, make this a better place to work and every day walk away from here knowing you accomplished your job to the fullest. You are all empowered to make this

unit better. As professionals, our expectations are high, so don't complain about it, help fix it! We will also fail from time to time, and it is the response to that failure that demonstrates our character. So my charge to you is always be an Airman of character!

You matter! Realize your importance, come here and be the best Airman you can be, take care of your families at home and your family here, and realize you are part of something bigger than you and I. The world is an uncertain place and what we do here is critical for our nation's defense. YOU are critical to that defense!! Now let's keep moving, we have a lot to do and the only way forward is as a team! 🇺🇸

108TH HOSTS NJ NGAUS CONFERENCE



Above Photo: Maj. Jason Neumann, right, and his fiancée Shirley pose for a photo during the New Jersey National Guard Association Conference at Atlantic City, N.J., April 8, 2017. The 108th Wing hosted the event April 7-8. (U.S. Air National Guard photo by Senior Airman Maria Rella/released).



Above Photo: Mrs. Mendez accepts the Major General James Cantwell Award on behalf of U.S. Air Force Capt. Robert Mendez for being an Outstanding Company Grade Officer-Air during the New Jersey National Guard Association Conference at Atlantic City, N.J., April 8, 2017. The 108th Wing hosted the event April 7-8. (U.S. Air National Guard photo by Senior Airman Maria Rella/released).



Left Photo: Lt. Col. Yaakov Bindell poses for a photo with his kids during the New Jersey National Guard Association Conference at Atlantic City, N.J., April 8, 2017. The 108th Wing hosted the event April 7-8. (U.S. Air National Guard photo by Senior Airman Maria Rella/released).

Why it's so important we wear the military uniform and wear it correctly

By Chief Master Sgt. Janeen M. Fillari, NJ State Command Chief

I recently read a military article that contained a valuable and very true quote, “If you choose to walk past someone who’s acting below standard, then you’ve just created a new standard.”

For many of us, if we travel back in time to basic military training, we can remember “open ranks” inspections, buddy checks, rulers, ironing your t-shirts to fit in that perfect little square, and we can’t dismiss the tapping on the floor of the training instructor’s heels inspecting your uniforms and boots as you lie still in your bunk. Why did we have to experience such stressful events? This was the military’s way of indoctrinating us into adhering to standards.

After completing basic military training, it’s off to technical school, temporary duty assignments, exercises, deployments, and development courses. Our attention then shifts to learning and mastering our jobs, and after a while – years pass. And so that gruff TI’s voice we once heard in our ears as we first learned to wear the uniform, march, and learn customs and courtesies, has dissipated over the years.

So why exactly is it so important to wear the military uniform and wear it correctly?

Air Force Instruction 36-2903, Dress and Personal Appearance of Air Force Personnel, tells us that “Pride in one’s personal appearance and wearing the uniform, greatly enhances the esprit de corps essential to an effective military force. Therefore, it is most important for all Airmen to maintain a high standard of dress and personal appearance.”

As an Airman, we each have the right to express our individuality through appearance; however, the Air Force defines what is and is not acceptable in order for us to stay true to our

professional military image.

All Airmen, male and female must comply with uniform standards. However, in reality, females have more standards to adhere to, such as fingernail polish, proper wear and coloring of the hair, and jewelry guidelines. These are just a few of the additional female standards addressed in chapters 3 and 6 of AFI 36-2903, which oftentimes can be common pitfalls for uniform deficiencies.

The dress and appearance instruction contains too much information to address in this article. I challenge all Airmen to consistently review the instruction, and faithfully look in the mirror for that “last glance” before leaving the house.

Regardless if you are a male or female, we should all know how to properly wear the military uniform. If we see members falling out of uniform standards, it is our duty to let our fellow Airmen know what uniform standard is deficient and what should be done to correct the situation. By upholding our uniform standards, we are sending the message that we are true professionals who know our jobs and have a deep respect for guarding our state and nation. For those Airmen being corrected, it is being done because someone cares about your military career and upholding our professional military image.

We are all human and mistakes can occur. Embrace and appreciate if a fellow Airman corrects a uniform deficiency – we are all on the same team and all have the same image to uphold. And remember, if we choose to walk past a person that is below standard and not say anything, we just created a new standard.

