

THE OFFICIAL MONTHLY MAGAZINE OF THE 177th FIGHTER WING

# THE CONTRAL





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JUNE 2014, VOL. 48 NO. 06



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***On the Cover**—General Frank J. Grass, Director, National Guard Bureau, Brig. Gen. Michael L. Cunniff, the Adjutant General of the New Jersey National Guard, and Master Sgt. Michael F. Sears listen to his citation being read during a Silver Star ceremony on June 28, 2014. (U.S. Air National Guard photo by Tech. Sgt. Matt Hecht)*

For back issues of The Contrail, and other multimedia products from the 177th Fighter Wing, please visit us at DVIDS!







# Commander's Column



Jersey Devils!

By the time you have an opportunity to read this edition of the Contrail, we will have honored one of our Wing members for a truly heroic event. Master Sgt. Michael Sears received the Silver Star this weekend, the United States' third highest award, in recognition of his actions on

Sept. 29, 2012 while deployed to Afghanistan. While reflecting on this event, I am reminded of the daily challenge we ALL face to maintain our commitment to the core values of "Excellence" and "Service Before Self". Certainly, Master Sgt. Sears' actions reflect greatly on himself and the New Jersey Air National Guard and serve as a bench mark for those core values we hold so close in our professions. We should all take a moment to reflect on the importance of this event and what it means to be an Airman in the Air National Guard. Congratulations to Master Sgt. Sears and his family. The Wing is exceptionally proud of you and your family!

As we enter the summer months, I want to remind everyone to take a moment and consider the increased safety risks associated with our summertime activities. As I have said in the past, "Before you attempt that triple gainer that you used to be able to do when you were 17, or try to stretch that double into a triple, ask yourself this one simple question; is it worth the risk?" If you take just one moment BEFORE you act and consider the possible negative consequences, maybe you will come to the realization that the

risk is not worth the reward. Be safe, consider the risks of your activities, and apply common sense and a healthy dose of conservatism BEFORE you act...not after! I need each and every one of you to keep the mission on track!

Lastly, as we enter the summer, we will take some time to focus on resilience and suicide prevention. Although we continue to make important improvements in these areas, unfortunately the NJ National Guard has had an increase in suicides this year. While we have been fortunate to avoid this in the Wing, we must be ever vigilant to the constant threat of suicide. The wing will dedicate time this UTA, and in August, to address this serious issue and I encourage all airman to take an active role in being a good wingman and helping to identify potential needs as they arise. Together, we need to be aware of the needs of our airman and be aggressive at sharing our observations and offering our assistance. We are fortunate to have great resources here at the 177th to help our airman in times of stress such as Doc Savicky (Wing Director of Psychological Health), the Chaplains, Jeannie Perry (Family Services), and your First Shirts, to name a few. But, sometimes folks need a little nudge to take advantage of these services. This is where I need your help! If you see someone who could benefit from these resources, don't be afraid to approach them and recommend these services. Let them know you care, that WE care, and encourage them to seek help. Together we are an exceptional Wing...let's stay strong and look out for our Wingman!

KERRY M. GENTRY

Wing Commander

177th Fighter Wing





# 177<sup>th</sup> FW EOD Tech Awarded Silver Star

Story by Tech. Sgt. Matt Hecht, 177th Fighter Wing Public Affairs

Master Sgt. Michael F. Sears was awarded the Silver Star here on June 28, 2014 for valor in combat while deployed to Afghanistan in 2012.

Sears, the leader of a small team of explosive ordnance disposal airmen, is credited with saving the life of a fellow International Security Assistance Force soldier in the midst of an ambush by enemy forces on Sept. 29, 2012 in Ghazni Province, Afghanistan.

“What a great American and he really personifies, truly, what we as a Guard are,” said General Frank J. Grass, Chief of the National Guard Bureau.

“It is just phenomenal how he just stepped out away from safety to save others,” continued Grass. “We talk about the Silver Star being awarded for him saving the life of a Polish soldier, but he saved the lives of many soldiers that day.”

“It wouldn’t be me getting the Silver Star; it would be my wife, if it weren’t for Tech. Sgt. Jay Hurley,” said Sears.

Sears praised both of his teammates, Hurley and Staff Sgt. Josh Jerden, with courage under fire.

“Hurley, on that day, without hesitation, used his vehicle to cover me. Josh Jerden dismounted his vehicle on the side of enemy fire and engaged the enemy on foot,” said Sears.

“Their actions showed what kind of team I had.”

