

WING Tips

JUNE 2014





COMMENTARY

SAPR: Do you know your role?

By Col. Andrew P. Keane, 108th Wing vice commander

Sexual Assault Prevention and Response, or more commonly known as SAPR, is for the Sexual Assault Response Coordinator, right? WRONG! The correct answer is we all have a role to play in SAPR. As Vice Commander, I have a specific role outlined in Air Force Instruction 36-6001, Sexual Assault Prevention and Response (SAPR) Program, as does the SARC, but we all have additional roles to play 24/7/365. Let me explain why it is so important for you to know your role and to fulfill it every day.

First, there has been a 40 percent increase in the number of sexual assaults reported between fiscal year 2012 and 2013 (790 in FY12, 1047 in FY13). What happened? More victims are reporting sexual assault, which may be due to improved reporting and response within the Air Force. While every assault is tragic and hurtful to the victim, it is worth noting that the willingness of victims to report represents a positive step in the history of battling this plaque in our Air Force. There are many reasons why victims choose not to report a sexual assault, and the decision to do so is both courageous and necessary for us to target this threat.

To know your role, it is helpful to know the strategies of the SAPR program objectives: Predators deterred/eliminated, victims coming forward, and building/reinforcing the Air Force climate.

To achieve these objectives, all Airmen need the knowledge about sexual assault offenders so we can work toward eliminating them from our ranks. To that end, all members of the 108th Wing will be getting this training in the coming months.

In addition, we should consider what we do to foster a culture that works to prevent sexual assault. Are we good wingmen? Do we watch out for our Airmen? Are we proactive in monitoring and promoting a healthy and safe work environment? Supervisors and commanders, ask yourself if you are promoting a culture that encourages Airmen to come forward, knowing that they will be treated with dignity and respect, and get the right help at the right time?



To do so, we need to know about the program, and who to contact should an incident occur. The 108th Wing's SARC is Maj. April Doolittle, and a trained SARC can be reached 24/7/365 thru the Command Post.

Bottom Line: SAPR is everyone's responsibility.

Senior Airman Victor T. Pascale, a fuels journeyman with the Petroleum, Oils and Lubricants shop, 108th Wing Logistics Readiness Squadron, connects a single point nozzle refueling hose from an R-12 hydrant-servicing vehicle to the 108th flight line's type III constant pressure system prior to refueling a KC-135R Stratotanker at Joint Base McGuire-Dix-Lakehurst, N.J., May 15, 2014. (U.S. Air National Guard photo by Master Sgt. Mark C. Olsen/Released)



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Don't Drive Impaired!