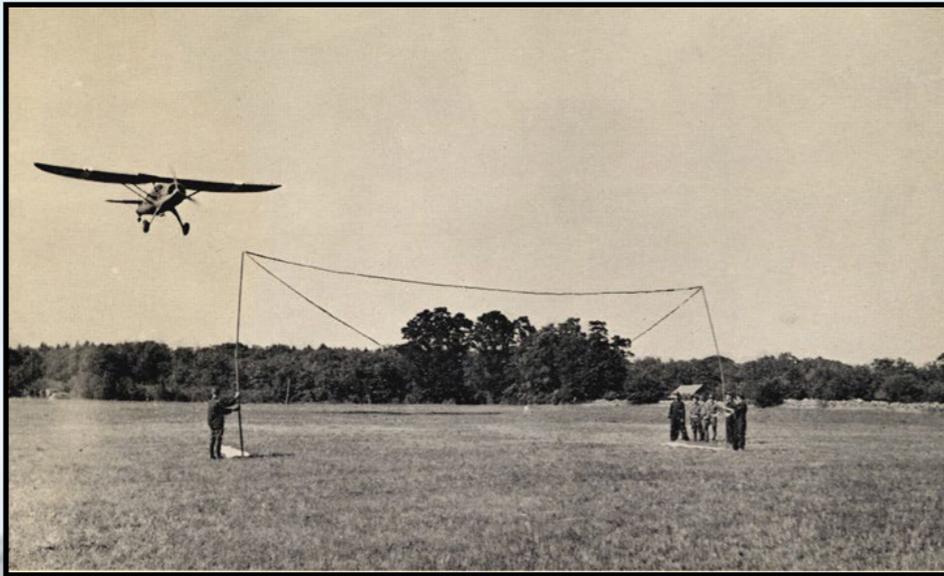


(U.S. Air National Guard photo by Tech. Sgt. Armando Vasquez/released).

New Jersey Air National Guard History

Part 6: Preparation For War | *By Dr. Richard Porcelli, Guest Historian*

A Douglas O-46 of the 119th Observation Squadron practices a flying pickup during the First Army maneuvers of 1939; opposing forces consisting of National Guard units from throughout the northeast "fought" for the possession of Plattsburg, NY. (NJDMVA photo)



Introduction

Previous installments of this series of articles described the early years of the New Jersey National Guards aviation unit, the 119th Observation Squadron. Along with the 28 other National Guard aviation units, starting with its activation on Jan. 30, 1930, the 119th provided photographic and visual reconnaissance in support of National Guard and full-time Army ground units. The first decade of its existence came to a close as preparations were begun for the seemingly unavoidable entry of the United States into the Second World War.

Operations and Equipment

As noted in the last month's installment, besides participating in training and Army maneuvers, the 119th Observation Squadron made national headlines in September 1934 for its life-saving activities surrounding the SS Morro Castle ship disaster. Later in that same year, the 119th Observation Squadron again applied its well-honed reconnaissance skills to yet another disaster, this one involving the crash of an airliner. On the evening of Friday, Dec. 28, 1934 an American Airlines Curtiss Condor II biplane airliner took off from Syracuse during a blinding snowstorm headed for Albany. Thirty

minutes into the flight, the engine carburetors iced up, causing a loss of power and ultimately a forced landing into a snow-covered Adirondack forest near Wilmurt, NY. When radio contact was lost, a search was instituted. The next morning the 119th Observation Squadron was called upon to aid in the hunt for the missing aircraft and its four occupants. The crash site was not located until the following day, but thereafter the squadron maintained a continuous coverage by providing radio links; dropping food and winter clothing to the survivors; and eventually guiding a ground party through deep snow to the crash site for a successful rescue on Monday 31 December.

