



DMAVA HIGHLIGHTS

AUGUST 29, 2014



From left to right, Chief Warrant Officer 4 Frank Albanese, superintendent, National Guard Training Center; Brig. Gen. Steven Ferrari, deputy commander, 42nd Infantry Division and director of veterans health services, New Jersey Department of Military and Veterans Affairs; Brig. Gen. James Grant, Chief of the Joint Staff and Rep. Chris Smith, (R-4th Dist.) break ground for a new \$30.8 million regional training institute at the National Guard Training Center at Sea Girt, N.J., Aug. 26, 2014. Turn to page 2 for the story about the new facility. (U.S. Air National Guard photo by Master Sgt. Mark C. Olsen/Released)





GROUND BROKEN FOR SEA GIRT TRAINING CENTER

By Staff Sgt. Wayne Woolley, DMAVA PA

Artist rendering of the regional training institute

The New Jersey National Guard Training Center at Sea Girt has long been considered one of the top training sites in the northeastern United States for both Soldiers and civilian first responders.

The quality of the facilities is about to match its reputation for excellence.

Ground was broken on Aug. 27 on an 86,000 square-foot training center that will house officer candidates, non-commissioned officer leadership schools and advanced training for medics. In addition, law enforcement agencies including the State Police will be able to conduct training at the \$30 million Regional Training Institute.

“There’s an adage in the military. How one trains is how one is going to perform,” said Brig. Gen. James Grant, the Director of the Joint Staff for the Department of Military and Veterans Affairs. “I can’t think of a project that is more important than this right here.”

Grant noted that the training center will replace World War II housing and classrooms that had no Internet.

The training center will also be replacing buildings that were badly damaged by Hurricane Sandy, although the funding for the training center was approved separately from Sandy relief efforts.

Grant said the training center was made possible

thanks to the support of U.S. Rep. Chris Smith (R-4th Dist.), who championed the project.

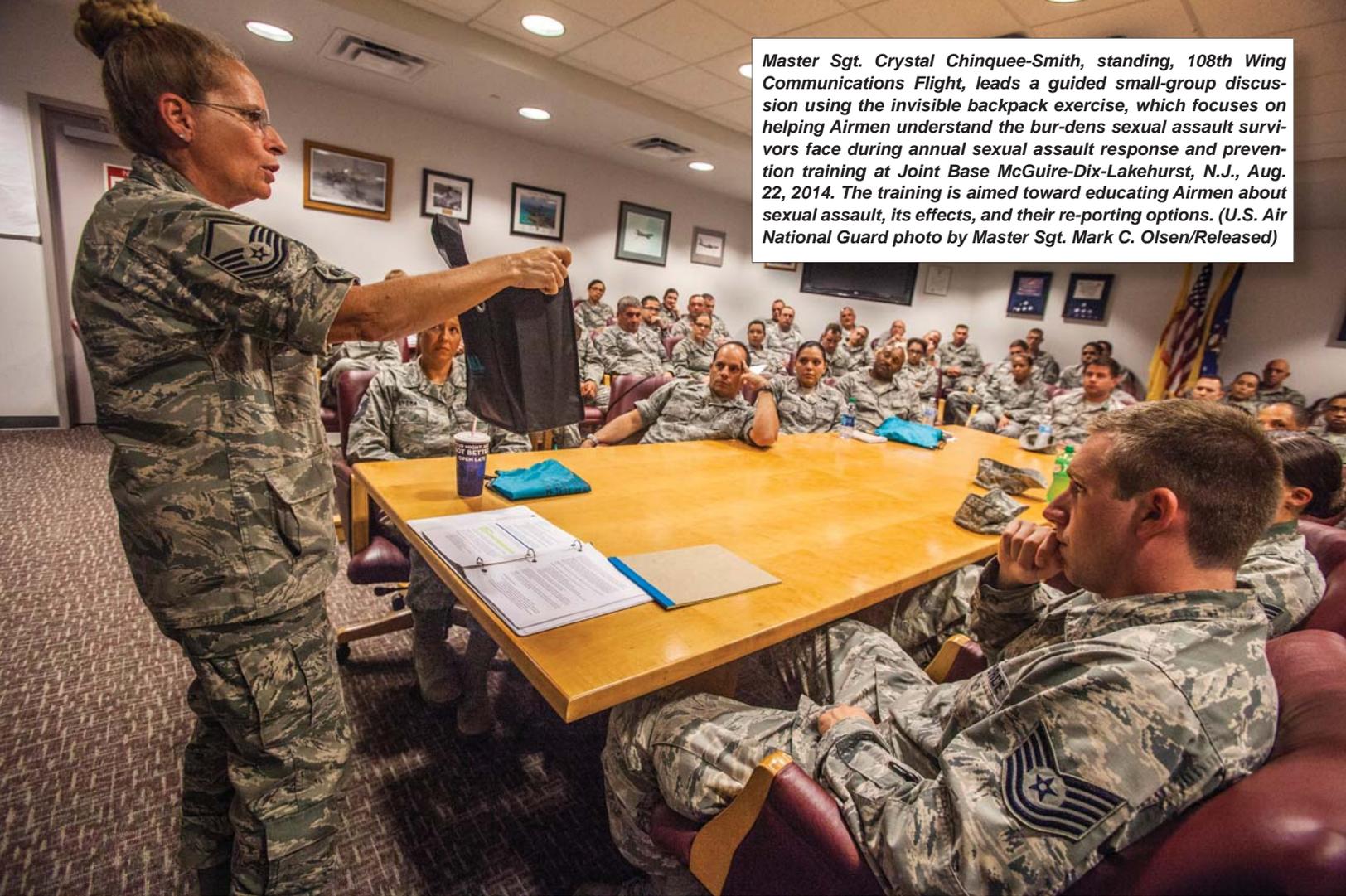
Smith said the National Guard had made a strong case for the need for the facility.