A message from the 108th Safety Office

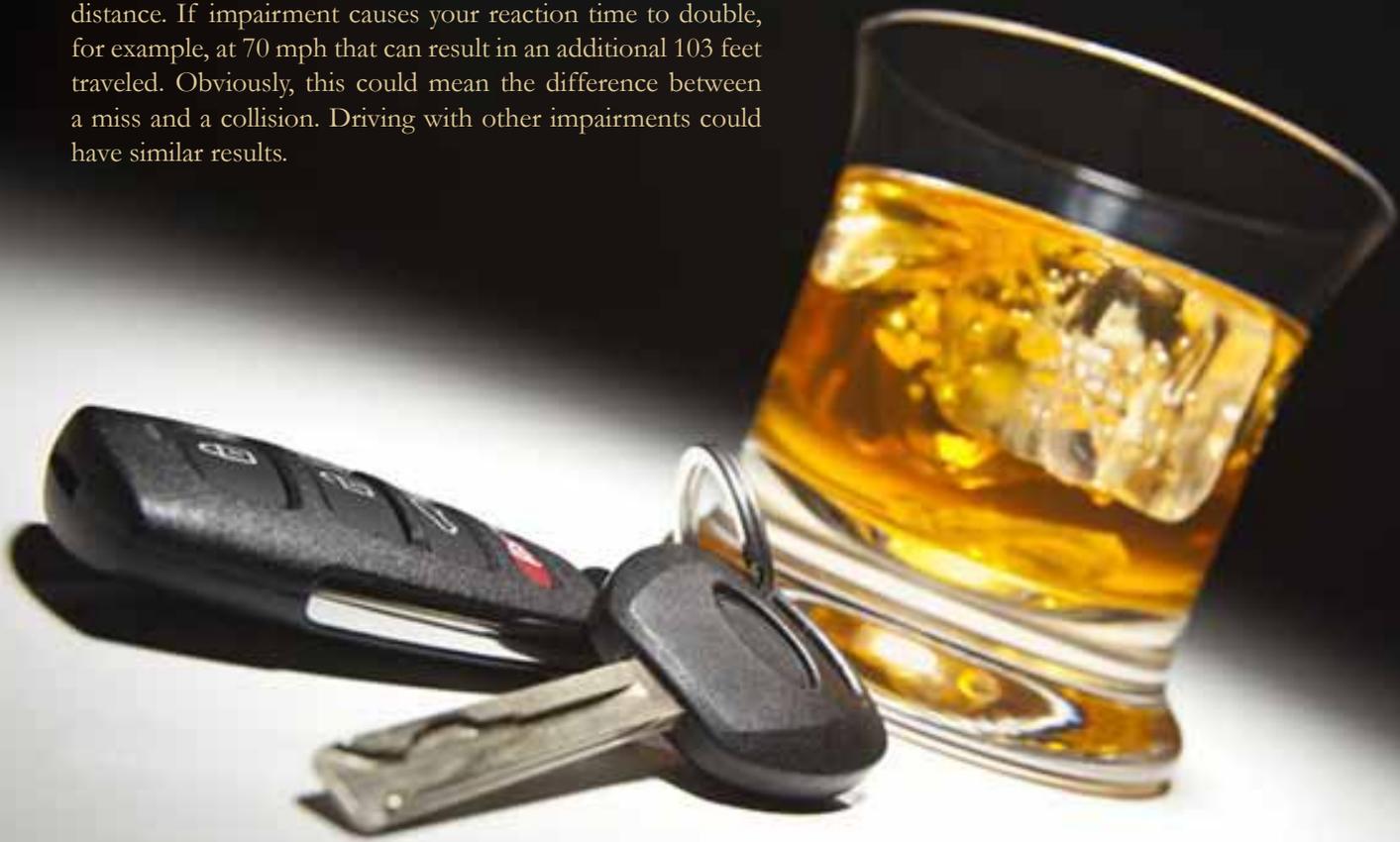
First, let's define "impairment." Webster's New World Dictionary defines impairment as "making something worse, less, weaker, or damaged." Applied to driving, impairment means there is a factor present that decreases your ability to operate your vehicle safely.

The first thing that comes to most folks' minds is impairment through alcohol or other drugs. There are others as well: impairment through fatigue, or as a result of disabling injuries or illness. There was a case a few years ago where a man attempted to drive with some broken limbs. He used a stick to operate the gas pedal, and ended up losing control, overran a sidewalk, and killed a person who was using a pay phone.

Alcohol is a prime cause of impairment. Since it acts as a depressant, it begins to diminish a person's abilities with the first sip. Many people do not realize that even at very low blood alcohol levels, way before reaching any "legal limit," impairment of physical and mental abilities is occurring. In the USA, all states now have a .08% presumptive level -- the alcohol concentration at which a driver is presumed to be impaired, with no other evidence required. But impairment often begins at AC levels as low as .04%—less than half the "legal limit." What's worse, it acts on the very skills and abilities you need most as a driver: judgment, vision, and the ability to do several things at once. Since alcohol slows your mind and your motor skills, it has a dramatic effect on your reaction time and distance. If impairment causes your reaction time to double, for example, at 70 mph that can result in an additional 103 feet traveled. Obviously, this could mean the difference between a miss and a collision. Driving with other impairments could have similar results.

We all have the obligation to make sure we are able to drive safely whenever we operate our vehicle. Ask yourself, "Am I safe to drive? Am I rested? Am I ill? Have I taken medications that might affect my abilities? Are my limbs available for use? Has it been long enough since I had that drink for the alcohol to have worked its way through my system?" (Generally, the body can eliminate one drink per hour, and, contrary to popular beliefs, nothing can speed up that process.) "Do I have my glasses on, if needed?" Only if you can answer yes to all these questions should you exercise your privilege to drive.

