# Commander's Column

## The ability to be resilient can save a life

***By: Maj. Christopher L. Miller, 108th Wing chaplain***

Resiliency has become one of the major buzzwords throughout the Department of Defense. The problem with buzzwords is they can be used so much they begin to lose their impact. That would be a shame if it happened to the concept of resiliency. That's because "resiliency" is one of the most important characteristics we can have; not only for our military careers, but for all of life. This article will discuss the basics of resiliency.

Resiliency is most easily understood as the ability for an individual to "bounce back" from a bad event. Although everyone is born with a certain amount of resiliency, it is something that can be developed and strengthened. It is strengthened every time we adapt to and overcome a negative event in our lives. Resiliency is increased when we add to, and/or strengthen our tool box of "Positive Factors".

The tool box of our personal Positive Factors should contain such things as:

- Effective coping and problem-solving skills
- A strong social & family support network
- An attitude that is positive and optimistic
- A sense of being an integral part of a group or organization
- Keeping our bodies physically fit through good nutrition, adequate exercise, and the proper amount of sleep
- An active belief in a higher power in which you can draw strength from in situations that would otherwise overwhelm you (Spirituality)
- Confidence in our abilities and honest awareness of our limitations
- Personal control over our thoughts, actions, and reactions
- A personal sense of purpose
- A well developed understanding of your own core values

As you look over the above list, notice the things you already have in your tool box. Notice the things that you have, but could strengthen.

Finally, notice what is missing from your tool box that you might be able to add. The more Positive Factors you have available to you, the better your ability to handle the stresses that come into your life. You will be able to bounce back from things that would break those who have not collected the tools they need in order to deal with adversity, distress, and traumatic experiences.

Remember, resiliency is not a character trait or something that can be handed down through genetics. This is good news for all of us because this means anyone can develop the tools necessary to be resilient.

However, because these are tools that need to be developed, they also require an intentional response. You must, in fact, develop these tools. If you do, you will be able to bounce back and you will also be a better Wingman for others who are dealing with adversity, distress, and traumatic experiences.

In the extreme, the ability to be resilient can save your life or the life of another person.

# Safe driving; it's a year-round thing

***By: 108th Safety Office***

The safety message for this month is one that has been covered before this year. But because the last three fatalities in the Air Force have been due to mishaps in wintery weather, the Air Force Safety Center thought that it should be covered again.

This month the focus again should be on driving in the winter, as winter driving presents us with a set of challenges every time we have to get out. But how we react to those challenges and how well we prepare determines if we reach our destination or end up in need of help or medical attention.

Good drivers know the special hazards of winter driving, but should be reminded about the danger of skidding when speed is too high. One of the most terrifying experiences in winter driving is the skid. If it happens at high speeds, the result could be a disastrous crash. It is urgent to slow down at the first hint that the road is slick, as most skids could be avoided by adjusting to the conditions, and it is possible to recover from skids if you know how. The experienced driver knows that skids are more likely to happen on curves and turns, so slow down ahead of time. Steering should be steady, with no abrupt change in direction and, especially, no abrupt braking.

Plan ahead of time for lane changes; check your rearview mirrors; check your blind spots and signal your intentions to traffic behind you, and then change lanes in a long and gradual tangent. Make the move with the smallest possible steering change and with a light foot on the gas.

If you go into a skid, remember two cardinal rules; don't steer against the skid and don't hit the brakes. Instead, steer in to the direction the vehicle is sliding until you feel recovery of traction, then slowly straighten the wheels and keep rolling.

If braking is necessary before rolling traction is recovered, apply the brake pedal gently so as not to lock the wheels and intensify the skid. You have better control in a skid situation if your vehicle is equipped with anti-lock brakes.

The safe driver is constantly on the lookout for areas that might induce skidding, such as unexpected ice patches or piles of wet leaves. These hazards are found especially in shady areas, bridges or on overpasses. Keep in mind that wet ice, warmed by the sun, is twice as treacherous as "cold" ice.

Above all, the safe driver knows that a safe stop on icy or snow packed roads is a tricky maneuver which requires skill and good judgment. First of all, anticipate stops. Slow down gradually, well ahead of intersections, and be conscious of the fact

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# Personality Feature

## Not once but twice; Chaplain runs marathon

***By: Staff Sgt. Armando Vasquez, 108th Wing Public Affairs Office***

Everyone has an epiphany once in a while. You can be at a baseball game watching your favorite team play, or you can be at a Broadway play. It doesn't matter where it happens, but somehow, someway you get that "eureka!" moment. And if the epiphany is significant enough, it may change your life.

