THE BATTLE OF WAGHEZ — CLICK HERE TO VIEW

TACP

Air Guard warriors train in joint exercise

USCG Joint Training
A.C.’s Aviation History

VIDEO THE BATTLE OF WAGHEZ — CLICK HERE TO VIEW
FRONT COVER: Senior Airman Chris Whitehurst, a TACP with the 227th Air Support Operations Squadron, models night vision gear. U.S. Air National Guard photo by Tech. Sgt. Matt Hecht

SEPT 2013, VOL. 47, NO. 09
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FLASHBACK PHOTO

A New Jersey National Guard T-6 Texan flies over the Garden State in this undated photo. The T-6 was used by the Army Air Corps and the U.S. Navy as a training aircraft. (U.S. Air National Guard photo)

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During my short time as your Command Chief, I have taken the time to observe, listen and learn. I believe that devoting my time to doing this is necessary to execute all the duties and responsibilities entrusted to me and to all those in our profession.

As I was touring all the various units and areas of the base, I noted that as a Wing, the Airmen work well as a team to accomplish their assigned duties and tasks - in contributing to the overall mission. With all of the changes and challenges that have been presented to them, they continue to adapt and meet those challenges while completing the job requirements in a timely and efficient manner.

One morning, while reading my e-mails and planning the course of my day, I realized that while we do a great job in accomplishing some of the duties and responsibilities - we are lacking in other areas. This realization prompted me to read AFI 36-2618 (The Enlisted Force Structure) to see what areas we could improve.

In AFI 36-2618, it states the following purpose: "Provide an enlisted force structure that best meets mission requirements, developing institutional and occupational competencies." As Airmen and especially as NCOs, we must ask ourselves if we are performing the tasks required and suggested in the AFI. As I continued to read the NCO competencies section, it notes that an NCO should be actively participating in professional organizations.

I have sat on promotion boards and the question of professional organization affiliations is often asked and some of the members admit their non-involvement. I recently reviewed a report on the number of members in our unit that are affiliated with a professional organization and the number is very low.

The AFI also mentions that we gain competencies through education. An example of this is the academic degree program. Starting in fiscal year of 2015, it will be mandatory for any promotion to Senior Master Sgt. and Chief Master Sgt., that the member have a CCAF degree. Now is the time to focus on earning your CCAF degree.

As NCOs, we are tasked to recognize and reward those individuals whose military conduct and performance clearly exceeds established standards. We have various award programs in place to recognize those deserving because of their achievements and exemplary work. One example is Airman of Quarter. It has been my experience that we are not taking the time to distinguish those individuals that are worthy of this recognition.

Though there are other areas that need improvement in the Enlisted Force Structure, I believe the above noted points are the ones that currently need our attention. NCOs from the senior level on down to the staff sergeant must lead by example. We must belong to a professional organization and encourage the involvement of others. We need to continue and complete our education to earn our CCAF degree. We must make sure to acknowledge those that are deserving of recognition and thank them for their commitment to the mission.

On occasion, take the time to read AFI 36-2618 and work on the areas which you feel need improvement.

JOSE GONZALEZ
Command CMSgt, 177th FW

A Message from the Command Chief

The Contrail
As the imagery of war unfolds on our television screens of precisely guided ordnance striking unfriendly targets on the battlefield, most of us don’t know that there is a select group of U.S. Air Force Airmen on the ground, quickly and accurately acquiring the target, directing those air assets to it and keeping friendly forces in the vicinity out of harm’s way. They are Tactical Air Control Party Specialists (TACPs) - game changers.

TACPs, also referred to as Joint Terminal Attack Controllers (JTACs), are highly skilled and physically fit individuals who must be able to operate under any environmental condition. They embed with U.S. Army ground forces and special operations teams to facilitate communications between the pilots and the ground commander, confirm the location of the target, and help get the weapons on the right target, at the right time, the right place, the right angle and on the right enemy.

More than just the eyes and ears of the pilots on the ground, they carry a heavy burden of responsibility to the fight. A brigade commander gives a JTAC the authority to strike a specific target on the battlefield, with approval to release a weapon given to them by the Joint Chiefs of Staff.

