



102nd INTELLIGENCE WING

Seagull



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COLONEL LEFAVOR'S FINAL COMMANDER'S COLUMN

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CONTENTS



03

COMMANDER'S COMMENTS

Thanks for the memories

By Col. James LeFavor

05

'OTIS UNSTOPPABLE FORCE' EMBARKS ON HISTORIC, MEANINGFUL JOURNEY

By Master Sgt. Victoria Kenny, 102 MSG

06

WHAT ISN'T A HEALTHY RELATIONSHIP?

By Ms. Jill Garvin, 102 WDPH

CHAPEL CALL - LEADERSHIP ESSENTIALS

By Chaplain (Lt Col.) Mark Schaarschmidt

07

MOTORCYCLE SAFETY - SITUATIONAL AWARENESS

By Mr Timothy D. Sandland, 102 IW/Public Affairs

08

GOING BACK TO BASICS

By Tech. Sgt. Maria Escobar, 102 IW/IG Office

09

ELECTION YEAR - ETHICS AND ETIQUETTE

102 IW Staff Judge Advocate's Office

FIRST SERGEANT'S CORNER

By Master Sgt. Salaam Harris, 102 MDG/First Sgt.

10

PUBLIC SERVICE WEEK HONORS CIVILIANS

Courtesy of the Air Force News Service

THE HOMETOWN NEWS RELEASE PROGRAM

By Mr Timothy D. Sandland, 102 IW/Public Affairs

11

AROUND OTIS

12

102 IW HISTORY FILE

14

PROMOTIONS/ANNOUNCEMENTS

COMMANDER'S COMMENTS



We're Good

By Col. James LeFavor
102 IW/Commander

30 years ago this month, then Vice President Bush shook my hand at my commencement and welcomed me to the ranks of commissioned officers in the USAF. It was a good day. I was entering what we cadets referred to as the RAF (Real Air Force), and I couldn't wait. Today, I look back with amazement on how fast 30 years can actually go. I suppose one of the reasons it goes by so fast is because you're having fun. Because you enjoy what you do and even more importantly, who you work with. I think that is the key...the people you work with. I've never had an assignment that I didn't develop a fondness and closeness with my fellow airmen and civilians. When I left a base, I didn't really miss the location nearly as much as I missed my friends, my AF family. As I look back on my time here at the 102d, it is no different; in fact it will be much harder. Never have I been in one place for so long, nor have known co-workers for so long. Working alongside the same people for so long means it's inevitable that they will grow on you.

So, you all have grown on me, and that's a good thing. I'm proud of this wing and how well you all have persevered under pressure. From 11 Sep 01 to 13 May 05 to 1 Apr 08 to today. Talk about resiliency and the ability to flex to changing environments. That's the 102d. We've had over a decade of constant, significant mission and personnel upheaval. We survived a very targeted attempt to close our base that nearly succeeded. We took a vow to eliminate the reasons for such targeting in the future and have made great gains to that effort. We survived another attempt to take mission without replacement. Our revised wing mission posture puts us in a position that we hope will be safer from future attempts to eviscerate the 102d. Although we did lose significant manpower along the way, we have been continuously fighting to reverse the action so that we have at least parity with other ANG wings. I believe our incessant pleas for help are gaining ground. Our working relationships with NGB directorates have never been better. I have hope.

For the first time since the mid 90s, the 102d has actual new building construction both completed and underway. All you have to do is look around campus and see the flurry of construction activity. While it might not be pretty (as I keep reminding myself), piles of dirt actually means promise. So far, we have shiny new homes for the ISR Group, the 212th, EMEDS-CM, and Comm Flight. By the end of the summer, the entire wing staff and MSG staff will be in a brand new Wing Headquarters building. By the end of the year, SFS will have a brand new home as well as a new, combination I-Gate/Falmouth Gate open 24/7. By the end

of 2017, CE and LRS will be in new homes, and building 158 will be wholly vacant. By the end of 2018, we will have a newly renovated Dining Hall/Function Hall, a new home for Roads and Grounds, and the Cyber ISR Group will be in their FOC building. Along the way, the entire look of the base will change as we construct a single perimeter road with parking, while demolishing all interior pavements and creating a pleasant walking campus. At least that is our plan, which is completely supported by NGB.

So, we stand in good shape. And we are in good standing with both the Air Staff and the MAJCOMs we support. Our mission execution is spot on and our reputation flourishes. From the Pentagon to the Persian Gulf, people ask for 102d airmen by name. Believe me, they do.

As I transition out of this wing, I'm filled with lots of hope. I am very impressed and deeply proud of how you all have handled yourselves through the angst of recent years. The only pangs of sadness I have are to the faces I won't see any more, or least that often any more. Like I said, you folks have grown on me, are part of me, and are the reason I want to come to work. I only ask that you stand fast alongside each other through the upcoming challenges.

Thanks for all you do and have done.

And take care of each other.

Flav

AN AIR FORCE LEGACY

In a career spanning 30 years, Colonel James LeFavor has had a lot of experiences. From his early days at the Air Force Academy, to flying the Air Force's premiere air superiority fighter, the F-15 Eagle. From commanding the legendary 101st Fighter Squadron to playing a pivotal role in changing not only the mission, but the mindset of the 102nd, Col. LeFavor has not only adapted to change, he has embraced it. We wish him well as he heads into retirement. Thank you for your leadership and good luck in your future endeavors sir!



‘OTIS UNSTOPPABLE FORCE’ EMBARKS ON HISTORIC, MEANINGFUL JOURNEY

By Master Sgt. Victoria Kenny
102nd Mission Support Group First Sergeant

In the early morning hours of April 16, 2016, in Concord Mass., 19 past and present members of the 102nd Intelligence Wing along with friends of Otis Air National Guard Base stepped off to march 26.2 miles in honor of fallen service members.

