

WINGTIPS

The official magazine of the 108TH Wing



MAY 2017

On the Cover: Senior Airman Mike Vasilakos, Engineering Assistant, 108th Civil Engineer Squadron, and Tech. Sgt. Sean Joseph, Operations Manager, 108th Civil Engineer Squadron, inspect and document a crack in the cement of the 108th aircraft parking ramp at Joint Base McGuire-Dix-Lakehurst, N.J., April 18, 2017. Without proper maintainance, there is the potential to create foreign object debris (FOD) and damage an aircraft. (U.S. Air National Guard photo by Staff Sgt. Ross A. Whitley/Released)

WINGTIPS

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COMMANDER'S COLUMN

By Major Robert Kayser, 108th Medical Group, Chief, Medical Staff

Background: A display shows the progression of heart failure during National Heart Failure Awareness Day at the Walter Reed National Military Medical Center in Bethesda, Maryland on Feb.14. Medical professionals from various clinics around the hospital set up tables, displays and handed out information to patients and staff to promote the awareness of heart health. (Photo by Megan Garcia, WRNMMC Public Affairs/Released)

According to the American Heart Association, heart disease and stroke are the number one and five causes of death in the United States. Moreover, almost 50 percent of the time the initial symptom of heart disease is sudden death. Though these heart attacks occur suddenly, the process that causes the blockage takes years to accumulate. As such, even though the older we get the higher risk we are, we need to pay attention to our cardiac wellness starting when we are young. Cardiac disease has no respect for gender, race, sexual orientation or ethnicity and in the age groups that are typically in the military, manifests itself as much more catastrophic events such as sudden death or a massive heart attack.

There are many diseases that can affect your heart, however, for the purposes of this article, I will restrict my discussion to atherosclerosis or "hardening of the arteries", which is the process that causes the heart attacks I spoke of above. The heart muscle itself doesn't get oxygen and nutrients from the blood that flows through it, instead it receives blood flow from three arteries that course along the outside of the heart. These arteries are actually very small and range in size from 4mm in diameter to less than 1mm. Atherosclerosis is the process that slowly blocks these vessels leading to impaired blood flow to areas of the heart. If the blockage is severe enough, the area of the heart feed by the artery begins to die, which results in chest pain and a heart attack. Atherosclerosis occurs when cholesterol particles get deposited between the layers of the blood vessel wall. The body attacks these particles and creates a chemical change resulting in the slow occlusion of the vessel. Much like the slow stopping up of a sink drain.

We have known for years what the risk factors are that increase the rate at which this process occurs and leads to increased chance

of an attack. Some are beyond our personal control such as the genes we were born with or the age and gender we are. Most however, are directly related to lifestyle. These factors are diet, level of exercise, weight, tobacco use, blood pressure control, cholesterol control and diabetes (if you have it) control.

Understanding your risk, even at a young age, can help you make smart decisions regarding your lifestyle and if needed, decide on appropriate medical treatment. I encourage everyone to consider obtaining a baseline cardiovascular risk assessment with a primary care provider or a cardiologist. You can then work on strategies to minimize your risk and live a long prosperous life.

In general, the things that make the most impact on reducing one's risk relate to living a healthy lifestyle. These are things that we likely all know but rarely take action on and include:


1. If you smoke or use tobacco – quit! I appreciate this is a difficult task for most as there is plenty of scientific evidence that shows nicotine is as hard to quit as heroin is. Despite this it can be done. There are multiple strategies available to quit and with the help of your physician, success rates can be increased. There is also plenty of evidence that the average person takes seven attempts before they are successful, so if at first you don't succeed – try again and again and again.

