

TRADITIONAL GUARD OFFICER VACANCY ANNOUNCEMENT

NY AIR NATIONAL GUARD

109th Airlift Wing Stratton ANGB Scotia, NY 12302

Position Title	Mobility Pilot	Announcement #	A25-11
Unit/AFSC	139 th Airlift Squadron/ 11MXB	Opening Date	13 August 2025
Minimum Grade	O-1	Closing Date	26 September 2025
Maximum Grade	O-4	Area of Consideration	NATIONWIDE
Appoint as 2LT- New Commissioning Opportunity			

Specialty Summary

As outlined in AFOCD dated 31 October 2023

Pilots' mobility aircraft and commands crews to accomplish tanker, airlift, training, and other missions. Related DoD Occupational Group: 220200.

Duties and Responsibilities

- 2.1. Plans and prepares for mission. Reviews mission tasking, intelligence, and weather information. Supervises mission planning, preparation, filing a flight plan, and crew briefing. Ensures aircraft is preflighted, inspected, loaded, equipped, and manned for mission.
- 2.2. Pilots aircraft and commands crew. Operates aircraft controls and equipment. Performs, supervises, or directs navigation, in-flight refueling, and cargo and passenger delivery.
- 2.3. Conducts or supervises training of crewmembers. Ensures operational readiness of crew by conducting or supervising mission specific training.
- 2.4. Develops plans and policies, monitors operations, and advises commanders. Assists commanders and performs staff functions related to this specialty.

Specialty Qualifications

- 3.1. Knowledge. Knowledge is mandatory of theory of flight, air navigation, meteorology, flying directives, aircraft operating procedures, and mission tactics.
- 3.2. Education. For entry into this specialty, undergraduate degree specializing in physical sciences, mathematics, administration, or management is desirable.
- 3.3. Training. The following training is mandatory as indicated: 3.3.1. For entry into this specialty, completion of Air Force Specialized Undergraduate Pilot Training (SUPT).
- 3.3.2. For award of AFSC 11M2X, completion of transition and operational training in the suffix specific aircraft.
- 3.4. Experience. For upgrade to AFSCs 11M2X/3X, unit commander determines proficiency based on performance, experience, and completion of minimum training requirements.
- 3.5. Other. The following are mandatory as indicated: 3.5.1. For award and retention of this AFSC, current aeronautical rating and qualification for aviation service as pilot.
- 3.5.2. For award of AFSC 11M3X, certification of aircraft commander qualification by appropriate operations authority.
- 3.5.3. For award and retention of AFSCs 11M2F/R, completion of a Tier 5 (T5) Investigation IAW DoDM 5200.02 AFMAN 16-1405, *Air Force Personnel Security Program*. NOTE: Award of the applicable AFSCs without a completed T5 is authorized provided an interim Top Secret security clearance has been granted according to DoDM 5200.02 AFMAN 16-1405. 3.5.3.1. Specialty requires routine access to Tier 5 (T5)

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information, systems or similar classified environments (except Q. suffix). For award and retention of 11M3F/R and 11M4F/R, completion of a current T5 Investigation IAW DoDM 5200.02_AFMAN 16- 1405, *Air Force Personnel Security Program*.

EDUCATION:

Bachelor's Degree

AFOQT Scores

Application Procedures

All applicants will prepare and forward the following no later than close of business on closing date by email:

<u>Required Documents</u>
Cover Letter
Resume
AFOQT & TBAS/ PCSM scores
AF Form 24
DD Form 2807-2
College Transcripts
Letters of Rec, max of 3 within the year
Copy of Pilot Certificate/Ratings
FAA notices of disapproval
Last two pages of Flight Logbook
ASVAB scores, if applicable
<u>Current/ Prior Military</u>
AF Form 942, as applicable for flyers
Last 3 OPRs/EPRs
Physical Fitness Report
vMPF RIP
DD214

Complete application package must be emailed no later than close of business on the closing date of the vacancy announcement. Incomplete packages will not be considered.