JTACs from the 227th Air Support Operations Squadron (ASOS), a detachment of the 177th Fighter Wing, New Jersey Air National Guard in Egg Harbor Township, NJ, participated in field training exercises with New Jersey Army National Guard’s 50th Infantry Brigade Combat Team at Fort Pickett, Va. in August.

This exercise was unique for the National Guard as New Jersey's Air and Army assets combined as a unified combat force and effective communications were established with F-16C Fighting Falcons from the 177th Fighter Wing while they provided simulated close air support for the friendly forces.

While the 10 person Air Guard presence was small compared to the nearly three thousand Army National Guardsmen participating, their role in the Field Training Exercise (FTX) was critical to the overall success of the mission.

The New Jersey Army National Guard's 1-114 Battalion Commander, Lt. Col. Thomas Hallowell, said, “I can tell you that I have used them before, in the real deal, and I have dropped some big bombs with their assistance and they've been at my side. They do a great job and they’re warriors and literally, they’re game changers.”

Hallowell continued, “One event specifically when we were in a TIC [Troops In Contact], we were in a firefight and although we didn’t have direct close air support dedicated to the mission, we made the call and within two minutes they arrived and ended the troops in contact. The emotional aspect and angst involved with being in a troops in contact situation and being fired at and then watching that house go away where the enemy was, and the emotions involved with the soldiers, the swing in ninety seconds is incredible.”

One evening during the exercise, 227th ASOS members were onboard UH-60 Black Hawk helicopters for an air insertion exercise with the 1-102 Cavalry scouts, one of the methods for moving them into an area of operations where they’ll be performing reconnaissance.

“With the JTAC embedded with the scouts, this brings in those force multipliers that allow us to flex the combat pow-
ers that the brigade combat team has. You have the capability to bring both the reconnaissance piece that we do and the lethal fires that close air support brings, in the case of this exercise, the F-16s,” said U.S. Army Lt. Col. Bill Morris, Squadron Commander of 1-102 Cavalry.

“One of the great things about the New Jersey Army and Air National Guard is that we have these folks organic to the State” continued Morris. “We work in partnership with them long term. It’s great to be able to bring them here and do the mission that you’re looking forward to someday or that you’re training for.”

The integrated training environment is the new normal, but the JTACs still train on their own. Within days of returning from their training at Fort Pickett, 227th ASOS members Staff Sgt. Kane Lawlor and Airman First Class Joshua Derins went on an air insertion/extraction training mission at the Warren Grove range in Ocean County, New Jersey on a UH-60 Black Hawk helicopter from the New Jersey Army National Guard's 1-150 Assault Helicopter Battalion.

This training mission was part of a forty-eight hour test for Derins, referred to as a “check ride”, where he would be tested on mission-planning and execution and certified to be combat mission ready, the culmination of the typical 12 to14 months of blood, sweat and tears to become a qualified TACP, the level before JTAC.

The helicopter flew into the insertion point fast and low, banking from side to side, just as they would in combat, to avoid ground fire.

After exiting the helicopter, Lawlor tested Derins’ ability to work through various scenarios; working through communications equipment issues,
communicating a simulated nine line MEDEVAC request and helping a simulated victim safely back on board the helicopter to be airlifted to safety.

Later that same evening, Lawlor and Derins were joined by two additional 227th TACPs for a continuous live fire night operations exercise at Warren Grove Range, where they took turns controlling an HH-60G Pave Hawk with 4,600 rounds of 7.62 mm ammunition, attacking seven different targets.

Derins reflected on his journey, “It gives you a great sense of accomplishment, to get through what I’ve gone through, it’s not easy to get where I’m at. But to realize when you’re deployed how big of an asset you are. You’re only a two man team and you’re embedded with a thousand Army guys. You’re so small compared to them, but in comparison the huge part of the battle that we bring…it changes everything.”

Derins was cognizant of another important aspect of his part in the battlefield adding, “And the responsibility in our hands is huge, too.”

