



Spring 2014

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## Good Order and Discipline

I recently attended the annual Professional Day hosted by The Adjutant General (TAG) for the state of New York, Maj Gen Murphy. During his presentation, Maj Gen Murphy emphasized the need to “get back to the basics.” Consistent with getting back to the basics, there are few things that have a greater impact on our ability to accomplish the mission than good order and discipline. The meaning of the term “good order and discipline” should be intuitive to all of us.

Based on the fundamentals of our military training, it is what one feels to be true even without conscious reasoning. Good order and discipline revolves around establishing and enforcing professional standards. These standards set the expectations for individual behavior and in-turn, unit success.

Overall, our Wing is doing well with respect to good order and discipline, however, as with everything else, there is always room for improvement. We all have the opportunity and obligation to lead by example and therefore, promote and uphold “good order & discipline.”

### *What are actions that promote good order & discipline?*

Doing the right thing when no one is watching.

Using the appropriate salutation when addressing others.

Following the chain of command.

Completing Professional Military Education and higher education; and encouraging others to do the same.

Supporting your fellow Airmen; being a good Wingman.

### *What are actions that degrade good order and discipline?*

Not following the chain of command.

Not practicing customs and courtesies.

Not being held accountable for one’s actions.

Not abiding by AFI 36-2903, the dress and appearance instruction.

The failure to adapt to change or accept new ideas.

Collectively, let’s “get back to the basics.” Please embrace Good Order & Discipline and live your life with the Air Force Corps values at the forefront of all you do.

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# THUNDERBIRD

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### *Smaller but Stronger*

Welcome to the April Unit Training Assembly (UTA) and the new MQ-9 Reaper Remotely Piloted Aircraft (RPA) manning document. What does this mean for the 107th's future? To answer that question you also have to know the future of the Air Force and Air National Guard as a total force concept.

The Air Force and Air National Guard, like all military branches of service, are dealing with "Force Shaping" otherwise known as "Reduction in Forces" issues due to budgetary constraints. That means in the near future the Air Force, and Air National Guard, will get smaller as a force. There will be many challenges associated with a smaller force. First and foremost will be the need to maintain a balanced force. To achieve this, leaders and commanders will have to manage the Air Force as a total force, ensuring you have enough people to accomplish the mission in all career fields. To accomplish this, you have to ensure every in-

dividual is being utilized 100% and that all career fields are balanced. As a total force we can't afford to have overages in one career field and shortages in others. To summarize, we will have to do more with less and still accomplish the mission.

As a result, Air Force personnel, Air National Guardsman, and civilian counterparts are going to have to cross-train into different career fields. While change is tough for everyone, I believe it will result in a better overall force. What I mean by that is the benefits of an Air National Guard member having more than one AFSC will result in a more educated force. Air National Guardsman will have the benefit of working in multiple positions in an organization and getting a bigger picture of the overall mission. This will ultimately result in a well-rounded officer or enlisted member that will be able to respond to future challenges in the ever changing landscape of the Air Force and Air National Guard.

*(Continued on page 4)*



*(Continued from page 3)*

Being a smaller force will make us a better force since the process for promotions and upward mobility will be much more competitive. The wing promotion board policy is currently being developed. Changes are coming to the active duty Air Force promotion system that may impact us in the Guard. As you may have heard, Enlisted Performance Reports are also coming to us in the Guard. The Enlisted Evaluation System (EES) is going through a rigorous review. Proposed changes are to get away from a numbering system to determine an Airmen's performance. CMSAF James A. Cody said, "You either perform to a certain level or you don't, and we want to be able to describe this in words." In other words commanders and supervisors will be able to better identify, delineate and reward those who excel.

When I transitioned from the active duty and became a member of the 107th Air National Guard, I was told the difference between the two is that in the Guard you are a part of a family. In this tough time of transition and change, I know it feels like we are

being pulled apart as a Wing. I believe in the contrary, that we are getting smaller but we are becoming closer, as a family. On a recent visit to Syracuse CMSAF Cody remarked "The greatest strength of the Guard is it's cohesiveness," He further acknowledged, "As a Guardsman, you stay together longer and have tremendous camaraderie and pride in what you do. You can see it, smell it, feel it. There is a tremendous amount of power in how Guard Members grow to know each other."

So as the 107th goes through more change we need to come together as a family. As a Guard family we will not only meet, but exceed, the future challenges set before us. I will quote CMSAF Cody one more time and leave you with this, "Don't lose faith with your Service over these challenges." "Remember the pride in what we do for our nation. It's still the greatest Air Force in the world because of the men and women who serve, and it will be as we go through these reductions."





**107th Maintenance Group's last deployment**



**Southwest Asia  
June - Nov 2013**



## *107th Maintenance Group's last deployment*

While deployed, we were grouped together with Yokota C-130's out of Japan, Pope AFB, Colorado Springs, and Alaska. It was interesting being integrated with so many different units but when it came to the aircraft maintenance, there were not many differences. I think situations like this are a testament to the training programs the Air Force has in place. No matter where geographically we are from and what MAJCOM we are assigned. We all came together as one expeditionary group to accomplish the same mission.