I am convinced that if everyone would (1) not speed; (2) pay attention; (3) not drive impaired; and (4), wear seat belts (and use other safety systems such as air bags and ABS brakes), no one would ever get killed in a traffic collision. Just these four things, practiced habitually, would eliminate most serious collisions and save 50,000 lives each year. In the real world, though, we're human, and because we are, there will always be mistakes that lead to collisions. Since we do subject ourselves to hostile environments and physical forces that are incompatible with life, we should do everything possible to minimize the risks, yes? So, again, practice paying 100% attention to your driving, drive at a reasonable speed, never drive impaired, and buy and learn how to use safety systems correctly. These ideas are the foundation of any defensive driving "system." Keep the shiny side up!



WING DEEMED HIGHLY EFFECTIVE

Story and photos by Master Sgt. Mark C. Olsen, 108th Wing public affairs office

Col. Robert A. Meyer Jr., 108th Wing Commander, announced the Air Mobility Command Inspector General team's inspection results this morning to a packed hangar. Airmen from every squadron, flight and shop were there to hear the results of the Wing-wide Unit Effectiveness Inspection, which began on May 14 and ended May 18.

"I am not going to keep everybody in suspense any longer. The bottom line is the 108th is deemed highly effective."

"We are the only unit, not only in the active component, but the reserve component as well, to get this grade," said Meyer. "It is due entirely to the hard work and effort by this team out here. We should all be very proud of ourselves."

Highly effective is the second highest grade a unit can receive in a UEI and it is the highest grade that has been given to date in this new inspection system.

The UEI is part of the new Air Force Inspection System, which places a priority on continuous unit readiness verified by self-inspection and wing-based inspections.

Members of the AMC IG team examined the processes of the entire Wing, from operations to finance. As part of the inspection, Airmen across the Wing were observed doing their duties by the IG team.

As a result of this observation, the AMC IG coined six unit members and recognized three individuals and seven teams. Brig. Gen. Robert C. Bolton, commander, New Jersey Air National Guard, also coined several 108th Airmen.



Col. Robert A. Meyer Jr., 108th Wing Commander, announces the Air Mobility Command Inspector General team's inspection results to members of the 108th Wing, New Jersey Air National Guard, May 21, 2014 at Joint Base McGuire-Dix-Lakehurst, N.J. The Wing underwent a Unit Effectiveness Inspection, which began on May 14 and ended May 18. Highly effective is the second highest grade a unit can receive in a UEI and it is the highest grade that has been given to date in this new inspection system. The UEI is part of the new Air Force Inspection System, which places a priority on continuous unit readiness verified by self-inspection and wing-based inspections. (U.S. Air National Guard photo by Master Sgt. Mark C. Olsen/Released)

"I can't recall the last time we had two pages of outstanding performers," said Meyer. "My hat is off to you."

"It is important to keep this momentum going. This is going to be the way of the future."



Brig. Gen. Robert C. Bolton, commander, New Jersey Air National Guard, coins Chief Master Sgt. Harry Johnson, 108th Wing Logistics Readiness Squadron, New Jersey Air National Guard, May 21, 2014 at Joint Base McGuire-Dix-Lakehurst, N.J. The Wing underwent a Unit Effectiveness Inspection, which began on May 14 and ended May 18. Highly effective is the second highest grade a unit can receive in a UEI and it is the highest grade that has been given to date in this new inspection system. The UEI is part of the new Air Force Inspection System, which places a priority on continuous unit readiness verified by self-inspection and wing-based inspections. (U.S. Air National Guard photo by Master Sgt. Mark C. Olsen/Released) (This image was cropped to focus on the subject of the image)

Training for civil engineers is more than just hammering and cutting

Story and photos by Tech. Sgt. Armando Vasquez, 108th Wing/public affairs office

The sound of pounding hammers could be heard coming from the inside of the warehouse. Every now and then the buzzing sound of the mitre saw came to life. The words 'square, flush, foundation and headers' were thrown around during discussions.

After several hours of hammering, cutting, measuring and looking over the plan, the floor foundation was finished and ready for the rest of the structure to be completed. Next part of the project was building the walls.

What was happening at the warehouse was the construction of a ten-by-ten wood shed that would be used as a multi shop training project, said Master Sgt. Litchroy Marquis, 108th Civil Engineer Squadron production controller. "Our engineers designed it. Our structure shop will build it, our electrical shop will wire it, our plumbing shop will get some training installing pipes, and our HVAC shop will provide the heating and cooling system."

