102nd INTELLIGENCE WING

Seagull

JANUARY 2011

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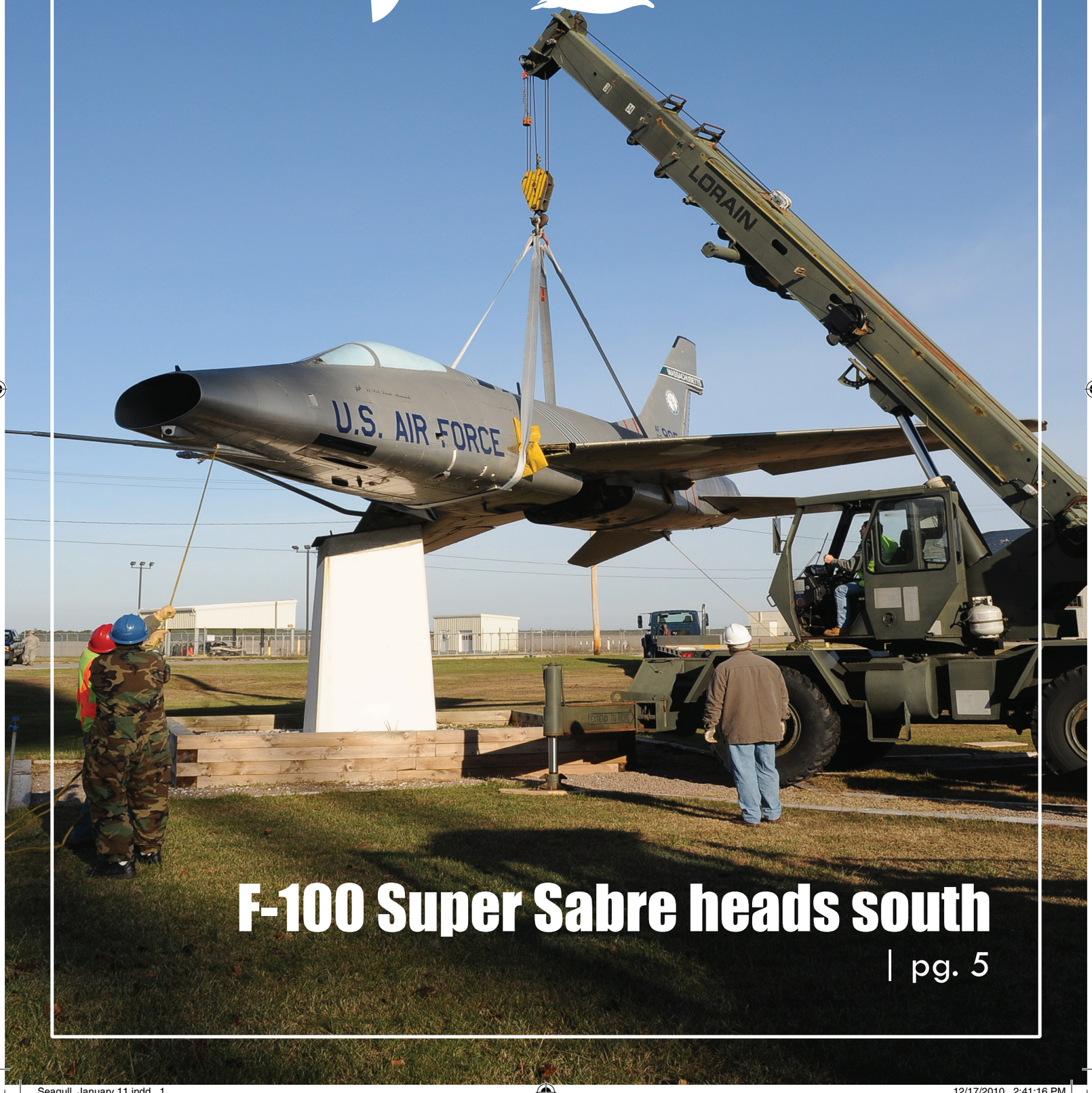

F-100 Super Sabre heads south

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Seagull

VOLUME 26 | NUMBER 1

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SEAGULL IDEAS?

Do you have an idea for a Seagull article? Would you like to be the subject of a story? Exercises, deployments and other operational information is always welcome. Let us know what is going on in your organization. *(Please limit articles to 500 words.)*

The next Seagull deadline is Saturday, Jan. 8, 2011.

ON THE COVER >>

An F-100 Super Sabre static display was removed from its Otis ANG Base pedestal, Nov. 30, so it could be transferred to the Museum of Aviation at Robins AFB, Ga.

