

A BRIEF HISTORY OF THE 177TH Fighter Wing

The 177th Fighter Wing traces its roots back to September 1917 as the 119th Aero Squadron. The 119th Aero Squadron, an active duty training squadron during World War One, was demobilized in May 1919.

In 1930, the 119th Observation Squadron was given federal recognition as part of the 44th Infantry Division, New Jersey National Guard, 119th Fighter Squadron at Newark. In 1958, the 119th Fighter Squadron moved to the former Navy facility in Egg Harbor Township, New Jersey, and was re-designated the 119th Tactical Fighter Squadron. In 1962 the unit became the 177th Tactical Fighter Group, the 177th Fighter Interceptor Group in 1972, 177th Fighter Group in 1992, and finally became the 177th Fighter Wing in 1995. The 177th Fighter Wing has been activated twice to federal service since World War Two. In 1961, the unit was called up for the "Berlin Crisis" and in 1968 for the "Pueblo Crisis," which sent unit members to all corners of the globe including Vietnam.

Years later, 70 unit members were activated in support of "Desert Storm." As the events of September 11th unfolded, the 177th Fighter Wing, through years of preparation, training and commitment launched to our nation's emergency and desperate call for help. These Air Guard warriors brought with them the character and core values of generations of heroic citizen soldiers and airmen. Since October 2001, the wing has had an active involvement in Operations NOBLE EAGLE, SOUTHERN WATCH, NORTHERN WATCH, ENDURING FREEDOM and IRAQI FREEDOM.

INTRODUCTION

Thank you for your interest in the 177th Fighter Wing / New Jersey Air National Guard Undergraduate Pilot Training (UPT) Program. This Guide was developed to help answer your questions, assist you in your application process and provide you with some general information about the New Jersey Air National Guard. It includes information about the pilot training process and our expectations of NJANG pilot in addition to specific application submission requirements.

APPLICATION/BOARD INFORMATION

If you have any questions that are not addressed in this Guide about the application process, please email questions to 177.FW.177.FW-UPT.Org@us.af.mil.

If you are unable to email your application, send it to: 177 FSS/CC

400 Langley Road

Egg Harbor Township, NJ 08234-9500

Attn: UPT Board

EMAIL: 177.FW.177.FW-UPT.Org@us.af.mil

If you do not meet the requirements and qualifications to be an officer candidate, or are several years from meeting them, please consider joining the New Jersey Air National Guard as an enlisted member. This career broadening experience will improve your chances of being selected for an officer billet in the future. Please call (609) 761-6216 and ask to speak to a recruiter.

REQUIREMENTS AND QUALIFICATIONS

A baccalaureate or higher degree from an educational institution listed in the current Accredited Institutions of Post-Secondary Education is required for all appointments unless waived. Exceptionally qualified initial appointment applicants may request a waiver of the degree requirement, however they are only granted in very few circumstances. Additionally, the following GPAs must be met:

| If the Applicant has completed | The minimum acceptable GPA is: |
|---------------------------------------|---------------------------------------|
| 90 but less than 105 semester hours | 2.30 |
| 105 but less than 120 semester hours | 2.20 |
| 120 or more semester hours | 2.10 |

The applicant must initiate the education waiver. The waiver request must outline a degree plan that will result in a four-year degree by the end of the fourth year of commissioned service. Failure to complete the degree requirement will render the member ineligible for promotion and will result in termination. The commander must provide a memorandum justifying the selection of a non-degree candidate.

To Qualify for Pilot Training you **MUST**:

- Be physically and mentally fit
- Meet minimum scores on the AFOQT (see page 8)
- Have taken the Test of Basic Aviation Skills (TBAS – formerly called the BAT) and received test scores (see page 10). TBAS may not be taken earlier than two weeks after the AFOQT is taken. If you have previously taken the BAT, you **must** take the TBAS. You are eligible to take the TBAS six months after you last took the BAT.
- Provide full disclosure of drug use, traffic violations, arrests and convictions. UCMJ or law violations and drug use do not necessarily disqualify an individual **but non-disclosure of any offense or use is disqualifying!**
- Be not more than 33 years old when you start pilot training *and/or* have no more than 5 years of commissioned services (normally you will start pilot training approximately one and a half years after the date of the board). Because of the processing lead times, we will not *normally* interview a candidate who is older than 30 years old. The cut-off is a birthday after July of the interviewing year.
- Meet the following medical standards:
 - Have distance vision of 20/70 or better, correctable to 20/20
 - Near vision of 20/20, uncorrected
 - Normal color vision
 - Standing height of 64” to 77”
 - Sitting height of 33” to 40”, measured from the base of the spine
 - Weight –between 103 and 240 pounds and in relation to height
 - Blood Pressure – maximum 140/90, measured in sitting position
 - Applicants who have had successful eye surgery more than one year prior to the interview date are eligible to apply. If you have had eye surgery, the Corrective Eye Surgery Waiver Criteria Checklist (attached) must be completed by an eye care professional and submitted with your application
- Be a U.S. citizen.
- Be eligible to receive a Security Clearance.

SELECTION BOARD AND INTERVIEWING PROCESS

Pilot selection boards are normally held once a year. A panel of 3-5 pilots will interview approximately 10 candidates; the panel is comprised of pilots assigned to the 119th Fighter Squadron. Reference the website for applications submission deadline, *incomplete applications will not be considered for an interview*. We typically receive over 150 application packages for 1 pilot slot. Therefore, it is very competitive and many factors are taken into account when choosing candidates. The Board attempts to select those individuals who are most likely to succeed in pilot training and whose qualifications best fit the squadron's current needs.

The board is held at the 119th Fighter Squadron, 177th Fighter Wing, Atlantic City International Airport, NJ. Interviews will be scheduled approximately one month in advance. Personnel who are selected for an interview will be contacted through both e-mail and telephone. Travel, lodging, meals and any other expenses associated with visits to the 177th Fighter Wing to complete the application and selection process are the responsibility of the candidate.

If selected, all expenses associated with travel to New Jersey for processing purposes are also at your own expense until you are qualified for and enlisted as a member of the New Jersey Air National Guard.

Interviews *may* be held during the workweek or on a weekend. A typical interview would begin with board member introductions, an explanation of the application process, then questions from each board member. Prepare for this interview the same way you would for any job interview. Be prepared to give a general introduction of yourself to the Board. As questions are asked, the Board will most likely be looking for answers which show how you have handled a situation in the past (i.e., instead of simply stating that your strongest attribute is integrity, give examples of how you have demonstrated this attribute in a past situation). The Board will have reviewed all of the information in your application package. Remember, they are trying to get to know you and their selection is made on the "Total Person Concept". The Board is also trying to evaluate who is most likely to successfully complete pilot training and merge well with squadron members once they have returned from training. Relax and be yourself.

After the interview, the most qualified candidates will be contacted and offered a position with the NJANG. Out of all the applicants, only 1-2 people are selected each year to become a pilot by each squadron. **Selection as an alternate does not guarantee future selection for a training slot. If you are selected as an alternate, you will have to compete with all other applicants again on future selection boards if a UPT slot is not obtained this fiscal year.**

If selected as a UPT Candidate, you will be required to complete paperwork that will include documentation for a "Top Secret" security clearance investigation as well as an appointment physical. Once the physical is completed and approved by the State Air Surgeon, you will need to enlist in the unit. Prior service and current unit members will retain their current rank while non-prior service will join as an E-3. When the appointment packet is finished, it will be submitted to the National Guard Bureau (NGB) for approval. NGB's approval will clear the way for attendance to Brooks AFB for a Class I Flight Physical and subsequently the Total Force Officer Training (TFOT) (E-5 and above will maintain rank, others will be promoted to E-5). Upon completion of TFOT, you will be appointed to the rank of 2nd Lieutenant.

THE FIGHTER PILOT TRAINING PROCESS

If you are selected for Undergraduate Pilot Training, you can plan on spending approximately 2½ years in some sort of formal military training, beginning approximately a year after your selection. Successful completion of this training requires dedication, long hours and strong support from your family. Your family should be fully aware of, and prepared for, this demanding period.