For Capt. David A. Leung-Kahler, that moment came to him almost seven years ago, and he can now cross out 'running a marathon' from his bucket-list.

One night he was watching one of those Dateline shows and he saw an out-of-shape and overweight person running a marathon, said Leung-Kahler, 35, a chaplain with the 108th Wing out of Joint Base-McGuire-Dix-Lakehurst, N.J.

"If this person can do it, so can I," said Leung-Kahler.

He said he was out of shape and needed to lose some weight. So he went online and found a training regiment for a marathon and began training for the 2004 Philadelphia marathon.

His six-month training was difficult, he said. But the hardest part was just finding the time to get in the long runs and put in the daily effort.

"There are days when you don't want to do the runs," said Leung-Kahler.

But he found the time around his busy schedule as a pastor for the Griggstown Reformed Church at Princeton, N.J., and ran on a trail near his church.

His congregation saw him running just about every day, said Leung-Kahler, who resides in Hopewell.

And his wife, Pauline, told him she was glad he was doing the marathon because she wouldn't want to run it herself, he said.

So after six grueling months of training, he ran and completed the Philadelphia marathon in 4:34:24.

"It felt great and I was pleased," said Leung-Kahler.

Having accomplished his goal, he continued running three miles a day to stay in shape and be prepared for the Air Force's annual physical test.

"I was not planning to do another marathon," Leung-Kahler said.

But somehow he changed his mind and once again began the grueling training routine to run the 2010 U.S. Air Force Marathon in Dayton, Ohio scheduled on Sept. 18.

He didn't train as intensely as his first marathon, he said as his goal was just to finish the marathon.

But his biggest challenge was running the marathon with very little sleep and rest as he had just arrived home Friday Sept. 17, from the Wing's operational readiness exercise at the Combat Readiness Training Center, located at Alpena Air National Guard Base, Alpena, Mich.

"Right after we landed, I got into my car and drove straight through to Ohio," he said.

He didn't do as well as he had hope he would, but given the lack of sleep and little rest, he was still able to finish the marathon and pose for a victory photo at the finish line.

"In the Philadelphia marathon I was bent over with exhaustion at the finish line when they took the photo," Leung-Kahler said. "This time I wanted to pose with my hands raised in the air, so I did."

So after a two-hour nap on the lawn of the National Museum of the U.S. Air Force, he gathered himself and began the eight hour drive back home.

"A lot of coffee and rest stops along the way," he said.

He said he is now running for recreational purposes and to stay in shape. But who knows, there is always a marathon somewhere that might be calling him.

And just maybe he might get another "eureka!" moment.

# SAFETY

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that approaches to stopping places are apt to be polished and slick, due to constant stopping and starting of traffic.

Since accidents are so common in winter, the driver should make a double allowance for the sake of safety. First, drive on slippery roads at reduced speed; and second, increase following distance behind the vehicle ahead. This gives an extra space cushion for safe stopping, in case there is trouble ahead.

Tricky traction, as every driver knows, makes a difference between winter and summer driving. So every driver should learn how to get the best possible traction when the going is slippery.

When you drive into deep snow, you may find that stepping on the gas only provides a spinning of the wheels, with little if any forward movement. In such cases, one should avoid over powering. A light foot on the gas pedal and a high gear is preferable.

If you get stuck in the deep snow, you may only spin your wheels in trying to get out. Sometimes it helps to twist the steering wheel back and forth to push away snow in front, and then try again, but lightly. A sprinkling of sand, light gravel, or clean kitty litter in front of drive wheels, or a traction mat of wire mesh or a strip of carpet may be necessary.

Easy rocking, back and forward, may help regain traction, but first know whether such shifting from forward to reverse and back again might damage your particular transmission. Even a shoveling out of snow may be necessary when you're stuck. Be sure to carry a shovel in your car or truck in case it's needed.

Your tires should have good tread surfaces, as braking distance depends directly on the kind of contact the vehicle tires make with the slippery surface of the road. There will be times that snow tires, and even chains, may be best to help keep your vehicle under control during those blustery winter storms.

Be safe. Spring is right around the corner!

