

Turbine Tales

The Official Magazine of the 122nd Fighter Wing Fort Wayne, IN

Vol V, Issue I Fall 2008



IN WITH THE NEW

UPGRADING TO THE BLOCK 30

WWII PILOTS HONORED

THE 358TH "ORANGETAILS" REUNION
CAME WITH A SPECIAL SURPRISE

UNIT COMPLIANCE INSPECTION



CONGRATULATING THE 122ND FIGHTER WING
MEMBERS WHO STEPPED UP
FOR GREAT PERFORMANCES.

PASSED

Turbine Tales

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Commander's Comments

**Col. Jeffrey A. Soldner
122 FW/Commander**

Welcome to this quarter's edition of Turbine Tales. I tell you, I like this magazine. It comes in a close second to my all time favorite magazine, "Cigar Aficionado." The subject matter of both magazines is something near and dear to my heart, cigars and the 122nd Fighter Wing.

In this edition we pay tribute to all of our members' outstanding performance during the recently completed Unit Compliance Inspection. Although I don't like to get in the habit of resting on past laurels, it is both timely and appropriate to let you, the unit member, and your family and friends who share Turbine Tales, know the scope of our accomplishment.

One of our features also involves an interview with Col. Carl "Cliff" Croft. Col. Croft is the unit's first recipient of the Bronze Star for Meritorious Service. He received the award for his efforts as the Deputy Operations Group Commander at Balad Air Base, Iraq, last winter. Being the "DOG" is one of the toughest command positions a pilot can hold in the Area of Responsibility. Col. Croft's story is both entertaining and unique for a traditional guardsman. Few have fought the war at as many levels. After a short time back home he has volunteered again to serve an extended tour in the AOR.

I hope you enjoy the rest of Turbine Tales.

"Check Six"
Col. Jeff "Ned" Soldner,
122 FW/CC

Command Chief's Comments

CMSgt Dennis Witte 122 FW/Command Chief Master Sergeant

With the Unit Compliance Inspection behind us, Operational Readiness Exercises on the way, different jets on the ramp, questions about how long they will be here, so many new airmen, tough economic times (ok, that's an understatement,) a new President, a new Commander and Chief, a new Secretary of the Air Force, a new Chief of Staff of the Air Force, a new Director of the National Guard, a new Director of the Air National Guard, a new national and military direction, Operation Iraqi Freedom nearly over, Afghanistan's enhanced focus, Israel and Palestine, U.S. automakers survival (or not,) 401k plans now being referred to by many (me included) as a 201k, many companies closing their doors, other companies bankrupt, the stock market's insane ride, family health insurance coverage in question and pension's being eliminated, you can be sure that 2009 is going to be a historical year.

This year may be one of the most uncertain and unstable years any of us have seen in our lifetime. Amid all of the uncertainties and challenges, I want to encourage each of you to take a step back and a deep breath or two. Once your mind stops racing and your pulse recedes, spend some time thinking about and identifying those things in your life that are not uncertain, that are stable, that may be considered an anchor for you and your life.

Now, each of these things are likely to be different for each of us, but I am sure many of you are thinking about things such as your love and relationship with your spouse or significant other, your children, maybe your grandchildren, other members of your family, maybe you have a secure career, longtime friends, new and growing friendships and for many of you, your religious anchors. This will be a year where we all need to look for those things in our life that are constant, certain and that you can count on. After all, whether 2010 is better or worse than 2009, it's the anchor items in your life that will remain. With that in mind, it only seems prudent to spend a greater amount of your energy and time on the things that are likely to weather the storm. One thing I haven't mentioned that you may want to think about focusing on in 2009 and beyond is your career in the Air National Guard. Just hear me out.