The table below lists the schools you will attend, their duration and their location(s). With the exception of TFOT, we attempt to schedule all of the schools back-to-back. However, because of class schedules, you may have a break between periods of active duty while waiting for a school date. The time between schools could vary from a few days to a few weeks.

| SCHOOL ¹ | DESCRIPTION | LOCATION | DURATION |
|--|---|--|----------|
| Total Force Officer Training (TFOT) | Basic military training, leadership and professional development | Maxwell AFB Montgomery, AL | 8 weeks |
| Undergraduate Pilot Training (UPT) | Pilot School Fly approximately 90 hours in the T-6 and 110 hrs in the T-38 | Vance AFB, Enid, OK OR Columbus AFB, Columbus, MS OR Laughlin AFB, Del Rio, TX OR Sheppard AFB, Wichita Falls, TX | 54 weeks |
| Introduction to Fighter Fundamentals (IFF) | Learn the fundamentals of Air-to-Air and Air-to-Ground in the AT-38 | Sheppard AFB, Wichita Falls, TX OR Randolph AFB, San Antonio, TX OR Vance AFB, Enid, OK | 6 weeks |
| Replacement Training Unit (RTU) | Learn to fly & fight the F-16 | Luke AFB, Phoenix, AZ OR Kelly ANGB, San Antonio, TX | 8 months |
| Survival School – Water | Learn the basics of water survival | Naval Air Station Pensacola, FL | 4 days |
| Survival School – Land | Learn the basics of land survival | Fairchild AFB, Spokane, WA | 17 days |

FLYING WITH THE 119 FS AFTER TRAINING

Your service commitment to the Air Force and the Air National Guard is ten years from the date you graduate from Undergraduate Pilot Training. An important thing to remember is that when you are selected for appointment, *you are hired as a traditional guard member and should not anticipate full-time employment after training.* About 35% of unit membership is comprised of full-time employees. They are responsible for day-to-day operations and training for the “traditional” Guard members. There are two full-time programs:

The Technician Program. Technicians are GS-13 members of the federal civil service and are required to maintain traditional membership as a military member of the unit (full-time civilian job + part-time military job).

The Active Guard/Reserve (AGR) Program. AGR’s are full-time National Guard duty military with the same pay, rules and benefits as active duty.

We have historically hired full-time employees from the unit's pool of traditional members. Full-time employment is possible, but not likely until you have been with the unit for a length of time.

In addition to home station training, we deploy numerous times throughout the year. These deployments span the globe and include every mission we are qualified to accomplish. You will be expected to deploy on most training deployments (typically 2-3 weeks), and on all operational deployments (30-120 days)

It is important to keep all of the information in this section in mind as you are making current or future employers aware of your requirements with the Air National Guard.

CURRENT PAY SCALE AND BENEFITS

This information can be checked each year at <https://www.dfas.mil/militarymembers/payentitlements/military-pay-charts.html>

- TFOT (current rank or SSgt, whichever is higher)
 - Monthly base pay IAW Military Pay Tables
- Formal Training (as a 2nd Lieutenant)
 - Monthly Base Pay
 - Basic Allowance for Housing
 - Basic Allowance for Subsistence

During your training, you and your dependents will be covered by the military's health insurance (Tricare); you will have the option to enroll, at your own expense, in a low cost program that provides dental coverage for your dependents.

THE AFOQT

The Air Force Officer Qualifying Test is similar to the ACT or SAT exam. Study guides are available at most bookstores and libraries. The scores of this test are a heavily weighed factor in the selection process. Therefore, it is strongly recommended that you prepare for this test. **You may only take this test twice during your lifetime** (i.e., if you are unhappy with your initial test scores, you are allowed to retest one time only). There must be at least 180 days between tests. The most recent test scores are the ones that are valid (i.e., if you test a second time and receive a lower score in an area, you may not use the test score from the first test). The testing takes approximately 3 – 4 hours.

This must be completed at least two weeks prior to taking the TBAS Test. Plan accordingly.

