



143d Airlift Squadron
Rhode Island Air National Guard
Quonset Point ANGB,
North Kingstown RI, 02852



REQUIREMENTS

- 30 at start of UPT (Realistically you can't be much older than 28 when you interview)
- Must be a U.S. Citizen capable of obtaining a Secret Security Clearance
- Vision limitations:
 - Distant vision - corrected to 20/20 (Uncorrected maximum is 20/70)
 - Near vision - uncorrected 20/25 (Uncorrected maximum is 20/70)
 - Refractive error – No worse than -1.50 to +2.00 dioptres
 - Astigmatism - No worse than 1.50 dioptres
- Must possess a 4 year college degree (Or have at least 90 credit hours completed to apply)
- You must be in good overall health and meet AF Physical Fitness Standards
- Minimum Flight Experience: flight training up through Initial Solo (143d requirement)
- Minimum of a Class 3 FAA medical exam (143d requirement)
- Prefer personnel to live in the local commuting area or willing to relocate (143d requirement)

TRAINING PIPELINE SEQUENCE

- AMS*: 6 weeks Temporary Duty (TDY) - Officer Commission - Maxwell AFB
- IFS*: 4 weeks TDY - 18 hours in a Diamond 20 – Pueblo Co
- UPT: 52 weeks Permanent Change of Station (PCS) -Flying the T-6/T-1/T-44
- PIQ: 6 Month TDY C-130J schoolhouses – Little Rock AFB
- Water Survival*: 1 week TDY - USAF Water Survival School – Pensacola NAS
- Combat Survival*: 3 weeks TDY Combat Survival School – Fairchild AFB
- Home Station Seasoning: 90 days of active duty orders – Quonset Point ANGB
- Big Picture: Looking at about 2 years to become a Mission Ready C-130J Co-Pilot
- * Spouse and family may accompany to all except to AMS, IFS and Survival Schools

AMS – ACADEMY OF MILITARY STUDIES (ANG OFFICER COMMISSION)

Maxwell AFB, Alabama

Commissioned as an Air Force 2nd Lieutenant upon graduation

IFS – INTRODUCTORY FLIGHT TRAINING

Pueblo, Colorado

10 Hours Ground Training / 18 Hours Flight Training (13 Dual Flights and 1 Solo)

UPT – UNDERGRADUATE PILOT TRAINING (USAF FLIGHT SCHOOL)

Columbus AFB, MS Vance AFB, OK Laughlin AFB, TX or sometimes Corpus Christi NAS, TX

Phase 1 – Academic Classes and Pre-Flight Training

Phase 2 – Academics, Simulator & Flight Training

Phase 3 – Advanced Academics, Simulator & Flight Training

PIQ – Pilot Initial Qualification (C-130 School House)

Little Rock AFB, Arkansas

C-130J – Mission Specific Academics, Simulator & Flight Training

Water Survival

Pensacola NAS, Florida

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All applicants will be considered without regard to gender, race, creed, color or ethnic background

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Combat Survival School
Fairchild AFB, Washington

Home Station Training
Quonset Point ANGB, Rhode Island
Local Indoctrination, Mission Qualification

EXPECTATIONS AFTER TRAINING

- 1 Weekend per month (Unit Training Assembly)
- 2 Weeks Annual Training
- 1 Week Annual Simulator Refresher Training
- Current and Qualified: Varies with experience
- Expect 2 to 3 training sorties per month and 1 off station training event per quarter (minimum)

DEPLOYMENTS

- Activations (Realistically looking at 3 months to a deployed location every 15-18 months)
- Operation Iraqi Freedom / Enduring Freedom Rotations
- Strong Family Support Network
- Deployed Veteran Benefits (GI Bill, Early Retirement, etc.)

TESTING & MEDICAL INFO

Note: These can take a considerable amount of time to coordinate; plan accordingly

AFOQT: Air Force Officer Qualifying Test - <http://www.mepcom.army.mil/meps/index.html>

- Hanscom AFB, MA – Base Training (781-225-5943) -Not given regularly, check for availability
- Quonset ANGB, RI – Base Training (401-267-3268) -Not given regularly, check for availability
- Other locations may be closer to your home, check the website for availability

TBAS: Test of Basic Aviation Skills - <http://access.afpc.af.mil/pcsmdmz/TBASLocations.html>

- Hanscom AFB, MA – Base Training (781-225-5943) -Not given regularly, check for availability
- Other locations may be closer to your home, check the website for availability

PCSM: Pilot Candidate Selection Method - <http://access.afpc.af.mil/pcsmdmz/index.html>

- PCSM=AFOQT+TBAS+FLIGHT TIME (Not the actual equation, AF algorithm driven)

Current FAA Medical - <http://www.faa.gov/pilots/amelocator>

- FAA 3rd Class Medical at a minimum, approximate cost: \$100

Performance Reports & Supervisor Contact Info (Current and prior service only)

- Include copies of your last 3 OPR's / EPR's as appropriate
- Include contact information for your current section supervisor

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APPLICATION PACKAGE – NO STAPLES, NO BINDING

- Cover Letter
- Color Photo (Passport photo recommended)
- Current Resume
- College Transcript
 - Mailing address same as address for package (See below)
- Letters of Recommendation (Minimum of three)
 - Recommendation addressed to “143d AW UPT Selection Board Members”
 - Mailing address same as address for package (See below)
 - Be Sure to Include contact information
- AFOQT Scores (See previous page)
- TBAS Score (See previous page)
- PCSM Scores (See previous page)
- Completed DD Forms 2807-1 & 2807-2 (Available on-line)
 - NOTE: Doctor’s signature not required, but full disclosure is required
- One copy of each of the following:
 - Last 3 OPR’s / EPR’s (Military only)
 - Section Supervisor Contact Info (Military only)
 - Current FAA Medical (Class 3 or higher)
 - Pilot Certificates / Ratings
 - Last Page of Logbook
 - Driving Record (Official state printout)
 - Law Violations printout, to include any court documents (If applicable)

- DEADLINE FOR SUBMISSIONS: 30 April 2013

- ADDRESS FOR SUBMISSIONS:

143d AW UPT Board
Attn: MSgt. Grenier
1235 Oaklawn Ave
Cranston RI 02920

TIPS FOR SELECTION

- Turn in a fully completed package ON TIME!
(This is a delivered by date, not a postmarked by date, plan accordingly)
 - Keep package contents “professional” and address them to the unit
 - Make sure you meet all requirements / prerequisites
 - Be upfront and honest about any “negatives” or “issues”
 - Study for the AFOQT, you can only take it twice
 - Know basic facts and figures about the unit and mission
 - Make follow-up calls to ensure your package was received
 - Brush up on your interview skills
- ## **- Be yourself at the interview**

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