*Brig. Gen. Michael L. Cunniff, left, the adjutant general of New Jersey, presents Master Sgt. Michael F. Sears, 177th Fighter Wing, the Silver Star, the third highest military award, here on June 28, 2014. (U.S. Air National Guard photo by Sgt. Mark C. Olsen)*



*Silver Star recipient Master Sgt. Michael F. Sears, 177th Fighter Wing, addresses National Guard Bureau and New Jersey National Guard leadership, family, friends and fellow 177th Airmen June 28, 2014, at the 177th Fighter Wing in Egg Harbor Township, N.J. He received the Silver Star, the third highest military award, for actions while deployed to Afghanistan on Sept. 29, 2012. On that day, a three-man Air Force explosive ordnance disposal team led by Sears found itself in the middle of a complex ambush in Ghazni province, Afghanistan. During the course of a two-hour firefight, Sears provided life-saving aid to a fallen coalition soldier from Poland, ran five times through a 150-yard open area riddled with enemy machine gun fire to direct his team in returning fire, and continued on with the fight after being knocked temporarily unconscious by a rocket-propelled grenade blast. Sears joins a group of 58 Airmen who have been awarded the Silver Star since the Global War on Terrorism began. (U.S. Air National Guard photo by Master Sgt. Mark C. Olsen)*





# F-16 units prepare for routine theater security deployment

**A**pproximately 12 F-16's from New Jersey and Washington, D.C. Air National Guards are set to deploy to Kunsan Air Base, Republic of Korea, on June 1, 2014, demonstrating continuing U.S. commitment to stability and security in the Asia-Pacific region.

Air Combat Command continues to routinely deploy fighter aircraft to the region, providing Pacific Air Force-

es and the U.S. Pacific Command a Theater Security Package, deepening ties with our allies and our relationship with the international community.

Movement of U.S. Air Force fighters into the Pacific has been a routine and integral part of U.S. Pacific Command's combat capable air forces and regional force posture since March 2004, in order to maintain a prudent deterrent against threats to regional security and stability.

*U.S. Air Force F-16C Fighting Falcons from the New Jersey Air National Guard's 177th Fighter Wing "Jersey Devils" prepare to depart Atlantic City Air National Guard Base, N.J. for a Pacific Air Forces (PACAF) deployment on May 27, 2014. (U.S. Air National Guard photo by Tech. Sgt. Matt Hecht)*



*U.S. Air Force Airmen from the New Jersey Air National Guard's 177th Fighter Wing prepare to board a Delta Airlines 767 charter flight at Atlantic City International Airport, N.J. on May 26, 2014. Airmen from the 177th Fighter Wing are departing for a temporary duty assignment to a theater security package (TSP) in the Pacific. (U.S. Air National Guard photo by Master Sgt. Andrew J. Moseley)*





# JERSEY STRONG

Story by Tech. Sgt. Matt Hecht, 177th Fighter Wing Public Affairs

**7,000 miles from New Jersey, two 177th Fighter Wing Airmen unexpectedly became neighbors at a forward operating base (FOB) on the outskirts of Kabul while serving on separate missions.**

Lt. Col. Jesse Arnstein, assigned to the 177th Logistics Readiness Squadron, is deployed as the Public Affairs Director for the task force that oversees U.S. detainee operations. Tech. Sgt. Chris Donohue, from the 227th Air Support Operations Squadron, is deployed as a combat advisor and Joint Terminal Attack Controller for the joint U.S./Albanian mission.

Arnstein's duties include responding to inquiries from major news outlets such as the New York Times, Wall Street Journal, and the Associated Press, as well as coordinating on updates to senior U.S. government officials.

"The mission is tremendously rewarding," said Arnstein. "It [the mission] has the potential to be very high-profile; from answering congressional inquiries, to preparing responses to questions from the most well-known western media outlets, to dealing with other national governments."

"It's also exhilarating to regularly interact with foreign soldiers and civilians," said Arnstein.

Arnstein was amazed to come across a fellow "Jersey

Devil" at his FOB.

"I did a double-take as I spotted the New Jersey State flag outside a cabin on the FOB," said Arnstein. "I went inside to investigate, and to my amazement I saw a familiar face – Tech. Sgt. Chris Donohue."

Donohue, already a seasoned veteran from his time in the Marine Corps and the New Jersey Army National Guard is an advisor for the Afghan National Army's (ANA) 1st Mobile Strike Force (MSF). The MSF is a quick reaction force designed to preemptively attack, disrupt, and destroy enemy operations.

"We have a very busy schedule, but it is rewarding to see the ANA take the lead as we begin to transfer into Operation Resolute Support," said Donohue.

Operation Resolute Support is the post-2014 NATO training and advisory mission, which will see the ANA self-sufficient and relying less on coalition forces.

Arnstein reflected on the deployment, and how the people back home have made him Jersey Strong.

"Communications have been difficult, but the expressions of concern, gratitude and support from family and friends are humbling and so very meaningful," said Arnstein. "The mission here is fascinating, and I'm working with some of the finest people I have ever known."