Minimum Required Scores for *College Graduates*:

Pilot 25 Navigator 10 Quantitative 10 Verbal 15
Pilot and Navigator added together must be equal to or greater than 50

Minimum Required Scores for *Non-College Graduates*:

Pilot 50 Navigator 25 Quantitative 25 Verbal 30
Pilot and Navigator added together must be equal to or greater than 90

THE TEST OF BASIC AVIATION SKILLS (TBAS) (FORMERLY CALLED BAT)

The Test of Basic Aviation Skills (TBAS) consists of nine sub-tests that measure psychomotor skills and cognitive aptitude. Examinees are required to interact with the computer to provide their responses. TBAS scores are combined with the candidate's Air Force Officer Qualifying Test (AFOQT) and flying hours to produce a Pilot Candidate Selection Method (PCSM) score. The PCSM score provides a measure of a candidate's aptitude for pilot training. This is NOT a test you can study for. The score is on a scale of 1 – 99, with 99 being the best possible score. Private pilot licenses are not considered in the PCSM score. Candidates are allowed two attempts at the TBAS with a minimum of 180 days between attempts. Previous BAT tests **do not** apply toward this policy. However, you must wait 120 days between taking the BAT and TBAS tests. For more information, visit the following website: <https://pcsm.aetc.af.mil>.

Complete the TBAS Candidate Worksheet (located on the pcsm web site), and bring it with you on the day of the test. You should also bring a valid form of identification, your Social Security Card, your current college transcript and your logbook if you have any flying experience. Examinees who fail to inform the test administrator of a previous BAT/TBAS administration will be permanently disqualified from consideration for the pilot training program.

You will need to bring a completed worksheet, a copy of your college transcripts and the last two pages of your logbook. If you are a military member, you must report in uniform; if civilian, in appropriate civilian attire.

PHYSICALS

An Appointment Physical must be completed if you are selected for appointment. This physical must be administered by the Military Entrance Processing Station (MEPS) and approved by the State Air Surgeon (SAS).

All pilot candidates must pass the Air Force Flying Class 1 physical. This physical will be administered by an Air Force Flight Surgeon at Wright-Patterson Air Force Base.

Medical requirements:

Eyes - Distance vision of 20/70 or better, corrected to 20/20
Near vision of 20/20, uncorrected
Normal color vision

Hearing – No significant loss

Height/Weight - Standing Height – 64” to 77”
Sitting Height – 33” to 40” measured from the base of the spine
Weight –between 103 and 240 pounds and in relation to height

Blood Pressure – Maximum of 140/90, measured in sitting position

Eye Surgery - Applicants who have had successful eye surgery more than one year prior to the interview date are eligible to apply. If applicable, the attached Corrective Eye Surgery Waiver Criteria Checklist must be completed by an eye care professional and submitted with your application

WEB SITES

The following sites may provide you with more information about the training schools and their communities.

| | |
|---------------|---|
| Lackland AFB | http://www.lackland.af.mil/Home/ |
| Columbus AFB | www.columbus.af.mil |
| Laughlin AFB | www.laughlin.af.mil |
| Sheppard AFB | www.sheppard.af.mil |
| Vance AFB | www.vance.af.mil |
| Randolph AFB | www.randolph.af.mil/sitemap.htm |
| Luke AFB | http://www.luke.af.mil/library/factsheets/factsheet.asp?id=5047 |
| Maxwell, AFB | www.maxwell.af.mil |
| Fairchild AFB | http://public.fairchild.amc.af.mil/library/factsheets/factsheet.asp?id=3771 |

APPLICATION PACKAGE CONTENTS

If you have any questions, please email 177.FW.177.FW-UPT.Org@us.af.mil. Please ensure **all** of the following items identified in the application packet are included with your package, in the order listed; incomplete information **will** affect consideration for an interview. Additional items;

- Corrective Eye Surgery (PRK/LASIK/LASEK) Waiver Criteria Checklist (if applicable)
- If a member of the military or ANG, include copies of the last three performance appraisals, RIP (Air Components only), current Point Summary (Guard and Reserve Components only) and current Fitness Test results.

PREPARING YOUR APPLICATION PACKAGE

Many of you go to great expense to prepare a package using expensive bindings. Save your money! We don't need an expensive package to learn about you, we just need the facts.