One specific example of this is when an aircraft was hard broke off station and we needed to form a Maintenance Response Team (MRT) to forward deploy and fix it. An airplane had all four main landing gear tires flat and not only did it need to be fixed and returned to our "home base", troubleshooting was required to identify what caused this issue.

We formed a team consisting of two crew chiefs, one electrician, one aero repair, one hydraulic specialist and one electronic countermeasures specialist. I was the "ranking" individual and was appointed team lead.

While transportation arrangements were being made by production, my team and I got in the books and made a list of all possible causes for the aircraft failure. We then gathered all tools, test equipment and parts that would/could be required and went back to our rooms to pack.

After a long 27 hours of being awake, waiting and traveling, my team and I finally arrived at the downed plane, secured all of our equipment and found a place to rest before we started this long endeavor. After a brief four-hour "nap" we assembled at the camps dining tent, had a bite to eat and made our way back to the flight line. Having never worked together before, I had a team meeting discussing people's qualifications and what duties they would need assistance with.

As we progressed through the task of removing and replacing all four main landing gear brakes and wheel and tire assemblies, we were undoubtedly met with extreme temperatures (152F) and some major challenges.

When all was said and done, we had worked together using our knowledge and training, returning the aircraft to Fully Mission Capable (FMC) status. Our team was recognized

*by TSgt. Anthony Re, C-130 Crew Chief*

for outstanding performance. Highlighted was the fact that from the time we received the call informing us that an aircraft was broken off station to the time it returned was only 40 hours. It may seem like a long time, but if you factor in all of the delays for transportation and required rest, it was about 21 hours of work. Not to mention that the aircraft was broken in a different country than we were deployed.

The primary operation we were tasked with was being the primary airlift wing for the region. We moved people and cargo every day to various locations in our specific region. An additional mission we were tasked with was providing airlift for a large group of Marines that were stationed with us on alert when everything was going on with them evacuating all of the embassies in the region.

All in all, we flew 1126 missions, 1738.2 hours and maintained a record-breaking four-month 100% mission effectiveness rate.

To be a part of our unit's last deployment with the C-130 is bittersweet. We are all sad to see this phase of our careers go but I, for one, am excited to see what the future holds. It's time to start a new chapter and I can only hope it's as exciting and personally fulfilling as the previous.



## NO MORE ORIs!

Recently, several members of our Wing were met by a friendly email from myself explaining their requirement to accomplish “WIT Training.” It goes without saying that many of those individuals had never heard of the term and certainly had no idea they were about to become a team member.

WIT stands for Wing Inspection Team. In essence, WIT members are deputized members of the Inspector General office. The IG office, per the new AFI 90-201 titled Air Force Inspection System (AFIS), is the office now tasked with determining the true capability and readiness of the Wing at the behest of the Wing Commander. WIT members will help implement the 107th AW Commanders Inspection Program (CCIP), which is the program run by the IG office to determine the aforementioned capability and readiness. WIT members also provide data to the IG for inclusion in the Commanders Inspection Report (CCIR), an annual report to the MAJCOM detailing the strength and health of our Wing.

So what is AFIS? AFIS, in a nutshell, is the system by which the Secretary of the Air Force makes a true determination of the capability of the United States Air Force. It is, for all intents and purposes, a pyramidal evaluation system. The 107th AW will be evaluating its own performance by making use of announced or unannounced inspections of Group and Squadron-level functional areas, various Wing plans and programs, samples of MICT checklist compliance, and of course, exercises. The scope and size of these evaluations will clearly vary, but one element will remain constant- The IG office via the WIT members will be performing these inspections and evaluations. WIT members are Subject Matter Experts (SMEs). All WIT members have been hand-picked by their commanders because they have the expertise, temperament, and experience to accurately and fairly provide a report card to the Wing Commander.

One of the greatest differences with the implementation of AFIS will be NO MORE ORIs! This

means the days of spending countless hours and multiple drill weekends bundling-up into MOPP gear as a means of preparing for an ORI should be mostly over. Even the acronym ORI is officially erased from current Air Force parlance. But do not forget those skills because on the flip side, you may have to get used to being inspected on a smaller scale at a more frequent interval.

The Air Force wants their Wing Commanders to have a “photo album” of their respective Wing’s performance rather than a “snapshot” that the ORI used to provide. This photo album will be built and maintained by the IG office with the help of WIT members over the course of a two year inspection window which culminates in a biennial “Capstone” event called the Unit Effectiveness Inspection, or UEI. The UEI will be an on-site visit by MAJCOM-level inspectors, and this along with annual Commanders Inspection Reports (CCIR), will round-out the assessment of our Wing.

As with all things Air Force, change will remain constant. Shrinking budgets means less money for fly-away ORIs. This new system of inspection will most certainly be around for quite some time, so get to know your WIT team members...