With the war clouds darkening in Europe, the training and maneuvers in which the 119th was involved gained more importance and complexity. The First Army, under the command of General Hugh A. Drum (for whom Camp Drum was named), was charged with building up a capable fighting force in anticipation of the coming involvement in the war. He organized maneuvers in August 1939 to test the mettle of his command as well as the associated units. Called the "Battle of the Reds and Blues" the maneuver was the largest such exercise up to that date and involved

almost 55,000 troops; the First ("Blue") and Second ("Red") Corps of the First Army fought each other over the city of Plattsburgh, New York. The First Corps consisted of the 26th Division (MANG/NHNG) and the 43rd Division (CTNG/VTNG/MENG/RING). The Second Corps consisted of the 27th Division (NYNG) and the 44th Division (NJNG/NYNG). Both sides relied heavily on mechanized forces for the rapid movement of troops and equipment. To give an idea of the overall unpreparedness of the US military, the Army still relied on the horse cavalry, which participated in these maneuvers! The 119th Observation Squadron provided aerial coverage for the "Red Corps" and received high marks for its successful completion of all missions, rendering invaluable liaison and coordination between air and ground forces.

By the time of these First Army maneuvers, the 119th was flying both the Douglas O-46A and the North American O-47A/B observation planes. Both aircraft types were nearly obsolete compared to combat aircraft of the day but the National Guard aviation units did

their best to make up for the performance deficiencies by maintaining a high level of training and benefiting from a number of years of experience. Although the squadron headquarters remained at Newark Airport, the 119th Observation Squadron often flew from Camp Dix (today's McGuire AFB) to allow close training with Army and National Guard ground units.

Activation

The 119th Observation Squadron was ordered to active duty on Sept. 16, 1940 and assigned to the 2nd Army Corps. It was the third National Guard observation Squadron activated nationwide. Shortly thereafter, the unit was ordered to deploy to Camp May in Cape May County for a week long exercise to test their ability to perform their Army support function from an austere, unprepared field to simulate wartime situations when the unit would need to operate near the battle line. Virtually the entire squadron participated, flying long hours every day, and successfully completing all assigned tasks. The fact that this deployment coincided with Nazi

The 119th Observation Squadron, part of the "Red Force" participating in the 1939 and 1940 First Army maneuvers in upstate New York provided target spotting for the heavy artillery. (DeKalb Museum photo)



It may be hard to believe that the horse still played a role in Army planning and maneuvers just a year before our entry into WWII; here the New Jersey National Guard's 112th Field Artillery (Horse-Drawn) Regiment parades during the First Army maneuvers of 1940. (NJDMVA photo)

Germany's invasion of Poland and the official beginning of World War II in Europe was not lost on the squadron personnel.

The unit was reassigned to the First Army on Oct. 3, 1940. Unfortunately, activation also saw the depletion of the squadron's complement of aircraft. By October 31, the transfer of aircraft to other units resulted in the squadron consisting of only one North American BC-1A trainer (the predecessor of the more famous T-6 Texan), seven O-46As and three O-47A/Bs.

For the remainder of 1940 and most of 1941, although now a unit in the active US Army, the 119th Observation Squadron continued with its training and exercises, with headquarters remaining at the Newark Airport. In August 1940, the First Army again held maneuvers. This time upwards of 100,000 troops participated in war games centered in St. Lawrence County, in upper New York State. Although the same units were involved as in the previous year (including the 119th), the expanded forces included Army and National Guard units from throughout the eastern part of the country. As a reflection of what was to come, olive drab camouflage paint replaced the previous shiny, colorful paint schemes for the

aircraft involved including the 119th's O-46As and O-47A/Bs that participated, again on the side of the "Red Corps."

On Sept. 1, 1941, the squadron was reassigned to the 1st Air Support Command, attached to the 59th Observation Group. On Jan. 13, 1942, shortly after the official Dec. 8, 1941 entry of the United States in the Second World War, the unit was redesignated as the 119th Observation Squadron (Medium). On July 4, 1942, the squadron was redesignated again, this time as the 119th Observation Squadron (deleting the "medium" designation from the name). Despite its designation, the main activity of the squadron now was anti-submarine patrols.

The squadron was also assigned some additional aircraft; one was the Curtiss O-52 Owl. Developed in 1939, it turned out to be the last pure observation type ordered by the Army to fulfill the need for "Army cooperation" aircraft. The high-wing monoplane's crew of two sat in tandem under a long 'greenhouse' canopy; the landing gear retracted into the belly of the portly, barrel-shaped fuselage. With a top speed of just over 200 mph it was not considered survivable on the battlefield, but for its use by the 119th and

other observation squadrons to spot submarines it was adequate.