*The 108th Wing held core training at Joint Base McGuire-Dix-Lakehurst, N.J., in preparation for the Wing's upcoming ORE in March 2011 at Volk Field, Wis. From top left, Airmen from the 108th wing prepare to disassemble their M-16 rifles during one of the training sessions. Top right, Senior Airman Justin Rogers, a security forces personnel with the 108th Security Forces Squadron, provides instructions on the proper procedure to clear an M9 pistol. Bottom right, from left to right, Staff Sgt. Alex Swenda, an RF transmission technician with the 108th Communication Squadron; Senior Airman Glenn Davis, a fuel operations personnel with the 108th Logistic Readiness Squadron; and Tech. Sgt. Sean Rawles, a network administrator also from the 108th CS, perform a medical evacuation while low crawling. Bottom left, Tech. Sgt. Karyn Kazimer, an emergency management personnel with the 108th Civil Engineers, demonstrates the proper procedure to seal a MOPP suit. (U.S. Air Force photos by Staff Sgt. Armando Vasquez, 108th Wing Public Affairs.)*

# Airmen train for ORE

***By: Staff Sgt. Armando Vasquez, 108th Wing Public Affairs Office***

No amount of snow can stop this Wing. Especially when it comes to training!

With heavy snowfall Saturday Jan. 8, the 108th Wing held core training for their deploying Airman at the Wing's hanger located at Joint Base McGuire-Dix-Lakehurst, N.J.

The core training was scheduled as part of the 108th Wing's preparation for the upcoming Operational Readiness Exercise in March at the Combat Readiness Training Center in Volk Field Air National Guard Base, Wis.

The ORE is designed to prepare the 108th Wing for an upcoming Operational Readiness Inspection to be conducted by the Air Mobility Command Inspector General scheduled for later this year. Furthermore, the exercise tests the ability of the Wing to deploy to remote sites and operate under hostile environments.

Part of the core training conducted during Saturday's drill included classes on; first aid self buddy care; weapons function and familiarization; proper procedure for donning chemical protective gear, and identification and marking of unexploded ordinance.

The more than 200 Airmen who participated in the training were separated into five groups, with each group having to go through one of the training stations.

# Message from the Joint Chiefs of Staff

## *To the Soldiers, Sailors, Airmen, Marines, and civilians of the "Log Nation"*

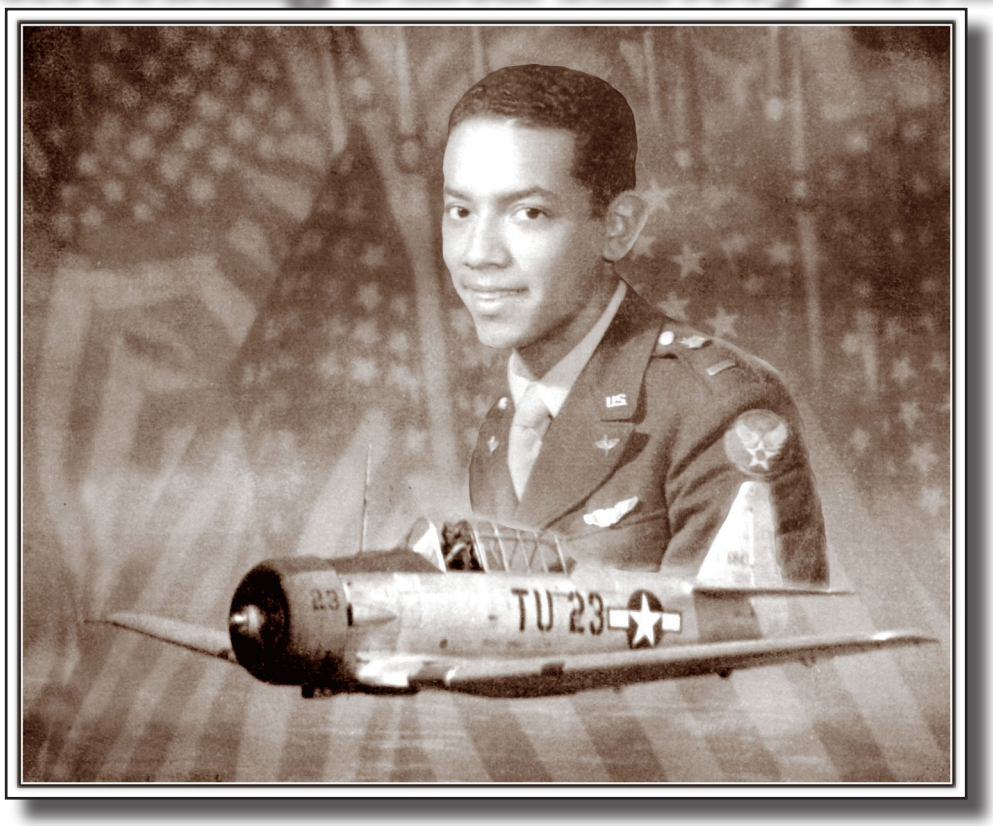
From Afghanistan to Iraq and in many other places around the world, the United States Armed Forces embody and represent our nation's courage, commitment, and resolve. While visiting bases at home and abroad, seeing our service members' successes first hand reminds me that our strength is inexorably linked to the unwavering and determined work of our talented logisticians.