I can tell you that in my 23 years in the Guard, there have been many uncertain times for me and my family. There have been times of family crisis, times of financial crisis, times of spiritual crisis, times of health crisis and more. I can tell you that during all these times, one thing I could always count on was the Guard. When the companies I worked for were downsizing, when I was required to relocate, when I lost my job, when I freaked out because I was going to be a dad for the first time, when I started my business, when the world stopped on 9/11 (and so did my business by the way,) when health care for my family in 2007 became too expensive for me to afford, and now that I have no idea how this economy will effect my business, I can still count on the Guard. I have the Guard's income and opportunities, the Guard's 401k (thrift savings,) the Guard's pension, the Guard's health care plan for my family (dirt cheap,) the Guard's Tricare for Life when I am old and feeble (no comments please,) and of course the care and support of the other members of the Guard family. I am grateful and fortunate to be in the Air National Guard. It has been and continues to be one of the anchors in my life.

This storm is likely to get worse so, Anchor Up!



ONE FINAL FLIGHT

COL. CROFT'S LAST FLIGHT AT THE 122ND FIGHTER WING

Story by Second Lt. Rebecca Metzger
Photos by Tech. Sgt. Darin Hubble



Colonel Karl Croft gets sprayed with champagne from a fellow pilot after his final flight

Members from the 122 Operations Squadron pose for a final group photo with Colonel Karl Croft after his F-16 flight at Fort Wayne, IN.

◇ *Why did you decide to go from the Active Duty Air Force to the guard in 2000?*

Lara and I wanted to have some stability to our lives instead of moving every three years to someplace we didn't want to go. While the stability part didn't work out as well as I planned, mostly due to 9/11 and the following furlough from my job at American Airlines, I've at least owned one house in one place for the last nine years. I came to Ft. Wayne because I had a friend that had been recently hired as a Traditional Guardsman.

◇ *When did you have your final flight at the 122nd Fighter Wing?*

It was a beautiful fall day in Indiana when it wasn't cold. I had always thought my fini flight would be in the dead of winter and I would catch my death of pneumonia after being sprayed with frigid Maumee River water.

◇ *Was this your final flight in the F-16, or final flight with our unit?*

Although I have been told that one should not give up flying unless they drag you away by your heels, I decided that my time had come. I have had a good run and decided I wanted to go out of flying fighters on my own terms. So, yes it was my fini

flight.

◇ *What was your final flight like?*

I flew a basic bombing mission to Atterbury Range with Lt. Col. David "Slide" Rulli. It was about as routine as it can get and as fun as it can be. Also, Slide let me win all the bombs.

◇ *What kind of thoughts went through your head as you took off and landed for the last time?*

There were a few extra recitations of the Fighter Pilot's Prayer before I took the runway and other than that, it really seemed like any other sortie even through landing. I felt a little verklempt as I walked away after happy snaps and soaked with water, but I had been telling myself the day was near for quite a while so I guess I had mostly gotten myself used to it.

◇ *What will you miss most about flying with our unit?*

The people and the mission. Not being part of an operation that has made and will make history again whenever our country calls us to do it.

continued on next page...

One Final Flight

◊ *What will you miss most about flying the F-16?*

All of it. But the challenge of mission execution in combat is truly what I will miss most. Making your actions and decisions count when they mean the most. It isn't a game when lives are at stake, and the concept of service above self doesn't get any clearer than when you are there making it happen. I will miss that clarity.

◊ *What deployments have you been on?*

This is my seventh desert deployment that I am on now, three on active duty and four as a guardsman. Other deployments are getting too numerous to remember, although, I do remember Australian bagpipe players in the middle of the night at a four star hotel in Singapore. I also remember coming the closest I ever came to death in a three wheeled Tuk-Tuk taxi without seatbelts traveling at 80 mph while running stop signs and lights back to my hotel in Bangkok. I also remember walking into a bar in Southern England, walking up to the prettiest girl there and saying "I'm a fighter pilot-how do you like me so far?" That girl married me.

◊ *Which was the most challenging and why?*

Actually my present deployment has been the most challenging because I am not flying, I am on my own and have to do staff work. Every other time I was flying, I had outstanding people who did all the work and watched out for me.