# Chaplain's Thoughts



*“And afterward, I will pour out my Spirit on all people. Your sons and daughters will prophesy, your old men will dream dreams, your young men will see visions. Joel 2:28*

**God has a vision for his creation.** *We are a product of God’s vision. His vision is for us to be in relationship with him and to be our best. Honoring God involves discovering his picture or vision of what our lives could and should be.*

**Do you have a vision for your life?** *Do you have a major compelling project or goal that you feel God wants you to complete? Perhaps it’s to be trained in a new career field. Just like our Creator God orchestrated his plan and circumstances when he created the world and you, God is using your circumstances to position and prepare you to accomplish his vision for your life and for all of creation. That’s why we are always training and preparing. So we can get aligned with the vision that is ours to achieve and to attain.*

**Andy Stanley wrote an excellent book called:** *Visioneering: God’s Blueprint for Developing and Maintaining Vision that will help you with your visioning. He said that vision is born in the hearts of those dissatisfied with the status quo, and that visions need time to mature, and we need to mature into that vision. In his book Stanley focuses on the biblical character of Nehemiah in rebuilding the walls of Jerusalem, to draw parallels between what Nehemiah faced and what we can face today when searching for a vision for our lives. The book is geared towards people who want to have a vision for his or her life.*

**Among the topics covered include:**

1. *How a vision is born as you pray and plan about the vision God has for you.*
2. *How faith is an essential important part of vision.*
3. *The price of having a vision.*
4. *Warding off criticism and the importance of keeping your alignment to your vision*
5. *The significance of moral authority.*
6. *Distractions you will face.*
7. *Maintaining your course when pursuing the vision God has for you.*

*(Continued on page 9)*



**God wants the best for your life.** Our initial visions will exceed our competence, but we can grow and mature into the vision when we are aligned with God's vision. That is why we continuously seek more education and train so we can attain the Core Value especially of excellence.

**Our base has been visioning as one mission comes to a close and another enters.** Right now our vision does exceed our competence and that is why we need to be molded and shaped again. These are exciting times because God does have a vision and a future for the 107th, and we want to be aligned with that vision. Your chaplain's office have been visioning and training also. MSgt Heather Cummings and I with our husbands went to Denver, Colorado this past month for a Strong Bonds training called "Laugh Your Way to a Better Marriage." When relationships in our lives are their strongest the mission thrives more securely as well. Working with the leadership of the 107th, we would like to plan for a Strong Bonds retreat starting with our married couples for the year 2014. So stay tuned so you can mark your calendar. This will be a fun, relationship building and intimate time for married couples....as you "Laugh Your Way to a Better Marriage." Building and strengthening relationships is the right way to begin a new mission too!

**God has a vision for your life.** Are you aligned with God's vision? Take time and ask the hard questions about God's vision for your life. Pray for opportunities and plan as if God will answer your prayers. Envision yourself making a difference and train in that direction. Pursue God's best for your life. Your chaplain's office is always open to sit and have a good dialogue about this as well. You being your best is our vision! Have a God vision and together may we make a new and realized vision together for the 107th.

*Visioning With You,  
Chaplain, Lt Col Jackie Ann Rose Kraft*

## Chaplain Services

### Wing Chaplain

LtCol Jackie Ann Rose Kraft  
Asbury United Methodist Church  
P.O. BOX 743  
850 Dodge Road  
Getzville, New York 14068-0743  
Office: (716) 688-8677  
Home: (716) 625-6266  
Chaplain Crisis Phone: (716) 228-7719



### PROTESTANT SERVICE

Saturday-1600  
Wing Conference Room-Building 901

### CATHOLIC MASS

St. Leo's R.C. Church  
2748 Military Road  
Niagara Falls, NY  
Sat. Mass 1600  
Sun. Mass 0900

\*\*If you need to see a chaplain please call Chaplain Services, at extension 2395 or the numbers listed above. Chaplains and Chaplain Assistants are always on call.

**For Service schedules of other religious communities contact the Chaplains' office at ext. 2395.**

# Civil Engineers: We Do More Than Just FIX Things

By. Tech. Sergeants Elizabeth Rice & Daniel Barnhardt

Hulk: “Thor, This is Hulk.”

Thor: “Come in Hulk.”

Hulk: “I have three possible enemy personnel approaching at ECP 2, how copy? May need back up assistance.”

Thor: “Sending back up to respond and informing Unit Command Center of possible breach of base security.”

Thor: “Unit Command Center, This is Thor.”

Unit Command Center: “Go ahead, Thor.”

Thor: “We have a potential security issue at the northeast end of the base, units are responding.”