- Arrange your application package in the order under 'UPT Package'
- Do not include extra documentation; submit only the items requested
- Use standard, letter size paper
- Place in a standard, 2 pocket presentation folder
- Do not use staples; use paperclips only

The importance of a complete package cannot be overstated, however, do not include additional extraneous information. The Board will only review the items listed in 'Application Package Contents' during the selection process.

PLAN AHEAD AND FOLLOW THE INSTRUCTIONS. To receive consideration for an interview, your COMPLETE package must arrive no later than the close of business on the published deadline date. Every item listed, including test scores, must be included in the package or it will NOT be considered for an interview.
NOTE: Incomplete packages will not be considered.

Email Application Package to: 177.FW.177.FW-UPT.Org@us.af.mil

** If you are unable to email your application, you may mail a complete copy of your application package to:

177 FSS/CC
400 Langley Road
Egg Harbor Township, NJ 08234-9500
Attn: UPT Board

**CORRECTIVE EYE SURGERY (PRK/LASIK/LASEK)
WAIVER CRITERIA CHECKLIST**

**MUST BE COMPLETED BY YOUR EYE CARE PROFESSIONAL USING THIS CHECKLIST OR CASE WILL
BE RETURNED WITHOUT ACTION FOR COMPLETION**

APPLICANT'S NAME:

APPLICANT'S SSAN:

1. **PRE-OPERATIVE** REFRACTIVE ERROR, Cycloplegic Refraction: **Date of Surgery:**
Cannot be over **+5.50 FC1** or **+8.00 FC1A/III** or **General Military Service (GMC)** in any meridian to be acceptable. (No exception.)

OD: **By:**

OS: **By:**

Sph: **CX:** _____ **Sph:** **CX:**

2. **POST-OPERATIVE** refractive error, Cycloplegic Refraction: **Date:**
Must be within three days of eye surgery.

OD: **By:**

OS: **By:**

Sph: **CX:** _____ **Sph:** **CX:**

Best Uncorrected Distant Visual Acuity: OD 20/ OS 20/
Best Uncorrected Near Visual Acuity: OD 20/ OS 20/

3. **THREE MONTH POST-OPERATIVE** refractive error, Cycloplegic Refraction: **Date:**

OD: **By:**

OS: **By:**

Sph: **CX:** _____ **Sph:** **CX:**

Best Uncorrected Distant Visual Acuity: OD 20/ OS 20/
Best Uncorrected Near Visual Acuity: OD 20/ OS 20/

4. **SIX MONTH POST-OPERATIVE** refractive error, Cycloplegic Refraction: **Date:**
Must be no less than six months post eye surgery required for FCIA.

OD: **By:**

OS: **By:**

Sph: **CX:** _____ **Sph:** **CX:**

Best Uncorrected Distant Visual Acuity: OD 20/ OS 20/
Best Uncorrected Near Visual Acuity: OD 20/ OS 20/

5. **ONE YEAR POST** Cycloplegic Refraction required for all laser eye surgery: **Date:**
Must be no less than one year post eye surgery required for FCIII waiver application & FCIA prior to UNT.

OD: **By:**

OS: **By:**

Sph: **CX:** _____ **Sph:** **CX:**

Best Uncorrected Distant Visual Acuity: OD 20/ OS 20/
Best Uncorrected Near Visual Acuity: OD 20/ OS 20/

Evaluate/explain any side effects secondary to the surgery (Y/N) glare: , haze: , halos: , diplopia: ,
difficulty seeing at night: , lattice degeneration: , retinal detachment / holes: , other eye pathology:
Explain any (Y) findings:

Waiver criteria for stable refraction – two cycloplegic refractions post surgery at least 3 months apart with no more than 0.50 changes in either eye. All must be 12 months s/p surgery for waiver.

Waiver for corrective eye surgery UPT (Pilot) will be completed in conjunction with MFS at Wright -Patterson AFB prior to pilot training.

Note 1: All evaluations noted above are mandatory and must be completed by the eye care professional.

Note 2: All pre/post evaluations must be submitted with the waiver package, or case will be returned.

Note 3: The entire form should be completed prior to the applicant entering training.

Printed Name & Stamp (Eye Care Professional)

Signature

Date