During 1942 the squadron also received a few Aeronca O-58 liaison aircraft. This was an early version of their L-3 Grasshopper light aircraft which would be widely used for battlefield surveillance and liaison duties in all theatres of the Second World War. Fully loaded with two aircrew, the aircraft weighed only 1250 pounds! The 65 hp Continental O-65 flat-four engine gave it a top speed of a startling 87 mph. The O-58 and the later L-3 could provide support for ground forces and fly out of makeshift clearings, requiring only a few hundred feet of clearing for landings and takeoffs.

The other change that the 119th experienced was the home station. In fact, the squadron began a wartime "exodus" that saw a change of station (and assignment) numerous times throughout the war years. For example, the squadron transferred to Ft. Dix on March 27, 1942 to bring the aircraft closer to the coastline and therefore their anti-submarine search areas off the Jersey shore. On Aug. 26, 1942, the squadron moved again, this time to Hyannis Municipal Airport, also known as Barnstable Airport, at Hyannis, Cape Cod, MA, again to

be closer to the submarine hunting grounds. During that time the airfield was known as Naval Auxiliary Air Facility Hyannis; it was the site of coordinated Army and Navy anti-submarine patrols.

The 119th's time at Hyannis was short, as the unit moved again on Oct. 10, 1942, this time to Grenier Field, near Nashua, NH. A week later, the unit was again transferred, ending up at the Birmingham Municipal Airport, AL, where shortly thereafter, the 119th Observation Squadron was deactivated. As demonstrated by these seemingly haphazard changes in equipment, command and station, those early months of the war were a time of great confusion and disorganization. This should not be considered unexpected since in a relatively short time, America had to transform itself from an isolationist nation that had for years starved the military of funding to a world-leading military power, fighting the Axis powers on multiple fronts.

Next Month

As will be described in the next issue of Wing Tips, the squadron was "reborn" on March 1, 1943, but this time with a totally different role to play in the war effort.



The 119th Observation Squadron's aircraft, including this North American O-47B, received an olive drab over gray camouflage scheme, as shown in this photo of the "Red Force" aircraft from the 1940 First Army maneuvers. (Wikipedia public domain photo)

Background: The squadron also received a few Aeronca O-58 light observation planes; this design were developed into the L-3 Grasshopper that served as a battlefield liaison aircraft with the US Army and our allies in both the European and Pacific theatres of operations. (NMUSAF photo)

The Past is Present: The Impact of Your Childhood Experiences on How You Parent Today

Foreword by Jill Barrett, 108th Wing, Director of Psychological Health
Story by Claire Lerner, Senior Parenting Advisors www.ZeroToThree.org

"April is the month of the Military Child and I want to take this opportunity to share a parenting article from a great organization and family resource that works closely with military families with young children. Zero to Three provides resources for all parents and has developed resources specifically designed for military and veteran families and the professionals who serve them.

This article is written by one of their senior parenting advisors, Claire Lerner, who encourages parents to reflect on experiences they had growing up in order to make conscious decisions about what practices they want to repeat, and not repeat, with their own children. If you find this article helpful visit the website www.zerotothree.org for articles and resources covering over 40 different topics."

- Jill Barrett

- Claire Lerner-

How many times have you opened your mouth to say something and heard your parents' words come out? You're not alone. Most parents have had this experience. It helps you see how deeply you are influenced by your childhood experiences and why it's so important to become aware of how they shape your approach to parenting today.

Just as you are your child's first teacher, your parents were yours. Things they said and did, their way of being and relating to you and others, laid the foundation for many of your beliefs, values, attitudes, and parenting practices. Few parents, if any, had a lesson plan in mind. The transfer of information mostly took place through everyday interactions. You tuned in to the subtle and not-so-subtle messages they sent, which influenced how you thought about yourself and the world around you.