Collectively, Team OTIS UNSTOPPABLE FORCE raised a total of \$3,616 to provide assistance to the families of service members who gave the ultimate sacrifice. Military personnel wore the Airman Battle Uniform, boots and carried a 20-30 pound ruck sack. Civilians wore comfortable clothes, sneakers and also carried a 20-30 pound ruck sack or backpack. Yellow and blue ribbons with hand written names of enlisted and officers who perished were pinned on each ruck sack prior to the start time to serve as a reminder when the ruck march became tough.

The cause was just and participants would be reminded of that fact as the day progressed. Personal effects of the fallen service members were carried by some, such as a desert combat boot with an American flag tucked inside or a blood type patch.

Sights and sounds from April 1775 set the stage for a memorable day. Along the route, American Revolutionary War reenactors depicted the Battles of Lexington and Concord. Muskets were fired and the smell of gun powder quickly filled the air. Women, men and children dressed in colonial period clothing throughout the Minute Man National Historical Park.

Soldiers performed drill movements in preparation to face off against the British in the scheduled reenactment. The images of the day brought a sense of what life may have been like 241 years ago.

Present day volunteers lined the paths to cheer on participants

while handing out much appreciated snacks, water and Gatorade. Boy Scouts could be found along the course “high fiving” the ruckers as they passed by providing welcomed motivation. Citizens from the local area came out to show their support as well by giving out patriotic popsicles and lollipops of red, white and blue.

Every branch of service including the United States Coast Guard was represented. As participants passed by each other on the trail, they would offer words of encouragement to push through and not give up.

Intestinal fortitude is defined as courage; resoluteness; endurance; guts. Intestinal fortitude was especially evident during the final 6.2 miles of the course with painful blisters forming, aching shoulders from the heavy ruck sacks, and fingers so swollen that they were no longer able to make a fist or grip a water bottle.

Yet, the ruckers kept going.

Despite the pain, they knew they were there for a purpose that held real meaning. They knew that they would all be in their own beds that night and the blisters on their feet would eventually heal. Their aches and pains were temporary and nothing compared to the ultimate sacrifice of the men and women they were honoring. They kept the fallen in mind throughout the day, especially near the end at mile 25 when they thought they were closer and couldn’t possibly go another 1.2 miles. They pressed on up the final hill towards the Old North Bridge knowing that after all they had been through.

It was just one day.



Members of ‘Otis Unstoppable Force’ assembled in Concord, Mass. in April for the annual Tough Ruck event. Marching 26.2 miles, each individual wearing a 30 pound ruck sack, the team collectively raised over \$3,600 to provide assistance to families of fallen service members.



WHAT ISN'T A HEALTHY RELATIONSHIP?

By Ms. Jill Garvin
102 IW/Director of Psychological Health

Most of the members here usually come and see me due to relationship difficulties. We all have difficulty with relationships at times. We'd hardly be human if we didn't!

Relationships that are not healthy are based on power and control, not equality and respect. In the early stages of an abusive relationship you may not think the unhealthy behaviors are a big deal. However, possessiveness, insults, jealous accusations, yelling, humiliation, pulling hair, pushing or other negative, abusive behaviors, are all exertions of power and control. Remember that abuse is always a choice and you deserve to be respected. There is no excuse for abuse of any kind.

If you think your relationship is unhealthy, it's important to think about your safety now. Consider these points as you move forward:

- Understand that a person can only change if they want to. You can't force your partner to alter their behavior if they don't believe they're wrong.
- Focus on your own needs. Are you taking care of yourself? Your wellness is always important. Watch your stress levels, take time to be with friends, get enough sleep. If you find that your relationship is draining you, consider ending it.
- Connect with your support systems. Often, abusers try to isolate their partners. Talk to your friends, family members, and others to make sure you're getting the emotional support you need. Remember, there are always counseling services ready to talk if you need a listening ear.

- Think about breaking up. Remember that you deserve to feel safe and accepted in your relationship.

Even though you cannot change your partner, you can make changes in your own life to stay safe. Consider leaving your partner before the abuse gets worse. Whether you decide to leave or stay, make sure to use safety planning tips to stay safe. Remember, you have many options — including obtaining a domestic violence restraining order.

If you are still unsure whether you're in a healthy relationship, please contact me or someone else who can help you. Or let me find you someone that can help you that specializes in relationships or that can help you with resources.



CHAPEL CALL LEADERSHIP ESSENTIALS

By Chaplain (Lt Col.) David G. Berube
102 IW/Chaplain

I spend a lot of time thinking about, reading about, observing, and practicing leadership. I do this because leadership matters. The greatest reason I believe leadership matters is because good, bad, or non-existent, it shapes the environment within which all human groups live. Our overall health, welfare, and resilience as people depend greatly upon competent leaders who commit to shaping the best environments for those they lead.

I've shared some of my essential elements of leadership with you before. During Air War College I augmented my list and I share the revised version below. I invite you to join me in reflecting upon leadership again and asking yourself this question: "Is my leadership within these elements shaping the best environment for those I lead?"

Relationships. Leaders must cultivate and build relationships within and outside their group. Maximum mission effectiveness and outstanding leadership depend upon strong relationships. These bonds are best begun and strengthened as leaders exercise sincere empathy, support, and perseverance in their connections with others, especially their immediate team members.

Purpose. Leaders must discern the vision for their organization and consistently cast that vision for their team members. We humans need to know why we do what we do, and it has to mean something. Part of the responsibility of leadership is to consistently point people back to "Our Why."

Movement. Leaders need to be sure their organization is constantly moving toward its vision. They must also pay attention to ensure their team is moving with them. Life is a journey, and we're on it together.

Knowledge. Leaders have to know their group, its people, and its purpose well. They also need a good working knowledge of the people and areas outside their own with which they interact. This allows leaders and their groups to better interact and integrate with each other and the world at large.

Structure. Leaders must provide the right structure for their groups. I believe the right structure needs to be as simple as possible to "get the job done." It must also be clearly communicated to and understood by the group. It should grant permission for team members to operate freely, creatively, and without fear, as long as they follow the team vision and work within moral, legal, and regulatory standards.