◊ *Which did you enjoy the most, and why?*

The Singapore deployment I was detachment commander of was an absolute hoot. The trip was worth it just to witness the Rolling Cage Match instigated by those who will remain nameless (you know who you are). Also beating up on poor defenseless Aussie F-18s was fun. Our unit's combat deployment in winter 2006 also stands out for me since I was the squadron commander. Again for that, I had outstanding people who did all the work and watched out for me. So luckily, I didn't get fired.

◊ *How long will you be deployed this time?*

Six months.



◊ *Why did you decide to volunteer to deploy for such a long tour?*

The Air National Guard supports the Combined Air Operations Center (CAOC) at Al Udeid AB, Qatar, with an O-6 for four months out of the year or one AEF rotation. The officer I replaced had to go back early and the ANG was on the hook for the billet. Although I didn't want to miss Christmas again this year, I felt I was the best choice for the job and it fit into some personal desires for my career.

◊ *What is your current assignment?*

I supervise the current operations and execution of the air war in Iraq and Afghanistan as the Battle Director at the CAOC. I am the decision maker when it comes to prioritizing air assets due to changing conditions whether it is weather, maintenance problems, air base closures etc.

◊ *What is the most rewarding part of your current assignment?*

The lieutenant colonels, majors, and captains here working the huge mission of putting together and executing a plan for a two theater air war is the best thing I will take from this assignment. They do the real work putting together the plan for the tip of the sword to work with.

One Final Flight



Some lines that I will laugh myself to sleep with till the day I start the long dirt nap:

"Where are they?"

"Over there!"

"Tally"

"You see the runway...right?"

"Styx 21, you are being optically tracked by a SA-6!"

"Hey...that's me!"

"I can't believe you just did that."

"And I would spend a little more time worrying about you."

"Shut up. They're Guard Guys. They know what they're doing."

"I'm making this a health night."

"Just one more."

You all know who you are.

◊ What are your plans after you return from your deployment?

Trim work in the living room I am told by my boss, and a trip somewhere...evidentially, again dictated by the boss. The destination changes quite frequently.

◊ Anything you would like to add?

Seems like only yesterday I was a 22 year old second lieutenant walking out for my Dollar Ride in T-37s. I remember years before when I was twelve that the Fort Worth Star Telegra
m had a full front page display with the YF-16 on it and I wanted to fly it. Now it has come to an end as all good things do.

The best memories of flying I have are flying with Fort Wayne and the Air National Guard. The highlights of my career are at the Fort. And my answer to what I will miss most about not flying the F-16 was not at all complete, I will miss the people I flew and worked with. I can't list them all because there are too many.



WWII Pilots Honored

Story by 2nd Lt. Rebecca Metzger

"This is incredible!" "What an amazing aircraft!" These are just a couple of things that could be heard above the sound of the 122nd Fighter Wing's Heritage Jet as it made several passes for members of the 358th Fighter Group, the "Orange Tails," and their families.

In October the wing hosted 10 original members of the "Orange Tails" and their families for their final reunion. The 358FG was activated in January, 1943, at Richmond Army Air Base in Virginia. Flying P-47D "Thunderbolts," the 358th flew interdiction and bomber escort missions from England until D-Day. As the Allies advanced, they took on the role of ground support, including "tank busting."

Following the surrender of Germany, the group redeployed to the United States in July 1945, and were officially inactivated the following November. In May of 1946, the group was redesignated as the 122nd Fighter Group (later to becoming the 122nd Fighter Wing) and assigned with all honors and colors to the Indiana Air National Guard. During the war the 358th, known as the "Orange Tails" for their distinctive bright orange aircraft markings, was awarded three Distinguished Unit Citations, and the Croix de Guerre.

The 122nd Fighter Wing painted an F-16 in the heritage paint scheme of the P-47s to honor the men from the 358th that flew them in WWII. Portions of the paint scheme also came from the P-47D Tarheel Hal, which was flown by Lt. Davis of the 358th Fighter Group, during WWII. It had to be modified a little bit to fit the shape of the F-16, but all the elements are there, down to the invasion stripes. The stripes were painted on allied aircraft to avoid friendly fire.