"Individually they need to obtain their AFSC specific training," said Lt. Col. Paul Novello, 108th CES commander. "Further that with any training that is going to keep them safe while they're doing their job."

"From five months of tech school, 11 volumes of CDCs and on-the-job training, our craft takes approximately two years of training," said Staff Sgt. John Caporaso, a structural specialist.

Normally, the CE Airmen will get this type of training during their deployment for training as they are required to maintain a high level of civil engineering skills for their main missions as a prime base engineer emergency force. Prime BEEF units are rapidly deployable, specialized civil engineer units of the U.S. Air Force who provide a full range of engineering support required to establish, operate, and maintain a base.

So on that crisp sunny day while the other Airmen at the 108th



Senior Airman Ross Cundey, left, and Staff Sgt. John Caporaso, both structural specialists with the 108th Civil Engineers Squadron, ensure the wall frame is leveled to the floor base before it is secured. Cundey and Caporaso, along with three other civil engineers, were building a 10-by-10 wooden shed at the CEs warehouse in Joint Base McGuire-Dix-Lakehurst, N.J. May 18, 2014, as part of their on-the-job training during drill weekend. (U.S. Air National Guard photo by Tech. Sgt. Armando Vasquez/Released)

Wing went about their daily training, Airmen 1st Class Daniel Bennett and Salvatore Ceraldi worked diligently, with safety on their minds, to finish the construction of the wood shed. They both appeared satisfied with the on-the-job training they were receiving during May's unit training assembly.

"I designed the plan," said Bennett, an engineer assistant. "Now, I'm putting my plan to work by helping build the infrastructure of the shed."



Staff Sgt. John Caporaso, a structural specialist with the 108th Civil Engineers Squadron, cuts a one-inch piece of plywood that will be used in a header for the door of a wood shed. Caporaso, along with four other civil engineers, were building a 10-by-10 wooden shed at the CEs warehouse in Joint Base McGuire-Dix-Lakehurst, N.J. May 18, 2014, as part of their on-the-job training during drill weekend. (U.S. Air National Guard photo by Tech. Sgt. Armando Vasquez/Released)



Civil engineers with the 108th Civil Engineer Squadron place one of the four walls of a wooden shed onto the base of the floor the CEs warehouse in Joint Base McGuire-Dix-Lakehurst, N.J. May 18, 2014. As part of their on-the-job training, the CEs were tasked with designing and constructing a 10-by-10 wooden shed. (U.S. Air National Guard photo by Tech. Sgt. Armando Vasquez)

UPARs: the stringers of the military

Story by Tech. Sgt. Armando Vasquez, 108th Wing public affairs office

One of our jobs as public affairs specialist with the 108th Wing is to tell the Airman's story.

We do this by writing news, human interest or personality features.

"Of the hundreds of awesome, reportable stories that happen at the Wing, we try to cover as many as possible," said Maj. April Doolittle, 108th Wing public affairs officer.

The 108th Wing's public affairs office consists of a three-person team of photo-journalists and one videographer; all traditional Guardsmen.

So, when something of significance happens in your flight, squadron, or group, a photojournalist or videographer from the PA shop will cover the event if support is requested. If no support is requested, oh well, that was a good story, we'll get it next time.

Not so fast.

Have you ever heard of "stringers"?

Stringers are freelance journalists or photographers who contribute reports or photos to news organizations on an ongoing basis but are paid individually for each piece or broadcast work.

The Air Force also has "stringers". They are called Unit Public Affairs Representatives. Like their civilian counterparts, (except for the paid part), UPARs contribute photos and stories happening around their area to the PA office.

In these days of 24-hour news cycles and the constant connections produced by social media sites, it takes significant efforts to report all the worthy events that happen around the

Wing. UPARs can make that happen.

"Without UPARs, many events or stories can and do go unreported," said Doolittle. "That's why UPARs are very important for the PA office. They are our official representative to the event when we are unable to cover it because of lack of available PA personnel."

