

# **CAPITAL GUARDIANS UNDERGRADUATE PILOT TRAINING APPLICATION GUIDE**



**District of Columbia  
Air National Guard**

**THE DISTRICT OF COLUMBIA AIR NATIONAL GUARD IS AN EQUAL OPPORTUNITY EMPLOYER  
All applicants will be considered without regard to gender, race, creed, color or ethnic background**

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# A BRIEF HISTORY OF THE DISTRICT OF COLUMBIA AIR NATIONAL GUARD



The 113th Wing is the largest military organization, both air and army, within the District of Columbia National Guard. The 113th Wing is comprised of approximately 1,100 personnel with about 500 full-time personnel. The DCNG is unique among National Guard units because it reports directly to the President, and not to a Governor. Additionally, a Commanding General commands the District of Columbia National Guard instead of a Governor.

The Wing's federal mission is dual roled. First, to maintain a mission-ready (air-to-air and air-to-surface) F-16C+ Fighting Falcon squadron and associated support units capable of worldwide deployment in support of national interests while also maintaining an Air Sovereignty Alert (ASA) Homeland Defense mission. Second, to provide mission-ready C-40C (Boeing 737-700) and C-38A (Gulfstream 100) airlift support to Congressional delegations, the National Guard Bureau, Air Mobility Command and the DC National Guard. Distinguished passengers carried by the Airlift Squadron include congressmen, cabinet members and service secretaries.

The 113th Wing has a community mission to provide support and tasking required by the Commanding General. Furthermore, since the DCANG is the closest Air National Guard unit and the only USAF fighter unit in the Washington, DC area, we are called upon by the Air Force and Air National Guard to be military representatives to visiting dignitaries and groups from the United States and foreign countries.

The Wing was chartered as an Air National Guard unit in 1947 as the 113th Fighter Group. The Wing's lineage trails from the 352<sup>nd</sup> Fighter Group known as the "Blue Nosed Bastards of Bodney" for the brightly painted noses on the P-51 Mustangs they flew during WWII while assigned to the 8th Air Force in Europe. The 352nd compiled an impressive combat record during the war, including 791.5 enemy aircraft destroyed in seven battle campaigns between Nov 1943 and April 1945. 27 pilots became aces against the Luftwaffe. The 352nd Fighter Group was deactivated in November of 1945. On May 24th, 1946, the 352nd was re-designated the 113th Fighter Group and was federally recognized on November 2nd, 1946, nearly a year to the day of the 352nd's de-activation. The 113th carries on the 352<sup>nd</sup> tradition of excellence and proudly maintains the 352nd's motto, "Custodes Pro Defensione", or "Guardians for Defense" as our own.

Since initial charter, the 113th Wing has been activated (at least in part) for numerous worldwide contingencies to include the Korean War, Pueblo incident, Vietnam conflict, first Persian Gulf War, and Operation Iraqi Freedom. The Wing has been called upon to provide support to numerous community activities such as the Civil Rights March, Peace/Anti-war marches, Presidential inaugurations, law enforcement, state funerals, state of the union addresses and the anti-drug campaign. As the year 1999 ended and the new millennium began, the 113th was called upon to support the District of Columbia government. Members of the Wing served both in the District of Columbia Armory and on the streets to ensure a smooth transition. The Wing was again activated for



the International Monetary Fund protest during 2000 and in response to the 2001 terrorist attacks on the World Trade Center and the Pentagon.

The 113th Wing has a rich heritage of outstanding performance. The legendary former Wing Commander, Major General Willard W. Millikan, a World War II double ace for whom our headquarters building is named, set the coast-to-coast speed record January 1954 in an F-86. In August 1964, the 121st Fighter Squadron, with 19 F-100Cs, was the first Air National Guard unit to deploy non-stop to Europe; successfully demonstrating the Air Guard's capability to deploy overseas quickly.