During the reunion, members of the 358th and their families visited the National Military History Center in Auburn, IN, and toured the 122nd Fighter Wing. More importantly they were able to reunite with friends and reminisce about days passed. The 10 original members of the 358th also agreed to sit in front of a camera and tell their most memorable stories from WWII. These stories ranged from being shot down and evading the enemy to recalling the announcement over the radio that the war was over and the Allies had won.



Colonel Jeffrey Soldner, Commander of the 122nd Fighter Wing, displays a poster of the 358th "Orangetails" during an evening meal with 10 original pilots of the fighter group.



The surviving group of pilots from the 358th Fighter Group pose for a group photo in front of an F-16C specially painted in a heritage paint scheme.

Mr. Cecil Thompson watches as a specially painted F-16C takes off. The F-16 flew multiple passes for the 10 surviving pilots to review and enjoy.





Congratulations!!!

to our yearly award winners

Airman of the Year



SrA Joseph Till

NCO of the Year



TSgt Adam Bollinger

SNCO of the Year



SMSgt Erin Chaney

Personnel Manager
Superintendent of the Year



MSgt Eric Butler

Airman & Family Readiness
Center Individual of the Year



Ms. Connie Douthat

➔ Airman Spotlight

Computer Systems Journeyman

SrA Joseph Till



Hometown:
Fort Wayne, IN

Enlist Date:
June 12, 2005

Loves about the guard:
College assistance &
family orientation

Deployments:
Al Dhafra, 4 months

“ IN THE GUARD, I REPAIR COMPUTERS AND PRINTERS AS WELL AS INSTALL NEW NETWORK LINES. I AM IN COLLEGE FOR COMPUTER ENGINEERING AS WELL. IN MY SPARE TIME I ENJOY SOCCER, HUNTING, FISHING, AND ARCHERY! ”

FOUR EARN IG COIN

Story by Tech. Sgt. Ron Barnett and Staff Sgt. Justin Goeden



Following the Unit Compliance Inspection during the November, 2008 UTA, the 122nd Fighter Wing was privileged to have four members as recipients of the Inspector General's coin for outstanding job accomplishments. Colonel Dave Russell, team chief of the inspection team, presented the coins to the Airmen in their work areas in front of their peers. Each Airman displayed an extraordinary sense of work ethic leading up to the UCI. The award was only reserved for one half of one percent of the entire base population.

"It's an honor, but with the help of all of the controllers in the section, it really was a team effort," said Tech. Sgt. Royer.

The recipients worked tirelessly to prepare for the UCI. They put in lots of hours, overtime, and extra weekends in order to ensure their section would pass the inspection with flying colors.

"We're [Comm. Flight] all tired with all the work we've put in, and me being pregnant on top of that really adds to it," said Tech Sgt. Carissa Carrigan.

Staff Sgt. Alisha Furlong, an Aviation Resource Manager, was surprised and also completely in shock about getting the award. "I'm very overwhelmed about it, but it's nice to know that our programs are perfectly up to the standards of the inspectors," said Furlong.

For Tech Sgt. Ming Ling, this inspection was just another day at the office. Since the Services' personnel have always worked hand-in-hand with various food and health inspectors, they were already prepared with an above-standard kitchen. Winning the award was not an effort only on his part, either.

"Everybody deserves credit; the weekend went like clockwork. I feel bad that not everybody got recognized, so we're calling it 'our' coin, and I want to put it in our display case," said Ling.

All four individuals exemplify the three core values of the Air Force. Through hard work and dedication, we all have the



ability to obtain recognition such as this. Though our efforts should definitely not be guided by rewards and "attaboys", it is always satisfying to receive awards like this to remind us when our hard work and commitment is making a difference in the unit's capability and mission. ♡

CONGRATULATIONS!