Parents often re-create with their children what they experienced with their own parents. Sometimes it's done on purpose. For example, a dad decides to take his toddler out to splash in the puddles because this activity is something special he remembers doing with his dad. Some parents try to do the opposite of what their parents did. A mom decides never to insist that her child play a sport because her parents forced her to do so against her will. A dad shows

his child a lot of physical affection because his own father rarely did.

Most likely, you sometimes "go home again"—act on beliefs, values, and experiences from your childhood—without making a conscious decision to do so. The amount of crying, fussing, and clinging that you can tolerate from your baby or toddler; the way you treat a boy compared with the way you treat a girl; the way you react to sibling rivalry; and your approach to discipline all may have roots in your early experiences.

Thinking about your own childhood experiences can help you become more aware of the meaning behind your reactions toward your own child:

- What were some of the messages you received as a child? (About your intelligence, ability, importance, value?)
- What influence, if any, do you think these messages have on your parenting today?
- In what ways do you feel your parents had a positive impact on you—that you would like to do with your own child?
- Was there anything about your parents' approach to raising you that you don't want to recreate with your child?
- Are there any significant events or experiences in your childhood that had an impact on you and that now may be influencing your parenting? For example: the loss of a loved one, parental separation or divorce, significant tension between parents, financial insecurity, parental mental health issues, or parental substance abuse.

Reflecting on these questions can stir up strong feelings. Consider discussing them with your partner or a trusted friend. Consulting a parenting specialist to meet with individually or in a group can also be extremely helpful in "unpacking" the past to benefit your child's future. 

Risk Management Principles Refresher

from the 108 Wing Safety Office

Risk Management is a continuous systematic process where hazards are identified, assessed, mitigated and controlled, and evaluated. This process can be applied to any task, and can be used on or off duty. Remember, your health and safety off duty can dramatically impact the wing's mission if you are injured. Below is a review of the risk management principles.

1. Accept No Unnecessary Risk:

If not all the hazards are identified, then too much risk is being accepted.

2. Make Decisions At The Appropriate Level:

Those accountable for the success or failure of the mission must be included in the risk-decision process. This establishes clear accountability. Commanders must ensure subordinates know how much risk they may accept and when they must elevate the decision to a higher level.

3. Integrate RM into Air Force Doctrine And Planning At All Levels:

Integrating risk management into planning as early as possible provides the decision-maker the greatest opportunity to apply ORM principles. Usually, it reduces costs and enhances ORM's overall effectiveness too.

4. Apply the process cyclically and continuously:

RM is a continuous process applied across the full spectrum of military operations, training, and day-to-day activities both on and off-duty. We must continually apply the RM process to assess hazards, develop and implement controls, and provide feedback to our Airmen to save lives and preserve combat resources. 



Air Show guests watch the U.S. Air Force Thunderbirds fly over Joint Base McGuire-Dix-Lakehurst, N.J., during the Power in the Pines Open House and Air Show. As the nation's only tri-service joint base, JB MDL's Power in the Pines Open House and Air Show boasts demonstrations from each branch of the armed forces. (U.S. Air National Guard photo by Tech. Sgt. Matt Hecht/Released)

Submitting Classified IG Complaints

Story by 108th Inspector General Office

As the 108th Wing's missions evolve and grow, it is important for all members to know how to submit complaints dealing with classified information. While a vast majority of Inspector General Complaints Resolution issues are unclassified, there are certain subjects that must be handled via secure means.

The following violations should always be reported to the IG in a classified manner. The first are breaches of classified systems involving special access programs (SAPs). The Department of Defense recognizes three types of SAPs: Acquisition (AQ-SAP), Intelligence, (IN-SAP) and Operations and Support (OS-SAP). Second is nuclear surety issues to include those dealing with nuclear mission areas. The third type is unauthorized disclosures of classified information.

It is important to note that the preferred method of reporting such disclosures is through your security manager; however, the IG office is always available. The same advice applies to security violations as well.

Finally, intelligence oversight issues need to be channeled through secure channels. Using your chain of command is the preferred method of IO complaints, but you can also do so through your IG office.

Now that you know what issues must be submitted through classified channels, it is important to know how to submit such complaints.