In recent years, the 113th Wing has established itself as the benchmark for excellence within the Air National Guard. The unit successfully completed its conversion to the F-16A in October 1990. In 1994, the unit completed its conversion to the F-16C. The Wing and individual unit members have garnered numerous ground and flying safety awards. Success stories within the 113th Wing have become the norm. The June 1991 Unit Effectiveness Inspection was rated as "Excellent" by the 9AF/IG, and the June 1997 Operational Readiness Inspection was rated as "Outstanding" by the 9AF/IG. In 1995, the 113th Fighter Wing and the 201st Airlift Squadron each set the benchmark for competitive comparisons of reserve units in their respective gaining commands during the Quality Air Force Assessments. The unit earned the USAF Outstanding Unit Award 13 consecutive times between 1991 and 2006. It also received the National Guard Bureau Distinguished Flying Unit Plaque in 1991, 1992, 1993, 1996, and 2005. In 1994 and again in 2006, the Wing received the Spruance Safety Award. In addition, the 113th Wing was awarded the Wilson Trophy, as the Outstanding Fighter/Attack/Reconnaissance Wing in the Air National Guard for 1993 and 1997 and received the National Guard Bureau's Spaatz trophy in 2001.

From 1998 to 2003, the 201st AS underwent two aircraft conversions from the C-21A to the C-38A and from the C-22B to the C-40C. The District of Columbia Air National Guard operates these aircraft in support of the Air Force, the National Guard Bureau, and Department of Defense. They provide worldwide airlift capability in virtually any conditions as well as emergency medical airlift response. The 201st AS brings its own history of excellence to the Wing. In recent years, the unit has received numerous awards, including the Air Force Outstanding Unit Award in 1993 and 1995, and the Air Force Organizational Excellence Award in 1991 (as Detachment 1, Headquarters, District of Columbia Air National Guard). The unit received the National Guard Bureau's Distinguished Flying Unit Plaque in 1991 and 1993 and the John J. Pesch Flying Safety Award in 1991 and 1997. In 1993, the unit also received the Eagle Award, the National Guard Bureau's highest unit recognition.

On September 11<sup>th</sup> 2001, within an hour of the terrorist attack on the Pentagon, the 121st Fighter Squadron responded by launching armed fighters to protect the Capital. Using a large number of volunteers, the unit flew 60 straight hours and controlled all fighter aircraft supporting the defense of the Capital. With airline traffic grounded, the 201st AS flew across the country supporting senior officers who needed to return to their states for the homeland defense mission. They also picked up fighter squadron pilots, who as civilian airline pilots, were stranded across the country. The decisive and quick actions of the "Capital Guardians" earned the wing the coveted Spaatz Trophy for 2001 that recognizes the top Air National Guard flying unit in the country. After September 11<sup>th</sup>, the unit was given the permanent responsibility to defend the skies of the National Capital Region. This mission continues to evolve under Northern Command control.

In November of 2002, the 113th Wing was notified that the 121<sup>st</sup> Fighter Squadron would be tasked to participate in a critical part of Operation Iraqi Freedom (OIF). In February 2003, 227 Wing personnel were deployed to the Middle Eastern theater to conduct F-16C+ counter-theater ballistic missile operations in western Iraq. The Wing members formed part the 410th Air Expeditionary Wing at a



classified location. The Wing produced and flew 1,336 combat sorties in support of the war, successfully preventing the launch of any missiles by Saddam Hussein's regime as well as providing timely and life-saving Close Air Support for Special Operations forces operating in Iraq. The unit members who participated in OIF as part of the 410th AEW received an AFOUA with Valor.

Since 2002 the unit has continually stood constant guard of the National Capital Region performing air sovereignty alert and has supported our nation's leaders with global transport. In 2006, 145 members of the Wing returned to Operation Iraqi Freedom as part of an Air Expeditionary Force deployment. Members of the 121st Fighter Squadron aviation package as well as combat support personnel from the Wing deployed to lead a coalition of Air Guardsmen, forming the 332nd Expeditionary Fighter Squadron and 332nd Aircraft Maintenance Unit operating out of Balad Air Base, Iraq. Their mission was to support ground forces operating in Iraq with. They flew a total of 319 sorties in support of OIF.

Fostering a culture of excellence, the 113th Wing will continue to build its future as the premier unit in the Air National Guard.

## INTRODUCTION

Thank you for your interest in the District of Columbia 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 District of Columbia Air National Guard. It includes information about the pilot training process and our expectations of DCANG pilot in addition to specific application submission requirements.

## APPLICATION/BOARD INFORMATION

Please check the website periodically for updates on ***all*** officer vacancy opportunities. ***You can only apply for vacancies and positions advertised on the website located at [www.113wg.af.mil](http://www.113wg.af.mil). Only submit applications if there is a vacancy or position posted. Applications submitted without a posted vacancy or position will not be stored.*** If you have applied in the past, we have significantly changed the application and package criteria. If you have any questions that are not addressed in this Guide about the application process, please contact SMSgt Ivan Anglero or MSgt Sean Young in Recruiting. They can be reached at (301) 856-9110 or via e-mail at [ivan.anglero@ang.af.mil](mailto:ivan.anglero@ang.af.mil) and [sean.young.1@ang.af.mil](mailto:sean.young.1@ang.af.mil) respectively.