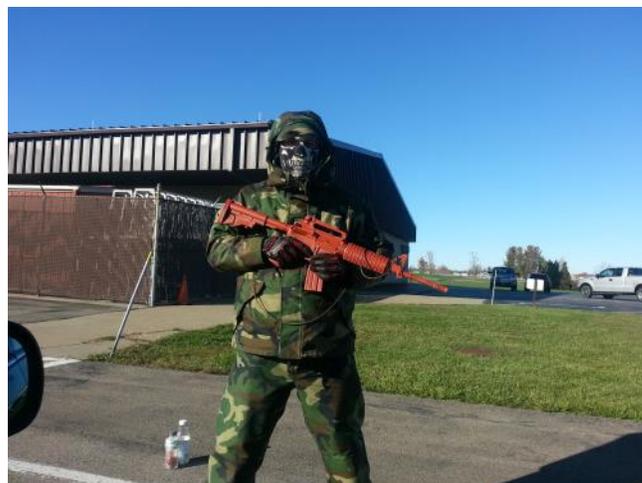
Unit Command Center: “Copy that. Go ahead with your DIMC report”

Hulk: “DIMC is as follows “1,1,0,0” UCC we have detained two, terminated one of the perpetrators, and one ECP personnel is wounded”

Unit Command Center: “Good copy Hulk. Take detainees to designated holding area and take an accountability role of your personnel. Report back to your post.”

On a brisk November UTA morning, the 107<sup>th</sup> Civil Engineer Squadron performed ancillary training followed by the real world application of multiple training requirements. This training occurred on a BUTA the first weekend in November. The squadron divided themselves into four teams of approximately 13 individuals each with a total of 60 players. All CE personnel received classroom instruction on the Saturday of the BUTA to include: Air Base Defense, Convoy Ops, Camouflage Concealment and Conception, MOPP 4 Driving, TQT training, Radio and Tactical Communications, Weapons Handling and Land Navigation. The Sunday of the BUTA was designated for the real-world application of the skills learned in the classroom in an eight hour exercise.

During the exercise the mission players were to protect and defend the “Base” (Building 202) from potential adversaries desiring to gain unauthorized access to the base. Role play included suicide bombers, convoy attacks, and other deceptive tactics in order to gain access. Each team alternated between being the defenders, attackers, and convoy operations with skill building as follows:



**Defenders:** Weapons handling, radio communications, team leaders, and responded to several creative enemy attack scenarios.

**Attackers:** Found ways to access and invade the base through creative planning with camouflage concealment, coordinated attacks, and other deceptive tactics.

**Convoy operations:** Driving in MOPP 4, radio communications, and defensive positions.

This exercise created a positive learning environment pulling multiple airmen together in a unified team effort. This helped to develop a sense of camaraderie within the squadron by placing individuals that would not normally work together in a “war time” environment. The squadrons’ war fighting mission skills were enhanced for future AEF deployments.

“This training exercise gave the squadron an opportunity to practice skills, build esprit de corps, and think outside the box. Some of the tactics, techniques and procedures employed by the groups were outstanding and show their ability to be very creative within the construct of a limited training environment,” said Maj. Ryan Forrest, Base Civil Engineer Commander.

“This was a true team effort, with Civil Engineering troops coming together as a cohesive group,” said Chief Master Sgt. Ricardo Flores, Civil Engineer Squadron Supervisor.



# 107th sends one of its best shooters to South Africa to win big



Senior Master Sgt. Stefik along with nine other New York National Guard members traveled to Bloemfontein, South Africa to compete in the South Africa Combat Rifle Shooting Competition March 5-16, 2014.

Their goals were to perform weapons familiarization with the South African R-4 rifle, compete in the rifle shooting competition and to build rapport with their South African Army counterparts.

The team consisted of five members from NY Army National Guard and five members from NY Air National Guard. The first week was spent on weapons familiarization and practice, where they became acquainted with the South African R-4 rifle and shooting techniques. The second week was the qualification and competition.

The South African R-4 rifle was new to the

members of the NY National Guard team. They competed against many nations who use the weapon on a regular basis and are considered the best marksmen of their military. 35 teams from Africa and NATO participated. There were 350 competitors in all.

The team placed as the second international team overall in the Active Duty and Reserve category. They also placed second in the International Best of the Best Match. Senior Master Sgt. Stefik won the second place title in the Warrant Officer and NCO category in the Active Duty Match as well as being named number three in the top ten in reserve international shooters.

The NY Guard team members left South Africa with trophies and medals, but even better they left with new friendships and respect from NATO and African Soldiers.  
*(Continued on pg. 13)*



# NY National Guard South Africa Combat Rifle Shooting Competition Team

## Team Awards

2<sup>ND</sup> Place  
International Team Overall  
(Active Duty & Reserve  
Category)



2<sup>nd</sup> Place  
International Best of The  
Best Match



## Individual Awards

- |               |   |
|---------------|---|
| 1LT Beach     | - Top Ten Overall International Shooter (#6) in Active Duty Match           |
|               | - Top Ten in Reserve International Shooters (#2)                            |
| SMGT Stefik   | - 2 <sup>nd</sup> place Warrant Officer & NCO category in Active Duty Match |
|               | - Top Ten in Reserve International Shooters (#3)                            |
| TSGT Wetherby | - Top Ten in Reserve International Shooters (#4)                            |
| MSGT Pena     | - Top Ten in Reserve International Shooters (#6)                            |
| SSGT Zimmer   | - Top Ten in Reserve International Shooters (#7)                            |
| SGT Yamakado  | - Top Ten in Reserve International Shooters (#10)                           |



# Chief Master Sgt. Jennifer Dixon



**Promotion Ceremony March 9, 2014**



107  
New York

# 58<sup>TH</sup> Military Ball



Millennium Ho  
Buffalo, New Y

15 March 2



Have you ever had to make a difficult decision? Of course you have. Why was the decision difficult? Often it is because we have to decide between doing what is quick or convenient versus what is right. Sometimes the decision is hard because there seems to be two right answers. Which is the right decision? How do we make sure? Has your supervisor ever told you to do something wrong? The right way forward is not always easy or clear.