U.S. Air Force photo by Master Sgt. Sandra Niedzwiecki

UPCOMING UTAs >>

Unit Training Assembly duty hours are 7 a.m. to 3:30 p.m.

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FROM THE DESK OF THE

102nd Intelligence Wing VICE COMMANDER

By Col. Christina Stevens

DEPARTMENT OF THE AIR FORCE
102D INTELLIGENCE WING (ACC)
MASSACHUSETTS AIR NATIONAL GUARD
OTIS AIR NATIONAL GUARD BASE MASSACHUSETTS

Welcome back and Happy New Year. I hope everyone had a wonderful holiday and enjoyed some quality family time and rest and relaxation.

As we turn the calendar over to a new year, it's a good time to look forward and consider what challenges lay ahead so we can prepare and pace ourselves to meet them. It's shaping up to be a busy year.

Certainly the upcoming Unit Compliance Inspection (UCI) is looming large on the not too distant horizon. We haven't had a higher headquarters inspection here since 2006 – with lots of changes happening in those years – so for many of us there is a tremendous amount of new tricks to learn. For many unit members, this will be their first inspection with the 102nd. With our regular operations tempo, military construction (MILCON) programs, and a full training program it can be hard to see how we can fit in the additional work load of preparing for an inspection. I have a few thoughts on that.

First, I firmly believe that we do things correctly here at the 102nd. Former President George Bush was fond of saying, "The truth is confirmed by inspection." So preparing will really just mean organizing your work place so you can demonstrate that fact clearly to the UCI inspectors.

Secondly, communicate. Reach out to your Group UCI team representatives here at Otis, your counterparts in the field, your contacts at the National Guard Bureau (NGB), and your inspectors. If you are unclear about what you will be tested on, ask around until you have clarified exactly what items apply to your section.

Finally, don't procrastinate. I realized recently that it is almost time for our deployed security forces Airmen to return home from Iraq. I couldn't believe six months had passed. We can get so focused on executing our day-to-day responsibilities that we put off addressing things that are not on the daily critical path. Being the first month of the year, with the middle of winter on us, October can feel like a long way away. It will be here in just seven short drills. Don't put off your inspection preparations until the last months. If you start now, you can hit a reasonable pace to get you where you need to be next fall.

With three different Major Commands (MAJCOMS) operating here at Otis, it can be confusing to envision how our inspection will be executed. Air Combat Command (ACC) will have the lead and I've spent a fair amount of time talking with them about how the three will interact. Right now, the units and the Inspector General (IG) team are climbing the learning curve together and there are not answers for all of the questions. We have the advantage of watching some of our sister Intelligence Wings go through the same inspection this spring. I'm sure this will go a long way in defining how the inspection will be handled and will provide us the answers we seek.

For now, if you have questions or are confused as to where to start, see your Group UCI representative. We have a great UCI team pulling together the effort and I'm sure these individuals will be able to help you. From the 102nd Intelligence Group – Lt. Col. Virginia Doonan; 102nd Air Operations Group – Lt. Col. Gary Cundiff and Capt. Keven Dunn; 102nd Mission Support Group – Senior Master Sgt. Ed Winchester; 102nd Wing Group – Lt. Col. Paige Inscoe and Maj. Nicole Ivers; and from the 102nd Medical Group Maj. Michael McGourty.

AIR GUARD PHYSICIAN ASSISTANT SERVES IN PARAGUAY

By Capt. Evan C. Lagasse
102nd Intelligence Wing Public Affairs

Major Michael McGourty, 102nd Medical Group physician assistant, treated 100 Paraguayan patients in two days, Nov. 13-14.

A Massachusetts Air Guard officer spent 28 hours airborne round-trip in civilian aircraft in order to provide medical services for patients 10- to 80-years-old during a fall weekend in South America.

Major Michael McGourty, 102nd Medical Group physician assistant, participated in a Medical Civil Affairs Program (MEDCAP) with soldiers from the Massachusetts Army Guard, Nov.10-17, in the rural San Pablo District of Paraguay.

The travel originated in Boston and temporarily stopped in both Miami and Brazil before arriving in Paraguay. Then the real work began.

"The program is set up as two-day patient care and it's on a Saturday and Sunday (Nov. 13-14). They tend to use a local school and the weekend is the best time to do that so the school's curriculum is not interrupted," said Major McGourty, an eight-year Air Guard veteran.

Patients waited outside the school in 80-90 degree temperatures until it was their turn to be seen. Once inside the school, they met with a provider who was typically one of four providers in the same classroom all seeing patients at the same time. Available medical services ranged from optometry to dental and blood pressure checks to prescription refills.

Of the approximately 2,600 patients served by the entire MEDCAP team, Major McGourty provided medical services for approximately 100 patients, spending an average of seven to eight minutes with each person.