“This groundbreaking is a huge accomplishment in this time of budget cutbacks,” Smith said. “I want to thank the Guard, without your tenacious support of this training center, it would not have been possible.”



Artist rendering of the regional training institute's auditorium

Master Sgt. Crystal Chinquee-Smith, standing, 108th Wing Communications Flight, leads a guided small-group discussion using the invisible backpack exercise, which focuses on helping Airmen understand the burdens sexual assault survivors face during annual sexual assault response and prevention training at Joint Base McGuire-Dix-Lakehurst, N.J., Aug. 22, 2014. The training is aimed toward educating Airmen about sexual assault, its effects, and their re-reporting options. (U.S. Air National Guard photo by Master Sgt. Mark C. Olsen/Released)



Safety: At the core of Army values

By Brig. Gen. Timothy J. Edens, director, Army Safety

LOYALTY: By always thinking and acting with the safety of themselves and their battle buddies in mind, Soldiers ensure their continued service and reinforce loyalty to each other, our Army and our Nation. Making smart risk decisions is one of the most loyal actions a Soldier can take throughout his or her career because it demonstrates commitment to both leadership and one's brothers and sisters in arms.

DUTY: Every Soldier, regardless of rank or branch, has a responsibility to fulfill his or her obligations safely. We have a duty to mitigate the hazards that threaten mission success and an obligation to bring everyone home, whether it's at the end of a tactical mission or the conclusion of a night out with friends.

RESPECT: Safety is a great indicator of respect, both for one's self and others. When Soldiers insist on operating as safely as possible, they not only demonstrate personal courage — they are letting their battle buddies and leaders know they respect them enough to do the right thing, all the time.

SELFLESS SERVICE: Because risk-informed and assessed



actions strive to secure the common good, safety is inherently selfless. Soldiers who commit themselves to safety, both on and off duty, positively add to the Army's efforts.

HONOR: Viewed in the context of this value, nothing is more honorable than efforts to preserve our Soldiers, Civilians and Family Member's lives. Not only does it keep them in the fight, it sets an honorable example for others

to emulate.

INTEGRITY: The very foundation of integrity is always doing what's right. By always working to achieve the harder ("safer") course of action, method or choice over shortcuts or temporary "fun," Soldiers build integrity into everything they do. The additional byproduct — essential to mission command — is trust.

PERSONAL COURAGE: It's not always easy to do the right thing, especially when a decision might prove unpopular. But, by standing up for safety as an imperative to how we do business, Soldiers show a tremendous amount of personal courage and respect for themselves and their battle buddies.