I remember once when I was a young F-16 Aircraft Weapons Maintainer at the then 174 TFW, I was on a load crew arming an aircraft for the morning sorties. Part of my duties required me to lean into the cockpit and verifying armament switch positions. As I leaned into the cockpit, a pencil in my breast pocket fell behind the aircraft seat into an inaccessible location. This aircraft had a ready time in ten minutes. I had just created cockpit FOD and created a grounding condition for the aircraft. Now, nobody but me saw what happened. Additionally, I should not have had the pencil in my pocket while leaning over checking switches. I thought, "What should I do?" The right thing was to immediately report the lost pencil and ground the jet. That would certainly come with missing the ready time, explaining to my crusty MSgt boss what happened and getting an earful of expletives for having the pencil in my pocket while leaning into the cockpit in the first place. The pencil would probably not interfere with anything if it flew with the plane this one time, right? This was its last mission before going into phase. The seat would be pulled as part of routine maintenance and we could get the pencil then, right? Wrong. If you are trying this hard to convince yourself, you know you are trying to defend a wrong decision. I did report the lost pencil, the jet was grounded, the seat pulled, the pencil recovered and yours truly did receive more than an earful of expletives. Most importantly, neither the jet nor seat malfunctioned in flight or crash because someone lacked the moral courage to do the right thing.

How about other in situations where there seem to be two or more right answers? How do you decide what to do? No doubt whatever you decide, you will likely have to defend or explain your decision someday. This is especially true if things don't go well. You can be sure that there will be plenty of Monday morning quarterbacks discussing how they would have done it differently. Very likely, you will have to answer to your chain of Command as well. So, what do you do? That answer is not always clear but I've learned, the hard way, to fall back to some variation of certain questions. What does the book say? Generally speaking, you can't go wrong following the AFI/pubs/regs/law etc. Hopefully, there is not conflicting written guidance. (We'll save that for another day). If the book doesn't address it, ask what's best for the mission, taxpayers, and

country. That should help narrow down the choices. What is best for taking care of our people? I know that taking care of people and taking care of the mission are sometimes at odds. In spite of catchy stock answers like mission first people always, that is not always a possibility, now is it? (Selective de-masking anyone?) However, we have to do our utmost to ensure that taking care of people is made a serious, not a lip service, part of the equation. Can I phone a friend? Don't be foolish and think you are a weak leader if you don't know it all. Believe me you don't know it all and neither do I. Asking for advice and considering other points of view (including from subordinates) is the mark of a strong and wise leader. These series of questions should help you through the minefield of ethical decision making when confronted with multiple right choices.

Finally, there is the worst moral dilemma I believe one can run into in the military; your superiors order you to do something clearly against regulations or against the law. Hopefully, they don't know it's against regulations. In that case, show them where it says no in the book. Ninety-nine percent of the time that will be the end of it. What if it's not? What if you are still being told to do the wrong thing? Now, I don't mean a difference of opinion or judgment. I'm talking about clearly breaking laws or regulations. First, clearly state and document your objection and why. Cite applicable publications. Maintain documentation of your objection. E-mail may work well for this. This is going to be difficult and uncomfortable but we all have a supervisor. You may have to use the chain of command. Be professional and stay that way even when others do not. There is the IG as well, make sure you are right. You are probably not going to be nominated for Airman of the Half in the near future. Going this route will require great moral courage but you will not be entangled in the fallout from violating laws or regulations. Ultimately, "I was just following orders" will not provide a defense for violating rules.

Do the right thing. That's easy to say, frequently not easy to do. A lot of factors come into play. Ease and convenience are often obstacles to making the right choice. The right choice is not always clear and there may be mitigating circumstances that have to be taken into account. Finally, perhaps you are being pressured to do something that clearly violates regulations. You will have to find your way through this moral forest with your career and integrity intact. Doing what is right is not always easy. If it was easy, it would be called doing what- ever you want.



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**107th Wingmen Down Day  
UTA Sunday May 18, 2014**

**0800 - Wing Commanders Call  
Hanger 907**

**0830 - 0845 - Group break outs  
for up to 3hrs  
with unit facilitators  
4 Pillars of Resiliency**

**1130 - Lunch**

**1300 - Group break outs**

**1400 - 5K walk/ run  
3k walk 5K run**

Squadron t-shirts are authorized  
PT uniform is not mandatory

**1445 - Wing Social  
Hanger 907**



# Social Media Tips

## Please keep the following in mind when posting to social media sites like Facebook or Twitter.

### **Once it's out there, it's there forever**

- When you post something on social media, you can't "get it back." Even deleting the post doesn't mean it's truly gone, so consider carefully before you hit enter.