TO THE WING'S TOP PERFORMERS OF THE UCI

INDIVIDUAL SUPERIOR PERFORMERS

CAPT DAVID COOPER, 122 OSF
SMSGT JON BEAM, 122 MXG
SMSGT NEIL HAVERSTOCK, 122 AMXS
SMSGT EDDIE YORK, 122 LRS
MSGT ERIC BUTLER, 122 MSF
MSGT DOUGLAS DYE, 122 CF
MSGT NICHOLAS JAGIELSKI, 122 MXG
MSGT ALANA MINX, 122 CF
MSGT STEVEN TILL, 122 SFS
MSGT STEVEN WELLMAN, 122 CF
TSGT STEVEN FUCHS, 122 SFS
TSGT KYLE HOOPINGARNER, 122 LRS
TSGT JASON KELTNER, 122 MXG
TSGT BRANDON MONTICUE, 122 LRS
TSGT RYAN SCHERER, 122 SFS
TSGT DEREK TARR, 122 LRS
TSGT ERIC VICKREY, 122 MXG
SSGT BENJAMIN HOPPER, 122 SVF
SSGT GEORGE McMILLEN, 122 MXS
SRA LAURA ALVARADO, 122 SVF
SRA ASHLEY HARMON, 122 CES
A1C KANDICE METTERT 163 FS

CAPT CHARLES GOAD, 122 FW
SMSGT KEVIN BINKARD, 122 LRS
SMSGT SCOTT SANDERSON, 122 MXS
MSGT JEFFREY BENDER, 122 MOF
MSGT LARRY COBB, 122 MXS
MSGT BRADFORD GREEN, 122 LRS
MSGT KELLY MARUCCI, 122 SVF
MSGT SCOTT SNODDERLY, 122 LRS
MSGT MARCEY UHRICK, 122 MSG
TSGT ADAM BOLLINGER, 122 OG
TSGT ADAM FRETS, 122 LRS
TSGT NATHAN KELLER, 122 MXG
TSGT LOWELL LANTZ, 122 CES
TSGT ADAM RASSI, 122 AMXS
TSGT SABRINA STILL, 122 MXS
TSGT RICARDO VAZDECARVALHO, 122 OSF
SSGT ALISHA FURLONG, 122 OSF
SSGT BENTON HUARD, 122 OSF
SSGT ERICK RATHGABER, 122 MXS
SRA ADAM BASSETT, 122 SVF
SRA NATALIE SONNER, 122 SVF
CIV CHESTER SLAGLE, 122 CES

TEAM SUPERIOR PERFORMERS

AIRCREW FLIGHT EQUIPMENT TEAM, 163 FS
COMMAND POST TEAM, 122 FW
CONFINED SPACE RESCUE TEAM, 122 CES
DATA INTEGRITY TEAM, 122 MXG

MILITARY PAY TEAM, 122 FW
PLANS AND IMPLEMENTATION TEAM, 122 CF
RECRUITING AND RETENTION TEAM, 122 MSF
TOOL ACCOUNTABILITY SYSTEM TEAM, 122 MSG

FROM THE SAFETY OFFICE

By SMSgt Larry Meadows

First, I would like to thank everyone for the great year we had in 2008. Everyone has done a great job of being safe and watching out for their coworkers, thanks! In addition, the quick identification of hazards lead to many hazards being corrected, thanks again! The main reason for writing is to let you know of some changes that are going to be taking place or have taken place. Let us start with the most recent change that some of you may be aware of, the newly revised AFMAN 91-201 Explosive Safety Standards, finally came into publication in November 2008. This was a long awaited update from the 2001 manual. The 91-201 came out just prior to the 9-11 attacks, and it has been inundated with updates and revisions over the last seven years. What, you ask, is this publication used for? Well it is the safety standard that we use to handle, transport and store explosives.

The second item is the new AFOSH STD 91-203, Consolidated Safety Standards. When they say consolidated, they are not kidding. The draft of the 91-203 is close to 900 pages and has the possibility of growing by the time it reaches publication. Why so big? It has taken most of the Air Force safety standards and incorporated them into one. It is at the safety center now and will be published sometime soon.