The IG has the applicable clearances to deal with all wing programs, to include TOP SECRET. When submitting classified complaints, first send an encrypted email to either Lt. Col. Drew Eisenhofer (IG) or Lt. Col. Andrew Lardner (IG Complaints) on the NIPRNET stating that you have a classified complaint. You can also send classified emails to Eisenhofer on the SIPRNET at drew.m.eisenhofer.mil@mail.smil.mil.

Another avenue is to talk to the IG in person. In such cases, call the IG office at

(609) 754-5685 or (609) 754-6265 and notify the applicable person that you have an issue that needs to be handled via secure channels. Do NOT disclose classified information either on the phone or by NIPR emails.

As you can see, there are multiple means of dealing with classified issues. The DOD IG is another option available.

To submit complaints involving SECRET information, use the DOD Hotline pages on the SIPRNET. The SIPR website is <http://www.dodig.smil.mil/hotline>. The email to the DOD IG is Hotline@dodig.smil.mil. If you send SECRET information to the DoD Hotline by any means other than the SIPR Website or SIPR E-mail, FIRST read DOD Manual 5200.01, Volume 3, "DOD Information Security Program: Protection of Classified Information," February 24, 2012, Enclosure 4, paragraph 4, "Transmission of Secret Information."

Contact the DOD Hotline at 1-800-424-9098 (unsecured line) with questions or concerns involving this process. Speaking on a classified, secured line can be arranged. When dealing with TOP SECRET issues, use the DOD Hotline pages on the Joint Worldwide Intelligence Communications System, found at: <http://www.dodig.ic.gov/hotline/index.html>. This link is not live and will not work from unclassified systems. The JWICS email is hotline@dodig.ic.gov. You may also coordinate with your respective security office on courier options.

TOP SECRET complaints cannot be sent via postal systems. You may contact the DoD Hotline at 1-800-424-9098 (unsecured line) to coordinate delivery. Speaking on a classified, secured line can be arranged.

Remember, when dealing with SECRET or TOP SECRET material, there are no impediments to using the IG office to assist you. Please do not hesitate to visit the IG shop in Building 3327 or call if you have any questions or concerns with classified complaints. 

108 Maintenance Group looking for Maintenance Officer (21AX)

Duty Description

The Aircraft Maintenance specialty (21AX) encompasses functions of production management, quality control, and direction of aircraft maintenance, avionics, and munitions activities. Responsibilities include immediate supervisory and technical responsibilities for removing, installing, modifying, calibrating, repairing, and storing of aircraft, avionics, and munitions equipment and components. Equipment and components include aircraft engines, airframes, accessories, instruments, and aerospace ground equipment; aircraft systems and equipment. Responsibilities may also include maintenance and management of nuclear, explosive, toxic, chemical-biological, and incendiary aerospace munitions.

Specialty Qualifications:

1. Knowledge. The following knowledge is mandatory for award of the AFSC 21AX: maintenance and personnel management procedures, and organizational and mission requirements; capabilities, limitations, and basic operating principles of aircraft systems and components; theory of flight and airframe construction; life cycle sustainment, quality assurance; supply, transportation, logistics plans, contracting, flying operations, munitions, and other unit operations related to aircraft maintenance units.

2. Education. It is MOST desired that applicants have a minimum of an undergraduates degree in the following areas; Engineering, Physical Sciences, Engineering/Industrial Management, Business Administration, Management and Operations, Aeronautics/Aviation/Aerospace Science and Technology, Aviation/Airway Management and Operatiowns, Parts, Warehousing, and Inventory Management Operations.

To Apply:

1. Professional Resume
2. College Transcripts (must have Bachelor's Degree or in last semester of completion)
3. AF Personal Data Printout from VMPF
4. AF PT Test (must be passing)
5. Letter of Recommendation from Unit Commander (unless unit cc is selecting official)
6. AFOQT Results
7. Applicants must be medical/dental worldwide qualified

If you would like to apply please submit the following to MSgt Rebeca Orsini, 108th MXG/CCE.

Packages are due by COB 11 June 2017. Any questions can be addressed to Lt Col Stephen Henske.