So, what's the mission of the UPAR? Quite simple, tell the story of the Airman at your shop who won an Air National Guard or command-level award; the retirement party thrown for the chief master sergeant of LRS; or the amazing photos of aircraft mechanics as they MacGyver-esquely improvised a last minute repair of a KC-135 and saved the day.

"Our Airmen are always doing something extraordinary," said Col. Robert A. Meyer, Jr., 108th Wing commander. "From providing support to contingency operations around the globe, to helping the residents of New Jersey during times of need, the 108th Airmen have been there, standing shoulder to shoulder with our active duty and reserve counterparts."

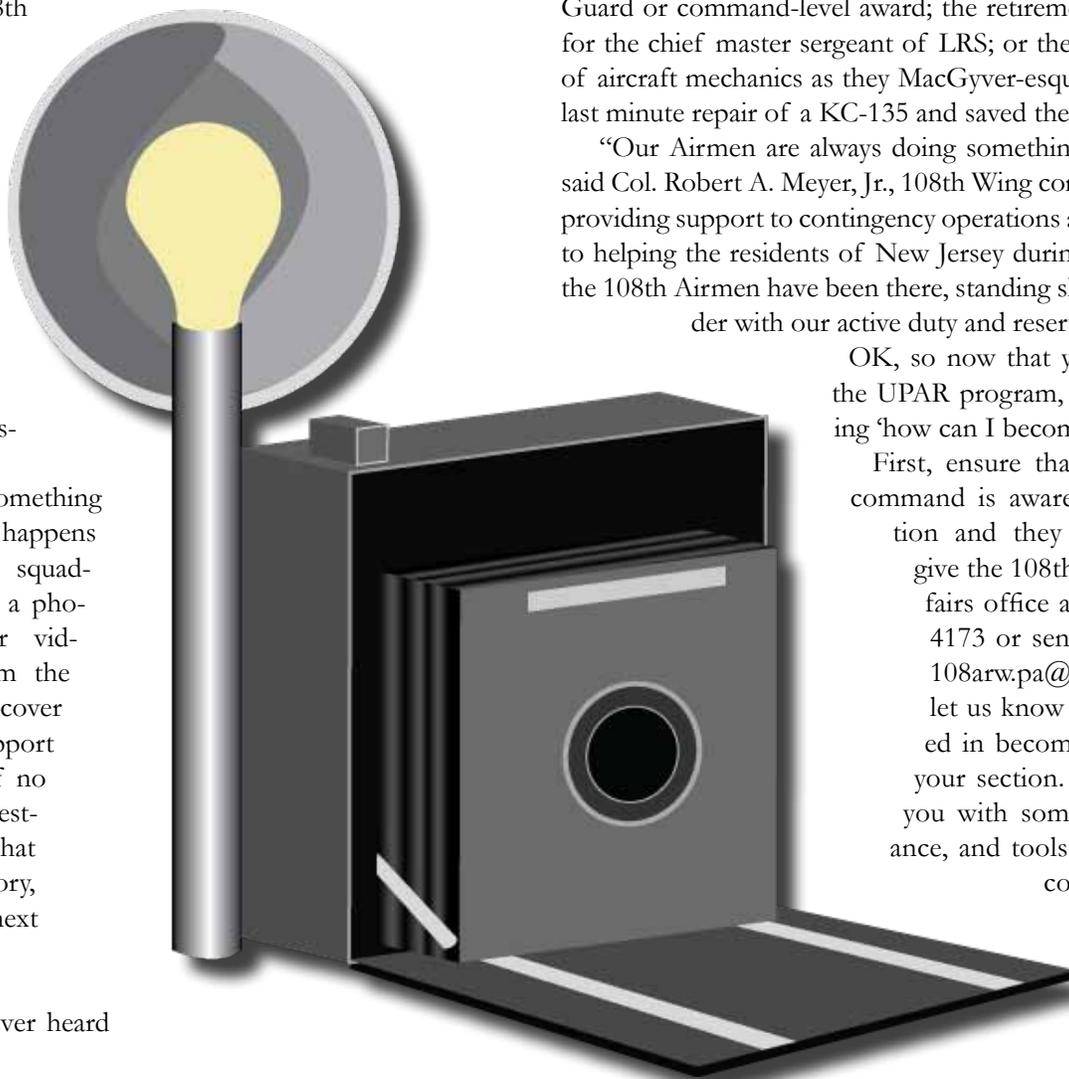
OK, so now that you are aware of the UPAR program, you are wondering 'how can I become one'?