New Jersey Army National Guard ground troops, requesting overwhelming firepower from the air, accurately, skillfully and safely directed by New Jersey Air National Guard members on the ground. This is the new normal in modern warfare and is the essence of JTACS’ contribution to the fight - game changers.
Tech. Sgt. Andrew J. Merlock, Jr., from the New Jersey Air National Guard, receives the distinguished graduate award for Noncommissioned Officer Academy Class 13-7 from Chief Master Sgt. Ronald C. Anderson, Jr., 1st Air Force (Air Forces Northern), Tyndall Air Force Base, Fla. here, Aug. 15, 2013. The distinguished graduate award is presented to students in the top ten percent of the class. It is based on objective and performance evaluations, demonstrated leadership, and performance as a team player. (U.S. Air National Guard photo by Master Sgt. Kurt Skoglund)

Tech. Sgt. Jose Almeida, right, from the New Jersey Air National Guard, receives the commandant award for NCO Academy Class 13-7 at the I.G. Brown Training and Education Center from Chief Master Sgt. Donald E. Felch, left, commandant at the Paul H. Lankford EPME Center, Aug. 15, 2013. The award is presented to the student who made the most significant contribution to the overall success of the class by demonstrating superior leadership abilities and excellent skills as a team member. It is named in honor of Chief Master Sgt. Paul H. Lankford, a Bataan Death March survivor and the first commandant of the Air National Guard Enlisted Professional Military Education Center. (U.S. Air National Guard photo by Master Sgt. Kurt Skoglund)

Members of the 177th Fighter Wing joined forces with the Folds of Honor Foundation for Patriot Golf Day on Sept. 22. The Folds of Honor Foundation raises funds for scholarships to the children of fallen veterans. (Courtesy photo)

177th Firefighters Airman First Class Robert Bowen and Senior Airman Jason Adams were assigned to the tanker task force that responded to the Dietz and Watson plant fire in Burlington County, N.J. on Sept. 3. They responded with tender 2421 and can be seen in this photo providing much-needed water to battle the blaze. (Courtesy photo)
“The town is yours, gentlemen!” proclaimed Port Republic, N.J. Mayor Gary B. Giberson. On Aug 9., members of the 119th Fighter Squadron were met by Giberson at Harry Bowen Memorial Park along the Mullica River, for a day that saw the local community, the New Jersey Air National Guard, and the U.S. Coast Guard come together for a joint water rescue training exercise.

Airmen from the Aircrew Flight Equipment shop coordinated the event, which is a tri-annual requirement for the Wing’s F-16C Fighting Falcon pilots. Shop members spent the morning assembling the gear needed for the day, including a parachute suspension system, flight harnesses, and life rafts.

U.S. Air Force Chief Master Sgt. Jason Giocanda, non-commissioned officer in charge of the Aircrew Flight Equipment shop, commended Port Republic for their aid in providing a safe place to fulfill the training.

“The location was perfect,” said Giocanda. “The city of Port Republic was extremely accommodating, getting us easy access to parking and the boat ramp. This type of joint training is not only exciting for everyone involved, it’s also important for our pilots to know what to expect in the event they find themselves in the water.”

After a few hours of parachute release training and emergency raft operation, the U.S. Coast Guard arrived in an HH-65C Dolphin rescue helicopter.

U.S. Air Force 1st Lt. Michael Gallinoto, an F-16C pilot, was the first airman to be hoisted onto the hovering rescue helicopter.

"The hoist was an awesome experience. I tried to imagine I was actually being hoisted in a non-training rescue scenario and how glad I would be to be safe in the hands of friendly forces," said Gallinoto.

"Besides the turbulent prop wash of the helicopter, the rescue basket felt stable as I was hoisted up and the hoist operator was welcoming as I approached the top."

"This was a great day of training for both units," said U.S. Coast Guard Lt. Jay Kircher, one of the Dolphin helicopter pilots involved in the exercise.

Kircher continued, "The location of the exercise provided several challenges that we rarely have the ability to practice, mostly due to the high winds coming over the treetops and the need for a higher hoisting altitude. It was also a pleasure to assist our brothers and sisters of the 177th, with whom we share our home air field, in providing important rescue training. Nobody wishes that the training scenario of hoisting an ejected fighter pilot will ever be needed, but if it is, we hope that those pilots we plucked out of the river that day will be more comfortable with being hoisted in a real situation and that their rough day will start to improve dramatically."
U.S. Coast Guard rescue swimmer Jason Foyne makes sure U.S. Air Force 1st Lt. Michael Gallinoto is hoisted correctly during a water extraction exercise in Port Republic N.J. on Aug 9.