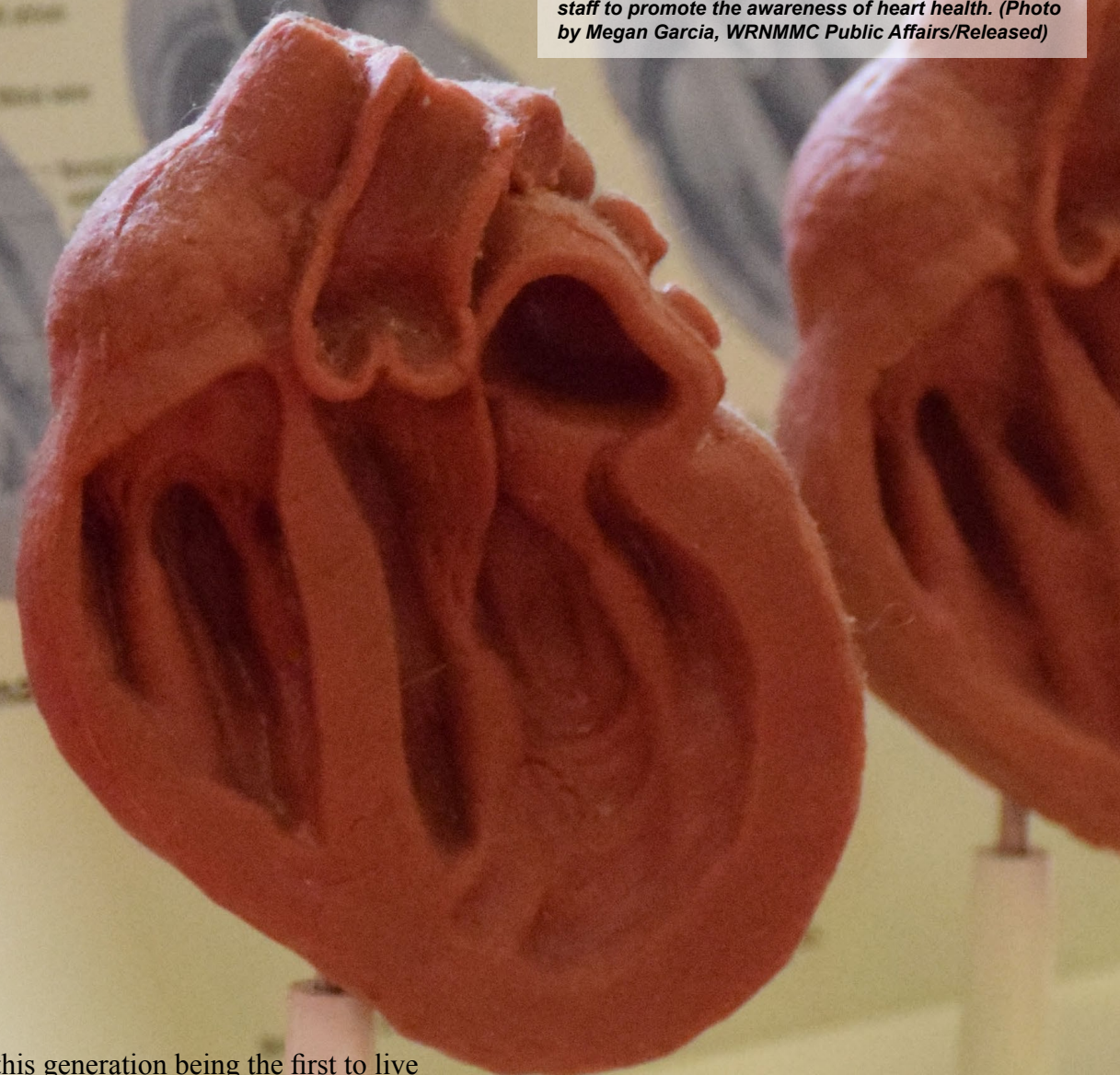
2. Eat a healthy diet and work to achieve a proper body weight. Though there is a lot of controversy on the internet about what a heart healthy diet is, the science says that a Mediterranean style diet with smaller portions, rich in fresh fruits and vegetables, chicken and fish using olive oil as the primary fat lowers ones risk of heart disease. We also now know that being overweight is an independent risk factor for heart disease and the current epidemic of obesity, especially in children, will

result in this generation being the first to live a shorter average lifespan than the generation before it.

3. Exercise. For most people, the American Heart Association recommends 30 minutes of moderate intensity exercise five days a week for a total of 150 minutes per week or 25 minutes of vigorous exercise three times a week for a total of 75 minutes per week. They also recommend moderate to high intensity strength training two times per week. For those who need improved blood pressure or cholesterol control, the recommendation is for 30-40minutes of moderate-vigorous exercise three to four times per week. One thing is

also clear is that even for those who can't achieve these goals, any level of exercise has been shown to reduce the risk of heart disease compared to no exercise at all. Something is better than nothing!

In conclusion, heart disease and stroke are the leading cause of death in the U.S. primarily because of our modern lifestyle. However, with attention to things that should come as no surprise to anyone, you can dramatically reduce that risk. An added benefit is that by doing these things you'll most likely easily pass your next fitness assessment. Start now or pay the price later. 



ONCE-A-DAY
TOPROL-XL®

Preventative Maintenance

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

Joint Base McGuire-Dix-Lakehurst is located in a temperate climate, which means the base receives all four seasons, and occasionally what feels like the weather gods rolling dice, to decide which season it'll be on any given day. The fall hurricanes turn into ice and snow, and the giant machines used to remove it can cause havoc on a cement and asphalt surface if not properly maintained.


Cue the Civil Engineering Squadron's walk in music.

Taking care of the 108th's infrastructure is a year round job, from removing snow and ice from the tarmac to summer repairs of the apron. Spring means it's time to inspect old man winter's damage and prepare to fix the cement and asphalt that our planes rely on everyday. Tech. Sgt. Sean Joseph, the 108th Civil Engineering operations manager, and Senior Airman Mike Vasilakos a 108th CES engineering assistant, work with other 108th members to meticulously inspect and document every crack and pick up every spall (flakes of material that are broken off of a larger solid body) caused from snow removal equipment or the roots of vegetation under the cement. The inspections are just the beginning of the process of preventing more damage.

Old man winter does more than just damage the flightline, his arrival causes building pipes and their contents to expand. While the civil engineers are pretty good at keeping their buildings warm in the winter there's not much

they can do because some pipes, connectors, and valves will expand and contract without bursting. Over time, they will break their seals and start leaking. This is something Airman 1st Class Marchelle Charles from the structures shop knows all about. He fixes the leaks that can destroy ceiling tiles, dry wall, and possibly the equipment the rest of the unit uses daily.

While Charles is replacing the tiles after fixing a leaky fixture, Airman 1st Class Thojae Peoples from the heating ventilation air conditioning shop is inspecting and preparing air conditioning units for the summer season. These large sheds contain aluminum walls that hold fans larger than a person, and a cave entrance barely wide enough to fit a person. This is not for the claustrophobic, but Peoples crawls into the darkness with a flashlight and his knowledge. Checking the belts is one part of the preventative maintenance inspection, but the knowledge behind maintaining motors, coolant, and understanding the electrical systems that trigger these monstrous wind tunnels is the real trick of the trade.