As with past conflicts, you are among the unsung heroes of this generation -- the selfless servants who are converting national resources into combat power, delivering every day, and sustaining our military at war. Your seamless execution of the responsible drawdown of U.S. forces from Iraq and the simultaneous increase in combat forces in Afghanistan are a testament to your skill. While concurrently supporting full-spectrum combat operations, this unprecedented transition was an absolute success and by any measure due to the efforts of our entire logistics enterprise.

While the mission in the Middle East and around the world is far from finished, I thank you for your continued support and dedication to duty. You are the muscle that moves, sustains, builds, and heals our nation's most precious resource --the men and women of our Armed Forces.

The Joint Chiefs of Staff and I join all Americans in paying tribute to you. May God bless our country and all of you who are serving.

# Celebrating Black History Month




## On the leading edge of history

### The story of 1st Lt. Thomas Williams

***By Col. Roger Pharo and retired Tech. Sgt. John Carothers***

Although just 29 years old when he died in an aircraft mishap on Jan. 15, 1955, 1st Lt. Thomas E. Williams touched many lives and secured a place in history by helping usher in the civil rights movement.

His story is one of perseverance, moral courage and unwavering patriotism.

On May 7, 1954, Williams became a member of the New Jersey Air National Guard and was assigned to the 141st Fighter-Bomber Squadron, 108th Fighter-Bomber Group out of McGuire Air Force Base. On that day Williams not only became the first African-American to serve in the New Jersey Air National Guard, but in the entire Air National Guard as well.

Throughout his brief but eventful life, Williams continually demonstrated the strength of character that only those destined for greatness possess.

No challenge was too difficult, no obstacle too great, to impede his rendezvous with history.

As part of our celebration of African-American/Black History Month we bring you the story of one of our own -- 1st Lt. Thomas E. Williams -- New Jersey Air National Guard.

**The Williams Family - A History of Service**

Thomas Eldridge Williams was born on October 27, 1925 in Lawnside, N.J., and was raised in Philadelphia. The youngest of four children in the Richard and Ossie Williams household, Thomas followed in the military footsteps of his father and older brother.

Capt. Richard A. Williams, Sr., Thomas' father, enlisted in the Army's 10th Cavalry in 1898 and served in the Philippines during the Spanish-American War. Capt. Williams soldiered in the ranks with Brig. Gen. Benjamin O. Davis, Sr., the first African-American general officer in the United States Armed Forces and father of Lt. Gen. Benjamin O. Davis, Jr., commander of the first African-American fighter squadron. During World War I, Capt. Williams commanded Company L, 370th Infantry, and saw action in several major campaigns in France. In 1935, Capt. Williams organized and commanded the First Separate Battalion, New Jersey State Militia based in Camden. He served as its commander until 1940. Capt. Williams and the elder General Davis remained lifelong friends.

Capt. Richard A. Williams, Jr., Thomas' brother, served as a Tank Company Commander in the famed 761st Tank Battalion, part of Gen. Patton's Third Army. This all African-American battalion finally received its long-overdue Presidential Unit Citation for Extraordinary Heroism in 1978. Another member of the 761st was Jackie Robinson, the Brooklyn Dodger's Hall of Fame player who broke the color barrier in Major League Baseball.

Thomas Williams was destined to continue the long patriotic tradition of his family.