U.S. Coast Guard rescue swimmer Jason Foyne (right) talks to U.S. Air Force Capt. Brian Bradke (left) as 1st Lt. Michael Gallionoto is hoisted onto an HH-65C Dolphin on Aug 9.
The first manned and controlled flight of a heavier-than-air machine took place at 10:30 am at Kill Devil Hill, North Carolina, on a chillingly cold and gusty day. That flight on December 17, 1903 by Orville Wright, who alternating with brother Wilbur completed a total of four flights that day, ignited the imagination of the nation and the world to the possibilities of air travel. Since aeroplanes, as they were called at the time, were a rarity, the average person followed the exploits of these early 'bird men' through newspaper and magazine accounts.

The first aerial exposition in the world was held in Paris during the last week of September 1909. Only a year later, the Aero Club of Atlantic City organized its Above-the-Ocean Aviation Meet, taking place July 4 – 13, 1910 over the famed Boardwalk. The goal was to draw tourists to the famous resort on the Jersey Shore. Commercial and private donors contributed the $26,000 (more than $0.65 million in today's dollars) needed to stage the event. Prizes of $5000 each were established for the pilot who would break the existing altitude and speed records.

More than 100,000 spectators witnessed flights by aviation greats including Glenn Curtis, Clifford Harmon, Frank Coffyn, Charles Hamilton, Walter Brookins, J.A.D. McCurdy and others over the fabled Atlantic City Boardwalk. These were the "rock stars" of the time and the young and old alike followed their exploits closely. This level of local interest more than 100 years ago was significant for the time. For comparison, in recent years the "Thunder of the Boardwalk" air shows typically awe between 500,000 and 650,000 viewers over two days.

The 1910 event was held between the Ocean Pier at Tennessee Avenue and the Million Dollar Pier at Arkansas Avenue. For the air show, the participating aircraft took off from the beach, some with the aid of a rudimentary catapult consisting of a rail laid in the sand pointing towards the ocean, and a tower from which a weight and pulley system was hung. For takeoff the pilot applied full throttle as the weight released from the top of the tower linked to a cable that ran under the rail, pulling the aircraft forward. Landings were made on the sandy beach in front of the spectators on the Boardwalk. At times the crowd of spectators was so intense that it overflowed onto the beach, between the Boardwalk and ocean, leaving little room for the airplanes to land.

It must be remembered that at the time of the Atlantic City airshow, flight of heavier-than-air machines was less than 7 years old and most Americans had never witnessed man fly nor even seen an aircraft in person. To inform the viewing public of the details of the next performance or record attempt, the Aviation Meet organizers provided spectators with a program describing the pilot, aeroplane and maneuver, and relied on signal flags and cannon volleys fired from the two piers.

There were many exciting and record breaking feats for the spectators to witness. One participant, Walter Brookins, had the distinction in 1909 of being the first aviator trained by the Wright brothers for their exhibition team. The Wright Flyer was a canard biplane with a 30-foot wingspan and a skid-type landing gear. A hand-built, 30-hp engine that drove two props via bicycle chains and sprockets powered it! (The Wright brothers were, after all, bicycle builders and mechanics.) The Flyer was controlled in flight by means of the moveable canard, or front wing, for pitch control, the bending or warping of the wings for roll control and a rudder for yaw control. The Wrights eventually were granted a patent on their flight control system.

Piloting a Wright Flyer at the Atlantic City Aviation Meet, Walter Brookins became the first aviator to fly at an altitude of more than one mile (6175 feet) on July 10, 1910, winning the altitude prize established by the Atlantic City Aero Club and breaking the existing record set by Glenn Curtiss earlier in the year. Brookins probably would have flown even higher but he ran out of fuel and had to glide his Flyer down through gusting winds to a safe landing on the beach. He had set records earlier for transcontinental flight and endurance.