THE 14TH MISSION

Story and photos by Sgt. Sherwood T. Goodenough, 444th Mobile Public Affairs Detachment

With the calm ocean visible from his apartment window, surrounded by books and a TV that's on the fritz, it's hard to comprehend why 94-year-old Neil Kohlman is being awarded the French Legion of Honor for heroism during World War II.

It was a beautiful afternoon as he told the story to his friend Joseph C. Bucco, a retired Army lieutenant colonel and the local veteran service officer with the New Jersey Department of Military and Veteran Affairs not far from Kohlman's senior assisted-living apartment complex.

Kohlman just seemed too easy going, too quick with a smile, to have somehow been a part of anything so hellish.

He did seem tough enough though. As he scooted down the halls of the senior center, his wheelchair seemed to struggle to keep up with him. But with his legs crossed, an unfinished jigsaw puzzle on a folding table in front of him, it's hard to imagine Kohlman bleeding and covered in the blood of comrades, in a flying coffin shot full of holes flying low over enemy territory getting ready to crash.

"People should be aware of what we did," Kohlman said.

Bronx Bomber

Cornelius "Neil" Kohlman was born October 25, 1919 and grew up in the Morrisania neighborhood of the Bronx, in New York City (a neighborhood known today as The South Bronx). It was a tough neighborhood even then.

On September 16, 1940, he enlisted in the New York Army National Guard, 244th Coast Artillery Regiment. The Great Depression was in its 10th year. Gone with the Wind was in the theaters. He was 20 years old.

When he shipped off to Virginia Beach for Basic Training, the world was at war with Nazism, fascism, Adolf Hitler, Benito Mussolini. Japan's Hideki Tōjō was planning a mission that would change the course of history.

From Basic Training, Kohlman's unit had been redirected to a desolate stretch of mud and snow on the Aleutian Islands off the coast of Alaska. Still wearing their summer uniforms, the New Yorkers were dropped off on this far-flung beach in anticipation of a land invasion that never happened.

Then, on December 7, 1941, Japan attacked Pearl Harbor, Hawaii and America entered World War II.

Kohlman's chance to get in the fight came when word came down that anyone who wanted to leave Alaska could apply for the newly formed Army Air Corps.

He took the test and five months later was off to Santa Ana, California to train to be an aircraft pilot.

He washed out.

"They said I was too reckless," Kohlman said smiling.

So they recycled him into bombardier school and he was commissioned a second lieutenant. He joined a crew in Las Vegas, hopped over to Nebraska and picked up a brand new B-24 Libera-

tor and headed to RAF Castle Archdale in Northern Ireland. He says now that he was ready for glory. And understands now that in war, it doesn't exist.

"You never got a 'normal' mission."

The first thing that Kohlman and his crew lost was that shiny new airplane. They ended up as the replacement crew on the Lady Stardust II, an older, more battered B-24 with the 452nd Bomb Group, 8th Air Force.

Aviation warfare was entirely different seven decades ago. The technology was analog. The battlefield, even in the air was closer and more intimate.

The bombardier bay where Kohlman sat was a Plexiglas bubble at the nose of the aircraft where he manned a bomb site and the twin .50 caliber guns.

On his second mission he watched through the bomb site as freight trains blew upwards into the air toward the aircraft. On D-Day he watched through the bomb sites as bodies clogged the water on the shore and inked the ocean red.

This was nothing surgical or digital or fire-and-forget about the tactics and technology used by air crews back then.

"When you shot at another plane, you could see his facial expression. When you hit them, you'd see his body convulse," Kohlman said. "You knew you hit people.

"You couldn't help it."

And while these airships were lionized in the media of their day, the skies over Europe were not safe no matter what the aircraft, but few locations were less protected than the see-through plastic

bubble at the nose of a bomber.

He said that some missions the bombers would go out and meet no enemy contact, on another mission flak from an exploding anti-aircraft shell pierced the bubble and cut off the tip of his gloves.

"You never got a 'normal' mission," he said.

His routine tasks were dizzying. On every flight he would have to test the guns, test the oxygen and then personally pull the firing pins on the 5,000-pound bombs while carefully balancing on the racks teetering over the bomb doors.

"Everybody asks, 'Where you afraid?' You were too busy to be afraid."