### **No classified information**

- Don't post classified or sensitive information (for example, troop movement, force size, weapons details, etc.). If in doubt, talk to your supervisor or security manager. "Think OPSEC!"

### **Replace error with fact, not argument**

- When you see misrepresentations made about the Air Force in social media, you may certainly use your social media property or someone else's to correct the error. Always do so with respect and with the facts. When you speak to someone who has an adversarial position, make sure what you say is factual and respectful. No arguments, just correct the record.

### **Admit mistakes**

- Be the first to respond to your own mistakes. If you make an error, be up front about your mistake and correct it quickly. If you choose to modify an earlier post, make it clear you have done so (e.g., use the strikethrough function).

### **Use your best judgment**

- What you write may have serious consequences. If you're unsure about a post, discuss your proposed post with your supervisor. Ultimately, you bear sole responsibility for what you post.

### **Avoid the offensive**

- Don't post any defamatory, libelous, vulgar, obscene, abusive, profane, threatening, racially and ethnically hateful or otherwise offensive or illegal information or material.

### **Don't violate copyright**

- Don't post any information or other material protected by copyright without the permission of the copyright owner.

### **Don't misuse trademarks**

- Don't use any words, logos or other marks that would infringe upon the trade mark, service mark, certification mark or other intellectual property rights of the owners of such marks without owner permission.

### **Don't violate privacy**

- Don't post any information that would infringe upon the proprietary, privacy or personal rights of others.

### **No endorsements**

- Don't use the Air Force name to endorse or promote products, political positions or religious ideologies.

### **No impersonations**

- Don't manipulate identifiers in your post in an attempt to disguise, impersonate or otherwise misrepresent your identity or affiliation.

### **Stay in your lane**

- Discussing issues related to your career field or personal experiences are acceptable and encouraged, but you shouldn't discuss areas of expertise where you have no firsthand, direct experience or knowledge.

### **Be cautious with the information you share**

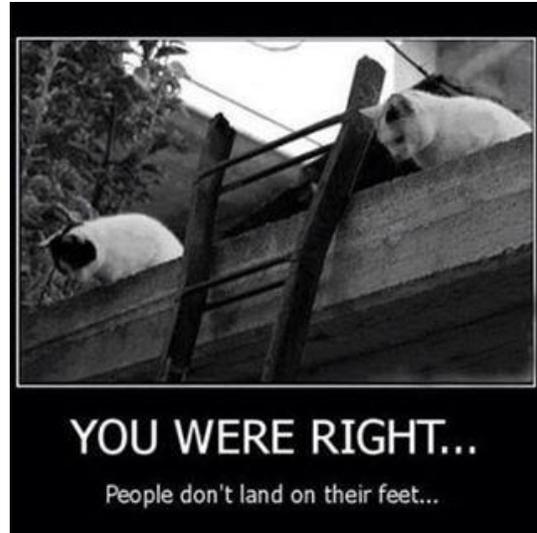
- Be careful about the personal details you share on the Internet. Maintain privacy settings on your social media accounts, change your passwords regularly and don't give out personally identifiable information. Also, be mindful of who you allow to access your social media accounts.

### **Don't promote yourself for personal or financial gain**

- Don't use your Air Force affiliation, official title or position to promote, endorse or benefit yourself or any profit-making group or agency. For details, refer to Code of Federal Regulations, Title 5, Volume 3, sec. 2635.702, Use of Public Office for Private Gain, in the Joint Ethics Regulation or Air Force Instruction 35-101, Public Affairs Responsibilities and Management.



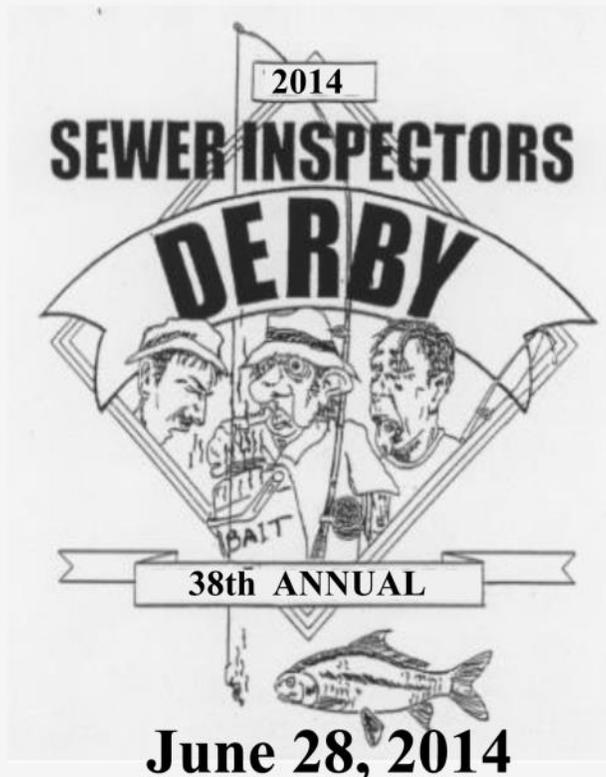
# Spring Cleaning check list



Spring time is a great time to clean, organize and get rid of unnecessary items in your house. It is also a great time to check if your safety plans are in place and your safety equipment is in working order.