Creativity. Leaders should be creative and foster creativity. Effective and innovative organizations are places where new solutions are found.

Stress Reduction. Leaders should relax and laugh often, especially with their teams. Tense people and tense organizations are constricted, stifled, and unhealthy. They cannot produce helpful initiatives or products. Relaxed people in relaxed organizations make better decisions, work more efficiently, and respond more effectively under stress.

We all are presented with opportunities to lead. Whether on the grand stage of nations and states, the smaller stage of organizations, or the most intimate stage of our interpersonal relationships, we shape the environment for others every day. It is important we lead well. I believe attention to these elements can help us in that quest for excellence.

MOTORCYCLE SAFETY SITUATIONAL AWARENESS

By Timothy D. Sandland
102 IW/Public Affairs

It was a Friday afternoon leading into a long holiday weekend. The sun was shining and I had just left work. I was ready to spend time with friends and family celebrating the 4th of July. If the day wasn't perfect enough, I was enjoying my favorite pastime on the way home - my motorcycle.

As it was a holiday weekend, the highway traffic was congested as I departed the area. It was that kind of situation where the traffic would cycle between stopping and full-speed, surging randomly and slowing quickly with very little warning.

The traffic was more erratic than normal. Drivers seemed a bit more impatient, and most importantly, I was distracted. Distracted by the thoughts of getting on the open road and starting my weekend.

There were a million reasons why my mind wasn't where it should have been - on the road in front of me.

I was traveling in the center lane of the three lane highway as it was the fastest moving. Regardless of what lane I was in, the stop and go was a bit nerve racking that day - moving along at 60 mph one moment and creeping along at 10 the next.

My exit was approaching and traffic once again started to pick up. The cars ahead of me pulled away, so in turn, I twisted the throttle and matched their speed.

It was that moment that my situational awareness went right out the window. Preparing to change lanes to take my exit, I turned my head far to the right to look over my shoulder, ensuring I was safe to change lanes. I could have used my mirror, but I always like to have a clear look when the road is as congested as it was.

I lingered in my backwards gaze a bit too long. It wasn't a long time, but at 60 miles an hour, 3-4 seconds can make all the difference.

At that speed, it will take most people nearly 100 feet (just over a second) to react to brake lights in front of them. At that speed, it will take the average car about 180 feet (2 seconds) to come to a complete stop.

I was rubbernecking for at least 4 full seconds.

After making sure my path was clear, I turned my head forward and to my shock, I was confronted by a sea of brake lights. Three lanes of stopped cars in front of me. No time to react. No time to prepare.

The Motorcycle Safety Foundation trains riders for situations just like this. They teach how to avoid obstacles in the road by changing your riding line in a minimal distance using a controlled swerving maneuver.

So there I was, rapidly approaching a van in my lane, traffic stopped all around. Just four seconds earlier, traffic had been moving along at a brisk 60 mph but at this moment I was the only vehicle in my vicinity that was even moving - and at that, I was zipping along.

Within a second, I decided that avoiding the van was not an option. The vehicles in the other lanes were crowding the 'buffer zones' between lanes. On top of that, I couldn't see what was beyond the van. I was traveling too fast and without knowing if I would be successful splitting lanes, I decided on the only other option available to me - ride it out and hope for the best.

I clamped down on the brakes with everything I had. Another misstep. In my panic, I overdid my braking and locked up the front wheel. As you might know from winter driving, if your front wheel(s) aren't spinning, steering is rendered useless and stopping power becomes totally ineffective.

Preparing for the impending collision, I gripped the bike with my legs, tucked my head down under the windshield, and gripped the handlebars with all the strength that I had.

I had visions of being propelled through the back window of the van. Honestly, I thought "this is it - this is how it ends."

By the time my front tire made contact with the rear bumper of the van, I had scrubbed off a significant amount of speed. I'm guessing I was traveling at between 10-15 miles per hour when I hit.

Something happened that I didn't expect. When I hit the bumper, my 'tucked' riding position and the bike's momentum carried the rear of my bike up into a near perfect front wheel stand. I ended up in a hand-stand position, with my feet straight up in the air, thanks to my tight grip on the bars. I felt my helmet ever so gently tap the back of the van.

It must have been impressive to watch.

Once my forward momentum went away, I fell from my handstand straight down to the pavement. My bike, almost magically, fell back on to its rear wheel, and laid over gently on top of me. Shaken, and in shock that I was okay, I stood up, brushed myself off, and picked up my undamaged bike.

After a brief friendly exchange with the driver of the van, which only had a rubber mark on the bumper, I resumed my ride home.

It was a very cautious and careful ride home.

Fortunately for me, I ended up with only minor injuries. A scraped up elbow and a bruise the size of a watermelon on my left hip that was second only in size to the bruise to my ego.

So, what did I do wrong that day?

My situational awareness seriously lapsed. I was more focused on my weekend plans than on the road ahead of me. I was preoccupied by the nice weather and getting through the traffic to get to the open road. Also, I could have been



better dressed for the ride. My helmet, gloves, and boots did their job, but my rolled up uniform sleeves didn't offer any protection.

Truly, I got away with one. When I think back to that day, things could have easily turned very, very bad. There were a million different variables that ended up working in my favor.

If you ride, stay focused. There are so many things that can distract you, both on the road and off. When you are riding, your full attention needs to be on act of riding.

Enjoy yourself, but always remember, a few seconds can make all the difference.

For more information on motorcycle safety, contact the 102nd Intelligence Wing Safety Office at 508-968-4007 or visit <http://www.afsec.af.mil/airforcerider/>.

GOING BACK TO BASICS | RENDERING COURTESIES

Tech. Sgt. Maria Escobar

102 IW/Inspector General's Office

It is every Airman's duty and obligation to act professionally and meet all Air Force standards at all times.