First, ensure that your chain of command is aware of your intention and they approve. Then, give the 108th Wing public affairs office a call at 609-754-4173 or send us an email at 108arw.pa@ang.af.mil and let us know you are interested in becoming a UPAR for your section. We will provide you with some training, guidance, and tools to help you become an effective UPAR.

Being a UPAR can be a lot of fun, as

UPARs often get to go places they wouldn't normally have a chance to go and talk to people they wouldn't normally be able to meet. In addition, when covering events, UPARs often have one of the best seats in the house. They have to be close to the action since they are representing the eyes and ears of the Wing.

So, attend an important event or discover a really cool story. Take a picture. Write an article. Someone has to. If you are not going to tell the rest of the world about the amazing things happening at the 108th Wing, who will?





Staff Sgt. Ivan R. Martinez, left, 108th Wing Aircraft Maintenance Squadron, and Tech. Sgt. Mike R. Baber, 108th Wing Maintenance Squadron, both with the New Jersey Air National Guard, clean axle parts prior to the inspection of a KC-135R Stratotanker wing landing gear axle May 17, 2014, at Joint Base McGuire-Dix-Lakehurst, N.J. (U.S. Air National Guard photo by Master Sgt. Mark C. Olsen/Released)



Senior Airman Ashley V. King, an aircraft fuel systems journeyman with the 108th Wing Aircraft Maintenance Squadron, reviews her checklist as 108th Wing Petroleum, Oils and Lubricants refuels a KC-135R Stratotanker at Joint Base McGuire-Dix-Lakehurst, N.J., May 15, 2014. (U.S. Air National Guard photo by Master Sgt. Mark C. Olsen/Released)

108th

Aircraft Maintenance



Senior Airman Carlos Carcamo, 108th Wing Maintenance Squadron, New Jersey Air National Guard, disconnects a hydraulic cable prior to the inspection of a KC-135R Stratotanker wing landing gear axle May 17, 2014, at Joint Base McGuire-Dix-Lakehurst, N.J. (U.S. Air National Guard photo by Master Sgt. Mark C. Olsen/Released) (This image was cropped to focus on the subject of the image)



Senior Airman Carlos Carcamo, left, 108th Wing Maintenance Squadron, and Staff Sgt. Ivan R. Martinez, 108th Wing Aircraft Maintenance Squadron, both with the New Jersey Air National Guard, clean axle parts during the inspection of a KC-135R Stratotanker wing landing gear axle May 17, 2014, at Joint Base McGuire-Dix-Lakehurst, N.J. (U.S. Air National Guard photo by Master Sgt. Mark C. Olsen/Released)

AROUND THE WING



Col. Andrew P. Keane, left, 108th Wing vice commander, administered the Oath of Enlistment to Master Sgt. Tom Miller, center, boom operator with the 108th Air Refueling Squadron, and Senior Airman Ashley V. King, right, aircraft fuels system journeyman with the 108th Aircraft Maintenance Squadron, at the re-enlistment ceremony at the 108th Wing's headquarters conference room May 17, 2014. (U.S. Air National Guard photo by Tech. Sgt. Armando Vasquez/Released)

Master Sgt. Andrew Williamson, right, chaplain assistant, 108th Wing, along with Senior Airman Erik Winter, both currently assigned to the 380th Air Expeditionary Wing, unpack one of the 18 donated guitars to be used by Airmen assigned to the 380th Air Expeditionary Wing at an undisclosed location in Southwest Asia June 4, 2014. The guitars were donated by a U.S. musical instrument retailer to the members of the 380th AEW. (U.S. Air Force photo by Senior Master Sgt. Eric Peterson/Released)



Members of the 108th Wing Inspector General office are coined by Maj. Gen. Craig N. Gourley, Deputy Inspector General of the Air Force, Office of the Secretary of the Air Force, for their exhaustive work for the upcoming Unit Evaluation Inspection and implementation of the Air Force inspection system at Joint Base McGuire-Dix-Lakehurst, N.J., May 16, 2014. Gourley challenged the IG team to continue to make things better for the Airmen of the 108th WG. (U.S. Air National Guard photo by Senior Airman Kellyann Novak/Released)