Applications must be submitted as 1 PDF document*, portfolios will NOT be accepted

**Documents that are digitally signed will have to be "Printed to PDF" to combine*

Please email applications to: Tiernan.nolan@us.af.mil marshall.clark.2@us.af.mil

109th Airlift Wing

New York Air National Guard



The Raven Gang

Undergraduate Pilot Training (UPT) Candidate Guide

Current as of: February 2024

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109th Airlift Wing History

From: <https://www.109aw.af.mil/About/History/>

The 139th Fighter Squadron was established and federally recognized as a fighter base on Nov. 18, 1948. A group of 22 officers and 43 Airmen, mostly World War II veterans, mustered in the Naval Training Center at the Scotia Naval Supply Depot.

Only a year after the Air Force itself was born, the 109th was established in 1948 as a fighter unit. Through six different types of aircraft, the leadership of 11 outstanding commanders, and ever-changing missions, the men and women of the 109th have succeeded in deploying statewide, worldwide and from North Pole to South Pole.

The first Lockheed C-130 Hercules turbo-prop transport arrived at Schenectady in the spring of 1971. Its ability to land and take off in unimproved areas has proven invaluable under battle conditions in the evacuation of wounded and in the delivery of troops, supplies, and weapons. In peacetime, the function of the aircraft includes evacuation of earthquake and flood victims as well as food and medical airlift or airdrops to troubled areas throughout the world.

In 1975, the 109th was entrusted with the first and only active mission in the Air National Guard: Supply of the Distant Early Warning (DEW Line) radar sites in Greenland on the polar ice cap. We assumed the mission from the Air Force's Alaskan Command receiving their eleven C-130s, five of which had those strange looking skis with which we are now so familiar. In October 1984, our C-130D aircraft were replaced by eight new C-130 H models, of which four were LC-130's (ski equipped). The last flight to radar site DYE 3 in December 1989 marked the end of the DEW Line mission. Operational science support missions and training continue to this day on the Greenland ice cap.

Our first mission to Antarctica was in January 1988 in support of the National Science Foundation and the U.S. Navy's VXE-6 unit. The 109th continued to augment the Navy's Antarctic flying operations for the next eight years. Early in 1996, it was announced that the 109th Airlift Wing was assigned the Antarctic mission, thus beginning a three-year transition process. On February 20, 1998, responsibility for airlift support to the United States Antarctic Program (USAP) was passed over to 109 AW from VXE-6, during a ceremony in Christchurch, NZ. The 109 AW now provides open field airlift support to the National Science Foundation scientific research mission in both the Arctic and Antarctic. The 109th is now the only LC-130 ski unit in the world.

UPT Eligibility Requirements

- Completed at least 90 semester credit hours towards a bachelor's degree. A bachelor's degree from an Air Force accredited four-year college or university is required to be completed no later than the spring term following the UPT Board/Interview. While not required, a minimum of 2.7 GPA is considered competitive.
- Must be 18 years old. Must be less than 33 years of age prior to entering formal UPT training. Due to processing lead times, we will not normally interview a candidate who is older than 32 years old.
- U.S. Citizen capable of obtaining a Secret security clearance.
- Meet minimum scores on the Air Force Officer Qualifying Test.

The Air Force Officer Qualifying Test is similar to the ACT or SAT exam. Study guides are available at most bookstores and libraries. 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 score from the first test). Testing takes approximately 4 – 5 hours. To schedule an exam, contact any Air Force Recruiter. Results should be submitted with your application package. **This test must be completed at least two weeks prior to taking the TBAS Test.** Plan accordingly. More information can be found here: <http://www.baseops.net/afoqt>

- Taken and received scores from the Test of Basic Aviation Skills (TBAS)

The Test of Basic Aviation Skills (TBAS) is a computerized test that measures psychomotor skills and cognitive aptitude. Examinees are required to interact with the computer to provide their responses. TBAS results 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. TBAS may not be taken earlier than two weeks after the AFOQT.