*Tech. Sgt. Chris Donohue, a deployed tactical air control party specialist from the 227th Air Support Operations Squadron, holds up radio gear while on a mission in Afghanistan. (Courtesy photo)*



*U.S. Air Force Tech. Sgt. Chris Donohue, left, and Lt. Col. Jesse Arnstein pose in front of an MRAP while deployed to Kabul, Afghanistan. (Courtesy photo)*



*U.S. Air Force tactical air control party  
Airmen from the New Jersey Air National  
Guard's 227th Air Support Operations  
Squadron (ASOS) fast rope out of a U.S.  
Marine Corps UH-1Y Venom from Marine  
Light Attack Helicopter Squadron 773  
(HMLA-773) in a clearing at Joint Base  
McGuire-Dix-Lakehurst during training on  
June 26, 2014. The 227th ASOS is based  
out of Atlantic City International Airport,  
N.J. (U.S. Air National Guard photo by  
Master Sgt. Andrew J. Moseley)*



*FAST ROPERS*



# Atlantic City's 'Night Hawks' of VC-33

by Dr. Richard Porcelli



A flight of three AD-5N Skyraiders from Atlantic City Naval Air Station's VC-33 fly over the beaches of Margate City, N.J. (U.S. Air National Guard illustration by Tech. Sgt. Matt Hecht)





**“When the night is black and the sky and the sea meet; when the seagulls decide to ride out the weather on a friendly railing or bobbing on the waves, the Night Hawks fly. ... This is a strange migratory bird... its Home Nest is at Atlantic City but its habitat, the Seven Seas.”** (a description of VC-33 that appeared in the June 1955 issue of *Naval Aviation News*)

Starting in the February 2014 issue of *The Contrail*, we told the inspiring story of how Atlantic City’s Composite Squadron Four [VC-4] pioneered the Navy’s carrier-based all-weather, day/night fighting capabilities. Established in September 1948, that squadron trained aviators, developed tactics and perfected equipment to give the Navy the ability to defend the fleet and eventually, a carrier-based tactical nuclear weapons delivery capability. It also was intimately involved in the Navy’s transition from World War II propeller driven fighters to all-weather jets and sent detachments to all Atlantic Fleet carriers, as well as on cruises that fought in the Korean War.

VC-4’s success inspired the Navy to expand its all-weather capability to ground attack and called upon Atlantic City’s expertise to achieve this end. Composite Squadron Thirty-Three [VC-33] was originally established on 31 May 1949 at NAS Norfolk (Virginia) with an anti-submarine warfare mission. Originally, they flew Grumman TBM-3 *Avengers* later transitioning to the Douglas AD *Skyraider*. In June 1950 the squadron was transferred to NAS Atlantic City but kept the tail code “SS” used at its previous air station. In October 1952 a cadre of night and all weather trained pilots and aircrew was reassigned from VC-4 to VC-33 to support a new mission of night attack and electronic warfare. The nickname “*Night Hawks*” was adopted, and the original insignia of a “steel gauntlet crushing a submarine” was exchanged for a “shield with chess knight and hawk.” From that point on, VC-33 flew various versions of the venerable AD *Skyraider*, affectionately referred to by its pilots as “*Able Dog*” (from its designation, Attack – Douglas, implying it can ably do any task) and later “*SPAD*” after the famed World War I French fighter, since it was an “antique” prop plane operating from otherwise all jet-powered air groups.

The *Skyraider* was developed towards the end of World War II as the first single-seat dive-bomber and torpedo-carrier. Production by Douglas Aircraft started in 1945 and ended 1957 with 3,180 built in Santa Monica, California, in seven major versions (AD-1 to AD-7), and 17 sub-versions. (The designation “attack” replaced the combined “dive bombing” and “torpedo bombing” functions of World War II.) Although it was too late for service in World War II, it became the backbone of the Navy and Marine attack force in the Korean War. *Skyraiders* continued to fly from the Navy carrier decks into the Viet Nam War until April 1968. Then the U.S. Air Force adopted retired Navy *Skyraiders* for use in Viet Nam as counter insurgency aircraft, also supplying them to the South Vietnamese Air Force. *Skyraiders* were retired from USAF service in 1973. Britain, Sweden and France also flew new-build or ex-Navy *Skyraiders* with the last retired by Sweden in 1974. (Incidentally, in 1962 Britain took the APS-20 radars from its retiring early-warning radar equipped AD-4W *Skyraiders* and installed them in their Avro *Shackleton* AEW.2 radar planes which served the RAF until 1991!)