"It wasn't emergency medicine. The people were relatively healthy for the most part," said Major McGourty. "They live in a very rural area of Paraguay so most took advantage of the MEDCAP for the relatively convenient access to care they don't experience on a day-to-day basis."

Two of the biggest challenges were the language barrier, which was eased by the availability of several translators, and the inability for providers to follow up with patients who had potentially serious conditions.

"One patient had a lump on her thyroid. Was it cancerous? I don't know, but I would like to be able to follow up. I contacted the main Paraguayan authorities about the patient so they could follow up immediately," said Major McGourty.

With many moving parts and the short time frame with which the team had to operate, there was potential for the MEDCAP to go awry but proper planning, professional people and patient patients made the event a resounding success.

"I didn't really know what to expect when I volunteered for this trip but I was very impressed by the way the operation was run. The team did an amazing job with logistics and it was clear how much the Paraguayan military genuinely cares about their people," said Major McGourty.

In addition to Major McGourty and the Massachusetts Army Guard soldiers on the MEDCAP, the team consisted of U.S. active duty servicemembers, Paraguayan medical personnel and Paraguayan special forces.

Massachusetts is partnered with the country of Paraguay through the National Guard's multifaceted State Partnership Program (SPP) which links U.S. states with foreign nations to promote and enhance bilateral relations.

Major Michael McGourty, 102nd Medical Group physician assistant, treated 100 Paraguayan patients at this classroom table, Nov. 13-14, as part of a Medical Civil Affairs Program. Paraguayan nurses and soldiers are visible through the windows. (U.S. Air Force photo by Maj. Michael McGourty)

Airman in the Spotlight

Senior Airman Christian DiNoia

Senior Airman Christian DiNoia recently transferred to the 102nd Financial Management Office from the 253rd Combat Communications Group. Airman DiNoia cross trained into the finance career field and works full time in the Finance Office as he pursues a bachelor's degree in Finance at the University of Massachusetts, Dartmouth.

Airman DiNoia grew up in Barnstable, Mass., and moved back to finish his degree and be near family.

DiNoia started his military career on active duty where he was first stationed at Osan Air Base, Korea, then moved to Charleston Air Force Base, S.C. He transferred to the Air Guard in 2008 and has been in the military for four years. He joined the military to broaden his career and serve his country.

Hobbies: Weight lifting, running, soccer, carpentry, listening to music, maintaining a healthy lifestyle.

For fun: Going out on the town, spending time at the beach, being around family, planning a trip to Italy.

If you would like to nominate a 102nd Intelligence Wing member for the monthly "Airman in the Spotlight" feature, contact Capt. Evan Lagasse at (508) 968-4003 or e-mail evan.lagasse@ang.af.mil.

F-100 SUPER SABRE HEADS SOUTH

Photos By Master Sgt. Sandra Niedzwiecki
102nd Intelligence Wing Public Affairs

Erwin Ross, aircraft restoration exhibit specialist from the Museum of Aviation, Robins Air Force Base, Ga., assists the 102nd Civil Engineer Squadron at Otis, Nov. 30, with the removal of an F-100 Super Sabre static aircraft scheduled to be shipped to Robins AFB for future restoration and display. Retired Maj. Gen. Richard N. Goddard, former Warner Robins Air Logistics Center (WR-ALC) commander and current Georgia resident, flew more than 200 combat missions in the aircraft in Vietnam. The 102nd received another F-100 which is in better condition to replace the one flown by General Goddard.

102nd Intelligence Wing

Harsh reminders keep safety in the forefront

for the Massachusetts Air National Guard

By Senior Master Sgt. John Noland
102nd Intelligence Wing Safety Office

In the last two months, the Massachusetts Air National Guard suffered the tragic loss of an Airman, the passing away of numerous extended family members, and a few near-miss situations.

The following accounts relay two recent mishaps and their outcomes. Also included are "Healthy Traveling Tips" to assist your travels going into 2011. It's always encouraged to continuously practice Operational Risk Management (ORM) not only at the work area, but at home too. Remember the six steps:

1) Identify the Hazard
2) Assess the Risk
3) Analyze Risk Control
4) Make Control Decision
5) Implement Risk Control
6) Supervise and Review

MASSACHUSETTS LOST AN AIRMAN

On Nov. 7, 2010, Airman 1st Class Dustin J. Curley, 26, of Enfield, Conn., was pronounced dead at Methodist Hospital in Indianapolis. Airman Curley, a member of the 104th Fighter Wing, suffered fatal head trauma as a result of an automobile accident that occurred at approximately 6:30 p.m. on I-65. Airman Curley's 24-year-old sister was also seriously injured in the crash.