While spring may be the time for annual inspections, the preventative maintenance is simply one moment in time, and only a few things the squadron does as a whole, to maintaining the infrastructure of the wing. Vertical, horizontal, and everything in between, the 108th Civil Engineering Squadron works year round to keep the 108th operational. 

Background: Tech. Sgt. Sean Joseph measures and documents a hole during the annual ramp preventative maintenance inspection at Joint Base McGuire-Dix-Lakehurst, N.J., April 18, 2017. Joseph and other 108th Airmen will use the information to plan repairs for the damage caused by winter weather.



Above: Airman 1st Class Marchelle Charles places a new ceiling tile, at Joint Base McGuire-Dix-Lakehurst, N.J., April 19, 2017. Charles fixed a leak caused from winter weather that damaged ceiling tiles.



New Jersey Air National Guard History

Part 7: World War II

By Dr. Richard Porcelli, Aviation Historian



Above: A Bell P-39 Airacobra of the 490th Fighter Squadron is shown resting on the Thomasville Army Air Field ramp, late 1943. (public domain photo)

Introduction

As relayed in the last issue of Wing Tips the 119th Observation Squadron of the New Jersey National Guard was ordered to active duty in September 1940. Until it was deactivated in October 1942, the squadron lived a nomadic existence, moving from one airfield to another, mainly performing anti-submarine duties along the eastern seaboard. But as will be seen in this month's issue, the squadron was shortly thereafter reborn and gained a new mission and identity, but its constant movement from one airfield to another, and the unit's re-designation a number of times during that period, continued.

National Guard Aviation Units in World War II

During 1940, the National Guard and the National Guard aviation units were activated for service in the full-time Army. Beginning in September of that year, more than 300,000 Guardsmen reported for active duty, supposedly for "one year of training," but in reality, for the duration of the coming global conflict. That 300,000-soldier influx more than doubled the size of the standing Army of the time, adding 18 infantry divisions, 80 regiments and most importantly for our story,

Below: Student pilots are shown parading in front of P-39s of the 490th Fighter Squadron, Thomasville Army Air Field, 1943. (Thomasville Times photo)



29 Army Air Forces flying squadrons. Shortly thereafter, the War Department instituted the country's first peacetime conscription, adding a further million men to the military.

As an interesting side note, National Guard units (artillery and infantry) were already stationed overseas on Dec. 7, 1941, the day of the Pearl Harbor attack. California's 251st Artillery was in Hawaii, while New Mexico's 220th Artillery and two tank battalions composed of units from various states, were in the Philippines. Half of those latter Guardsmen died in Japanese captivity after the fall of the Philippines.

In terms of the 29 Observation Squadrons, upon their call to active duty most became Tactical Reconnaissance Squadrons or Liaison Squadrons. Of that total 14 eventually served in the European and Mediterranean Theaters of Operations. A further seven served in the Pacific or China/Burma/India Theaters, and one served in the Panama Canal Zone. The remaining seven squadrons, including the 119th Observation Squadron, served in the Zone of Interior [ZOI], meaning they remained in continental United States. However, for those seven squadrons that "remained in the US," many of their personnel and much of their

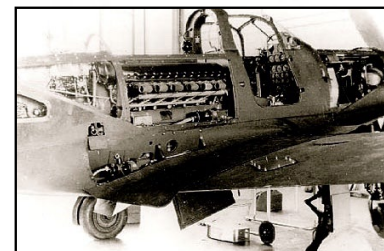
equipment ended up seeing combat in Europe, the Pacific and elsewhere with other units.

119th's Reactivation

After a five-month hiatus, the 119th Observation Squadron was reactivated on March 1, 1943 and assigned to the Third Air Force, headquartered in Tampa, Florida. Its new home station was Fort Myers, Florida, but the squadron had only a few personnel and no aircraft. Just one month later there was a "temporary change of station" to Thomasville Army Air Field, Thomasville, Georgia, and a re-designation as the 119th Reconnaissance Squadron (Fighter). The squadron was equipped with near-obsolete Bell P-39 Airacobras and assigned to the 59th Reconnaissance Group.

In August of that year, just as the squadron pilots were gaining proficiency in the P-39, the squadron designation and mission was changed again. On Aug. 15, 1943, the unit became the 490th Fighter Squadron and its

Background: Two P-39s from the 490th Fighter Squadron are shown in flight over Georgia, late 1943. (Niagara Aerospace Museum photo)



Small Photo Above: The P-39, for which the 119th Observation Squadron became the Replacement Training Unit, was unique in that the liquid cooled V-12 Allison engine was mounted behind the pilot as shown here; a 10 foot shaft running basically between the pilots feet, drove the three bladed propeller. (public domain photo via Wikipedia)

mission was to serve as the P-39 Replacement Training Unit [RTU]. In other words, the squadron's assignment was to convert pilots, just out of intermediate training where they flew 600-hp T-6 Texan trainers, to become combat ready in the 1,200-hp Airacobra. They learned air-to-air and air-to-ground gunnery, formation flying, cross-country navigation and combat tactics. This training took the squadron pilots and students on flight throughout the southeastern states.

On Dec. 1, 1943, the squadron again saw a change in station, moving to Punta Gorda Army Air Field, located on the south west coast of Florida. Three separate RTUs were stationed at Punta Gorda Army Air Field, training replacement pilots for the Bell P-39, Curtiss P-40 and later, the Republic P-47.