**Lt. Thomas Williams -- Tuskegee Airman**

Following his graduation

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# HISTORY

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from West Philadelphia High School in 1942, Thomas Williams enlisted in the United States Army Air Force. Later during his enlistment, he entered into the Army Air Force pilot training program at the Tuskegee Army Airfield, Ala.

Inspired by the tremendous success of the Tuskegee Airmen already serving in Europe, he hungered for the opportunity to see action during World War II.

However, he graduated flight training in September 1945, less than a month after the war ended.

Following his separation from active duty in August 1946, he served in the Air Force Reserves while pursuing higher education. He studied zoology at Cornell University for three years and continued his education at Temple University and Rutgers, where he majored in chemistry and English.

**The Civil Rights Movement**

During the Korean War, Williams returned to active duty and immediately volunteered for combat duty. Unfortunately, he did not get his wish but instead was stationed at Bolling Air Force Base, Washington, D.C. While serving during the Korean War, he attended Basic Instructor's School at Craig Air Force Base, Selma, Ala. Although Williams did not know it at the time, this turn of events would ultimately lead to his becoming a key voice in the success of the civil rights movement.

On June 23, 1953, while commuting in full service dress from Eglin Field, Fla., back to Selma, Williams politely declined to yield his seat -- third from the back of the bus -- and move to the extreme rear of the bus. This action resulted in his being charged under the Jim Crow laws with, "being of one race and willfully occupying a seat reserved for another race." In a Crestview, Fla., courtroom, Williams courageously challenged this charge as violation of his Constitutional rights. The Florida judge decided that his court could not hear such a challenge and referred the matter to a higher court, releasing Williams pending the new trail. Unfortunately, this did not satisfy some members of the local law enforcement who arrested Williams in the next town on a charge of speeding. This action eventually led to Williams receiving a letter of reprimand of his commander. In November 1953, the Craig Air Force Base commander recommended that Williams be discharged under the reduction in force program.

Undaunted, Williams met with the NAACP's special counsel, Thurgood Marshall, and pressed on with his challenge. Marshall requested that the Air Force allow Williams to return to active duty, but Williams declined the offer and instead opted to join the New Jersey Air National Guard on May 7, 1954. A dedicated man of principle, Williams then took his challenge to another level -- the Congress of the United States.

On May 13, 1954, the Eighty-Third Congress convened hearings before the Committee on Interstate and Foreign Commerce. First Lieutenant Thomas E. Williams was the first witness called during the proceedings and was introduced by Clarence Mitchell, Washington Bureau Director of the NAACP.

Williams' eloquence and outstanding military bearing had a profound effect on the committee. His testimony was instrumental in the passage of a bill to amend the Interstate Commerce Act prohibiting the segregation of passengers in interstate commerce on the basis of color or race. Eighteen months later, on Dec. 1, 1955, Rosa Parks also refused to move to the back of the bus.

**New Jersey Air National Guardsman**

Williams's entry into the New Jersey Air National Guard was paved in February 1948 by New Jersey Gov. Alfred Driscoll, who ignored federal policy mandating segregation and ordered the full integration of the New Jersey National Guard months prior to President Harry Truman's Executive Order 9981 of July 26, 1948.

During a routine training mission on January 15, 1955, Williams' F-86A Sabre aircraft entered into an unrecoverable spin. During the ejection sequence, the jettisoned canopy impacted Williams' helmet fatally injuring him. His aircraft crashed into a meadow near Dock Street in Parkertown, N.J. The cause of the mishap was never determined.

Williams was survived by his wife, Ruth, and a two year-old daughter, Joyce.

Upon his passing, Maj. Arthur E. Martone, commander 141st Fighter-Bomber Squadron, wrote to Williams' sister, Mrs. Hilda Picou, "Thomas has been with us just a short time and during the period he lived up to the standards and traditions of the Air Force and New Jersey Air National Guard. His likeable personality was coupled with intelligence, common sense and outstanding ability as an aviator."

Many Parkertown residents believed that Williams may have stayed with the aircraft long enough to ensure that it cleared the populated area of the town and, therefore, died a hero. In a letter addressed to Mrs. Picou dated Feb. 8, 1955, Mrs. A. Inman of Dock Street, Parkertown, wrote: "Dear Mrs. Picou, any time you would like to come down... you come down and we'll have a nice long chat about your brother. I believe he died a hero -- as much as I believe anything."