For unknown reasons, the vehicle ran off the road into the median. The driver overcorrected, causing the vehicle to roll over. Neither occupant was restrained and both were ejected.

Airman Curley had come home on leave to visit family and the plan was for him and his sister to drive his car back to school. He was attending Technical Training School at Sheppard AFB, Texas.

I NEVER GO ANYWHERE WITHOUT BUCKLING UP

On Dec. 12, 2010, Senior Airman John Wong, 102nd Intelligence Wing, was involved in a single-vehicle accident. Airman Wong was driving 30 mph in a posted 35 mph zone on the West Bound Lane of Soldiers Field Road in Boston. This is a road that Airman Wong drives on once a week and is very familiar with.

Airman Wong's vehicle hit a patch of black ice causing his vehicle to swerve right. He tried to regain control of the vehicle by turning slightly left, but the vehicle did a strong left instead, rolled over onto the roof, slid across the roadway and came to rest against the curb on the other side of the road.

"I was wearing my seat belt and was able to get out of the vehicle after it stopped moving," said Airman Wong. Concerned with the traffic behind him and surrounded by broken glass, Airman Wong crawled out of the overturned vehicle.

"My body was tightly secured from the seat belt. I never go anywhere without buckling up and this is one of those cases where it saved my life," said Airman Wong.

Airman Wong was transported to a local hospital's Emergency Room where he was treated and released the same day with minor abrasions on his hands from crawling out of the vehicle through the broken glass. As of Dec. 15, Airman Wong was still a little sore, but recovering well.

During a drastic temperature change, the forming of black ice on roadways is a common occurrence and is an extremely dangerous driving condition. Always remain alert while driving and reduce your speed as driving conditions worsen.

TRAVEL RISK PLANNING SYSTEM

The Travel Risk Planning System (TRiPS) is an automated trip planning tool that incorporates the principals of Composite Risk Management and facilitates a dialogue between supervisors and subordinates prior to automobile travel. TRiPS can be found in the top left hand corner of the 102nd Safety Community of Practice (CoP) website (https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=OO-SE-AN-30).

HEALTHY TRAVELING

If your job requires a considerable amount of out-of-town travel, you should remember that frequent absences can lead to health difficulties as well as loneliness, alienation, and even depression. You may even encounter problems with your colleagues, friends, spouse and children if they begin to feel neglected.

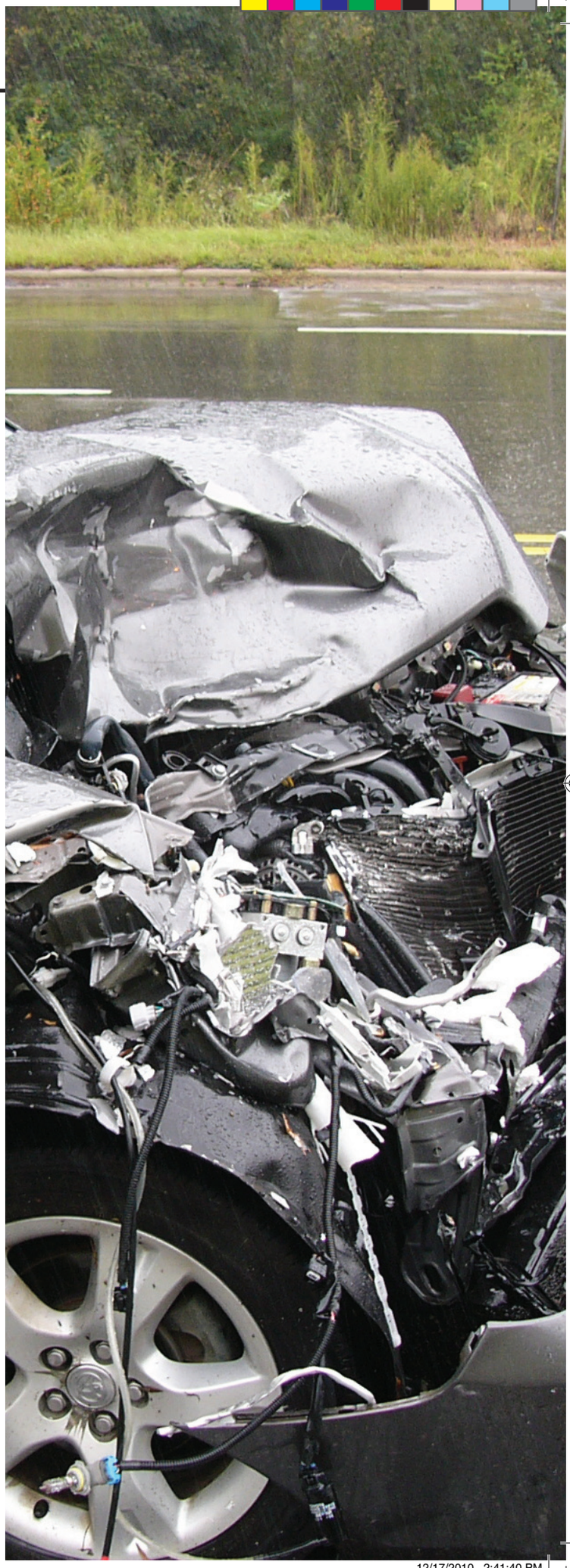
The travel itself can also be exhausting. When you travel by airplane, follow these recommendations:

• People with chronic sinus and allergy problems should consult their physician before flying. The physician may be able to give them medication that will decrease their discomfort when flying.
• People who get anxious or nauseous when flying should check with their physician for prescription medication that could help. They should also eat light meals and if they get nauseous, avoid alcohol because it will make the nausea worse. When traveling by car, plan rest breaks so you can get out and stretch. These breaks help relieve tension in the muscles, particularly those in the legs and back, and help keep drivers more alert. If you find that in addition to the rigors of traveling, your job also requires you to be away from home for long periods of time, watch for these signs that could indicate that you're away too much:
• **Health problems.** Catching more colds, taking longer than usual to get over the flu, and insomnia.
• **Decreased work performance.** Decreased work output, making more mistakes, less steady handwriting, and inability to concentrate on a task as long as usual.
• **Mood changes.** Irritability, feeling blue, and experiencing periods of hyperactivity. Here are some tips to help combat these travel-related problems and also keep the people at home happier in your absence:
• **Get extra sleep the week before you depart and during the trip.** If possible, stay on the same time schedule as if you were at home. Even the change of an hour either way can make a difference in your energy level.
• **Eat a balanced diet and try to exercise while you're gone.** If you change altitudes, eat and exercise in small amounts at first. People feel fatigued during the first 24 to 36 hours in a higher altitude.

SEAT BELT STATISTICS

From the National Highway Traffic Safety Administration (NHTSA). Based on data from their 2008 surveys as posted on their website, seat belt usage is slightly up with the following statistics. Seat belt use for occupants ages 8–15 stood at 83 percent in 2008 (up from 82 percent in 2007), at 80 percent for occupants ages 16–24 (up from 77 percent in 2007) and at 84 percent for occupants ages 25–69 (up from 83 percent in 2007). While not statistically significant, these increases are a positive sign that more people are buckling up.

Resources:
- 104th Fighter Wing
- Indiana State Police
- U.S. Army Installation Management Command



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INTRODUCTION TO THE COMPLAINTS RESOLUTION PROGRAM

By Lt. Col. Paige Inscoe
102nd Intelligence Wing Inspector General

There are two aspects to my role as the Inspector General (IG) here at the 102nd: complaints resolution and inspections. Because of the upcoming Unit Compliance Inspection (UCI), the topic of inspections will get a lot of attention in the upcoming year, so I'll focus on complaints resolution for now.

As the IG, I serve as another set of eyes and ears for the wing commander, to be on alert for issues that affect our Wing. This does not mean that I'm in the commander's "pocket" and can abandon my sworn duty to serve as a fair, impartial and objective fact-finder and problem solver, however. Being impartial and unbiased means I am not an advocate for anyone; I just look at the facts and the resolution path.

Believe it or not, complaints have their use; they help commanders discover and correct problems that affect the productivity and morale of assigned personnel. Resolving the underlying cause of a complaint may prevent more severe symptoms or costly consequences, such as reduced performance, accidents, poor quality work, poor morale, or loss of resources. Even though allegations may not be substantiated, the evidence or investigation findings may reveal systemic, morale, or other problems that degrade efficiency and mission effectiveness.

People who have issues are less able to focus on the mission, and it's my job to use the complaints resolution process to resolve a member's complaint and get their mind back on the mission.

Type of issue	Appropriate agency to resolve the issue
Unprofessional Relationships/Adultery	Commander -- AFI 36-2909
Sexual Harassment/Discrimination	Command -- NGR 600-4, ANGP 30-02
TRICARE Complaints	TRICARE Benefits Services Office
National Guard Military Technicians (Excepted Civil Service under 32 USC§ 709)	State Human Resources Office (HRO)
Military Equal Opportunity Issues	Local EO Director; ANGI 36-3 & ANGI 36-7
Administrative Separations	Local Force Support Flight (FSF)
Correction of military records	AFPC and vMPF web sites for processing via AFBCMR -- per AFI 36-2603
Appeal of an OPR, EPR, or Promotion Recommendation Form (PRF)	AFPC and vMPF web sites for appropriate processing via AFERAB -- per AFI 36-2401; Local MPF or commander for ANG enlisted appraisals -- ANGR 39-62
LOC, LOR, or Article 15 (other than discrimination/reprisal)	Commander or Area Defense Counsel (ADC)
Intelligence Oversight	AFI 90-301
Privacy Act complaints	Base Records Manager -- AFI 33-332

Who may file IG complaints?