The Bell P-39 Airacobra was an interesting aircraft. It is a prime example of when a new aircraft is developed the conflicting factors of aerodynamics, stress, weight, and power must be juggled to get the best compromise with cost, maintainability, performance and combat effectiveness. Bell Aircraft Company's chief designers Robert Woods and Harland Poyer

A mechanic at Punta Gorda Army Air Field sits on the nose of a RTU P-39 Airacobra; the barrel of the 37-mm cannon is clearly seen protruding from the nose cone. (public domain photo)



initiated its design in 1936 as an 'in-house' project, and then in 1937 adapted it to meet an Army Air Corps invitation to bid for a new interceptor. They relied on a unique design for the single-engine, single-seat fighter with the liquid-cooled Allison V-1710 engine mounted behind the pilot, driving the propeller by means of a 10-foot extension shaft passing under the pilot's seat. In theory, this design would allow superior maneuverability with the engine weight located at the aircraft's center of gravity, and good visibility for the pilot over the pointed nose without an engine blocking his view. Also, it permitted the (first time) use of a tricycle landing gear and a heavy nose armament of a 37 mm cannon. It also featured cockpit entry through two car-like doors rather than a sliding canopy.

In reality, the P-39 proved to be a disappointment with a low ceiling, slow climb rate and relative lack of maneuverability putting its pilots at peril against the more modern aircraft flown by their adversaries. In some ways it was "ahead of its time" but the design was flawed by the very compromises made to meet the Army's changing requirements while minimizing the cost and maintainability issues. The prototype XP-39 first flew in April 6, 1939 from Wright Field, Ohio, shrouded in great secrecy, after being transported by truck from the Bell factory in Buffalo, New York. It was equipped with a turbo-supercharger to boost high altitude performance, giving it a top speed of 390 mph at 20,000 feet altitude. However, when the P-39 was put into production the turbo-supercharger was deleted. The reason for this critical deletion is not fully known, but many believe that Bell Aircraft, lacking any major Army Air Corps contracts, was desperate for a sale and tried to keep the price of the aircraft

as low as possible. The result was a rather anemic fighter with poor performance. Despite its weaknesses, the P-39 entered Army Air Corp service in January 1941 and was one of the principal American fighter aircraft along with the Curtiss P-40 Warhawk and twin-engined Lockheed P-38 Lightning) when the US entered World War II. Although it was designed as an interceptor, it proved practically useless over 17,000 feet. But in the ground attack role, its sturdy construction and nose-cannon proved to be quite effective as long as there was no enemy air opposition.

A total of 9,588 P-39s were produced for the Army Air Corps and our allies. Of this total, an order for France could not be fulfilled because by the time production got underway, France had fallen to the Nazi onslaught. The Royal Air Force (RAF) ordered 389 P-39s known as the P-400 but in-service testing proved its weaknesses and the aircraft were rejected and the P-400s were returned to the US where they entered Army Air Corp service. Russia, however, received 4,750 P-39s under the Lend-Lease program, where they proved to be very successful low-level fighters and anti-tank weapons against the Nazis.

In the US Army Air Corps, service was mainly in the Pacific Theater of Operations. Both P-39s built for US service as well as those returned from the RAF and France were pressed into service after Pearl Harbor, flying from bases in Australia, New Guinea and surrounding islands. Unfortunately, they proved to be no match for more modern, highly maneuverable Japanese aircraft such as the famed Mitsubishi Zero that badly outclassed them. The Army pilots joked, "a P-400 is a P-39 with a Zero on its tail." They struggled on with these inferior aircraft awaiting the arrival of more modern types such as the twin-engine Lockheed P-38 Lightning and Republic P-47 Thunderbolt.

Some P-39s also saw US Army Air Corps service in the Aleutians and others in the North African and Mediterranean campaigns. While in the Pacific, the major failing of the P-39 was its maneuverability against the Japanese fighters. In North Africa and the Mediterranean, their lack of speed as well as maneuverability made them practically useless. Facing superior German fighters they were rapidly replaced by more modern Republic P-47 Thunderbolt and North American P-51

Mustang fighters as they became available. As an indication of the relative inferiority of the Bell P-39, the Army Air Corp only recognizes one ace that achieved his five or more victories flying this aircraft.

As a result of its poor performance, service life was short. By 1944, the P-39 had been replaced in Army Air Corp service in all theaters of operation. Hence there was no need for replacement pilots and the mission of the 490th Fighter Squadron disappeared. As a result, the unit was disbanded Jan. 15, 1944. The unit would remain dormant again until 1946 when they were reconstituted as the 119th Fighter Squadron, part of the New Jersey National Guard.