- ☑ Test your smoke alarms.
- ☑ Check to see if they work.
- ☑ Change the battery, if necessary
- ☑ Replace your smoke detectors every 10 years.
- ☑ Test your carbon monoxide detectors.
- ☑ Check to see if they work.
- ☑ Change you batteries if necessary.
- ☑ Replace light bulbs (outside and inside) – you'll be taking out the step ladder to test your smoke and carbon monoxide detectors, use the ladder to change the light bulbs as well.
- ☑ Store winter items (clothing, Christmas decorations, etc.) properly.
- ☑ Check your house for broken items and discard appropriately.
- ☑ Clean out your medicine cabinet and dispose any expired or unused [medications properly](#). Talk to your city or county government trash and recycling service or your local pharmacist for medicine disposal in your area.
- ☑ Check your fire extinguisher.
- ☑ Make sure safety seals, tamper indicators and maintenance tag are not broken or missing.
- ☑ Examine for signs physical damage, corrosion, leakage, or a clogged nozzle.
- ☑ Check the pressure gauge reading or indicator. It should be in the operable range or position.
- ☑ Recycle and replace if necessary.
- ☑ Learn more about fire safety planning at [nsc.org](#).
- ☑ Plan and practice your [family escape plan](#).
- ☑ Review your family emergency plan – a printable [family emergency plan](#) is available through [ready.gov](#).
- ☑ Check your [first aid kit](#) and replace any missing supplies.





**June 28, 2014**

**Upper Niagara River and Lake Erie**

Fishing starts at midnight till noon, party at noon, judging at 1300

**VETERANS PARK, RIVER ROAD**

**TOWN of TONAWANDA, N.Y.**

**ENTRY FEE: \$30.00** Due when making reservations

*Nearest boat launch is at Isle View Park which is near Veterans Park.*

***No fishing license required for this weekend.***

***This is a NYS free fishing weekend.*** License still required for Canadian waters

***Lunch served with the trimmings***

**RESERVATIONS BY JUN 15, 2014** Contact:

Gary Henning x-2034 or 716 957-0113

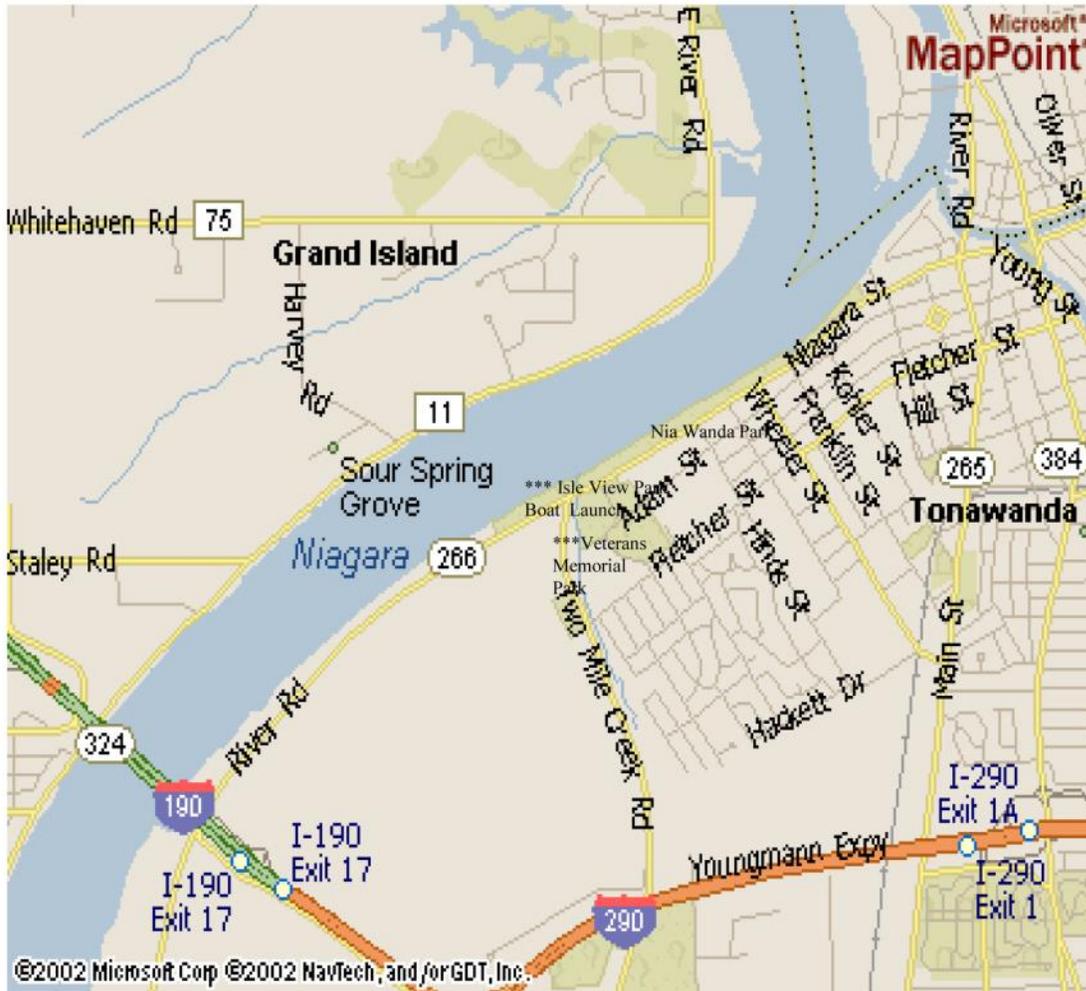
E-mail: [gary.henning@ang.af.mil](mailto:gary.henning@ang.af.mil) or [garyhenning@msn.com](mailto:garyhenning@msn.com)