• Any Air Force military or civilian member.

– Many Department of the Air Force civilian complaints (e.g., discrimination, sexual harassment, and conditions of employment) must be addressed by agencies other than the IG.

• Dependents or relatives of active duty members and retirees (situation dependent).

– It is always best for the actual "victim" or person who witnessed the alleged wrongdoing to file the complaint.

• Anyone may file Fraud, Waste, and Abuse (FWA) disclosures.

What types of complaints are appropriate?

• Complaints regarding Abuse of Authority, Restriction, Military Reprisal and Improper Mental Health Referrals are

See COMPLAINTS RESOLUTION (pg. 9)

CONGRATULATIONS 2ND LT. MARC McANDREW

By Master Sgt. Nicholas Kollett
102nd Mission Support Group first sergeant

Second Lieutenant Marc McAndrew earned his commission Oct. 22 at the Academy of Military Science (AMS), McGhee Tyson ANGB, Tenn. At the commissioning ceremony, he was recognized for achieving a 97 percent on his Physical Fitness test. He will now serve as the 102nd Security Forces Squadron's operations officer. Prior to earning his commission, Lt. McAndrew served four years as an enlisted Airman with the 102nd SFS.

Col. Christopher Faux (left), 102nd Mission Support Group commander, administers the commissioned officer oath to 2nd Lt. Marc McAndrew, 102nd Security Forces Squadron operations officer. (Courtesy photo)

COMPLAINTS RESOLUTION *continued*

matters that require IG attention.

– Restriction: attempting to prevent members of the Armed Forces from making or preparing lawful communications to members of Congress and/or an IG.

– Reprisal: taking or threatening to take an unfavorable personnel action or withholding or threatening to withhold a favorable personnel action on a military member for making or preparing to make a protected communication.

• FWA and violations of law, Air Force instructions, or policy.

– Report through the appropriate grievance channels (*see table*).

– Subject of your complaint must be an Air Force program or person.

Bear in mind: the fact that you may disagree with your supervisor(s) over management styles or have what you believe is a "personality conflict" does not constitute an injustice or mismanagement. Additionally, not liking an answer or outcome doesn't mean it was wrong or that you have grounds to appeal.

Unsure if you should file a complaint or whether you can appeal? Contact your local IG office for guidance.

When are IG complaints appropriate?

• Attempt to resolve personal complaints and FWA issues at the lowest possible level.

• Use command channels before elevating them to the next higher level or to the IG.

• File promptly within IG, command, or other grievance channels.

• An IG may dismiss a complaint if there is no FWA, recognizable wrong or violation of law, regulation, or policy.

• Complaints more than 60 days from date of occurrence may be dismissed, unless extraordinary circumstances or special Air Force interests justify an investigation.

Where should complaints be filed?

• Complaints may be filed with a superior or commander in your chain of command, an IG or other appropriate inspector, or within any established grievance channel.

• Start at the local level.

– It is OK to file at any level (e.g., state, DoD), but doing so adds significantly to the timeline; they will send it back to the local level almost every time.

• If a complaint or appeal concerns adverse actions for which law and/or regulations provide a specific means of redress or remedy, I must refer the complaint to those channels.

• The *table* covers some of the more common issues and is intended to help steer you in the right direction from the beginning.

How should complaints be filed?

I'll take a complaint via any means available, whether it's in-person or scribbled on a napkin left under the wipers on my truck. Ideally, an e-mail or call to my office followed by an in-person interview works best, but it's totally up to the individual. Complaints may be anonymous, but having no way to contact a complainant for clarification, additional information, or even to communicate results, may hinder my ability to resolve a complaint.

For the complaint resolution process to remain effective, be sure you have a problem, not just a peeve. Give your chain of command a chance to solve the problem. Be honest and don't provide misleading information because the truth always comes out. I can only resolve a case based on facts, and I do not make policy. Finally, remember that commanders take action; I can only make recommendations, not order resolution.

For more information, refer to AFI 90-301, *Inspector General Complaints Resolution*, or contact me at (508) 968-4304 or paige.inscoe@ang.af.mil.