Once a mission launched, Kohlman would operate an array of analog dials and scopes that would actually steer the plane to aim the ordnance during a bombing run.

"You had to synchronize these dials like you're cracking a safe," he said. "It wasn't until after it was over that you realized what you had done and what could have happened."

"You'd go out on a mission with four of five friends and they'd be shot down. You got used to it to – but that's not the word. You expected it."

This forged a kind of indelible unity among the crew, Kohl-



The compartment explosively decompressed, Kohlman and the navigator were blown from their seats and pressed against the rear of the compartment. Their air and heating hoses were severed. At 26,000 feet they were suffocating, freezing and the navigator was unconscious.

man said.

“You trained with 10 guys and they were the most important thing to you,” he said. The crew had four officers with a pilot, co-pilot, an engineer, a bombardier and six enlisted men who manned the guns. “You were closer to those other nine guys than anything.”

The 14th mission

After 25 missions, a crew was done with their tour. But with a five percent chance of being shot down on every mission, Kohlman said the gallows humor of the day was that they had a 125 percent chance of being shot down.

So when they took off on a mission to Czechoslovakia, (what are now the Czech Republic and the Slovak Republic) they would not understand the full gravity of the mission until after the war, he said.

More than 1,000 allied aircraft were going to fly on this mission to bomb key industrial and infrastructure targets. The bombers were safer in numbers. Bombers could fly high enough to avoid much of the anti-aircraft artillery and their gunners could light up the skies with machinegun fire.

“We didn’t do anything small,” Kohlman said.

While the bombers were armed with 14 guns, they were not maneuverable, so they needed fighters to defend them against enemy fighter attacks. But that created a logistical problem. Bombers could fly long distances without stopping to refuel. Fighters could not. There were no midair re-fueling aircraft at that time. So air support would be scheduled in legs. Four legs of fighter support were scheduled for that mission.

The second leg never came.

But by this point in the war, Axis airpower was waning and this would be their last great effort against the Allied forces. He would learn after the war that there were more than enemy fighter aircraft in the air that day.

Sitting in the plastic nose-cone of Lady Stardust II beside the navigator, he looked out as the horizon darkened with oncoming fighters.

He squeezed the gun controls and got ready.

“The corner of my eye”

The four turbo-diesel propeller engines competed with the sound of guns and artillery as flak, machinegun and 20mm cannon fire turned the air above Europe into a dark roaring hell of flaming diesel fueled, twisted metal and multi-ton bombs.

Enemy and allied aircraft exploded and vanished around them. A nearby aircraft was hit.

“Then out of the corner of my eye, I could see something coming,” he said.

The compartment explosively decompressed, Kohlman and the navigator were blown from their seats and pressed against the rear of the compartment. Their air and heating hoses were severed.

At 26,000 feet they were suffocating, freezing and the navigator was unconscious.

An airman with a partially deployed parachute had shorn the front of the nose cone off. The parachute and the impact disabled two engines.

Kohlman felt a hand grab his uniform as the engineer pulled him and the unconscious navigator out of the exposed compartment. The engineer grabbed emergency oxygen containers for Kohlman and the engineer.

Blood streamed from open wounds on Kohlman’s head.

The badly damaged aircraft struggled to correct.

Kohlman looked at his friend - the engineer who has just saved his and the navigator’s life - as he gasped oxygen from his portable tank. He was still looking at him when a 20mm round exploded the engineer’s head sending half of it onto his shoulder before it fell to the aircraft floor.

The navigator regained consciousness and was freezing. Kohlman did his best to warm the navigator using his heated boot. He thought the navigator was cold because of the altitude. It turned out the man also had been hit by shrapnel and was sliding into shock.

Wearing one boot, Kohlman entered the cockpit.

Decisions

The good news was that the pilot and the co-pilot were unharmed.

The bad news was that the engineer who saved his life was dead; the emergency maps for escaping on the ground blew out the front of the damaged nosecone; two engines were gone, the navigator had a jagged hunk of steel sticking out of his guts, the bombs were

armed, the aircraft was losing speed and altitude over enemy territory; and Kohlman had his own blood and the blood of two dead Americans running down his uniform.