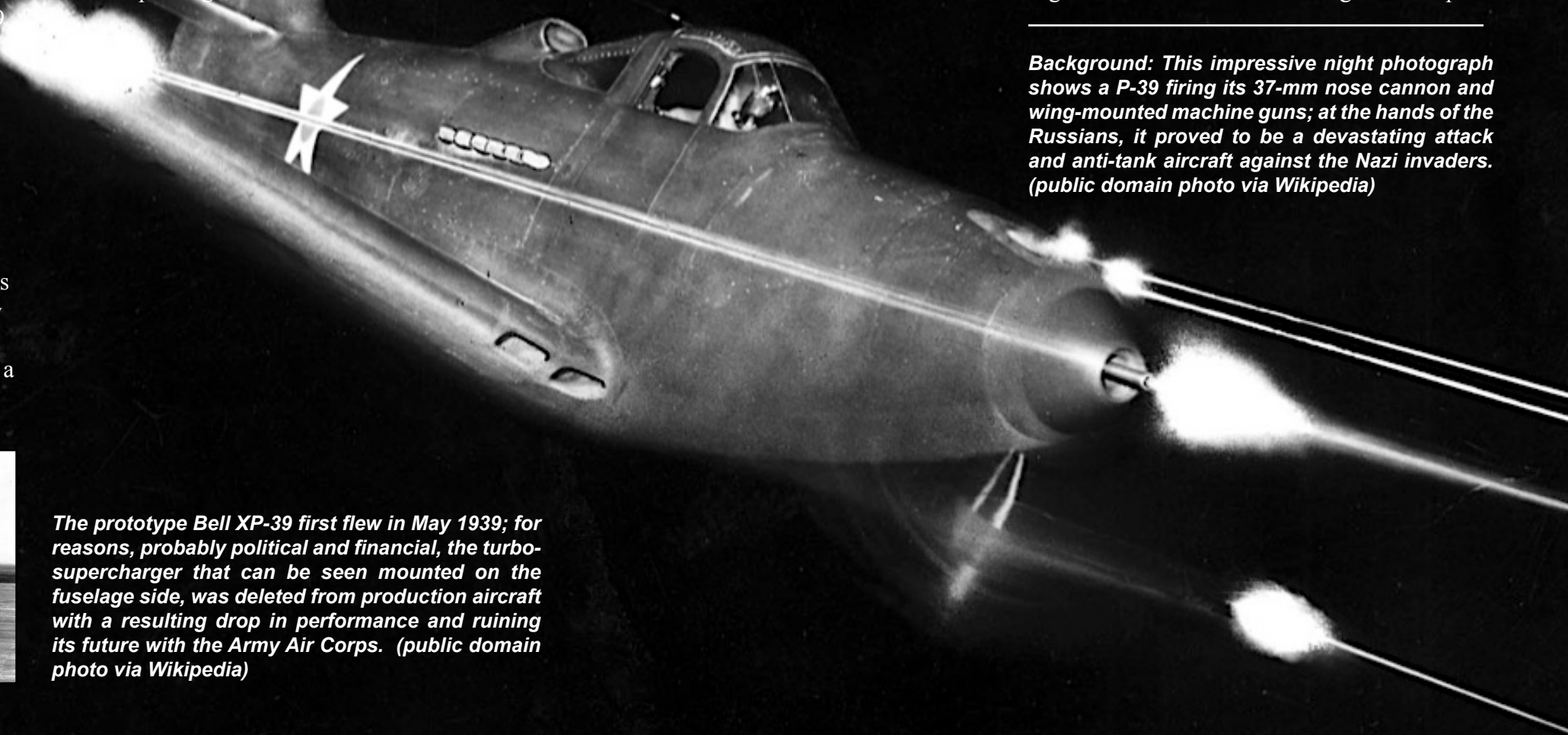
Next Month

Thus far our history of the New Jersey Air National Guard has focused exclusively on the 119th Observation Squadron, whose lineage dates back to the 119th Aero Squadron that was established on Sept. 2, 1917. Next month, we will look at the roots of the 141st Air Refueling Squadron, and its lineage that is linked to the 141st Aero Squadron of World War I fame. We will also explain how the 119th and 141st came together as units of the 108th Fighter Group.

Background: This impressive night photograph shows a P-39 firing its 37-mm nose cannon and wing-mounted machine guns; at the hands of the Russians, it proved to be a devastating attack and anti-tank aircraft against the Nazi invaders. (public domain photo via Wikipedia)

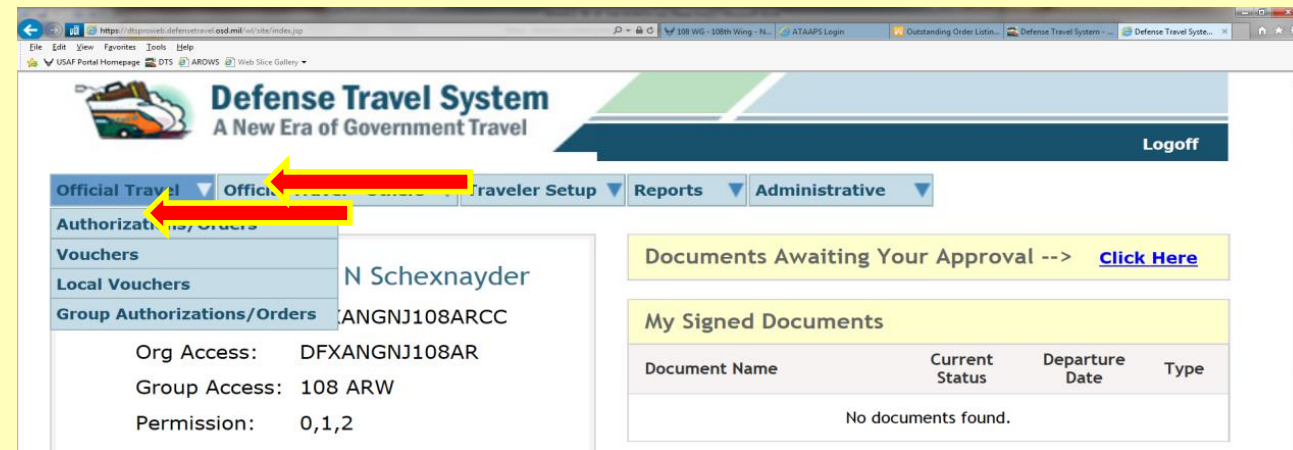


The prototype Bell XP-39 first flew in May 1939; for reasons, probably political and financial, the turbo-supercharger that can be seen mounted on the fuselage side, was deleted from production aircraft with a resulting drop in performance and ruining its future with the Army Air Corps. (public domain photo via Wikipedia)