His (and the Wright brothers') chief rival was Glenn Curtiss. Curtiss started out as a Western Union bicycle messenger, then motorcycle racer, a self-trained aviator...
and ultimately an airplane and engine constructor. He is generally acknowledged to have piloted the first preannounced and publically witnessed flight of a heavier-than-air machine and was also granted U.S. pilot's license #1. Unlike the Wright Flyer the Curtiss aircraft had ailerons for roll control. Powered by a 50 horsepower engine of his own design driving a single pusher prop, the aircraft had a wheeled landing gear.

Curtiss was one of the first aviators aloft when the aero meet began on July 4th. The combination of encroaching crowds and strong sea breezes resulted in a perilous flight. He considered pulling out of the aero meet, but continued to fly. He commented, "The flight proved that my machine is capable of facing a heavy breeze from either the land or the sea...in my first attempt at seashore flying; I find the sand almost ideal for landing and with a clear beach I am sure there will be no further troubles."

On July 5, strong air currents caused Curtiss' aeroplane to plummet, nearly crashing into the sea and causing some damage that was quickly repaired. Later in that day Curtiss made an eight and a half minute flight, one-half mile out over the ocean – the first ever flight made above the Atlantic Ocean.

The following days saw competitive flying with Curtiss flying his own machine, and Walter Brookins and Frank Coffyn flying Wright Flyers in the air at the same time.

On July 9th Curtiss broke the world record for speed on a 50-mile, 1 hour and 21 minute flight, along a closed course over the Atlantic City, thus winning the Aero Club's speed prize. On the last day of the show Curtiss further thrilled the onlookers by "bombing" yachts anchored off the Atlantic City beach with oranges. This gimmick provided a glimpse of the future role of aircraft in wartime. It took place eleven years before the famous demonstration by Army Air Corps General Billy Mitchell, considered to be the father of today’s Air Force, who successfully led the sinking of retired WWI battleships by aerial bombing from twin-engine Martin MB-2 bombers.

Between performances at the airshow, the aircraft were based at a specially prepared aerodrome located behind Atlantic City strip, on an inlet connected to Absecon Channel. This aerodrome led to the establishment of what today is known as Bader Field which first introduced passenger carrying flights just a year after the 1910 airshow. Until its recent closure, it was among the oldest operating airports in the U.S. and the first to provide for both sea and land planes.

At the time of the 1910 Atlantic City airshow, flights by a passenger were so rare that those lucky few were known as “Aeronauts”. One of the most noteworthy of the period was writer and aviation advocate, Augustus Post. Writing for the “Columbia” monthly magazine, he referred to Atlantic City as the world’s “new air port” proudly reporting on the city’s role in promoting aviation through its July 1910 aero meet. This is the first time the term “air port” (albeit in two words) was used. Interestingly, in 1919 the term "air-port" reappeared in a newspaper article by Robert Woodhouse, in reference to Bader Field. In this case he was referring to the “Flying Limousines” seaplane passenger service between Atlantic City and New York established by Glenn Curtiss.

As can be seen, Glenn Curtiss did not leave Atlantic City.
City after the airshow, but established a local factory and in 1915 started passenger seaplane service out of Bader Field referred to above. His company became perhaps the leading constructor of military, mainly Navy, and civilian aircraft of the period.

The Curtiss – Wright brothers’ rivalry ran deeper than just aero meet competitions. They were engaged in protracted legal and patent disputes for many years. The legal battles were not resolved until during the First World War when the U.S. government stepped in, forcing a settlement. In 1929, the Wright Aeronautical Corporation merged with Curtiss Aeroplane and Motor Company to create the Curtiss-Wright Corporation – today a major supplier of aeronautical and industrial equipment and controls headquartered in Parsippany, New Jersey.

Bader Field became Atlantic City’s first municipal airport and, as will be described in the next articles, its anticipated obsolescence led to the planning for a new municipal airport in Pomona and ultimately to today’s Atlantic City International Airport.