The *Skyraider* is considered by many to be one of the greatest warplanes of all time due to its load-carrying ability, long endurance and flexibility in performing so many varied missions. Powered by a 2,700 hp Wright R-3350 engine driving a huge 13 foot diameter, four-bladed prop, the *Skyraider*’s top speed was about 320 mph with a service ceiling of 32,000 feet. More significantly, its empty weight was 10,550 pounds, with a maximum gross weight of 25,000 pounds including 8,000 pounds of ordinance hung from 15 stations (weapons pylons) beneath the fuselage and wings. The *Skyraider* was the premier close air support aircraft of its period with its staying power and ordinance load, as well as stability in dives and excellent vision from the cockpit that gave it great strafing and bombing accuracy. Soldiers and Marines on the ground welcomed the sight of *Skyraiders* overhead, with their ability to drop ordinance from very low levels within just a few yards of the friendly positions – no incident of friendly casualties from *Skyraider* attacks was ever noted. They hugged the ground so closely that during the Korean War a *Skyraider*



A pilot, left, and enlisted air crewman radar operator stand in front of a VC-33 AD-4N *Skyraider*; note that markings have been sprayed over to make airplane less visible during night raids, and raid tally marks under cockpit. Also, the aircrew entry door is behind pilot. (U.S. Navy photo)





killed charging Chinese soldiers trying to overrun a US position with its propeller blades!

This remarkable single-engine, single-pilot aircraft could carry more tonnage of bombs, higher and faster than the World War II B-17 *Flying Fortress* which needed a crew of eleven – and the *Skyraider* flew from an aircraft carrier’s deck! Navy and Marine *Skyraiders* carried the brunt of day and night attack in Korea. In one notable raid, AD-4 *Skyraiders* of Attack Squadron Ninety-Five (VA-95) used torpedoes for the only time, but in this case to breach the Hwachon Dam that supplied electricity to the bulk of North Korea’s industry, effectively knocking out production of war material for many months. In 1965, during the Viet Nam War, two Navy *Skyraiders* of VA-176 flying from *USS Intrepid* on a ResCap (Rescue Combat Air Patrol) mission providing cover for the rescue of a downed Air Force pilot, received credit for shooting down two jet powered, swept-wing MiG-17s.

On the lighter side, it was said that “the *Skyraider* could carry everything but the kitchen sink.” To prove otherwise, during the Korean War a pilot from VA-95 flying from *USS Princeton* was launched with a kitchen sink strapped to a 2000-pound bomb for a raid on Communist positions. During the Viet Nam



A Night Hawks patch circa 1958. (U.S. Navy photo)



A VA-25 AD-6 Skyraider about to be catapult launched from USS Midway to deliver a toilet bowl to North Vietnam. (U.S. Navy photo)

War, a *Skyraider* of VA-25 was launched from *USS Midway* carrying a toilet bowl as a birthday present for “Uncle Ho” (North Vietnam President Ho Chi Min).

Atlantic City’s VC-33 was officially designated as an *all-weather, night attack squadron*. But in reality, this description fails to describe all their activities. Night bombing and close air support was certainly their primary mission. They also pioneered electronic counter measure [ECM] support, both locating enemy radars and jamming them, for air strikes over the Korean peninsula. In addition, they were tasked with anti-submarine duties as well as flying patrol over downed aircraft for day and (rare) night rescues. Due to its load carrying ability and internal space, the *Night Hawks* also transported personnel and equipment on urgent

missions between carriers or between a carrier and a shore base. Medical evacuation of injured or wounded airmen and sailors to shore based hospitals was also part of their tasking.

Like VC-4, its sister unit at Atlantic City, VC-33 was an exceptionally large squadron with far-flung detachments. It was staffed with 70 pilots, 15 ground staff officers and 550 enlisted men who provided maintenance support (crew chiefs, mechanics, metal workers, parachute riggers, etc.) but also were the source of radar- and ECM-operating aircrew. While the pilots were officers, the aircrew always came from the enlisted ranks. At any one time at least 1/3 of the squadron was deployed as 4 - 6 aircraft detachments onboard carriers, usually in the Atlantic Fleet but al-

so, as will be described below, to Pacific Fleet carriers during the Korea War. The detachments operated independently, with an officer in charge, a staff officer, 6 – 8 pilots plus aircrew and maintenance personnel totaling about 100.

Flying alongside jet squadrons, VC-33s pilots were not jealous, but rather had a great pride and faith in their trusty “*Able Dogs*.” They were proud of its capacity to carry huge payloads over great distances, to deliver ordinance accurately, and perform a variety of essential tasks to support the Navy’s combat capabilities. And they were proud of their added strength – *the ability to perform their tasks at night and in all weather conditions*.

During their time at Atlantic City, VC-33 flew a variety of *Skyraider* versions. These included the AD-2Q, AD-3Q, AD-4Q ECM versions with a crew of pilot and ECM operator; AD-3N, AD-4N, AD-4NL night attack versions with a crew of three – pilot, radar operator and ECM operator. Their final versions while stationed in Atlantic City were the AD-5N and AD-5Q, four-seat night attack and radar jamming versions, respectively

The specialized night and ECM versions of the AD-2, -3 and -4 *Skyraider* looked like single-crewed aircraft with the pilot sitting under a bubble canopy, but they were not. The additional aircrew, along with the radar and ECM equipment, were housed within the cavernous fuselage. The aircrew entered their compartment by doors in the fuselage sides in the location where the speed brakes would be for the normal, single-seat attack versions of the *Skyraider*. Their so-called “hell-hole” was hot most of the time with the only ventilation aimed at keeping the vacuum tube based electronics cool rather than for crew comfort. But in Korea’s frigid winters, the aircrew froze as the heat put out by their equipment was insufficient to keep them warm! Their only view of the outside world was through the small windows in the entry doors.