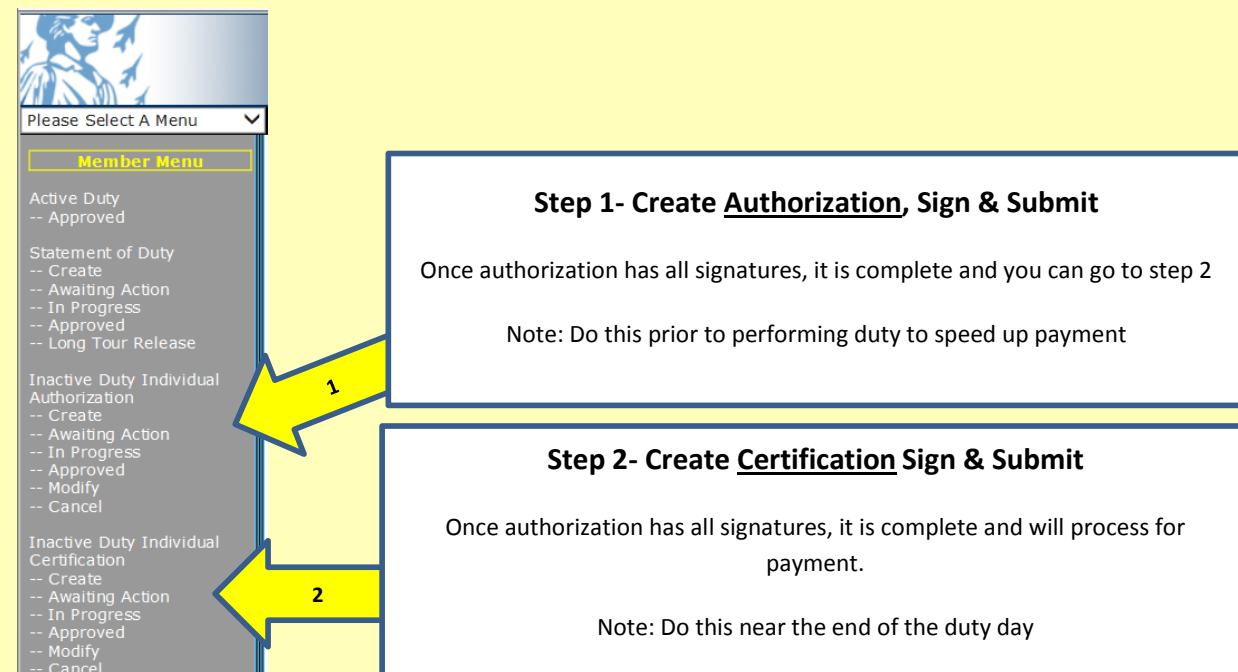
Finance Tip of the Month - May

Travel Pay Tip: File your voucher upon returning from TDY. Review the “Authorizations” tab and the “Vouchers” tab. Every authorization should have corresponding Voucher. If you see one and not the other, you could be due money. Ask your organizational defense travel administrator (ODTA) for assistance.



MilPay:

Getting Paid for Inactive Duty (RD, AFTP, RMP, and ATP) in AROWS is a TWO- STEP process. Track your submission if you are not sure where it is in the process.



FM Customer Service Contact Information

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3327 Charles Blvd

108th Welcomes New Human Resource Advisor: Master Sgt. Marcie Montalvo

I would like to take a few minutes and introduce myself to those of you may not know me, and who may not know that I am now serving as the Wing's HRA. Most of you are probably wondering what exactly a Human Resource Advisor does. The first thought that comes to the minds of many when asked if they know what the HRA does is, 'Oh, that's the person who gets to do all of the hiring and firing right?' Wrong. Another answer we've heard is, "That's the resiliency briefer." Not quite, so please allow me to provide some insight to better understand what the HRA role is all about.

The HRA office is located in room 127 in the wing headquarters building 33-27. My role as the newly-appointed Human Resource Advisor is to advise and assist the wing commander and senior leadership on strategic initiatives that directly affect organizational culture, and on the development, mentoring and effective utilization of all Airmen within the unit. The HRA maintains relations with the equal opportunity officer, the state and wing command chiefs, unit career advisors, first sergeants, recruiters, the retention office manager, chaplain, family support services, Yellow Ribbon program coordinators and community leaders to help accomplish these initiatives. Three main pillars that encompass the HRA vision are: diversity and inclusion, force development and force management.

These are explained as follows:

1. Diversity and Inclusion: promote awareness and coordinate training to operationalize

D-iversity: operationalize it throughout the wing; "All in!"

I-nclusion: "...never leave an airman behind" concept

2. Force Development: promote PME, civilian education, leadership development training, & mentoring

C-ompetence: we are responsible for developing ALL of our airmen!

3. Force Management: ensuring everyone is informed of 'all' of the opportunities available to them, and identifying trends within our organization and rank structures.

E-ngage: get our airmen involved, and make them feel part of the team!

A simple way to look at Diversity and Inclusion:

Deciding to join the military is like deciding to attend the big 'dance' in town: everyone is invited to go, but not everyone chooses to go. Those that wanted to go finally arrive, and look around for opportunities to dance once they're inside. They already made the decision to go; however, it's



our job as leaders to ensure everyone is asked to 'dance' once they arrive! Airmen may decide to leave because no one ever asked them to dance.