*Rules furnished upon request at payment of entry fee*



# Directions to Veterans Park

From the North, follow River Road, right on Niagara St.  
From the 190 take last exit before Grand Island, if you pass  
Mississippi Muds you have gone too far.



Only one fish entry per person.

## **Optional Catch and Release**

Catch and release fish rules: 2 pictures must be taken using digital or Polaroid camera only.

1<sup>st</sup> picture will be of entrant holding the fish to be released.

2<sup>nd</sup> picture will be of the fish being measured. Fish will be measured from the tip of the nose to the tip of the tail. Measurement must have entire length of scale showing and **must be readable** to judge. Any attempts to alter or defraud judge will disqualify fish and entrant.

***If you need a crew or need a boat to fish from let us know we will try to help.***

***Family and friends must have a 107<sup>th</sup> or 914<sup>th</sup> member (retired or active) with them to attend.***

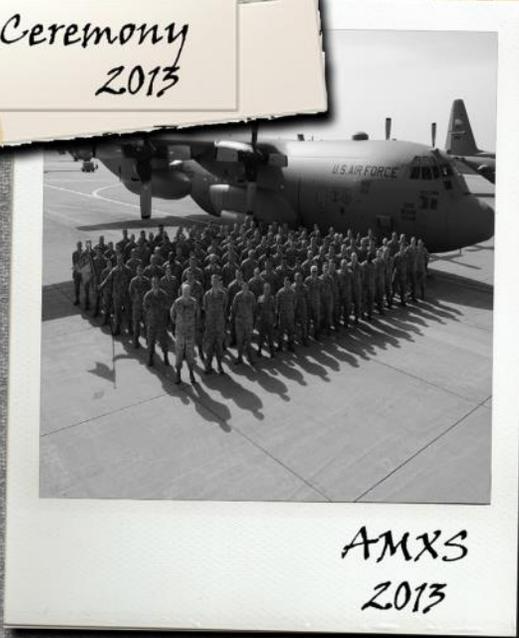




Ceremony  
2013



CC  
2013



AMXS  
2013

# flickr

107th Airlift Wing



**Did you know...** Your Point Credit Summary should be reviewed yearly? To help with that, March 2014 we started a procedure to send an email reminder notice 90 days before the close out of your retention/retirement year. When you receive yours, take the opportunity within those 90 days to request any point corrections needed or complete any participation required for a good year. View your participation points in virtual Military Personnel Flight (vMPF). Request any corrections using vPC-GR.

To view your points:

1. Using your CAC, log on to myPers, [mypers.af.mil](http://mypers.af.mil)
2. From the myPers homepage, go to the “I Would Like To...” section and select “Access AFPC Secure Apps (vMPF, PRDA) – CAC Only”
3. Select Ok at the bottom of the DOD Notice and Consent Banner
4. Under “Available Applications” click “vMPF”
5. In vMPF, on the left side of the page under Navigation, select “Self Service Actions”
6. Select (“Personal Data”)
7. FOR POINT SUMMARY – Select “ANG/USAFR Point Credit Summary Inquire (PCARS)”
8. FOR RIPS - Select “View All”

To correct your points:

1. Log on to myPers
2. From the myPers homepage, go to the “I Would Like to...” section and select “View More” to locate the “Complete a Career Management Action” link
3. Select “Change/Correct My Retirement Points” from the list of transactional options
4. Fill out the request form, attach appropriate documentation, and choose “continue.” At the next screen, choose “Finish Submitting Question”



## FIND US THROUGH YOUR FAVORITE SOCIAL MEDIA NETWORK

(Click to see what we have available on these sites)