Rendering courtesy demonstrates your ability to act as a professional. Your career and job satisfaction are dependent upon your ability to follow and practice courtesies.

You must extend courtesies to everyone whether they are enlisted, officer or civilian. Today, I want to remind you of some requirements that may have been forgotten or you simply wasn't aware:

- Render a verbal greeting to all permanent party personnel when passing them. For example, say, "Good morning Ma'am/Sir" or Good afternoon Sir/Ma'am"
- When practical, say, "please" and "thank you"
- Always try to be on time. If you are going to be late, call and let the person know ahead of time. Try not to keep people waiting.
- Use appropriate titles such as "Mr. or Ms." when addressing civilians
- Use proper rank or "Sir/Ma'am" when addressing military personnel
- Do not gossip. The morale of any unit may suffer due to conflicts and bad feelings that arise from gossip.
- Conduct yourself in a professional manner in your work center. Do not lean or sit in your desk, lean back in your chair or put your feet up on your desk.
- Always give senior person (enlisted or commissioned) the position of honor when walking, riding or sitting with them. Therefore, if accompanying an individual senior to you, take the position to the senior person's left.
- Juniors shall stand at attention (unless seated at mess or circumstances make such action impracticable or inappropriate) as follows:
- When addressed by a senior officer

- When an officer of flag or general rank, the commanding officer, or an officer senior to the commanding officer, or an officer making an official inspection enters the room or space.
- Unless told otherwise, rise and stand at the position of attention when a senior officer enters a room
- If more than one person is present, the person who first sees the officer calls the group to the position of attention
- Do not call the room to the position of attention, if an officer of equal or higher rank than the officer entering the room is already in the room
- When an officer departs, call the room to the position of attention unless an officer of equal or higher rank remains in the room

Ten Saluting Tips:

1. Junior member always salutes first and should initiate the salute in time to allow the senior officer to return it before they pass you. Keep in mind that saluting considerations are dictated by the situation.
2. Salute and extend a verbal greeting (e.g., "Good morning, Sir," "Good afternoon, Ma'am")
3. If an officer is carrying articles in both hands, the officer does not have to return the salute, but should nod or render a verbal greeting. The junior member comes to the position of attention, salutes, extends a verbal greeting and drops the salute as the officer passes them
4. If a junior member is carrying articles in both hands, the individual should exchange a verbal greeting only (do not have to salute)
5. If possible, items should be carried in left hand so you can salute
6. Only salute if you approach an officer from the opposite direction; do not salute if you approach an officer from behind.
7. Saluting is only required when in uniform; it is not required when wearing civilian attire.

8. Salute and exchange a verbal greeting for all commissioned officers of the US Armed Forces.

9. Saluting indoors is only required when formally reporting to an officer or during some ceremonies (e.g., when receiving an award or when receiving a decoration).

10. Salutes are not required at public gatherings such as sporting events, meetings or when a salute would be inappropriate or impractical.

As a representative of the AF you are expected to demonstrate proper military courtesy by recognizing and addressing all members within the military service, regardless of branch. Courtesies are the foundation of the United States Armed Forces, which establishes respect and discipline amongst all service members.

Remember to show respect to our leadership by saluting at the proper times, in the proper places and situations to include proper greetings to all members. Rendering proper courtesies is a reflection of Excellence In All We Do.

ELECTION YEAR ETHICS AND ETIQUETTE

Provided by the
102 IW/Staff Judge Advocate Office

During election season Airmen should understand what political activities they can and cannot engage in. Air Force policy encourages Airmen to execute their citizenship obligations fully, which includes the right to vote and the right to endorse candidates of their choice. We must, however, be vigilant and remember that we are not permitted to endorse candidates or attend political meetings in uniform or identify ourselves as members of the Air National Guard or United States Air Force when doing so.

For example, the Marine Corps is currently investigating and considering disciplinary action against a Reservist who, while in uniform, recently gave a rendition of the “Star-Spangled Banner” at a rally where he also expressed his endorsement of a particular candidate for President. Though the Marine may not have intended any harm, one consequence of his behavior was to inspire public skepticism of the impartiality of Soldiers, Sailors, Marines and Airmen.

While the above example is a rather obvious violation of Department of Defense policy, social media is a grayer area. In this realm, Airmen should clearly identify that their political views are their individual views rather than those of the United States Air Force or Air National Guard. Airmen should be cautious in communication their political views if, for example, their profile picture depicts them in a uniform.

In a nutshell, Airmen need to remember to: (1) avoid partisan activities while in uniform, (2) refrain from attending any political events or rallies in uniform, (3) express only personal opinions (do not mention your affiliation with the military when doing so), (4) steer clear of any conduct that implies official endorsement or representation, and (5) refrain from displaying a large political sign, banner, or poster on a private vehicle or any residence on a military installation. Airmen are, however, permitted to display standard size bumper stickers on their private vehicles.

Even with these guidelines, Airmen still have a great deal of flexibility in how they participate in our democratic process. They can vote and express personal opinions on political candidates and issues. In most cases, they can sign petitions, write letters to the editor as a private citizen, and contribute to political organizations or committees favoring a particular candidate or slate of candidates. They can also attend political meetings or rallies as a spectator or join associations and attend meetings when not in uniform. Members are also allowed to wear a political button or t-shirt so long as they are not in uniform, performing military duties, or under any other circumstances that could reasonably give rise to an appearance of an official endorsement.

If you have a question about how involved you can become in political events or activities, you may contact the 102 IW/JA for assistance or consult AFI 51-902, Political Activities by Members of the US Air Force, August 2014.

FIRST SERGEANT’S CORNER LINE OF DUTY

By Master Sgt. Salaam R. Harris
102nd Medical Group

Spring is here! I imagine for someone that is not native to this climate would say it is cold outside but for a New Englander it is nice outside. This is that time of here where members start coming out of hibernation and start doing more physical activities. That being said I would like to talk to you about working less hours, getting promoted and making a ton of money.