ATLANTIC CITY, THE NEW AIR PORT

By Augustus Post

If you will add together the flying time of the two machines exhibited at the Atlantic City meet, July 4 to 12, 1910, you will see that the total time spent in the air by Messrs. Curtiss, Coffyn and Brookins was 6 hours, 39 minutes, 42¾ seconds. To get this, those in charge of the meet to do. It is absolutely necessary to know the motor, all its little personal idiosyncrasies, its kinks and weak points as well as its strong ones. The aviator must know every bone in the body of his machine, just as a good horseman knows his horse and have absolute confidence in every part, or if he cannot have that he must know its weak point, and

Above: “Aeroplanes” fly over Atlantic City’s historic boardwalk and beach at its first “Above-the-Ocean Aviation Meet” in 1910. Left: Atlantic City has the distinction of having the phrase “Air Port” being used for the first time, in regards to Bader Field, which was one of the oldest airports in the country. (Courtesy photos)
Civil Air Patrol cadets from Leesburg Composite Squadron VA117, Va. visit the 177th Fighter Wing for a base tour on Aug. 27. The cadets got to look at a static display F-16C Fighting Falcon, took a tour of the Aircrew Flight Equipment Shop, and got a chance to test their aviation skills in the simulator room. (Photo by Tech. Sgt. Matt Hecht)

Weapons load crews fitted an F-16D Fighting Falcon (above) with four GBU-39 Small Diameter Bombs (training/ground handling variant) on a BRU-61/A rack during training on Aug 22. (Photo by Tech. Sgt. Matt Hecht)

Col. Patrick Kennedy, Commander of the 177th Maintenance Group, briefs his airmen on Sexual Assault Prevention and Response on Aug. 10, 2013. The entire Wing conducted briefings as part of the Department of Defense Sexual Assault Prevention and Response stand down. (Photo by Master Sgt. Shawn Mildren)
U.S. Air Force joint terminal attack controllers direct an HH-60G Pave Hawk helicopter from the 101st Rescue Squadron during a live fire exercise at Warren Grove Gunnery Range in Ocean County, N.J., Aug. 29. The airmen are assigned to the 227th Air Support Operations Squadron, 177th Fighter Wing, New Jersey Air National Guard. The 101st Rescue Squadron is assigned to the 106th Rescue Wing, New York Air National Guard. (U.S. Air National Guard photo by Master Sgt. Andrew J. Moseley)
Forty-five airmen from the 177th Civil Engineering Squadron spent two weeks in July at the North Carolina Air National Guard Regional Training Site in New London where they honed their skills at a MEET (mission essential equipment training) class, as well as a mandatory annual Contingency Construction Project, which this year included refurbishing dormitories.

Above: Staff Sgt. Patrick Ireland puts a fresh coat of paint on living quarters at the 145th Wing’s Regional Training Site in New London, N.C. on July 15.

Airmen from the Emergency Management Office help paint living quarters as part of their annual training at the North Carolina Air National Guard Regional Training Site on July 17.

Senior Airman Mike Garcia does some welding for a stairway project on July 23 at the MEET site.

Senior Airman Mike Garcia instructs 1st Lt. Andrew Matejek on the operation of a Caterpillar road roller on July 25.
Army veteran/Paralympic athlete Scott Winkler addressed the incoming freshman class of Stockton College at the Performing Arts center’s on Saturday, August 31st.

His clear message of perseverance and determination in the face of obstacles resonated through the packed auditorium of young students just beginning their journey of self-discovery.

Winkler joined the Army right out of high school and explained that he would still be serving his country in uniform if a tragic accident hadn't left him paralyzed from the chest down.

While serving with the 549th military police company out of Fort Stewart, Georgia that deployed to Tikrit, Iraq in 2003, Winkler was holding 50 lbs. of munitions when he fell off a truck and his life’s direction was dramatically altered.

"God put me in this chair for a reason!" he declared. ‘The purpose’ he refers to is helping other wounded warriors realize that ‘there is life after injury.’ And, for today, inspiring incoming college student that life’s gifts, and graduation, are there for the taking.

Donna Clementoni, Director of Employer Outreach for The New Jersey Committee of Employer Support of the Guard and Reserve (ESGR) met with Scott Winkler and other Atlantic County veteran advocates prior to the documentary ‘Warrior Champions: From Baghdad to Beijing.”

The film details the individual stories of four American soldiers, including Winkler, who lost limbs or suffered paralysis in Iraq, and of their training to try for a berth on the 2008 U.S. Paralympic team.