CHRISTMAS TREES DONATED FOR LOCAL SERVICEMEMBERS

By Erin Creighton
102nd Intelligence Wing Airman and Family Readiness Program Manager

This Christmas season, Cape Cod's 11 Masonic Lodges banded together to support the local military community. Individual Masons from the various Lodges bought trees to be donated to military families. In all, 30 stately trees were gathered at the Yarmouth location for donation. Within five minutes, the Masons filled three-quarters of a box truck with the trees for transport to Otis ANG Base. Once at Otis, the 102nd Logistics Readiness Squadron made quick work of unloading and displaying the trees for families. The trees were distributed by the 102nd IW Airman & Family Readiness Program to all branches of the military. A special thanks to retired Lt. Col. William Reade of the Universal Lodge in Orleans, Mass., for coordination of the tree donation, and Paul Miskovsky, Miskovsky Landscaping, for equipment usage.

JOB OPENING: HONOR GUARD (TITLE 10)

There is one 139/179-day (renewable) Title 10 MPA Honor Guard position open within the 102nd Intelligence Wing. This is a temporary active duty tour starting on or about Jan. 15, 2011. Duty title is Ceremonial Guardsman, 102nd Intelligence Wing Base Honor Guard. Must apply not later than Jan. 9, 2011. Eligible applicants will meet a board. To apply, please submit a one page resume to:
102 MSG/CC, Attn: Col. Christopher Faux.

Eligibility:
1. Any member of the 102nd Intelligence Wing.
2. Member in good standing within his/her organization (no profiles).
3. Must have Unit Commander's approval.
4. Any Enlisted AFSC.

Requirements:
1. Maintain the highest standards in Dress & Appearance, Military Bearing and Professionalism.
2. Provide and assist in the rendering of Military Funeral Honors. Possess the ability to perform any aspect of the MFH Ceremony.
3. Conduct and assist in the training of fellow guardsmen.
4. Assist with the management of the BHG program; to include the maintenance of the administrative portion of the program, educating the local Funeral directors, Veteran service organizations on the importance of the Military Funeral Honors program.

Further questions may be addressed to Master Sgt. John Mallard at John.Mallard@ang.af.mil.

The Airman's Council
ANNOUNCEMENTS

- **Toastmasters** Would you be interested in joining an MMR Exclusive Toastmasters club? If there is an interest we will start one.
- **Wi-Fi at the Dorms!** Thanks to many months of persistence from the Mission Support Group and Comm team!
- **Rubb Tent is open!** Behind the Eagle's Nest there is a Rubb Tent which houses a large projection screen for movies, video gaming, and other activities. Open the same hours as the Eagle's Nest. What would you like to see at the Rubb Tent? Guitar Hero? A Halo Tournament? Let us know!

The Airman's Council meets every Saturday of the UTA at 1400 in the Wing Conference Room and is open to all E-1 to E-6 personnel.

ANNOUNCEMENTS >>

MAJ. GEN. AKEY'S RETIREMENT PARTY

In honor of Maj. Gen. Michael D. Akey's retirement from the Massachusetts Air National Guard, his family, friends and military colleagues request the pleasure of your company as we thank him for his service to our great nation and wish him well for the future. Saturday, Feb. 12, 2011, 6-10 p.m. at the Wyckoff Country Club (233 Easthampton Road, Holyoke, MA 01040). Business Casual Attire. Tickets are $50 per person. Please make all checks payable to 'HQ MA ANG Fund.' For tickets, please contact Maj. Nicole Ivers: (508) 968-4664, nicole.ivers@ang.af.mil or visit Building 158, Room 230.

WING INFORMATION LINE

Winter has arrived and it is important for all personnel to keep the Wing Information Line phone number handy. For the most up-to-date information on the Base's Operational Status, simply call (508) 968-4433 and listen to the recording. As always, Airmen are expected to apply the principles of Operational Risk Management (ORM). Be safe and avoid unnecessary risks.

JOB OPENING: IMAGERY ANALYST (1N171)

The Wing Staff has an opening for an Imagery Analyst (AFSC 1N171). This position reports directly to the Wing Commander and Vice Commander. This individual will bring their intelligence experience and expertise to the Wing Staff to help prepare for inspections and plan Wing exercises. Additionally, they will assist the Antiterrorism/Force Protection officer with ATO programs. Primary focus in the next year will be to work with the Wing Inspector General in preparation for the upcoming Unit Compliance Inspection. The position is a traditional master sergeant and is open to staff sergeants and above. Interested candidates should submit a resume to Maj. Nicole Ivers by Jan. 15, 2011. Questions may be directed to Maj. Ivers (508-968-4664).

OPERATION CHRISTMAS CHILD

The Officers Council extends a 'Thank You' to everyone for their support and contributions to Operation Christmas Child. Your contributions helped to make up 535 shoeboxes that left our collection point to bring both fun and essential supplies to children in need in places like Darfur, Africa and other locations around the world. Your efforts will make a difference for many this year. Thank you!