Yellow Ribbon Training



Members of the 108th Wing attend Yellow Ribbon training at the Stockton Seaview hotel in Galloway, N.J., March 11, 2017. Yellow Ribbon is a federally mandated, post deployment reintegration program. Doug Ridgway, The Airman & Family Readiness Manager, put together the event. (Courtesy photo).

Undergraduate Pilot Training Board

Applications Due:

To: Maj Pat Pulaski

carl.p.pulaski.mil@mail.mil

By: COB Wednesday, 3 May 2017

Board Information:

Who: **Current members or anyone eligible for membership into the NJANG**

Where: Bldg 3390, Wonnacott Ave, JB-MDL
OG Conference Room

When: Sunday, 7 May 17

Application Package Requirements:

1. Cover Letter/Letter of Intent
2. Résumé
3. AF IMT Form 24
4. No More Than 2 Letters of Recommendation
5. College Transcript
6. Current Driving Record/History
7. Copy of Social Security Card/Proof of Residency
8. Copy of Pilot License (Front and Back)
9. AFOQT/TBAS Scores

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)

THIS IS A PRIVATE ORGANIZATION. IT IS NOT A PART OF THE DEPARTMENT OF DEFENSE OR ANY OF ITS COMPONENTS AND IT HAS NO GOVERNMENTAL STATUS

Bowling with the Wing!

Hosted by the Junior Enlisted Council

Who: ALL ENLISTED and OFFICERS

When: Saturday May 6th UTA

1700 to 2000

Where: Ft. Dix Bowling Alley

Cost: \$8 Enlisted / \$10 Officers (includes shoe rental)

Bowl for fun OR enter a team!!

Teams of 4
Team with best average after 3 games get a prize!



Contact POCs below with questions or to enter your team:

SSgt Jessica Villalba
609-754-0005

Jessica.m.Villalba.mil@mail.mil

SSgt Samantha Hardy
609-754-3155

Samantha.j.hardy2.mil@mail.mil

JB MDL does not officially endorse any events like ours, which are wholly unofficial activities and organizations, not part of JB MDL or any official part of the Air Force.

1st Intramural Softball Meeting for the 108th Team!



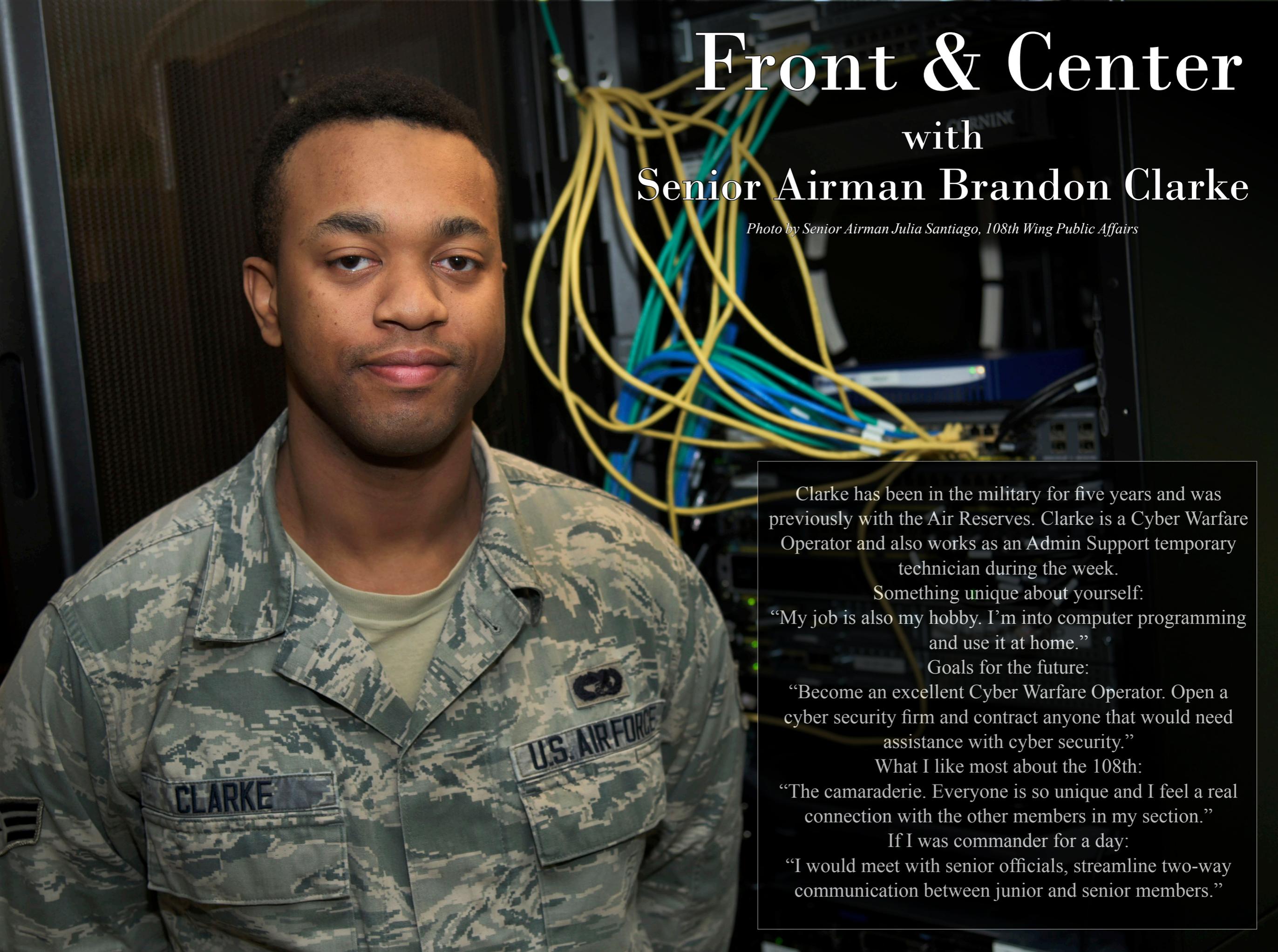
Who: Military members and dependants are all welcomed