To be continued in the July edition of *The Contrail*!



# UNDER THE LIGHT

*Photo Essay by Tech. Sgt. Matt Hecht, 177th Fighter Wing Public Affairs*

**F**or the Airmen in the 177th Fighter Wing's nondestructive inspection (NDI) shop, every day is a visit to one of the most high-tech labs used by the Department of Defense.

NDI technicians use x ray technology, magnetic particle inspection, and penetrant testing to inspect jets, missiles, engine components, and even ground vehicles.

The forty-nine day technical school teaches a vast array of detection techniques. From electron microscopes to eddy currents, every day can present new challenges for these Airmen that they meet with technology.

*U.S. Air Force Airman 1st Class Amy Ferry looks over a piece of training metal during a magnetic particle inspection here on June 18, 2014. A magnetic particle inspection reveals any surface and subsurface defects of magnetic metal items. Ferry is a nondestructive inspection specialist assigned to the New Jersey Air National Guard's 177th Aircraft Maintenance Squadron.*







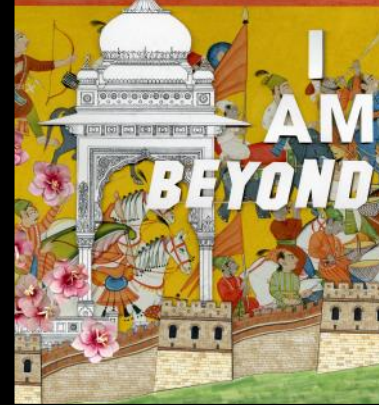
*Airman 1st Class Amy Ferry looks over a piece of training metal during a magnetic particle inspection here on June 18, 2014. A magnetic particle inspection reveals any surface and subsurface defects of magnetic metal items. Ferry is a nondestructive inspection specialist assigned to the New Jersey Air National Guard's 177th Aircraft Maintenance Squadron.*



*Airman 1st Class Cory Kalin sprays down a piece of metal during a penetrant test here on June 18, 2014. Penetrant testing is a method of detecting surface cracks, corrosion, scratches and other surface impurities which create cavities or voids on the surface of metals or other structural materials. Kalin is a Nondestructive Inspection specialist assigned to the New Jersey Air National Guard's 177th Aircraft Maintenance Squadron.*



ASIAN AMERICAN PACIFIC ISLANDER  
HERITAGE MONTH



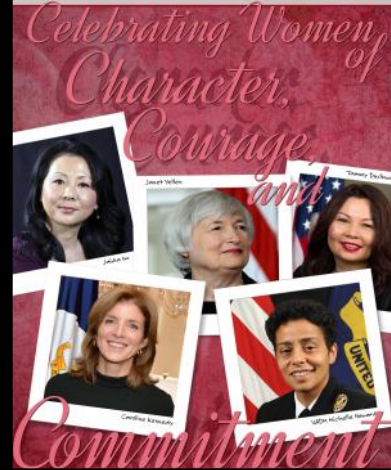
BLACK HISTORY MONTH



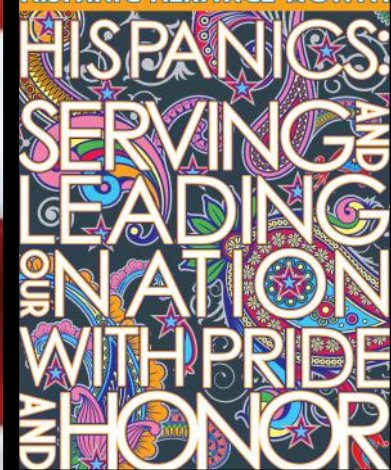
SEXUAL ASSAULT  
AWARENESS MONTH  
LIVE OUR VALUES



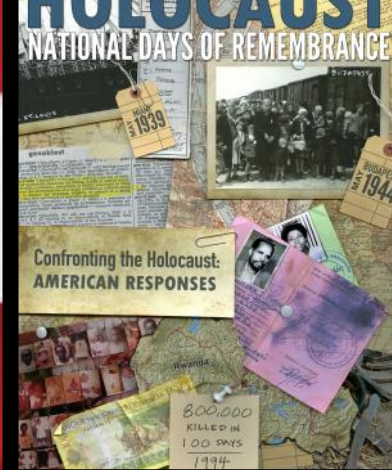
WOMEN'S HISTORY MONTH



HISPANIC HERITAGE MONTH



HOLOCAUST



LESBIAN GAY BISEXUAL TRANSGENDER  
PRIDE MONTH

JUNE 2014

"Diversity is at the heart  
of America's strength."