Chief Master Sgt. Michael A. Dixon, right, 108th Wing, receives the Major General Richard "Craig" Cosgrave Chief's Award from former New Jersey Air National Guard commander, retired Maj. Gen. Richard C. Cosgrave at Joint Base McGuire-Dix-Lakehurst, N.J., May 30, 2014. The award was developed to honor outstanding chief master sergeants in the NJANG who demonstrated superior performance, community service, professionalism and leadership in the highest standard. (U.S. Air National Guard photo by Senior Master Sgt. Raymond Knox/Released)

108TH WING PUBLIC HEALTH TEAM



The 108th Wing Public Health Team takes a break from performing hearing exams to pose for a photograph at Joint Base McGuire-Dix-Lakehurst, N.J., May 17, 2014. The Airmen conducted annual hearing exams for members of the 108th WG and 514th Air Mobility Wing during May's Unit Training Assembly. From left to right are Tech. Sgt. Grenille Boodramsingh, Senior Airmen Tiara Williamson and Emilio Gonzalez, and Tech. Sgt. Cheven Bonnell. (U.S. Air National Guard photo by Senior Airman Kellyann Novak/Released)



Senior Airman Leighann Schuster, a 141st Air Refueling Squadron boom operator, prepares for her annual hearing exam with the 108th Wing Medical Group at Joint Base McGuire-Dix-Lakehurst, May 17, 2014. Schuster was required to get the hearing exam as part of her annual physical health assessment. (U.S. Air National Guard photo by Senior Airman Kellyann Novak/Released)

FRONT AND CENTER

STAFF SGT. MEGAN HOFFECKER

PHOTO BY SENIOR AIRMAN KELLYANN NOVAK

Time in service: four years, 9 months
Job with 108th WG: Intelligence Analyst
Civilian job: Intelligence Analyst
Favorite food: Pizza
Favorite TV show: Marvel Comics S.H.I.E.L.D.
Favorite music genre: Reggae Rock
Favorite sport: Softball
What I do in my spare time: Watch movies with my quirky dog Tank.
Person I most look up to: My brother.
My hero: My mother.
Dream vacation: European cruise
Dream car: El Camino
Goals for the future: Work as a psychologist for the VA to provide support for our service men and women.
What I like most about the 108th: The unlimited opportunities and the people I work with.
If I was CC for a day: I would encourage bring your pet to work day!



CAN Y-O-U BE A PAO OR EEO?

The 108th Wing has vacancies for a Public Affairs Officer and an Equal Employment Opportunity Officer.

Applicants for the Public Affairs Officer position must have a degree in one of the following academic fields: Communications, journalism, public relations, visual information, broadcasting, advertising, business/marketing, management, political science, foreign affairs, or one of the following behavioral or social sciences – international relations, sociology, psychology or social psychology.

Graduate academics degrees in the above disciplines will also be considered.

In addition, applicants for the Public Affairs Officer must meet the following requirements:

(1) Must have a valid state driver's license to operate government motor vehicles in accordance with AFI 24-301, Vehicle Operations; (2) No record of disciplinary action (Letter of Reprimand or Article 15) for failure to exercise sound leadership principles, especially with respect to morale or welfare of subordinates or engaging in unprofessional or inappropriate relationships as defined in AFI 36-2909, Professional and Unprofessional Relationships, or documented failures, or taking or failing to take action in situations, thereby exhibiting a lack of integrity,

or a violation of Article 107 of the Uniform Code of Military Justice, false official statements; (3) No convictions by a general, special or summary courts-martial; (4) No unfavorable information file; (5) Never been convicted by a civilian court of a Category 1, 2, or 3 offense, nor exceeded the accepted number of Category 4 offenses. Category 3 and 4 traffic offenses alone are not disqualifying. NOTE: Categories of offenses are described and listed in AFI 36-2002, Regular Air Force and Special Category Accessions; (6) No recorded evidence of substance abuse, emotional instability, personality disorder, or other unresolved matters.

Interested individuals in either position should prepare a detailed resume of military and civilian experience; certified college transcripts, copy of the Air Force Officer Qualifying Test results; AF personal data printout from vMPF; a letter of recommendation from your unit commander, or employer if non-prior service; and a current AF physical test scores (military members only).