The third item is the ANG Supplement to the Traffic Safety Standard, AFOSH Std 91-207. The supplement is currently being reviewed and I hope it will be out before summer. Due to the delay in this, it has also delayed the Wing Traffic Safety Standard for the base. So, that is where we stand on all of the publications out there; it is a waiting game.

Speaking of the traffic safety standards, we will once again be offering the Motorcycle Safety Foundation rider's course this year. Once most of the riders on base get through the course and the supplement is out, we will initiate the requirement of personnel having to have an MSF card to ride on base. Say what you will, but the main purpose behind the MSF course is to make everyone a better rider, and the sooner everyone has had the training, the better. Too bad we can't get the four wheel drivers some sort of training so they quit running over the motorcycle riders!

The last publication I'll mention will probably be the first one to hit the newsstands, it is the Mishap Prevention Plan. This will let all personnel know what their responsibilities are and how to better report hazards and mishaps. Also, as an added bonus it lets you know how to submit those deserving individuals for safety awards. I will let everyone know when the publications come out and when the MSF courses will start.

Until then, be safe!

SMSgt Larry Meadows





122nd Fighter Wing Recruiting Team



POSITIONS CURRENTLY AVAILABLE

CAREER FIELD

LENGTH OF SCHOOL/CODE

ASVAB SCORE

1WOX1A WEATHER	6 MON 0 DAYS*2	G66 * E50
2A3X2 AVIONIC SYSTEMS \$	26 WKS 1 DAYS*1/3/14 (60 S.D.)	E7-70
2A3X3B AIRCRAFT MAINTENANCE \$	22 WKS 1 DAY*1/9/14 (30 S.D.)	M 47
2A6X2 GROUND EQUIPMENT \$	18 WKS 0 DAYS*1 1/4 (30 S.D.)	M 47 & E 28
2A6X3 AIRCREW EGRESS SYSTEMS \$	8 WKS 4 DAYS*1/14 (30 S.D.)	M 56
2A6X6 ELETRICAL & ENVIRONMENTAL \$	18 WKS 1 day*1/14 (30 S.D.)	M 41 & E 61
2A7X3 AIRCRAFT STRUCTURAL \$	16 WKS 1 DAY*7/14 (30 S.D.)	M 47
2E6X3 VOICE NETWORK SYSTEMS	8 WKS 3 DAYS*2	E 45
2T3X1 VEHICLE EQUIPMENT MAINTENANCE	15 WKS 4 DAYS*8	M 47
2T3X2C SPECIAL VEHICLE MAINTENANCE	17 WKS 1 DAY*8	M 40
2WOX1 MUNITIONS \$	8 WKS 3 DAYS	M 60 or G 57
2W1X1 AIRCRAFT ARMAMENT SYSTEM \$	14 WKS 3 DAYS*1/14 (60 S.D.)	M 60 or E 45
3C3X1 COMPUTER SYSTEMS PLANNING	5 WKS 4 DAYS*2	G 62
3E4X1 UTILITY SYSTEMS	10 WKS 0 DAYS*1	M 47
3E7X1 FIRE PROTECTION	13 WKS 3 DAYS*4	G 38
3N0X1 PUBLIC AFFAIRS	11 WKS 1 DAY*16	G 72
3N0X2 BROAD CAST JOURNALIST	15 WKS 2 DAYS*16	G 72
3S2X1 EDUCATION & TRAINING	7 WKS 0 DAYS*2	G 59
4E0X1 PUBLIC HEALTH	13 WKS 1 DAYS*18/14 (30 S.D.)	G 44
4V0X1 OPHTHALMIC	10 WKS 4 DAYS*18/14 (30 S.D.)	G 55
5J0X1 PARALEGAL	7 WKS 0 DAYS*13	G 51
5R0X1 CHAPLAIN ASSISTANT	6 WKS 0 DAYS*13	A 35 or G 44

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S.D. = Seasoning Days to be accomplished immediately after Technical School. Seasoning Days will be performed in Fort Wayne

S = Incentive Specialty

** = Must have at least 5-skill level in any AFSC

*** = Must have 5-skill level in specific AFSC

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