The proud legacy of the Williams family includes service in the Spanish-American War; enduring the grueling battles of the Argonne Forest; breaking through the Siegfried Line; and opposing racial discrimination.

Their long history of battling tyranny and fighting injustice serves to enrich the members of the New Jersey National Guard. We thank them for being part of our history.

Historical research provided by Master Sgt. Michael Stowe and Staff Sgt. Stephan Clanton. Illustrations were developed by Master Sgt. Don Taggart. Historical information courtesy of the Williams and Picou families

# Odds & Ends

## Discounted play tickets to GSP

The George Street Playhouse is providing discounted tickets to all Veterans for their upcoming production of "The Subject Was Roses."

The play is a Pulitzer prize-winning family drama about a young World War II veteran's homecoming and his complex relationship with his parents – particularly his father – as he makes the transition back to life at home.

The play will run from Feb. 8 through March 6 at the George Street Playhouse located at 9 Livingston Avenue, New Brunswick, N.J.

Tickets may be purchased online by visiting www.GSPonline.org or by phone by calling 732-846-2895 ext. 134 or 155. Use code: VETERAN to receive $8 off each ticket.

For more information contact Kelly Ryman, director of marketing and public relations, at 732-846-2895 ext. 131 or via email at kryman@georgestplayhouse.org.

## *Museum seeks OEF/OIF artifacts*

The National Guard Militia Museum of New Jersey is collecting photographs, correspondence, and artifacts related to the N.J. National Guard's participation in Operation Enduring Freedom and Operation Iraqi Freedom.

The goal of the museum is to tell the story of the more than two centuries of National Guard service in the United States.

Furthermore, the museum is in the process of improving their permanent exhibits and to significantly expand the museum's collection of objects related to the wars in Afghanistan and Iraq.

The museum is located at the National Guard Training Center, Sea Girt, N.J, and at Lawrenceville, N.J.

Individuals interested in donating or lending artifacts to the museum are encouraged to contact 1st Lt. Vincent Solomeno, museum curator and historian for the National Guard Militia Museum of New Jersey, via Email at vincent.solomeno@us.army.mil or by phone at 732-974-5966.

## *Free tickets to battleship museum*

The Battleship New Jersey Museum and Memorial is providing to all veterans a free Fire Power, City at Sea or General Quarters Audio Tour of the Battleship.

Guided tours are subject to the availability of volunteer museum guides.

It is their way of giving back to all veterans who gave their time to serve our nation, and to thank the state for continuing to support the nation's most decorated battleship.

The Battleship New Jersey Museum and Memorial is located at the Camden Waterfront, 62 Battleship Place, Camden, N.J.

For more information, please visit the Battleship New Jersey Museum and Memorial Web site at www.battleshipnewjersey.org, or call Mr. Jack Willard at 856-966-1652 ext. 144.

## NGANJ 2011 state conference

The National Guard Association of New Jersey is pleased to invite you to the 2011 State Conference to be held at the Trump Taj Mahal, Atlantic City, N.J., on Apr. 8-10.

During the conference, the NGANJ will be electing a new slate of Association officer on Friday night Apr. 8.

In addition, on Saturday Apr. 9, a professional development training session will be held there for any active NJNG officers.

Registration documents for both the conference and hotel rooms can be obtained by visiting their Website at http://www.nganj.org or contacting the NGANJ by E-mail at nganj@aol.com.

The host command - 57th Troop Command - has put together a great program that will include additional hotel/casino in-house activities that will be both entertaining and enjoyable.

If you know of a company or organization that may want to support the NGANJ and their activities and would be willing to help the NGANJ meet their National Guard Support efforts, please visit http://www.nganj.org/publications.htm for some literature and publications.

***Staff Sgt. Heather Zweiback, a munition technician with the 108th Wing, receives the Safety Quarterly Award for the 1st quarter 2011 from the 108th Wing commander, Brig. Gen. Michael Cunniff on Feb. 10. (Photo by Senior Master Sgt. Raymond Knox, 108th Wing/PA)***

***Tech. Sgt. Patrick J. Applegate, a unit safety representative with the 108th LRS, receives the Safety Annual Award for 2010 from the 108th Wing commander, Brig. Gen. Michael Cunniff on Feb. 10. (Photo by Senior Master Sgt. Raymond Knox, 108th Wing/PA)***