Secretary of Defense Chuck Hagel



JUNE 2014

NATIONAL DISABILITY EMPLOYMENT  
AWARENESS MONTH

BECAUSE  
WE ARE  
EQUAL  
TO THE  
TASK





# JERSEY DEVIL BOSS LIFT



A U.S. Army UH-60 Black Hawk Helicopter from the New Jersey Army National Guard's 1st Battalion, 150th Aviation Regiment "Hooligans," prepares for takeoff during a visit here for an Employer Support of the Guard and Reserve (ESGR) event on May 21, 2014. ESGR, a Department of Defense office, was established in 1972 to promote cooperation and understanding between Reserve Component Service members and their civilian employers and to assist in the resolution of conflicts arising from an employee's military commitment. (U.S. Air National Guard photo by Airman Amber Powell)



Above: Atlantic City, N.J., as seen from a UH-60 Black Hawk helicopter from the New Jersey Army National Guard's 1-150th Assault Helicopter Battalion during a Employer Support of the Guard and Reserve (ESGR) "Boss Lift" on May 21, 2014. Below: Two U.S. Army UH-60 Black Hawk Helicopters from the New Jersey Army National Guard's 1st Battalion, 150th Aviation Regiment "Hooligans," take off from Warren Grove Gunnery Range, N.J. on May 21, 2014. (U.S. Air National Guard photos by Airman Amber Powell)





# LOAD 'ER UP

*Photo essay by Tech. Sgt. Matt Hecht & Airman 1st Class Shane Karp, 177th Fighter Wing Public Affairs*

THE 177TH LOGISTICS READINESS SQUADRON  
PROCESSED OVER 40 INCREMENTS FOR A  
TOTAL OF OVER  
70 TONS OF CARGO

THE C-17 IS 174 FT. [53 M] LONG AND HAS A WINGSPAN OF  
ABOUT 170 FT. [52 M]



*U.S. Air Force Airmen from the New Jersey Air National Guard's 177th Fighter Wing load cargo onto a C-17 Globemaster III "Spirit of the Air Force" from the 437th Airlift Wing on May 20, 2014, at Atlantic City International Airport, N.J. Airmen from the 177th Fighter Wing are deploying for a Pacific Air Forces (PACAF) mission. The 437th Airlift Wing is based out of Joint Base Charleston, S.C.*





*Left: Tech. Sgt. Nicholas Lanthier, left, directs a cargo movement on a forklift at the cargo deployment function (CDF) here on May 17 in preparation for the theater security package (TSP) deployment to Kunsan Air Base.*

THE CDF CHECKS FOR AIR WORTHINESS OF CARGO—ENSURES PALLETS HAVE BEEN PROPERLY BUILT—AND ALSO PROVIDES LOAD TEAMS TO UPLOAD AND SECURE THE CARGO ON TRANSPORT AIRCRAFT

*Right: U.S. Air Force airmen load cargo onto a C-17 Globemaster III "Spirit of the Air Force" from the 437th Airlift Wing on May 20, 2014 at Atlantic City International Airport, N.J. Airmen from the 177th Fighter Wing are deploying for a Pacific Air Forces (PACAF) mission.*



*Left: U.S. Air Force Airman 1st Class Kevin O'Rourke from the New Jersey Air National Guard's 177th Fighter Wing operates a forklift on May 20, 2014, at Atlantic City International Airport, N.J. Airmen from the 177th Fighter Wing are deploying for a Pacific Air Forces (PACAF) mission. The 437th Airlift Wing is based out of Joint Base Charleston, S.C.*







*U.S. Air Force Tech. Sgt. Brian Tunis operates a forklift delivering cargo to a C-17 Globemaster III "Spirit of the Air Force" from the 437th Airlift Wing on May 20, 2014, at Atlantic City International Airport, N.J. Airmen from the 177th Fighter Wing are deploying for a Pacific Air Forces (PACAF) mission. The 437th Airlift Wing is based out of Joint Base Charleston, S.C. Tunis is a vehicle operator from the 177th Logistics Readiness Squadron.*


DISTANCE FROM ATLANTIC CITY  
TO KUNSAN AB: 6,140 NAUTICAL MILES  
**7,066 MILES**  
11,371 KILOMETERS



*U.S. Air Force Airmen prepare to receive cargo onto a C-17 Globemaster III "Spirit of the Air Force" from the 437th Airlift Wing on May 20, 2014 at Atlantic City International Airport, N.J. Airmen from the 177th Fighter Wing are deploying for a Pacific Air Forces (PACAF) mission. The 437th Airlift Wing is based out of Joint Base Charleston, S.C.*





A wide-angle, high-angle shot looking down the length of a C-17 Globemaster III's cargo compartment. The perspective is from the front of the plane looking towards the open rear cargo door, which is at the far end, letting in bright light. The floor is a metal grating. On the left and right sides, there are rows of built-in seats for cargo or personnel. In the center, a large, tan-colored cargo container is being loaded or unloaded. The container has the text "113 AMS" and "SORTIE GEN. FLT" printed on it. Several people in military uniforms are visible throughout the compartment, some sitting on the seats and others standing near the cargo. The overall atmosphere is one of a busy, functional military transport environment.