Send Application Packages to:           SMSgt Ivan Anglero or MSgt Sean Young  
7529 Old Alexandria Ferry Rd  
Clinton, MD 20735

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 District of Columbia 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 (301) 856-9110 and ask to speak to a recruiter.

Again, thank you for your interest in the DISTRICT OF COLUMBIA AIR NATIONAL GUARD.



# 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. 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 30 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 28 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 (page 14) 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. Open Season for applications is normally from 1 December to 28/9 February. UPT boards are usually held in April. A panel of 3 - 4 pilots will interview approximately 10 candidates. The panel is comprised of pilots assigned to the 121st Fighter Squadron or the 201<sup>st</sup> Airlift Squadron, respectively. Applications will be screened on 1 March; ***incomplete applications will not be considered for an interview.*** DCANG unit members who apply may be guaranteed an interview the ***first*** time they apply. We typically receive over 30 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 113<sup>th</sup> Wing at Joint Base Andrews, MD. Interviews will be scheduled approximately one month in advance. Personnel who are selected for an interview will be contacted through e-mail and telephone. Travel, lodging, meals and any other expenses associated with visits to the 113<sup>th</sup> Wing to complete the application and selection process are the responsibility of the candidate. If selected, all expenses associated with travel to Maryland for processing purposes are also at your own expense until you are qualified for and enlisted as a member of the District of Columbia 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 DCANG. 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 Air National Guard Officer Training School (ANGOTS) (E-5 and above will maintain rank, others will be promoted to E-5). Upon completion of ANGOTS,



you will be appointed to the rank of 2<sup>nd</sup> 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 ANGOTS, 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 <sup>1</sup>	DESCRIPTION	LOCATION	DURATION
Air National Guard Officer Training School (ANGOTS)	Basic military training, leadership and professional development	Maxwell AFB Montgomery, AL	6 weeks
Undergraduate Pilot Training (UPT)	Pilot School  Fly approximately 90 hours in the T-37 and 110 hrs in the T-38	Vance AFB, Enid, OK <b>OR</b> Columbus AFB, Columbus, MS <b>OR</b> Laughlin AFB, Del Rio, TX <b>OR</b> 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 <b>OR</b> Randolph AFB, San Antonio, TX <b>OR</b> Vance AFB, Enid, OK	6 weeks
Replacement Training Unit (RTU)	Learn to fly and fight in the F-16	Luke AFB, Phoenix, AZ <b>OR</b> Kelly ANGB, San Antonio, TX <b>OR</b> Springfield-Beckley Municipal Airport Springfield, OH	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 121<sup>ST</sup> 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-9/14 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.*

## THE AIRLIFT PILOT TRAINING PROCESS

*If you are selected for Undergraduate Pilot Training, you can plan on spending approximately 1½ 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 ANGOTS, 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 <sup>1</sup>	DESCRIPTION	LOCATION	DURATION
Air National Guard Officer Training School (ANGOTS)	Basic military training, leadership and professional development	Maxwell AFB Montgomery, AL	6 weeks
Undergraduate Pilot Training (UPT)	Pilot School  Fly approximately 90 hours in the T-37 and 100 hrs in the T-1	Vance AFB, Enid, OK <b>OR</b> Columbus AFB, Columbus, MS <b>OR</b> Laughlin AFB, Del Rio, TX	54 weeks
Replacement Training Unit (RTU)	Learn to fly the C-40/38	Contracted	2 weeks
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 201<sup>ST</sup> 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 75% 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-9/14 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.

*It is important to keep all of the information in the previous 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 is based on the *projected* pay scale for 2008

- ANGOTS (current rank or SSgt, whichever is higher)  
Monthly base pay \$1,918.90
- Formal Training (as a 2<sup>nd</sup> Lieutenant)  
Monthly:

Base pay	\$2,555.70
Housing Allowance	\$1,580.00 w/o dependents
	\$1,878.00 w/dependents
Subsistence (Food) Allowance	\$198.52

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 begins at 0745 and takes approximately 3 – 4 hours. To schedule an exam, contact the Recruiting Office at (301) 856-9110. The exams are given at scheduled times each month at Andrews AFB, so plan ahead! Results will be submitted with your application package. **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. Locally, the TBAS is administered at the following location:

Andrews AFB, MD POC: [nancy.floyd@andrews.af.mil](mailto:nancy.floyd@andrews.af.mil)

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 (page 15) must be completed by an eye care professional and submitted with your application

*If you have questions regarding any medical conditions, please contact SMSgt Ivan Anglero at [ivan.anglero@dcandr.ang.af.mil](mailto:ivan.anglero@dcandr.ang.af.mil)*

# WEB SITES

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

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



# APPLICATION PACKAGE CONTENTS

If you have any questions, please call (301) 856-9110. Please ensure all of the following items are included with your package, in the order listed below; incomplete information will affect consideration for an interview.

- Typed Appointment Application Form (see page 18)
- Cover Letter
- Resume
- Copy of your AFOQT Scores (if you have taken the test twice, please include BOTH test score sheets)
- Copy of your TBAS Scores
- Copy of College Transcripts (Graduate and Post-Graduate) **or** a Statement of Intent to Graduate with Bachelor's Degree (page 17)
- Three Letters of Recommendation obtained *and dated within one year*
- Copy of the Last Two Pages from your Flight Log Book (to show current flight hours)
- Copy of your Private Pilot License (if applicable)
- Corrective Eye Surgery (PRK/LASIK/LASEK) Waiver Criteria Checklist (if applicable) (see page 15)
- DCANG Medical Prescreening Form, signed by applicant (page 16)
- 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. The screening board wants to know what will make you a great officer first.

- Arrange your application package in the order under 'Application Package Contents' on page 13
- Do not include extra documentation; submit only the items requested
- Use standard, letter size paper
- Use single-sided copies only
- 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.**



**Mail Application Package to:** SMSgt Ivan Anglero or MSgt Sean Young  
7529 Old Alexandria Ferry Rd  
Clinton, MD 20735

**NOTE: Incomplete packages will not be considered.**



**CORRECTIVE EYE SURGERY (PRK/LASIK/LASEK)  
 WAIVER CRITERIA CHECKLIST  
 \*ONLY PRK IS ACCEPTABLE FOR FLYING DUTIES\***

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

**APPLICANT'S NAME:** \_\_\_\_\_ **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:** \_\_\_\_\_ **Sph:** \_\_\_\_\_ **CX:** \_\_\_\_\_  
 OS: **By:** \_\_\_\_\_ **Sph:** \_\_\_\_\_ **CX:** \_\_\_\_\_

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

OD: **By:** \_\_\_\_\_ **Sph:** \_\_\_\_\_ **CX:** \_\_\_\_\_  
 OS: **By:** \_\_\_\_\_ **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:** \_\_\_\_\_ **Sph:** \_\_\_\_\_ **CX:** \_\_\_\_\_  
 OS: **By:** \_\_\_\_\_ **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:** \_\_\_\_\_ **Sph:** \_\_\_\_\_ **CX:** \_\_\_\_\_  
 OS: **By:** \_\_\_\_\_ **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:** \_\_\_\_\_ **Sph:** \_\_\_\_\_ **CX:** \_\_\_\_\_  
 OS: **By:** \_\_\_\_\_ **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**



**DCANG MEDICAL PRESCREENING FORM**

Principal Purpose: To expedite your medical examination processing by identifying possible medical problem areas and to aid the medical staff in determining your eligibility and physical capabilities. To prepare military service applicants for medical processing by identifying documents or medical history required. Disclosure: Voluntary. Failure to provide the information requested will stop any further processing of your application. Intentional withholding of a known medical condition is prohibited under Federal Law.

**PART I. PROCESSING REQUIREMENTS**

<b>NAME OF APPLICANT</b>		<b>DATE OF BIRTH</b>	<b>SSN:</b>
<b>HEIGHT</b>	<b>WEIGHT</b>	<b>PROCESSING FOR: THE DISTRICT OF COLUMBIA AIR NATIONAL GUARD</b>	