The TBAS Candidate Worksheet must be completed and brought with you on the day of the test along with a valid form of identification, Social Security Card, current college transcript, and logbook if you have any flying experience. Additional information to include the Candidate Worksheet, test information and locations can be found: <http://access.afpc.af.mil/pcsmcmdz/tbasinfo.html>

- Provide full disclosure of any law violations including DUI(s), traffic violations, arrests, and convictions. Law violations do not necessarily disqualify an individual but **non-disclosure of any offense is disqualifying**.
- Be in excellent physical and psychological health. Current vision (including color blindness), hearing, height and weight requirements can be requested from any Air Force Recruiter.
- Flying experience is not required however, any flight hours will make you more competitive in the selection process.

Preparing the Application Package

Please ensure the following items are included with your package, in the order listed below. Incomplete information will affect consideration for an UPT interview. Please send a single .pdf file with the following name: **Last Name, First Name, Announcement #** (example: Smith, John, PA#24-xx) and include:

- Cover Letter
- Resume (if applicable, include flying experience, ratings, certificates and flying hours in single engine, multi-engine, jet and pilot in command)
- Copy of your AFOQT Scores (if you have taken the test twice, please include BOTH results)
- Copy of your TBAS (PCSM) Scores (include all test scores taken)
- College Transcripts (to verify completion of at least 90 completed credit hours)
- Letters of Recommendation dated within 1 year (max of 3, be sure to include contact information)
- AF Form 24, Application for Appointment
- DD Form 2807-2, Accessions Medical History Report
 - Individuals with Corrective Eye Surgery will require additional approval, see website for additional information: <https://kx.health.mil/kj/kx1/AFRefractiveSurgery/Pages/home.aspx>

If applicable, please include the following:

- Copy of your Pilot Certificate or Ratings, including any FAA notices of disapproval

- Copy of the last 2 pages from your Flight Logbook (to show current flight hours)
- ASVAB scores, if available (you would have these if previously enlisted)
- Military only: copies of your last 3 performance appraisals, Physical Fitness Assessment (PFA) results, vMPF RIP (Personal Data Report), and DD214

We don't need an expensive package to learn about you, we just need the facts. The pilot screening board is not only looking for a pilot candidate but also qualities that would make a great Air Force Officer.

The importance of a complete package cannot be overstated, however, do not include additional extraneous information. The board will only review the items listed above during the selection process. Please plan ahead and follow instructions. Every part, including test scores, must be included in the package or it will NOT be considered for an interview. **To receive consideration for an interview, your complete package must arrive no later than the close of business on the published deadline date. Please reference file name format listed previously when submitting.**

Job posting and submission details can be found here: <https://dmna.ny.gov/jobs/?id=air>

Title: C-130 Pilot

AFSC: 11M3B

Location: Scotia, NY

UPT Application and Selection Process

We receive many packages for only 1-2 pilot slots. These positions are very competitive, and many factors are considered when choosing candidates.

We encourage UPT candidates to visit the unit and meet our members. You are getting to know us as much as we are getting to you know you. We possess a unique mission and a full understanding of its commitment and requirements are valuable before you begin the application and selection process.

Travel, lodging, meals, and any other expenses associated with visits to the unit to complete the application and selection process are the responsibility of the candidate.

The interview will be held at the 139th Airlift Squadron in Scotia, NY. Interviews will be scheduled approximately 2 weeks in advance. Personnel who are selected for an interview will be contacted by telephone or email. It is encouraged that all interviewees bring a printed copy of their application package for the board.

An interview board of 3-5 members may include several Pilots, a Navigator, a Flight Engineer and/or a Loadmaster. The board will have reviewed all the information in your application

package. A typical interview would begin with board member introductions, an explanation of the application process, then questions from each board member. 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 is trying to evaluate who is most likely to successfully complete pilot training and integrate well with squadron members once they have returned from training.

After the interview, the most qualified candidates will be contacted and offered the opportunity to train to become a pilot with the NYANG.