THE C-17 CARGO COMPARTMENT IS 88  
FT. (26.82 M) LONG BY 18 FT. (5.49 M)  
WIDE BY 12 FT. 4 IN. (3.76 M) HIGH

*U.S. Air Force Airmen from the New Jersey Air National Guard's 177th Fighter Wing board a C-17 Globemaster III "Spirit of the Air Force" from the 437th Airlift Wing on May 20, 2014, at Atlantic City International Airport, N.J. Airmen from the 177th Fighter Wing are deploying for a Pacific Air Forces (PACAF) mission. The 437th Airlift Wing is based out of Joint Base Charleston, S.C.*







*U.S. Air Force Airmen from the New Jersey Air National Guard's 177th Fighter Wing load cargo onto a C-17 Globemaster III "Spirit of the Air Force" from the 437th Airlift Wing on May 20, 2014.*



THE MAXIMUM  
PAYLOAD OF  
THE C-17 IS  
170,900 LBS.  
(77,500 KG),  
AND ITS MAXI-  
MUM TAKEOFF  
WEIGHT IS  
585,000 LBS.  
(265,350 KG)

*U.S. Air Force Airmen from the New Jersey Air National Guard's 177th Fighter Wing board a C-17 Globemaster III "Spirit of the Air Force" from the 437th Airlift Wing on May 20, 2014, at Atlantic City International Airport, N.J. Airmen from the 177th Fighter Wing are deploying for a Pacific Air Forces (PACAF) mission.*



*A U.S. Air Force C-17 Globemaster III "Spirit of the Air Force" from the 437th Airlift Wing carrying Airmen and cargo from the 177th Fighter Wing takes off from Atlantic City International Airport, N.J., on May 20, 2014. Airmen from the 177th Fighter Wing are deploying for a Pacific Air Forces (PACAF) mission. The 437th Airlift Wing is based out of Joint Base Charleston, S.C.*



# Warren Grove Gunnery Range land management helps maintain largest known population of Pine Barren gentian

By Ryan R. Rebozo, Drexel University, Department of Biodiversity, Earth, and Environmental Science

The Pine Barren gentian (*Gentiana autumnalis*) is a rare plant that is declining throughout it’s range (New Jersey to Georgia) as a result of development, fire suppression, and alteration of natural water flow. Although quite rare in the New Jersey Pine Barrens, it is locally abundant at the Warren Grove Range. Land management practices at Warren Grove Range help to maintain this showy fall-flowering plant that is synonymous with the Pine Barrens. Periodic prescribed burning (at intervals of 5-7 years) and mowing of open fields in the Target Zone have maintained ideal habitat requirements for this early successional species. Researchers from Drexel University, Laboratory of Pinelands Research, have been monitoring this population since 2004 and estimate that the population contains greater than 15,000 individuals making it the largest known population in New Jersey. Several smaller patches of Pine Barren gentian also occur throughout Warren Grove Range along open roadsides and moist burned areas. The New Jersey Air National Guard has funded research to



*Gentiana autumnalis* at Warren Grove Range. (Courtesy Photo)

be proactive in protecting this population while maintaining mission readiness at Warren Grove Range. By monitoring select populations of Pine Barren gentian for more than 10 years, Drexel University researchers have recommended best management practices for the conservation of the species. Natural resource management at Warren Grove Range has implemented prescribed burns and roadside mowing after the growing season (early November). This practice has proved beneficial for improving site conditions for this rare species and allows plants to complete their reproductive cycle of flowering and dispersing seeds. Ecologically, the Pine Barren gentian is a fire-adapted species that harbors beneficial fungi in its roots and provides late season pollen and nectar for important pollinator species before they over winter. The best management practices learned at Warren Grove Range will be important for the conservation of Pine Barren gentian at other locations where populations have been declining in New Jersey.

# PARA-DOCS

By Doc Savicky, 177th Fighter Wing Director of Psychological Health



LG means Life is good!

**“The art of living is the least learned of all the arts. Man has learned the art of existence, of getting by somehow with the demands of life.” – E. Stanley Jones**

Similar to the quote, “It’s not the years in your life that matter, but the life in your years,” both stress the importance of living life to the fullest. We all know people who have a natural zest for life, who appear to embrace Carpe Diem as their motto.