A Look into the Future:

There are several initiatives to incorporate the goals of the HRA program. You will see information distributed in the upcoming months via Wingtips, squadron rollcalls, and Sharepoint that discuss Diversity and Inclusion, and mentoring. Please feel free to submit ideas, suggestions and/or comments to my office via email, or stop by the office in building 33-27, room 127 near public affairs and the sexual assault response coordinator office.



Background: Airman 1st Class Hunter Pendry, 20th Communications Squadron client systems technician, stores excess computer parts at Shaw Air Force Base, S.C., March 2, 2017. (U.S. Air Force photo by Airman 1st Class Destinee Sweeney)

Security Incident Reporting

Story by Major Jason Neumann, 108th Security Manager



As a member of the United States Armed Forces, it is your responsibility to protect classified information, as well as report any suspected or actual compromise of classified information. Security incidents can occur in many different forms, from improper storage of classified information to a data spillage to an unauthorized disclosure of classified information. Anybody within the wing can report a security incident to their chain of command and their security manager, or directly to the 108th Wing Chief of Information Protection, but my office must be notified by the end of the first duty day upon discovery. The person that discovers the security incident also has the responsibility to secure the classified material until it can either be brought to the appropriate personnel or secured within a security container. Ultimately though, the main point that I want everyone to remember is that a security incident should be reported if there is any concern that an incident has occurred and that the material must be secured. It is also important to note that the ultimate decision as to whether there was a compromise of classified information will be determined by the inquiry official, the chief of information protection, and the commander, not anyone else, which is why

reporting these situations is so important.


After discovering a security incident, the affected commander will appoint an inquiry official. The inquiry official will be a disinterested party that is at a minimum, GS-9 or above, senior noncommissioned officer, or officer, and should be of higher rank than the suspected individual, with an appropriate security clearance. This basically means that if someone from a unit within the 108th Operations Group is suspected of committing a security incident, then a member of another group should be appointed as the inquiry official that has the appropriate security clearance and is of higher rank than the suspected individual. In cases that require someone from the same group to be an inquiry official, than that individual should be from a different squadron, or at a minimum a different section.

The inquiry official will have 10 duty days to conduct their inquiry after receiving instructions from the 108th Wing Chief of Information Protection and the Joint Base McGuire-Dix-Lakehurst Installation Security Program Manager. The inquiry official will question personnel involved in the incident to help determine the circumstances surrounding

the loss, unauthorized disclosure of classified information, or security infraction involving the misuse, improper handling, or safeguarding of classified information. After compiling the facts, the inquiry official prepares a written report containing the facts of the reported security incident, their findings, and their recommended corrective actions.

There are nine categories of reportable security incidents: unauthorized access, information technology data spillage, information technology classified message incidents, improper classification action, improper destruction, improper storage, improper transmission, unauthorized reproduction, and other. It is important to understand what these mean because you, as a member of the wing, have to know when to report an event to your security manager and chain of command. Unauthorized access involves unauthorized personnel that have accessed or have had the opportunity to access classified material, including those individuals that may have eligibility for a valid security clearance, but do not have a need-to-know or have not been authorized access, as well as sharing classified passwords, tokens, PINs, or other access credentials permitting access into a classified area or classified systems. Information technology data spillage involves a higher classification level of data being placed on a lower classification level system/device, such as inserting a classified CD into an unclassified computer; whereas, an information technology classified message incident is when classified information is sent via unsecured means such as on the NIPRNet or other unclassified system, such as a commercial network provider. An improper classification action involves an improper original and derivative classification decisions, classification level designations, and/or

classification actions, including incorrect/missing markings that caused mishandling of classified information. There is also improper destruction, which is destroying classified material via unauthorized means, improper storage, which is not securing classified documents, equipment, and secure rooms or using unauthorized storage containers to store classified material, and improper transmission, which involves transmitting or transporting classified information via unsecured or unapproved means (other than through IT systems), improper hand-carrying, errors in packaging classified material, or classified discussions over unsecured lines. Unauthorized reproduction is the reproduction of classified material by unauthorized means or reproducing material that is not authorized for reproduction. And finally, the last category is other, which involves any incident involving classified material that does not specifically fit into any of the above categories, such as bringing a personal electronic device into a classified area. It is most important to remember that if there is ever any doubt as to whether a security incident has occurred, it is your responsibility to report the incident and allow the Information Protection office and the commander determine if there was an incident or not.

This article is just a brief overview of security incidents and the responsibilities of all wing personnel as well as the inquiry official. For additional information regarding security incidents involving classified information, please refer to DoD Manual 5200.01 Volume 3, Enclosure 6, or for specific questions regarding security incident involving classified material, please reach out to your security manager or the 108th Wing Chief of Information Protection at (609) 754-2672 or via e-mail at usaf.nj.108-wg.mbx.wg-ip@mail.mil. 

Noted Speaker addresses 204th Intel Squadron Airmen

Mr. Vincent Bove, nationally recognized anti-terrorism and leadership speaker addressed the members of the 204th Intelligence Squadron and their guests at their annual social. The annual event, sponsored by the 204th Golden Owls Fund and held this year on April 22 at P.J. Wheilah-an's in Cherry Hill, provides an opportunity for Airmen and their families to celebrate the achievements of individual members and the squadron as a whole. As this year's keynote speaker, Mr. Bove, a frequent speaker and instructor for the FBI and New York Police Department, tapped into his extensive experience working with law enforcement and the military to deliver an inspirational message on leadership, sacrifice and the importance of taking care of your teammates.