**PART II. MEDICAL HISTORY – Check each item and explain all ‘yes’ or ‘unsure’ answers**

YES	NO	UNSURE	Do you now, or have you ever:	YES	NO	UNSURE	Have you ever:	YES	NO	UNSURE	Have you ever:
			1. Back trouble				10. Been treated for a mental condition				21. Taken daily, seasonal or occasional over-the-counter or prescribed medications
			2. Ear trouble or loss of hearing				11. Been a sleepwalker since age 12				22. Been hospitalized
			3. Any painful or trick joints or loss of movement in joint				12. Addiction to drugs or alcohol				23. Had bones surgically repaired using pins, screws or plates
			4. Any deformity of, or missing, fingers, toes or limbs or impaired use of arms, legs, hands or feet				13. Allergies				24. Had any illness or injury including broken bones which required treatment by a physician, surgeon, hospitalization or surgical operation
				14. Asthma or respiratory problems							
				15. Bedwetting since age 12							
				16. Epilepsy or seizures of any kind							
			5. Eye trouble, injury or illness				17. Other medical problems or defects of any kind				25. Had difficulty standing for a long period of time
			6. Loss of vision in either eye								
			<b>Do you:</b>				<b>Have you ever:</b>				<b>Have you ever had:</b>
			7. Wear braces on your teeth				18. Been medically rejected for military service				26. Hepatitis
			8. Wear contacts or glasses				19. Been discharged from military service for mental, physical or other reasons				27. Rheumatic fever
			9. Wear a hearing aid				20. Applied for, or currently receive, disability from any Federal Agency				28. Any illnesses, surgery or hospitalization not listed.

Explain all ‘Yes’ or ‘Unsure’ answers. Annotate item number, describe problem, and give age at the time and current status regarding that problem.

**I certify that the information on this form is true and complete to the best of my knowledge and belief, and no person has advised me to conceal or falsify any information about my physical or mental history.**

Printed Legal Name \_\_\_\_\_

Signature \_\_\_\_\_







# APPOINTMENT APPLICATION



## District of Columbia Air National Guard

### Selection Board

#### Personal Information

Name: \_\_\_\_\_ SSN: \_\_\_\_\_  
 (Last) (First) (Middle)  
 Home Address (Include Zip Code): \_\_\_\_\_  
 Business/School/Alternate Address: \_\_\_\_\_  
 Home Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_  
 E-mail Address: \_\_\_\_\_  
 Current Marital Status: \_\_\_\_\_ Age: \_\_\_\_\_ Date of Birth: \_\_\_\_\_  
 What is your civilian occupation? \_\_\_\_\_ No. of years \_\_\_\_\_

#### Test Information

How many times have you taken the AFOQT? \_\_\_\_\_  
 When/where have you taken the AFOQT? \_\_\_\_\_  
 AFOQT Scores Pilot: \_\_\_\_\_ Nav: \_\_\_\_\_ Academic: \_\_\_\_\_ Verbal: \_\_\_\_\_ Quantitative: \_\_\_\_\_  
 TBAS Score: \_\_\_\_\_ When/where did you take the TBAS? \_\_\_\_\_

#### Education

Are you a college graduate? \_\_\_\_\_ Date of Graduation: \_\_\_\_\_ State: \_\_\_\_\_  
 Did you work while attending college? \_\_\_\_\_ Where? \_\_\_\_\_

List all college, post graduate, internship, residence or fellowship education programs that you have completed, or in which you are currently enrolled

Name of School	State	Dates Attended	Major	Hours Compl	Type Degree	GPA



Where did you attend middle/high school?		
Name of School	City, State	Dates Attended

## Military History

1. Are you currently employed by any agency of the U.S. Government? \_\_\_\_\_ If yes, please list agency and location: \_\_\_\_\_
2. Have you ever been a member of the Civil Air Patrol? \_\_\_\_\_
3. Have you received any Junior ROTC Scholarships? \_\_\_\_\_
4. Have you ever, or do you currently possess a military security clearance? \_\_\_\_\_ Type:  
Date Awarded: \_\_\_\_\_
5. Please mark and complete your military status:
  - I have no prior military service
  - I was in the military during these dates: \_\_\_\_\_ to \_\_\_\_\_ What component/unit? \_\_\_\_\_
  - I am currently in the military (Dates: from \_\_\_\_\_ to present) What component/unit? \_\_\_\_\_
    - Enlisted Expiration of Term of Service: \_\_\_\_\_
    - Officer Date of Commission: \_\_\_\_\_  
Total Active Federal Commissioned Service (# of years): \_\_\_\_\_  
Service Commitment Expiration Date: \_\_\_\_\_
6. Have you ever applied for a commission with another military service? \_\_\_\_\_
7. Have you participated in any previous commissioning programs? \_\_\_\_\_
8. Have you ever been eliminated from commissioning training? \_\_\_\_\_
9. Have you ever attended Flight Screening, Officer Training or Undergraduate Pilot Training for any branch of service and, if so, did you graduate from the program? \_\_\_\_\_ Explain: \_\_\_\_\_
10. Have you ever applied for appointment as an officer but were not selected, or selected but declined acceptance? \_\_\_\_\_ Explain \_\_\_\_\_
11. If you are a prior service member:
  - Have you ever received a discharge under 'Other than Honorable' conditions? \_\_\_\_\_
  - What was the reason for your separation from the military? \_\_\_\_\_