At this point the three officers had to make a decision as to what to do. Without fighter escort, bombers were a prime targets fighters. But without other bombers firing alongside them, their lone aircraft was a sitting duck. With only a small amount of ammunition remaining, the machine guns wouldn’t last long in a fire-fight.

Furthermore, without the other allied aircraft in the mission to communicate with, their radios were useless.

They were alone.

The pilot, the co-pilot and Kohlman had to make the determination on whether it was better to try to fly back alone over Germany and occupied France or take their chances in a German Prisoner of War camp if they parachuted out.

Kohlman said, “Let’s bail out and be POWs.”

The pilot had another idea: “We’re going home.”

270 degrees

At 26,000 feet the plane didn’t stand a chance, but if they jettisoned the bombs and flew below radar, the only thing they’d

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At that height, the plane had to steer around church steeples and power lines. Below the belly of the bomber Kohlman watched as German anti-aircraft guns sped past.

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have to watch out for were German machine guns and anti-aircraft guns.

The pilots prepared to take the aircraft to “the deck,” aviation slang for when the plane is barely flying above treetop level.

“Give me a heading!” yelled the pilot.

There was no GPS in those days, the radio was useless and they had no maps. There was only the compass in the instrument panel and Kohlman’s best guess to guide them.

Kohlman yelled out “270 degrees!” and the propellers whined as the plane dropped.

Empty, these bombers weighed 38,000 pounds. Maneuvering them in open skies at 26,000 feet with two dead engines was not easy. The pilots were flying between 50 and 100 feet at around 160 miles per hour in broad daylight, Kohlman said. At that height, enemy anti-aircraft gunners had only moments to aim and shoot before the bomber was gone.

But at that height, the plane had to steer around church steeples and power lines. Below the belly of the bomber Kohlman watched as German anti-aircraft guns sped past.

“Two or three minutes”

The English Channel is the stretch of the Atlantic Ocean that separates southern England from northern France; it’s 150 miles at the widest point and 20.6 miles at its narrowest. There were two important things the crew knew when they were over it: They had made safely out of enemy territory and they would not have enough fuel to make it to the other side.

“Prepare for ditching!” barked the pilot.

Making his way back to the radio room, Kohlman met with the gunners who were making their way forward from the bomb bay. Kohlman realized how badly the crew had been hit.

The pilot and the co-pilot were the only ones who had not been injured, the engineer was dead, the navigator was no longer walking on his own and they all knew their chances were slim as the plane flew ever lower toward the water.

“Normally, the plane would be afloat for two or three minutes,” Kohlman said.

The force of the sudden stop alone was easily enough to kill

them all if the bomber didn’t get torn to scrap by the impact or sink. Adding to their fear, the bomb bay doors were open and could not be shut.

They solemnly lined up embracing one another to prepare for the impact.

The channel water visible through the bomber was calm.

“When we hit the water it was a beautiful afternoon,” he said.

The nose hit first and the plane submarined. Instantly, they were to their knees in water. Death seemed inevitable, Kohlman said.

Then, just as suddenly, the water receded.

The open bomb bay doors had acted like a rudder for the plane as it cut through the water. It landed perfectly.

Now, the men rushed to exit the plane. They deployed the two emergency inflatable life rafts and somehow managed, despite their injuries, to get themselves out of the overhead hatch in the radio room of the plane.

They were now in an even greater hurry than when they had landed. They were closer to the European shore than the British shore and German patrol boats would likely come after them if they dawdled.

They loaded the men, grabbed the radio and began paddling away.

Almost immediately, a ship approached.

The ship captain called out on the loudspeaker. The voice had a distinct British accent.

They were saved.

Lady Stardust II would end up staying afloat for more than a half an hour. The nine weary men all stood to salute her as she sank.

They tried, but could not retrieve the fallen engineer’s corpse. His remains were laid to rest in the deep off the shores of England that calm sunny day.

When, Kohlman finished telling the story, his friend Joseph C. Bucco asked him if he could take him to lunch as the two men discussed what the trip to France would be like where he would receive the long overdue medal.