She presented the former Army soldier a DoD ‘Seven Seals Award’ for his ‘meritorious commitment to the men and women of the United States Military.’

ESGR is a Department of Defense, mostly volunteer organization that seeks to create a culture where all American employers value and support the military sacrifice and service of the men and women of the National Guard and Reserve.

Winkler’s contribution is especially significant since he works with our nation’s wounded warriors to personally inspire them to consider how to ‘adapt, improvise, overcome’ and find new challenges through adaptive sports.

‘What drives me is not the medals’ he admits but the feeling of accomplishment that result from helping injured military members find new pathways for achievement through physical sports.

Following his 5th place finish in the shot put, Winkler kept on course and ‘brought home the hardware’ from the Paralympic World Games in France this year where he was awarded a bronze medal in his sport.

The Vice President of the Stockton College Student Veterans Organization, Nelson Gonzalez, ended the assembly program by presenting the former Soldier with an award in recognition of his military service and his ‘determination , hard work and inspiration’ that has positively benefited so many.

“I am still representing my country,” Winkler pointed out, ‘as an athlete.’

A world class one at that.
HISPANIC HERITAGE MONTH

HISPANICS: SERVING AND LEADING OUR NATION WITH PRIDE AND HONOR

The Contrail
Communication and How I Come Across to Others

Keep in mind that we all communicate every day, whether or not we want to. The key is to consider less about the words but more about how we are perceived by others or how we come across to others.

Consider that we are with people, and then we are in their presence. So we must do the following:

- We must have self/other awareness
- We control only half of any communication / we must listen as well.
- When we are coping well with our attitude then we make = good choices.
- Our quality of life comes from personal responsibility for the choices we make and the focus is on the other person and not our needs.

Some may ask, what’s in it for me?

You benefit from defined boundaries of self with others and we respect each other’s perceptions, which are always correct in their eyes.

So what do we do next?

- Remember what we can actually control and what we have no control over.
- Decrease your frustration with others because they do not do your will, but respect their needs.
- Understand how you can improve your quality of life by improving their quality of life.

RELAX and know how valuable your awareness and clarity about your values and choices are to each other.

Rules of Engagement and how we come across to others:

- One “controls” only oneself (if that)…no one can control your feelings or thoughts, actions or words – these are yours alone. Self-respect is the basis for respecting others. One can only know oneself.
- Each person is solely responsible for their own participation in any engagement. Each person has choices to make about their feelings, thoughts and responses.
- Two “windows” of interaction with others in a communication “cycle”: My Attitude shapes My Behavior; which affects Your Attitude, which shapes Your Behavior… Control points are:
  - Know what your attitudes are in relation to those of others, AND
  - Decide how you will think, talk, act based on your real values and attitudes

In conclusion and you are only in control

- How I shape my attitude or respond to a situation and prioritize my values (positively/negatively), is how I can define/destroy my quality of life by the way I change my communication.

Awareness and evaluating what is happening, using all one’s senses, cognitive capacity and experience – this is what living is for and our attitudes determine our communication and how we come across.
A U.S. Air Force F-16C Fighting Falcon sits on the flight line on Sept. 26 at the 177th Fighter Wing at Atlantic City Air National Guard Base, N.J. The F-16C is a compact, multi-role fighter aircraft. It is highly maneuverable and has proven itself in air-to-air combat and air-to-surface attack. The 177th Fighter Wing received the last replacement F-16C on Sept. 26 from the 132nd Fighter Wing, Iowa Air National Guard. (U.S. Air National Guard photo by Airman First Class Shane Karp)
U.S. Air Force Staff Sgt. Kane Lawlor (front), and Airman 1st Class Joshua Darins (back) run toward a UH-60 Black Hawk helicopter from the New Jersey Army National Guard's 1-150 Assault Helicopter Battalion during training at Warren Grove Gunnery Range in Ocean County, N.J., Aug. 29. Lawlor and Darins are both tactical air control party airmen assigned to the 227th Air Support Operations Squadron, 177th Fighter Wing, New Jersey Air National Guard. U.S. Air National Guard photo illustration by Master Sgt. Andrew J. Moseley