Submit the application and all supporting documents no later than close of business Sept. 14, 2014 to: 108th Wing, 33-27 Charles Blvd, JB-MDL, NJ 08641-5406, Attention: Master Sgt. Rose Quinquino.



Learn how to build a healthy relationship or improve an existing relationship. Enjoy an all-expense paid weekend singles retreat in Princeton, NJ. (Hotel TBD) Registration limited to the first 25 members. Sign up at: 108th Chaplain's Office 609-754-4479

Included: Hotel Room Meals (Fri. Dinner, Sat. Breakfast, Lunch, Dinner, Sun. Breakfast) Get paid AT or RUTA wages (Commander's Discretion)

For questions contact: Douglas Ridgeway
108th Family Readiness Center douglas.ridgeway@ang.af.mil

Congratulations Chief Collazo-Morales!



Maj. Dennis K. Phile, 150th maintenance flight commander, left, and Col. Andy P. Keane, 108th Wing vice commander, right, punch on the new rank of Chief Master Sgt. Luis R. Collazo-Morales, 150th maintenance, at Joint Base McGuire-Dix-Lakehurst, N.J., June 19, 2014. Collazo-Morales was promoted to chief master sgt. and his new rank was "punched on" as part of a military tradition. (U.S. Air National Guard photo by Senior Master Sgt. Raymond Knox/Released)

Unclaimed money hurts wing's ranking and your pocket

Story by Staff Sgt. Bethany Ranford



Did you know each Air National Guard unit in the country is ranked by National Guard Bureau based on how the unit manages their financial programs? Specifically, the Outstanding Travel Orders report and the Government Travel Card delinquency report make up half of the composite, power ranking, score given by NGB every month.

Unfortunately, the 108th Wing is currently ranked 71 out of 90 ANG units. Yeah, we are almost at the bottom. It seems that the 108th is good at flying planes, fixing them, maintaining the base, etc., but we are not that good at managing our own money.

The OTO and GTC reports are prepared by the Financial Management office and presented to the Wing commander and Group commanders every week. The reports show every person in the unit who is currently owed money for travel, and who has a delinquent balance on their travel card. Service members will appear on the OTO if their travel voucher is not completed within five days after the end of their orders. At the time of the last report, there was more than \$30,000 in unclaimed travel funds. This is your money!

In addition, the inspection standards require that travel claims which are more than 60 days delinquent must be less

than five percent of all overdue orders. Currently, that metric is at 17 percent. Travel card balances more than 60 days delinquent are required to be less than two percent of the total overdue amount. The 108th is reporting more than five percent. Every month the unit is above the two percent threshold, a detailed written explanation has to be provided to NGB.

Fortunately, the solution is simple and achievable and it takes the entire team of 108th Airmen to fix this problem. This is how you can contribute to the success of our team.

The OTO report is posted each week on the Wing Staff, CPTF Sharepoint page, where a member can easily check for his or her name. By filing a travel voucher and designating the correct amount to be sent to the GTC, members will receive the money to which they are entitled and maintain a zero balance on their travel card. Organizational Defense Travel Administrators and GTC Agency Program Coordinators are available in each group to provide assistance.

So let's bring up our power ranking to the top and at the same time put some of our own money back in our pockets. It's not hard, and it's a win-win situation for you and the Wing. Our ranking goes up and you get your money!



MAN ON THE STREET

“What are your plans for this summer?”

Photos by Master Sgt. Mark C. Olsen



“Taking the family to Sea Isle City.” - **Master Sgt. Ray J. Miller Jr.**



“I’m going to sunny Jamaica ‘Hey Mon’.” - **Maj. Marlene D. Heath**



“Take the family to Cancun.” - **Staff Sgt. Maria D. Castillo**



“Going home to Texas to visit my family.” - **Airman 1st Class Christy R. Gray**



“Senior councilor at the New Jersey National Guard Youth Camp.” - **Senior Master Sgt. Sondra L. Ramos**



“Going to Miami to visit my family.” - **Senior Airman Lakivia J. Thomas**



“6 Flags with the family, Point Pleasant for a week and clean up my garage.” - **Senior Airman Emilio D. Gonzalez**