Please list all prior military service to include ROTC or Military Academic Service

Dates	Highest Grade	Component (i.e., Air Force, Navy, Army, Marine Corps)	Skill/AFSC/MOS	Active Duty, National Guard or Reserve	City/State

### Medical Information

1. Standing Height: \_\_\_\_\_ Sitting Height: \_\_\_\_\_ Weight: \_\_\_\_\_  
(measured from base of spine)
2. What is your current, **uncorrected distance** vision: \_\_\_\_\_ Correctable to: \_\_\_\_\_
3. What is your current, **uncorrected near** vision? \_\_\_\_\_
4. Have you had corrective eye surgery? \_\_\_\_\_ If so, when (mo/year) \_\_\_\_\_  
*(A Corrective Eye Surgery Waiver Criteria Checklist, completed by your eye doctor, must be included with your application)*
5. List any surgery/injuries you've had in the past ten years along with your current status/diagnosis and when it occurred: \_\_\_\_\_
6. Have you ever been administered a flight physical? \_\_\_\_\_ If yes, when/where? \_\_\_\_\_
7. What is the status of the records for that physical? \_\_\_\_\_
8. Have you ever lost consciousness? \_\_\_\_\_
9. Have you ever experienced a personal medical emergency? \_\_\_\_\_ Date(s)/Situation: \_\_\_\_\_
10. Do you have allergies? \_\_\_\_\_ Do you wear glasses/contact? \_\_\_\_\_

### Flying Information

1. Do you have a private pilot's license? \_\_\_\_\_ Total number of flight hours: \_\_\_\_\_
2. Provide full disclosure of any aviation related incidents or accidents: \_\_\_\_\_



## Personal/Legal

1. If selected, are you able to attend training without employer problems? \_\_\_\_\_
2. Are you willing to wait for a training quota for as long as two years? \_\_\_\_\_
3. Have you discussed this with your family and employer? \_\_\_\_\_
4. Do you have any severe financial difficulties? \_\_\_\_\_ Have you ever declared bankruptcy? \_\_\_\_\_
5. Do you now have or have you ever had delinquent debt of 90 days or more? Date cleared \_\_\_\_\_
6. Have you undergone or are you now undergoing foreclosure? \_\_\_\_\_
7. Do you have any foreign relatives? Who? \_\_\_\_\_ What country? \_\_\_\_\_  
Who? \_\_\_\_\_ What country? \_\_\_\_\_
8. Are you a conscientious objector? \_\_\_\_\_
9. Do you have a friends and/or relatives who are/were in the DCANG? \_\_\_\_\_ Who? \_\_\_\_\_
10. Do you have any DCANG or DC area connections? \_\_\_\_\_ Who? \_\_\_\_\_
11. Do you have any concerns/problems that have not been addressed? \_\_\_\_\_
12. How did you learn about this opportunity? \_\_\_\_\_
13. Have you ever been convicted of a crime of domestic violence? \_\_\_\_\_
14. Have you ever been involved, arrested, indicted or convicted for any violation of civil or military law, including non-judicial punishment pursuant to Article 15 of the Uniform Code of Military Justice (UCMJ) or minor traffic violations? \_\_\_\_\_

**\*\*\*\*\*YOU MUST LIST ALL VIOLATIONS\*\*\*\*\***

Nature of Offense	Date of Incident	Fines/Sentencing	Final Disposition

15. Have you ever tried, possessed, used or sold any drugs to include marijuana? \_\_\_\_\_  
If "YES", explain \_\_\_\_\_.
16. Hobbies: \_\_\_\_\_
17. Extracurricular Activities: \_\_\_\_\_
18. Additional Information (please use this area if you need to continue a question from above or to give additional information you would like the Board members to know about you): \_\_\_\_\_

**THE DISTRICT OF COLUMBIA AIR NATIONAL GUARD IS AN EQUAL OPPORTUNITY EMPLOYER**  
**All applicants will be considered without regard to gender, race, creed, color or ethnic background**