Did that last sentence grab your attention? Good! Because I actually want to talk to you about acquiring a debilitating disease, incurring a significant injury or dying under unusual circumstances while on a duty status. Sounds scary right? Well it is and it’s something to think about before you go play a game of Tejo in Colombia and have to do a Line of Duty determination. For you that are wondering what that is, Tejo is an ancient sport in Colombia described as lawn bowls with dynamite. So basically hurling a disk into a tube surrounded by bags of gunpowder.

For you newbies out there, a line of duty determination is conducted anytime a member dies, sustains illness, injury, or disease while on a duty status. These findings happen after an investigation to determine if this injury or illness happened on or off duty and if it was due to his or her misconduct. A Line of Duty is very important as it not only protects the member but it also protects the United States Government. The LOD determination impacts a number of things including disability, retirement, enlistment, veterans’ benefits, survivor benefits and basic educational assistance. If you are seriously injured or die, certain rights or benefits accrue to the member or the family.

How does a First Sergeant play a role in this? Another good question! The job of a First Sergeant is the people and everyone is our business. We are there to ensure that not only are the rights of our Airmen are protected but also protect the government from fraudulent claims.

There is an extensive process for LODs and it is initiated by a medical officer of an Air Force Medical Facility but the main thing for you to know is the reporting process. If you are serving in a duty status, the medical condition must be promptly reported within 24 hours to your commander and the servicing medical unit. Failure to report the injury, illness or disease in a timely manner will require a written explanation to the commander and servicing medical unit.

Please don’t think I am trying to keep you from going out and having a good time. The best thing to do is to consider all safety precautions regarding your activities and how they affect you or your family’s benefits. One bad decision can have lasting negative effects for you and or your loved ones.

PUBLIC SERVICE WEEK HONORS CIVILIAN CONTRIBUTIONS TO AF

Courtesy of the
Air Force News Service

WASHINGTON (AFNS) -- Public Service Recognition Week, which runs from May 1-7, provides an opportunity to recognize more than 2 million public employees who protect the nation through service in the armed forces. More than 176,000 of them are Air Force civilian full-time, part-time, term, temporary and non-appropriated fund Airmen.

In today's Air Force, civilians contribute to every facet of the mission alongside their active-duty, Reserve and Guard service members. The Air Force civilian workforce comprises an incredibly diverse number of Airmen in various missions located in all 50 states and multiple overseas locations. Below are a couple of ways the critical component of the total force continuously serves the Air Force and nation.

Herb Mason, an Air Force Special Operations Command historian, spent more than 50 years preserving the Air Force's story for generations to come. As the longest-serving historian, he chronicled his first Air Force history in 1965 and then spent the next 50 years providing hindsight to leaders for years to come. Mason retired in 2015 at Hurlburt Field, Florida. [Click here to read the full story.](#)

Meanwhile across the Atlantic Ocean, civilians work 24/7 as switchboard operators at Ramstein Air Base, Germany, providing service not only to the base and U.S. Air Forces in Europe, but also to Air Force, Army, Navy, Marines, and State Department personnel all over the world. [Click here to see how they facilitate approximately 1.5 million calls per year.](#)

Back in the States, Pat Lee, a multiservice execution team office lead engineer, works with his team on the Distributed Common Ground/Surface System's Integration Backbone. The DCGS will provide a common set of services and standards to facilitate the sharing of intelligence, surveillance and reconnaissance information with the warfighter. [Click here to see how this team enables warfighters to get intelligence](#)

information quicker and easier.

While the Civil Air Patrol may not have been part of the traditional mindset of civilian Air Force members, that old paradigm shifted in August 2015 when the Air Force updated Doctrine Volume 2, "Leadership," expanding the Air Force's descriptions of the total force to include active-duty, Guard, Reserve, civilian, and auxiliary members. [Click here to see why Air Force leaders should consider each part of the total force, including the auxiliary, when determining the most effective and efficient ways to complete the mission.](#)

Saving money is always of importance when considering any new acquisition, reconstruction or taking care of Airmen. Therefore, when engineers from the 92nd Civil Engineer Squadron at Fairchild Air Force Base, Washington, were able to ensure today's readiness with tomorrow's modernization and saved \$8 million along the way, they deserve a little recognition. [Click here to see how teams of military and civilian personnel enabled the Air Force to invest those dollars in other areas across the service's wide gamut of operations.](#)

Erik Straus began his Air Force career in 1987 as a security forces member then cross-trained into the space field where he joined 4th Space Operations Squadron in 2000. He led the launch teams for the final two Milstar satellites, before returning to the 4th SOPS as a civilian. To read more about Straus, [click here.](#)

This week, take time to thank all the civilians whose work contributes to the Air Force mission -- Global Reach, Global Power and Global Vigilance.

THE HOMETOWN NEWS RELEASE PROGRAM

By Timothy D. Sandland
102nd IW/Public Affairs

Who doesn't like to get recognized for an achievement or career milestone?

The Joint Hometown News Release Service supports military members and Federal employees world-wide by sharing their personal stories and achievements with friends and families.

Many of us who graduated from Basic Military Training were handed a Hometown News Release form to fill out. It was already partially completed, with information about basic training the skills we acquired, but we filled out our personal details, graduation date, and a little information about our hometown and family.

Eventually, a nice little story will make it into your local hometown newspaper. A simple paragraph in print that your friends and family members can clip, laminate and stick to their refrigerator.

It's like a retro version of a Facebook status update!

Hometown News Releases can be submitted for promotions, technical or professional military education school graduations, awards and decorations, reassignments or retirements, and a long list of other accomplishments and career milestones.

Filling out a Hometown News Release is easy:

Head over to <https://jhns.release.dma.mil/public> to get started.

- 'Public Affairs Office (PAO)' - Select Otis Air National Guard Base and 102nd Intelligence Wing
- 'Event Information' - Select the appropriate category and sub-category for the event. Choose the date of the event and include some details about the event that will help in the writing of a short article.