DMAVA VETERANS OUTREACH CAMPAIGN



SEPT. 16, 2014: MEDAL CEREMONY & OUTREACH EVENT
American Legion Post #129 – Toms River (11:00 a.m. – 1:00 p.m.)
2025 Church Road, Toms River, New Jersey 08753
DMAVA will have a veteran service officer present to help
and assist any veteran

NOV. 6, 2014: VETERANS’ OUTREACH FORUM
Salem Community College (9:30 a.m. – 1:00 p.m.)
Davidow Hall Gymnasium
460 Hollywood Avenue, Carney’s Point, NJ 08069
DMAVA will have a veteran service officer present to help
and assist any veteran

Interns learn skills, save military money

By Sgt. Bill Addison, 444th Mobile Public Affairs Detachment

For six Rowan University students this summer, energy isn't just about Red Bull and Monster.

The New Jersey Department of Military and Veterans Affairs put interns from Rowan's Department of Geography and the Environment to work conducting energy audits and developing strategic plans to reduce energy consumption.

The students are developing critical job skills while helping save the military money, according to the department's energy manager, Christopher Moore.

DMAVA must meet federal requirements to reduce energy consumption by three percent every year, compared to a 2006 baseline, as well as source more than 20 percent of the department's electricity from renewable resources by 2020. The energy audits are the first step in that process.

Moore said the department is required to audit 25 percent of its space each year. Interns are able to help the department meet that goal while reducing the cost by more than half of what it would cost to hire a contractor.

Already, more than one million square feet of DMAVA space have been audited through the program, he added.

DMAVA is not the program's only winner. Moore said the interns gain valuable on-the-job skills to help them find jobs after graduation.

"The stuff that they're doing is really good experience that future employers will be looking for, that will set them apart from other job seekers," he said. "And they're having a positive impact; they're helping us reduce our energy bills."

Approximately 20 engineering students participate in the program per year. Moore estimates about 60, including him, have gone through the program since its inception in 2010.



Rowan University students, left to right, John Gallo, Cheyne Bradley and Matt Austen perform a solar assessment with solar pathfinder instrument at the New Jersey Department of Military and Veterans Affairs. (NJDMAVA photo by Christopher Moore)

Now, Moore sees his position as a way not only to help reduce the department's energy consumption, but to mentor the future green energy workforce.

"They're definitely going to be people that I work with in the future," he said. "Building those relationships now is just setting the stage for future work."



Tight fix

Tech. Sgt. Ralph Salvina, a crew chief from the New Jersey Air National Guard's 177th Fighter Wing, removes parts of the front landing gear from an F-16C Fighting Falcon on Aug. 21, 2014 at Atlantic City Air National Guard Base, N.J. The landing gear assembly on this F-16 is undergoing routine scheduled maintenance. (U.S. Air National Guard photo by Tech. Sgt. Matt Hecht/Released)

AROUND THE HOMES



Menlo has “new” Victrola

The Veterans Memorial Home at Menlo Park maintenance department restored a 1904 Victrola that has become a conversation piece in the facility’s Town Square. Left to right, Resident Ken Miller, unit representative and Kerry Kean, chief engineer join Dhanpaul Mohabeer, senior repairer, the lead restorer. (Courtesy photo)



Vineland Home holds vets salute

Nearly 400 cars and motorcycles were at the seventh annual “Salute to the Veterans Cruise” at the Veterans Memorial Home at Vineland Aug. 24, 2014. Miss Vineland Angela Doulis, left, waved the starting flag for the wheelchair races. (Courtesy photo)



Vets Haven North receives donation

On Aug. 7, 2014, BNP Paribas Bank made a donation to Veteran’s Haven North. Left to right are Raymond Zawacki, deputy commissioner, Veterans Affairs; Sean P. Van Lew Sr., superintendent, Veteran’s Haven North; Mary Koep, project coordinator, Veteran’s Haven North; Andy Yeo, chief operating officer, Global Equities Commodities Derivatives, Americas, BNP Paribas Bank; Andrew Mattson, deputy head-corporate security, BNP Paribas Bank and Albert Bucchi, director, Veteran’s Services, with only a “handful” of the \$15,000 worth of donations made by the Bank’s employees. The items were selected from the facility’s wish list of consumable items that need to be replenished as veterans transition in and out of the program. Using excess funds after the completion of the donation drive, BNP is also purchasing additional equipment for the facility’s gym. (Courtesy photo)