Date: Saturday, April 22 **Time:** 1700 **Location:** Building 3333, Quality Assurance Office

What: Join the 108th team playing in the base intramural program. They'll be representing the 108th at the 52nd ANG National Tournament, Aug. 16-20 at Scott AFB.

Any questions, contact:

CMSgt Mike Balas, 609-354-8490 or MSgt Dave Fortin, 609-754-6896



Front & Center

with
Senior Airman Brandon Clarke

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

Clarke has been in the military for five years and was previously with the Air Reserves. Clarke is a Cyber Warfare Operator and also works as an Admin Support temporary technician during the week.

Something unique about yourself:

“My job is also my hobby. I’m into computer programming and use it at home.”

Goals for the future:

“Become an excellent Cyber Warfare Operator. Open a cyber security firm and contract anyone that would need assistance with cyber security.”

What I like most about the 108th:

“The camaraderie. Everyone is so unique and I feel a real connection with the other members in my section.”

If I was commander for a day:

“I would meet with senior officials, streamline two-way communication between junior and senior members.”

Airman on the Street: What do you like most about Spring?



Airman 1st Class Brittany Pezzato
"I love that I can finally eat outside at my job."



Airman Regina Iezzi
"I like that I can run outside, because when it's cold, I hate running in that type of weather."



Airman 1st Class David E. Correa
"I like that more people are outside and I can see the diversity of New Jersey. You see all the different cultures."



Airman 1st Class John Youssef
"Finally being able to leave the house."



Airman 1st Class Tyler King
"Being able to roll the windows down on my truck."



Several 108th Wing Airmen re-enlisted March 11, 2017 at the Wing's headquarters at Joint Base McGuire-Dix-Lakehurst, New Jersey and will continue to serve with the New Jersey Air National Guard. Right Photo: From left to right, Master Sgt. Santiago Tapia, 108th Security Forces Squadron; Tech. Sgt. Jose Pereira, 108th Maintenance Group, Col. Andrew P. Keane, commander, who administered the oath of enlistment; Staff Sgts. Richard Rodriguez, 140th Cyber Operations Squadron; Gregg Abrahamsen and Justin Rogers, both with 108th MXS. (U.S. Air National Guard photo by Tech. Sgt. Armando Vasquez/Released)