QUIT SMOKING

TRICARE's Smoking Quitline is now accepting calls. All non-Medicare eligible TRICARE beneficiaries within the U.S. can get assistance with going "smoke-free" by calling the toll-free quitline 24/7, including weekends and holidays. Beneficiaries living in the North Region can call 866-459-8766.

CHAPEL CALL

By Chaplain (Lt. Col.) David Berube
102nd Intelligence Wing Chaplain

Starting new in the middle of the old

The start of a new year is traditionally the time when people talk (and write) about the process of making New Year's resolutions. Typically, that story rolls around to how quickly those resolutions are broken. For me that has led to a personal choice to not make any resolutions – it hasn't seemed like a good use of time and energy. But I'm not really comfortable with that position because I'm basically a hope-oriented guy and that doesn't seem very hopeful. Plus, anything "new" carries a whole lot of inherent hope that it seems wasteful to leave unused.

So, as we come to that season again I'm rethinking my position. And I'm thinking that the problem may not be the fact that resolutions are made. It may be how we go about that process. Here are some of my emerging thoughts about why the resolution crash happens and how we might establish a better success rate for any resolutions we choose to launch:

• Context – We make resolutions based upon the underlying assumption that "new year" equals "blank slate." In our heads we know that isn't true. Just because it's a new year doesn't give us a completely fresh start. We come into the new bearing everything we carried over from the old year and need to take that context into account. I'm thinking choosing resolutions with our current life context in mind will make them more reality based and manageable, and give them a better chance for success.

• Scope – Some of the most popular resolutions include weight loss, healthy eating, better exercise, and smarter lifestyle choices. My sense is that many of the unsuccessful attempts in these areas happen because the resolutions are to get all those pieces 100 percent adjusted, all at once, and quickly. That way, before spring the resolution maker will be a catalog model/world class athlete who never, ever, touches junk food. I think a resolution with a reasoned time frame and realistic destination would produce enough progress to continue fueling forward motivation and greater overall success.

• Pleasure – I think resolutions are often approached as correctives for negatives in life rather than opportunities for pursuing joy. We set them up as burdens rather than blessings. They become heavy, punitive punishments for what we did in the past rather than opportunities for improvement in the future. I think most people wind up approaching resolutions in the same way my dog approaches the door when we're going to see the veterinarian. I think it would make a positive difference if we approached resolution making (and keeping) with the attitude of kids going to get ice cream (maybe that's a bad metaphor following the last paragraph, but remember how much fun it was to chase that truck and catch it?).

If we make resolutions or set goals, whether it's at New Year's or any other time, I'm thinking it's crucial that we allow the process to be a life-enhancing, personally enriching, hope-filled experience. Come to think of it, it could be a resiliency boosting opportunity. I may actually have to make a resolution this year, at least to test my new thinking. Let me know if you test it out as well.

102ND IW
ENERGY MANAGEMENT

Massachusetts Anti-Idling Law

You might be breaking the law without even knowing it! Did you know that in the state of Massachusetts there is a law that prohibits engine idling for longer than five minutes? Just think of the upcoming cold winter months when you want to "warm-up" your car prior to heading to work. Maybe you let your engine run while you're dropping your children off inside at day care. Or, you stop at the local coffee shop to run in and grab your morning swig. In doing so, are you letting your car run for more than five minutes?

If so, you might be violating The Massachusetts Anti-Idling Law; PART I (Administration of the Government), TITLE XIV (Public Ways and Works), CHAPTER 90 (Motor Vehicles and Aircraft), Section 16A (Stopped motor vehicles; operation of engine; time limit; penalty). Take heed, because the potential fine of not more than $100 for the first offense, and not more than $500 for each succeeding offense could cut into your holiday budget. There are some exclusions to this law that pertain to vehicles engaged in an operation for which the engine power is necessary, but for the most part, this law applies to all motor vehicles. Our vehicles here at Otis Air National Guard Base are NOT exempt and must also obey the law.

Why? Safety reasons aside, this is simply to conserve energy and improve air quality. By reducing idling you will: help protect the public from harmful exhaust fumes, reduce air pollutants that contribute to smog and global warming, reduce fuel consumption, reduce engine wear and tear, and save money on fuel and engine repairs.

For more information about the Massachusetts Anti-Idling Law, refer to: http://www.malegislature.gov/Laws/GeneralLaws/PartI/TitleXIV/Chapter90/Section16A.

In addition, for some eco-driving practices, please visit: http://www.eot.state.ma.us/gastips/.

Seagull

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