Veterans recognized

Navy veterans Lawrence Rand, Sr., left, and Lawrence Rand, Jr., center, are congratulated by Joseph Brandspiegel, chief executive officer, Veterans Memorial Home at Menlo Park, after being presented the New Jersey Distinguished Service Medal during a ceremony Aug. 25, 2014. The father and son reside at the Home and were submitted for the award through the office of State Sen. Joe Vitale, who was on hand to present the medals. (Courtesy photo)

E-mail your Highlights submissions to: mark.olsen@dmava.nj.gov

SEPTEMBER 17TH, 2014
NJDEP - 401 EAST STATE STREET
1ST FLOOR, PUBLIC HEARING ROOM
10:00 AM - 2:00 PM

Register by September 8th, 2014

PLEASE BRING THE FOLLOWING:

- ★ CIVILIAN/MILITARY PHOTO ID
- ★ RESUME
- ★ DRESS BUSINESS CASUAL

IF YOU WANT TO FILE FOR CIVIL SERVICE VETERANS PREFERENCE, PLEASE BRING YOUR DD214

ALSO SUPPORTED BY:

WALK-INS WELCOME

ALL VETERANS CAREER FAIR

Thursday
SEPTEMBER
18th
11:00 AM - 3:00 PM

New Yorker Hotel

481 Eighth Avenue
 New York, NY 10001

THIS FREE HIRING EVENT IS FOR:

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- Transitioning Military Personnel
- National Guard Members
- Reserve Members
- and Spouses

COMPANIES ARE HIRING!

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328th Military Police Co. Golf Outing

Join the 328th Military Police Company for the 1st Annual Golf Outing! Enjoy a friendly game while we give away prizes for mini competitions, goodie bags, and a Chinese auction!

Please Register NLT
 September 20, 2014

\$120 includes

- BBQ LUNCH
- GOODIE BAGS
- DOOR PRIZES
- MINI-COMPETITIONS (LONGEST DRIVE, ETC)
- CHINESE AUCTION

...For Registrations, Donations and other details...
CONTACT
 SERGEANT ODISE CARR AT 856.952.1337 or odise.a.carr.mil@mail.mil
 SPECIALIST KYLE ABBOTT AT 609.315.2603 or kyle.w.abbott.mil@mail.mil

WHERE:
INDIAN SPRINGS COUNTRY CLUB
115 SOUTH ELMWOOD ROAD
MARLTON, NJ 08053

WHEN:
OCTOBER 4, 2014
9:00AM SHOTGUN START

NEW JERSEY FRIENDS OF THE GUARD & RESERVE

27th ANNUAL GOLF OUTING

FRIDAY, SEPTEMBER 19, 2014

COST: \$125.00 PER PLAYER

—
FOUNTAIN GREEN
GOLF COURSE
FORT DIX NJ

—
REGISTRATION BEGINS: 9:00 AM

—
SHOTGUN START (2 PERSON SCRAMBLE) @ 10:30 AM

—
A continental breakfast will available during registration

—
Hot Dogs / Water / Soda

—
On the course

—
BBQ BUFFET STEAK DINNER AT THE GOLF COURSE

—
Individual Prizes:
 Closest To The Pin (2)

COME AND JOIN US FOR A DAY OF FUN

PROCEEDS BENEFIT THE NEW JERSEY FRIENDS OF THE GUARD & RESERVE, WHICH, AMONG OTHER THINGS, PROVIDES SUPPORT TO ORGANIZATIONS:

- THAT SEEK EMPLOYER SUPPORT FOR THEIR EMPLOYEES WHO ARE MEMBERS OF THE GUARD AND RESERVE AND WHO RECOGNIZE SUPPORTIVE EMPLOYERS.
- THAT SEEK TO EDUCATE BOTH EMPLOYERS AND RESERVE COMPONENT MEMBERS REGARDING THEIR RIGHTS AND RESPONSIBILITIES UNDER FEDERAL LAWS .
- THAT CONDUCT OR SPONSOR MILITARY FAMILY SUPPORT EVENTS.

WHETHER YOU JOIN US OR NOT, PLEASE CONSIDER ONE OF THE SPONSORSHIP OPPORTUNITIES LISTED ON THE ATTACHED FLYER

The NJ Friends of the Guard & Reserve is a 501 (c)(3) Tax Exempt Charity Organization. All contributions, less any goods or services received are tax exempt

ID CARDS AT BORDENTOWN

ID Cards are available at the Joint Military Family Assistance Center in Bordentown. To schedule an appointment, call (609) 324-7027.