- 'Personal Information' - Fill out your personal details. Make sure you provide a valid email address as the Defense Media Agency will email you a link to your news release once it has been completed.
- 'Duty Information' - Enter some duty information such as duty station, AFSC, and duty title.
- 'Education' - Provide some of your educational background. This is mainly used to add to your news release and to give the DMA some help in determining a location to market your story to.
- 'Relatives' - This section is completely voluntary, although, it is a great way to recognize the contributions of your family members to your career and accomplishments. Parents, siblings, grandparents, spouses and children may be added here.
- 'Attachments' - Photos are a great way to provide context to news releases. If you have some good shots of your event feel free to provide them. There is a limit in both the number of files and the size of files being attached to choose the best ones.

Once submitted, your information will be used to generate a news release. A link that you can share with your friends and family will be mailed to you when the release has been published.

The service is free for military members and Federal employees from all branches of service.

Submit a Hometown News Release today!

AROUND OTIS



102nd Intelligence Wing airmen participate in the second annual Sexual Assault Prevention and Response 5K run on April 2, 2016 at Otis Air National Guard Base. The run was designed to raise awareness of sexual assault and prevention within the military community. (U.S. Air National Guard photos by Staff Sgt. Jeremy Bowcock/Released)



102nd Intelligence Wing airmen march in formation during the second annual Sexual Assault Prevention and Response 5K run to raise awareness of sexual assault and prevention within the military community on April 2, 2016 at Otis Air National Guard Base. (U.S. Air National Guard photo by Staff Sgt. Jeremy Bowcock/Released)



Mr. Thomas Landon of the 102nd Logistics Readiness Flight, displays some esprit de corps during the early-April snowstorm that dropped a few inches of snow on the base. (photo courtesy of Maj. Beth Crouch/Released)

Prudence

By SSgt.

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Officer qualifying test to be given three times

The next Air Force Officer Qualification Tests (AFOQT) will be held on June 7, Sept. 6, and Dec. 6 at 8 a.m. Individuals interested in taking this test should contact Capt. Linda LaForest for an appointment at (508) 968-4538 or DSN 557-4583. The AFOQT measures aptitudes used to select candidates for officer commissioning programs, and consists of five parts:

Pilot: this is a measure of some of the aptitudes predictive of success in undergraduate training.

Navigator-technical: Measures abilities used in interpreting dials and tables, understanding scientific and mathematical principles, and comprehending mechanical and spatial concepts. Predicts success in training courses requiring these abilities such as navigator training, communications, electronics,

maintenance, engineering, and technical intelligence.

Academic aptitude: Primarily a measure of general learning ability. It contains measures of verbal and quantitative aptitude and reasoning ability.

Quantitative: Measures mathematical and arithmetic reasoning abilities and ability to interpret graphs and tables.

Verbal: This measures verbal skills, vocabulary, English usage, reading, comprehension and verbal analogies.

It takes approximately five hours to take the exam; scores are reported in percentiles from Air Force Military Personnel Center, (AFMPC) Randolph Air Force Base, Texas.

Individuals without a bachelor's degree must score 30 percent on the verbal and 25 percent on the quantitative.

Individuals with a bachelor's degree have to score 15 percent on the verbal and 10 percent on the quantitative.

Pilot candidates must combine the pilot and navigator score to equal 50%.

Test scores are valid for two years. The number and frequency of retests is limited. An individual may take up to three tests (original and two retests) without waiver. A retest may be administered six months from the date last tested. Refer to Air Force Regulation 35-8.

All correspondence pertaining to AFOQT scores, retests, and waivers must be forwarded through the Consolidated Base Personnel Office (CBPO), State Headquarters, and National Guard Bureau. Correspondence sent directly to AFMPC will be returned without action.



Photo by SSgt. Richard Perkins

From left, Vincent Ciliberto, Virginia Doonan, John F. McNeill Jr. and Robert Quinn are among the last members of the 102nd FIW to earn NCO status.

would be commensurate with the traditional first-level NCO.

The change also would improve the ratio of NCOs to the rest of the enlisted force, officials said. Currently 77 percent of the enlisted force is made up of NCOs, and that will be reduced to 52 percent with the new format.

With the change, E-4s would compete for NCO status through

the Weighted Airman Promotion System.

Reenlistment opportunities will be available to senior airmen. Effective May 2, NCO status was no longer a prerequisite for second-term and career-airman reenlistment, said the Air Force Military Personnel Center spokeswoman.

Air Force eliminates Sgt. rank

The Air Force has eliminated that the E-4 sergeant rank effective May 2 as part of manpower drawdown requirements.

The noncommissioned officer (NCO) restructuring, which was approved by Air Force Chief of Staff Gen. Merrill A. McPeak, does not affect the status of current E-4 sergeants. Anyone who earned that rank by May 1 will retain that grade and wear sergeant stripes until promoted to staff sergeant. As of May 2, E-5 became the first level in the NCO grades.

Air Force officials said that with restructuring and reduced job opportunities, the duties that could be assigned to E-4s no longer

THIS MONTH IN HISTORY

151 years ago, on 5 May 1865, Decoration Day was first observed with the tradition of decorating soldiers' graves from the Civil War with flowers. The observance date was later moved to May 30th and included graves from World War I and World War II and became known as Memorial Day. In 1971, Congress moved Memorial Day to the last Monday in May.

153 years ago, on 11 May 1863, the 54th Massachusetts Volunteer Infantry, the first African American regiment recruited in the North, mustered into Federal service.