"This event is run every year by the Airmen in the squadron, for the Airmen in the squadron," said Lt. Col. Robert Kelly, Commander of the 204th Intelligence Squadron. "It gives us a chance to meet socially, with our families, away from the workplace. The members of the 204th have worked hard to earn their outstanding reputation in both the Intelligence and Domestic Operations fields. To have a speaker of Mr. Bove's caliber agree to address our event speaks volumes to the reputation the 204th has built up over the years."

"The social gives us a chance to celebrate the great work we do for the entire military" added Chief Master Sgt. Stephen Zinner, superintendent of the 204th. "While our mission is to support Air Mobility Command, our products and services are used by the intelligence community across the Air Force and Department of Defense. The efforts of our Airmen have a significant impact for our sisters and brothers in arms every single day. That is worthy of recognition and celebration."



New Flightline Access Policy and Risks

Story by Lt. Col. Christian Lawlor, 108 Wing Chief of Safety

Two whitetail bucks navigate through the woods at an undisclosed location at Fort Bragg. Hunting season begins Sept. 13 and officials are urging hunters to follow guidelines for increased safety awareness. (Photo Courtesy of Fort Bragg Wildlife Branch)

Have you noticed, the closer you get to Joint Base McGuire-Dix-Lakehurst it seems like you see a lot more deer? Well there is a very scientific answer for that – there are a lot more deer. The joint base deer population is 15 times greater per square mile than anywhere else in New Jersey. The combination of wooded areas, golf course grass and lack of hunters make the joint base a very attractive environment for deer to take up residence. Unfortunately, this creates a very dangerous condition when they wander onto the flightline and runway. Already this year, a deer strike caused major damage to a C-17 and a new policy has been released to help mitigate that risk. All gates leading to the flightline have hazard signs affixed stating that the gate must remain closed when not in use.

We ask that all unit members that use these gates, ensure they are closed after you enter the flightline. If you see an open gate not actively being used, shut it. When utilizing the south gate by hangar 33-33, unit members are reminded that crossing the deer grate by foot is prohibited due to the risk of injury.

1st Intramural Softball Meeting for the 108th Team!



Who: Military members and dependants are all welcomed

Date: Saturday, May 6 **Time:** 1700 **Location:** Field 2 by McGuire Gym, Behind Pudgy's

What: Practice / Tryouts

They'll be representing the 108th at the 52nd ANG National Tournament, Aug. 16-20 at Scott AFB.

Any questions, contact:

CMSgt Mike Balas, 754-2048

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

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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)

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Front & Center

with

Airman 1st Class Eusaybia Parker

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



Parker has been in the guard for two years.
She likes sappy romance films.
She's into alternative rock music.
She likes any book that can catch her attention.
Her hobbies include swimming, photography, traveling, and
doing things outdoors.
If she was the wing commander for a day, she would have a
cookout for everyone in the wing.

Airman on the Street: What are you doing for Mother's Day?



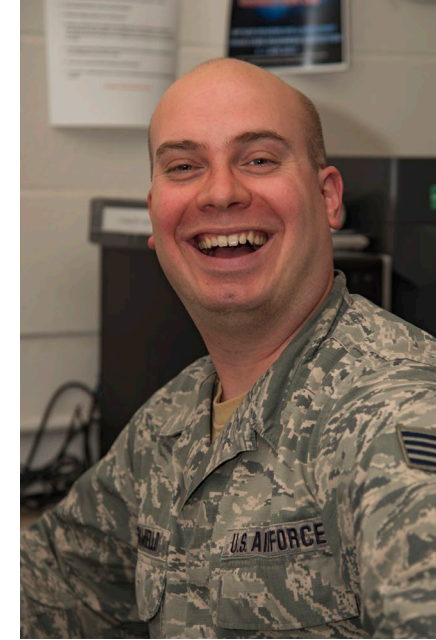
Master Sgt. Frank Diliberto
"I'm taking my mother to dinner, and I got her a new porch swing."



Tech. Sgt. Jeremy Bartram
"My mom lives pretty far away, so my wife and I visit her parents. Im lucky to have married into such a good family."



Master Sgt. Eugene Fletcher
"My wife and I celebrate by going to dinner."



Staff Sgt. Anthony Caramiello
"Getting my mom flowers, cooking out, and taking her shooting."



Senior Airman Rachel Stubbs
"I am taking my mom out to lunch."

108th Airmen compete in JBMDL Service Member of the Year Competition

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



Left: Master Sgt. Kimberly Kaminski, 108th Security Forces, completes the flexed arm hang during the Service Combined Physical Training Evaluation as part of the 2017 Joint Base McGuire-Dix-Lakehurst Service Member of the Year Competition, at the Ft. Dix Track, May 3, 2017.

Right: 2nd Lt. Chase Chemero, 140th Cyber Operation Squadron, sprints at the end of the two-mile run portion of the Service Combined Physical Training Evaluation during the 2017 Joint Base McGuire-Dix-Lakehurst Service Member of the Year Competition, at the Ft. Dix Track, May 3, 2017. The evaluation had the same standards for all members participating.



2nd Lt. Chase Chemero, 140th Cyber Operation Squadron, left, and Master Sgt. Kimberly Kaminski, 108th Security Forces, begin the urban orienteering and ruck march event during the 2017 Joint Base McGuire-Dix-Lakehurst Service Member of the Year Competition, May 3, 2017.