Tips for success:

- Keep the application package professional. Remember it is a representation of yourself in paper form.
- Make sure you meet all requirements and prerequisites. Any questions/comments should be directed to the Recruiting Office and/or POC on the Vacancy Announcement.
- Fly.
- Know basic facts about our mission and aircraft.
- Volunteer in your community.
- Visit the unit several months prior to the deadline.
- Prepare for this interview the same way you would for any job interview.
- Have your AFOQT and PCSM testing complete. If needed, re-take these tests to improve your scores.
- Do not wait to apply until you need an age waiver. Currently you must be selected before your 33rd birthday.

UPT Timeline

If you are selected for Undergraduate Pilot Training, you can plan on spending approximately 2 years in some sort of formal military training, beginning approximately a year after your selection. Ideally training will occur in the order below and with minimal down time

between, but it may change based on required waivers, class offerings, completion dates and availability.

<i>Training</i>	<i>Description</i>	<i>Location</i>	<i>Duration</i>
Flying Class 1 Physical	Medical Evaluation	Wright-Patterson AFB, OH	2-3 Days
Officer Training School (OTS)	Basic military training for officers, leadership and professional development	Maxwell AFB, AL	8 Weeks
Initial Flight Training (IFT)*	Introductory course, learn the basics of flight	Pueblo, CO	4 Weeks
Undergraduate Pilot Training (UPT)	Academic, simulator, and flight training in the areas of aircraft systems, aerobatics, navigation, and formation flight. Flying the T-6 & T-1	Vance AFB, OK or Columbus AFB, MS or Laughlin AFB, TX or Sheppard AFB, TX	54 Weeks
C-130 Initial Qualification	Learn to fly the C-130H aircraft	Little Rock AFB, AR	6 Months
Survival School – Land	Learn the basics of land survival and evasion	Fairchild AFB, WA	2 Weeks
Survival School – Water	Learn the basics of water survival	Fairchild AFB, WA	1 Week
Mission Essential Skills Training (MEST)	Home station training to complete local area and LC-130 differences	Stratton ANGB, NY	5-6 Months

*Training not required if candidate holds an FAA Private Pilots License

Following UPT and Formal Training

After you complete formal training, you will begin home station training in an active duty pay status for approximately 5-6 months (listed as MEST above). This gives you time to continue practical application of your training, fine tune your flying skills and get comfortable with the airplane and the unit before you revert to Drill Status Guardsman (DSG). Keep in mind that the time commitment as a pilot and a DSG is more than that expected of a ‘typical’ Guardsman who works only one weekend a month and two weeks a year.

After your home station training period, as you make the transition back into the civilian world, you will still be required to fly a minimum number of flights per month. You should plan on working 6-9 days per month in New York to fly and meet your monthly requirements (this allows for weather, maintenance, and airspace problems). We normally fly 3-4 sorties per day, four days a week, and 1-2 sorties on drill Sunday each month. The daily flying schedule is flexible enough to work around a civilian career and to accommodate as many

requests as possible. A “bid sheet” will be sent out by the squadron schedulers monthly for you to return with your availability, typically by the 21st of each month.

In addition to home station flying, we have annual operational deployments in Greenland and Antarctica, as well as training exercises (temporary duties or TDY’s) throughout the year. These missions and exercises are worldwide and include every type of flying we are qualified to do.

You will be expected to participate in our annual operational deployments to Antarctica and Greenland for the next 2-3 years after returning from Little Rock C-130 training to become qualified and proficient in the ski-mission. Guardsmen submit bids for our annual 16-week deployments to Antarctica and 20-week deployments to Greenland. The minimum bid for Antarctica is 3-weeks plus transportation (another week), and Greenland minimum bids are 1-2 weeks. Many “Guard bums” will bid more than the minimum.

Additional opportunities for off station trainers, exercises, and various schools also exist to fill in the low spots.

109th Airlift Wing Recruiting Office: (518) 344-2456

Additional 109AW Information: <https://www.109aw.af.mil/109th-Careers/>