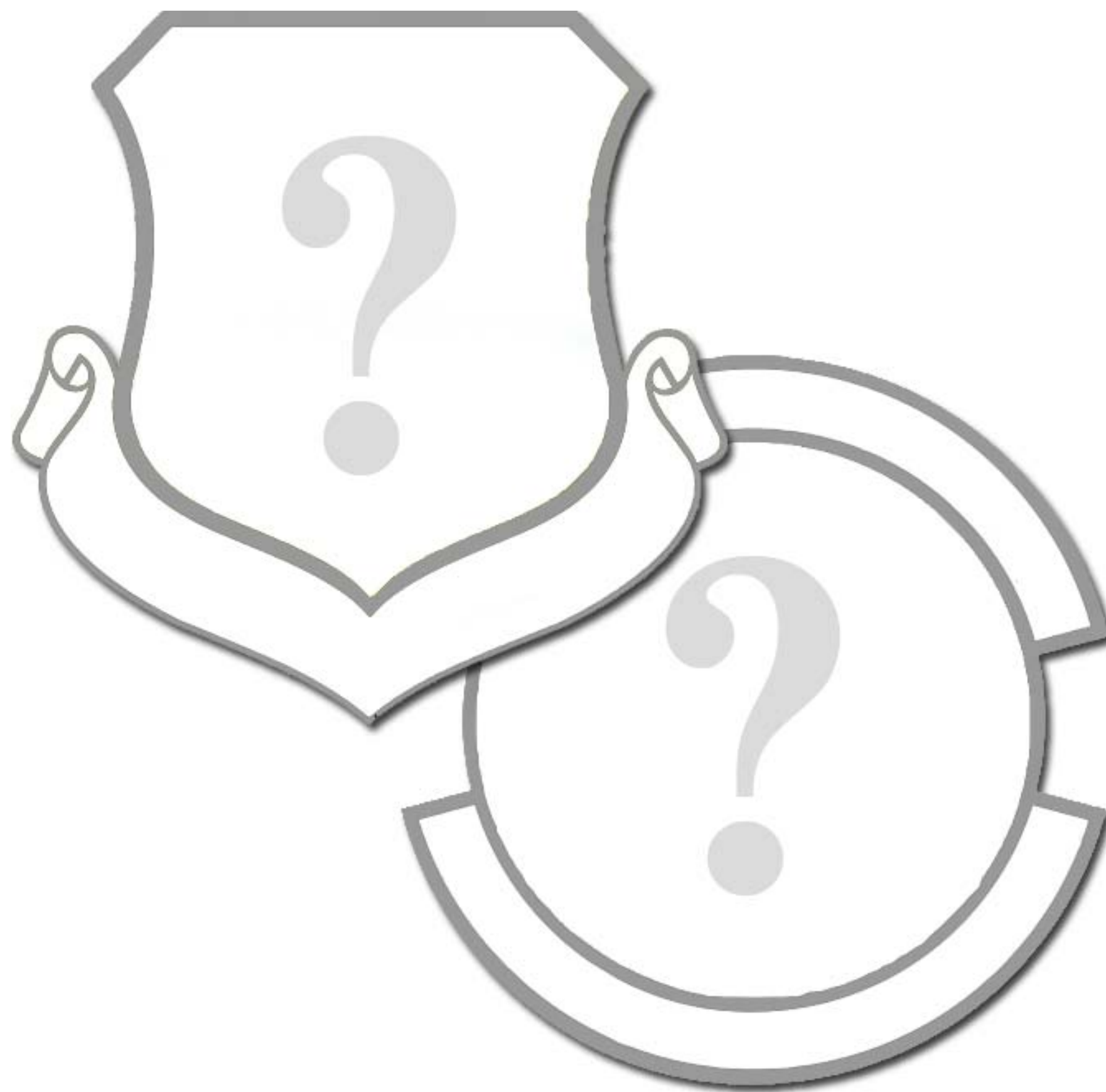
89 years ago, on 20 May 1927, Charles Lindbergh departed Long Island on the Spirt of St. Louis on the first solo nonstop flight between New York and Paris. Thirty-three hours and 3,600 miles later he would make history.

84 years ago, on 20 May 1932, Amelia Earhart became the first woman to fly solo across the Atlantic. Departing Newfoundland, Canada and landing near Londonderry, Ireland, Earhart completed the 2,026 mile flight in 13 hours.

63 years ago, on 25 May 1953, the 253rd Cyberspace Engineering Installation Group was Federally recognized.

SERGEANT TO COLONEL

25 years ago, in the 5 May 1991 issue of the Seagull, a story ran reporting the then Air Force Chief of Staff, Gen. Merrill McPeak's decision to eliminate the rank of Sergeant (E-4). Featured in that story was a group of newly-promoted non-commissioned officers that included Sergeant Virginia Doonan, one of the last in the 102nd to be promoted to that rank. Sergeant Doonan would later obtain a commission and achieve the rank of colonel.



ATTENTION ARTISTS!

202ND ISRG SEEKS OFFICIAL GROUP AND SQUADRON EMBLEM DESIGNS

By Tech. Sgt. Kerri Spero
102 IW/Public Affairs

The wing's newest operational group, the 202nd Intelligence, Surveillance, Reconnaissance Group, needs your creativity!

With the new cyber ISR mission now official, part of the new mission process is to design organizational emblems for the new units. According to the organizational change request, the 202 ISRG will have three subordinate squadrons: 267th Intelligence Squadron, 203rd Intelligence Squadron and 202nd Intelligence Support Squadron.

While the intent for the 267 IS is to retain the heraldry and lineage of the 267th Combat Communications Squadron, the remaining units are open to all ideas.

What should the new group and squadron emblems look like? This is where you, the members and friends of the 102nd Intelligence Wing, come in. You have a golden opportunity to design unit emblems that will be representative of the new mission and will be forever preserved in the lineage and heraldry of the U.S. Air Force.

Symbols have distinguished friend from foe in warfare throughout recorded history. Organizations of the United States Air Force, like other military organizations, employ heraldic emblems as a means of identification and for esprit de corps. A heraldic design involves the emblem, an optional unit motto and symbolism that identifies and represents a unit. The

symbols and colors incorporated into each unit's emblem convey the meaning and symbology of the unit's heritage and mission.