US Family Health Care, a Tricare Prime option, is holding information sessions for servicemembers and families at various locations. Call 1-800-241-4848 option 3 or visit www.usfhp.net for more information.

MOUNT LAUREL, N.J.

MOUNT LAUREL LIBRARY
Sept. 12 (4 – 6:45 p.m. hourly)
100 Walt Whitman Avenue
Mount Laurel, N.J. 08054
Contact: Josephine Grey
(347) 501-2308

EGG HARBOR TOWNSHIP, N.J.

177TH FIGHTER WING
Sept. 18 (12 – 4 p.m. hourly)
400 Langley Road
Bldg 229

Egg Harbor Twp, N.J. 08234
Contact: Josephine Grey
(347) 501-2308

LAWRENCEVILLE, N.J.

NJDMAVA BUILDING
Sept. 9, 23 (11 a.m. – 4 p.m. hourly)
1st Floor/IASD Section
101 Eggerts Crossing Road
Lawrenceville, N.J. 08648
Contact: Josephine Grey
(347) 501-2308

FORT DIX, N.J.

HOUSING COMMUNITY CENTER
Sept. 15 (12 – 4 p.m. hourly)
Building 1134 Hemlock Street
Ft. Dix, N.J.
Contact: Josephine Grey
(347) 501-2308

COLTS NECK, N.J.

NAVAL WEAPONS STATION EARLE
Sept. 18 (3 – 7 p.m.)
201 Highway 34 South
Building C29
Colts Neck, N.J. 07722
Contact: Pam Kwiat
(646) 341-2545

MCGUIRE AIR FORCE BASE, N.J.

MCGUIRE LIBRARY
Sept. 8 (3 – 7 p.m. hourly)
2603 Tuskegee Airmen Ave
McGuire AFB, N.J. 08641
Contact: Pam Kwiat
(646) 341-2545

MCGUIRE HOUSING

JIM SAXTON COMMUNITY CENTER

Sept. 25 (10 a.m. – 4 p.m. hourly)
3811 South Boiling Street
McGuire AFB, N.J. 08641
Contact: Pam Kwiat
(646) 341-2545

108TH WING AIRMEN & FAMILY READINESS OFFICE

Sept. 17 (1 – 7 p.m.)
3327 Charles Blvd
McGuire AFB, N.J. 08641
Contact: Pam Kwiat
(646) 341-2545

BROWNS MILLS, N.J.

PEMBERTON COMMUNITY LIBRARY

Sept. 22 (12 – 4 p.m.)
16 Broadway Street
Browns Mills, N.J. 08015
Contact: Pam Kwiat
(646) 341-2545

TOMS RIVER, N.J.

NEW JERSEY NATIONAL GUARD ARMORY

Sept. 4 (3 – 7 p.m.)
1200 Whitesville Road
Toms River, N.J. 08753
Contact: Pam Kwiat
(646) 341-2545

JERSEY CITY

NEW JERSEY NATIONAL GUARD ARMORY

Sept. 4, 11 (11 a.m. – 3 p.m. hourly)
678 Montgomery St.
Jersey City, N.J. 07306
Contact: Darrel Hutchinson
(646) 354-0126

BLACKWOOD, N.J.

CAMDEN COUNTY VETERANS AFFAIRS

Sept. 8, 15, 22 (11 a.m. – 3 p.m. hourly)
3 Collier Dr. Lakeland Complex
Blackwood, N.J. 08012
Contact: Wil Acosta
(646) 300-1312

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Energy Conservation Tip of the Week

Because ceiling fans create a breeze effect, using them in your home will allow you to raise your thermostat settings by four degrees fahrenheit during the summer with no loss in comfort. This will result in energy savings of three to four percent and let your air conditioning run less.

Ceiling fans can be used year round. During the summer, set the fan to run counterclockwise at a high speed to create a cooling breeze. During the winter, set the fan to reverse at a low speed to force warm air at the ceiling down to your occupied space.

For more information about energy and water conservation efforts, contact Christopher Moore, energy manager at christopher.moore@dmava.nj.gov.