In accordance with AFI 84-105 Organizational Lineage, Honors and Heraldry, official group and squadron emblems must adhere to specific guidelines and go through a strict approval process with the Air Force Historical Research Agency at Maxwell AFB, Ala. The 102 IW public affairs office is happy to assist with review, questions or guidance on the design and can be reached at (508) 968-4516/4697.

Use your creativity and your talent, or the talent of someone you know, and help design a new emblem! The design can be a hand-drawn sketch or a digital design. All designs must be submitted with [THIS FORM](#) to Col. Arthur Wunder by 8 May, 2016 (arthur.p.wunder.mil@mail.mil).

Useful links:

[What is Cyber ISR? By Col. Arthur Wunder, 102 IW/WOOT](#)

[Guide to Air Force Heraldry](#)

[Massachusetts Air National Guard History \(Lineage\)](#)

[The Institute of Heraldry](#)

[AFI 84-105 Organizational Lineage, Honors and Heraldry](#)

FUN FACT

The Seagull insignia was designed by famed artist Paul F. Seavey and was approved for use in 1924. Currently used by our 101st Intelligence Squadron, it is the oldest patch still in use in the entire U.S. Air Force.



PROMOTIONS

SENIOR AIRMAN

Michael Lethin
Jenna Bouley
Alexander Dufault
Christopher Lyness
James Petros
Matthew Lynch
Kledji Bino
Thomas Stanley
Nicholas Parent
Clifford Blackman
Stephen Johnson
Brendan Howes
Brittany Marino
Kyle Doran

STAFF SERGEANT

Derek Silva
Luke Visconti
Jacob Bell
Daniel Rogers
Justin Ehnes
Austin Bertrand
Matthew Noll

TECHNICAL SERGEANT

Edward Sylvia
Mark Sherman
Allen Nancarrow
Jason McKinlay

MASTER SERGEANT

John Casey
Delbert Thompson
Richard Tenters

FIRST LIEUTENANT

Michael Bates
Jonathan Salisbury

LIEUTENANT COLONEL

Robert Toney

ANNOUNCEMENTS

102ND INTELLIGENCE, SURVEILLANCE & RECONNAISSANCE GROUP COMMISSIONING OPPORTUNITY

The 102 ISRG has a commissioning opportunity for one college graduate already a member of the Mass. Air National Guard. Bachelor degree college graduates are encouraged to apply for this 14N Intelligence Officer Drill Status Guardsman opportunity. All Interested personnel must include in their application package a Letter of Intent, Resume, AFOQT scores, a Fit Test and RIP. Please email your application to Capt. Robert Blanchette, robert.e.blanchette4.mil@mail.mil NLT June 3, 2016. Interviews are scheduled to be conducted during the 11-12 June UTA.

102ND INTELLIGENCE, SURVEILLANCE & RECONNAISSANCE GROUP OFFICER CROSS TRAINING OPPORTUNITY

The 102 ISRG has a cross training opportunity for Commissioned Officers who are members of the Mass. Air National Guard. Commissioned officers seeking a career as an intelligence professional are encouraged to apply for this 14N Intelligence Officer Drill Status Guardsman opportunity. All Interested personnel must include in their application package a Letter of Intent, Resume, AFOQT scores, a Fit Test and RIP. Please email your application to Capt. Robert Blanchette, robert.e.blanchette4.mil@mail.mil NLT June 3, 2016. Interviews are scheduled to be conducted on Saturday of the 11-12 June UTA.

UTA WORSHIP TIMES AND RELIGIOUS SERVICES

Saturday - Contemporary Christian Worship, 1130hrs, Building 158, 3d floor
Sunday - Roman Catholic Mass, 0900hrs, JBCC Chapel, South Inner Road
- Liturgical Christian Worship, 1100hrs, Building 330
- Roman Catholic Mass, 1100hrs, Building 158, 3rd floor
- Interdenominational Protestant Worship, 1130hrs, Building 158, 3rd floor

Contact the Chaplain's Office for information on other faith groups or other times of worship (968-4508)

102 IW VOTER ASSISTANCE

With the 2016 presidential election just months away, your Installation Voter Assistance Office is here to help you exercise the very right you protect- your right to vote! We can help you register to vote, request an absentee ballot and notify your local election officials back home of a change of address.

The 102IW Installation Voting Assistance Officers are the following individuals:

*Capt Jennifer O'Connell: DSN 557-4609, Commercial 508-968-4609, email: Jennifer.oconnell1.mil@mail.mil
SMSgt Michael Dorsey: DSN 557-4538, Commercial 508-968-4538, email: michael.d.dorsey.mil@mail.mil*

THE MASSACHUSETTS TUITION AND FEES REIMBURSEMENT

Eligibility for the Massachusetts Tuition and Fees Reimbursement Certificate for state schools is determined by your status as a member of the 102nd Intelligence Wing. Members are eligible for the benefit the day they enlist or appoint with the Massachusetts Air National Guard. The benefit may be used at any point during your membership with the 102nd IW. Contact Senior Master Sgt. Shvonski for more information at douglas.j.shvonski.mil@mail.mil or 508-968-4189

BASIC MOTORCYCLE RIDERS COURSE

Motorcycle Safety Training is required for all military and civilian personnel who operate a motorcycle on military installations. DoD and Air Force policy can be satisfied by successfully completing a Motorcycle Safety Foundation approved Basic Rider Course. Tuition is free and motorcycles are provided for the training. Contact the Base Safety Office at 508-968-4007 to sign up!

COMMISSIONING OPPORTUNITY AT THE 104TH FIGHTER WING

The 104th Maintenance Squadron, Barnes ANGB, has a vacancy for a DSG as the Component Maintenance Flight OIC. If you are interested, check your email for an all-staff message sent by the Force Support Flight.

SEAGULL IDEAS?

Do you have an idea for a Seagull article? Is your unit or shop doing something impressive? Is there something on base you don't think gets enough attention? Or do you simply have an announcement? Stories and ideas are always welcome. Email us at 102iw.pa@gmail.com (Please limit articles to 500 words)