Perhaps you are such an individual and this comes easily. I suspect most, however, when hearing the phrase of “living life to the fullest” feel a bit overwhelmed, even stressed. What are we supposed to do? Go sky diving every day? Drain our bank accounts and travel the world? How are we supposed to live life to the fullest and still go to work and take care of our responsibilities? It is a tough question?

Consider this... To be alive is to Feel....feel love, get your heart broken, and then feel love again. Feel gut-wrenching sorrow. Feel joy and bliss. Heartbreak and loss is one such issue that causes many of us in the military to struggle, to contemplate dark paths. As long as the relationship is going well, all is right with the world. But, when it turns sour, they are empty. Why? The reason is that they confuse happiness with joy.

The first step to living a full life is to have joy, adequate joy. Whereas happiness is temporary and dependent on external factors, joy is permanent and goes much deeper. Joy does not come from

other people or jobs or expensive stuff, but it comes from within. It produces a confidence that things will be okay even if the situation isn’t. Optimism is powerful!

Along with adequate joy, we must cultivate the right temperament. When you don’t get what you want, what’s your reaction? Do you sometimes have normal feelings of irritability, anger, depression? How we handle the “not at this time” in our lives is important.....to recognize that a “no” may not be permanent or if it is, has the potential to lead us on a better path can be a challenge.

It becomes even more challenging when we listen to society urging us to embrace the “Me First” mentality versus the reasonable one. Sometimes when we pray for something....the answer may be: “I have something better for you, than what you prayed for!”

Most of all, I believe, we need to practice peace. To put it simply, input = output (Or as my professor used to say, “Garbage in, garbage out”). That which we “feed” our minds will produce like results.

In summary, surrounding ourselves with healthy-thinking people, like our service members, and participating in activities that strengthen our resilience is a big step towards creating a peaceful life vs. a chaotic one. No amount of worry ever improved the situation. Only action, with informed guidance, creates peace and removes chaos. I leave you with the words of Spock; “Live long and prosper!”



# 177th assists with Special Olympics



Winners of the men's 800 meter run celebrate their medals at the Special Olympics on June 19, 2014 at Princeton University, N.J. Air-men and soldiers from the New Jersey National Guard assisted in the event. (U.S. Air National Guard photo by Airman Amber Powell)





Airmen and soldiers from the New Jersey National Guard assist in the 2014 Special Olympics. (Courtesy photos)



# DISEASE OUTBREAK

## What is your role?

By Lt. Col. Jamie Ruffing, 177th Medical Group

Each year the 177<sup>th</sup> FW exercises the base's disease containment plan. You may wonder why we have such a plan. The 177<sup>th</sup> has a DCP for multiple reasons. First, a DCP provides local direction on how to respond to and mitigate biological events of operational significance, whether they are naturally occurring or they are the result of a deliberate attack, while enabling mission recovery and sustainment. In addition, DCPs are mandated by *Air Force Instruction 10-2604, Disease Containment Planning Guidance*. Biologic diseases are an effective measure to incapacitate people and more specifically communicable diseases can be particularly problematic. A communicable disease is one that can be transmitted from person to person and may be either naturally occurring or can be the result of a targeted attack. They can be obvious or insidious. Many naturally occurring communicable diseases including influenza could easily impact our mission if a significant portion of our population was infected. Alternatively, intentional infection by biological weapons can be created use living microorganisms including anthrax, small pox or yellow fever. Biological weapons are often readily available, inexpensive, lethal, and can have a tremendous impact on both readiness and the psychological well-being of the wing. In addition, many biological weapons can cause the need for more long term medical care. The cost of care in time, medicine, and personnel are often greater than casualties.

This burdens units and makes them less effective.

What is your role in ensuring the 177<sup>th</sup> is successful when

facing a disease that could impact mission readiness? Simply stated, it is your job to help break the chain of transmission by adhering to common health practices including hand washing, social distancing, following directives, and reporting illnesses to your public health office. Failure to disclose your illness could impact mission and potentially infect others. The public health office will track the spread of disease, work to identify the source, and the medical team will identify the appropriate treatment. The tools we have to combat disease include mitigation, restriction, mass chemo prophylaxis, isolation and/or quarantine. If you enter the base during a period in which there is a natural or terrorist biologic of concern, you may be asked questions upon entry and told to report to a site for care or treatment. It is imperative that you follow the orders that you are given at the gate to prevent the spread of infection. You might be sent to a physician or a Point of Dispensing/Distribution (POD) for antibiotics or vaccination. It is also important that you if you notice a group or cluster or people with the same symptoms that you report it. This could be an early sign of a common source of infection or a food borne illness (FBI).

Early identification of illness and disease is essential. Reporting disease is critical and adherence to the public health measures put in place will allow the 177<sup>th</sup> to remain operational readiness. You are critical to the success of disease containment.



# Around the Wing



## DANZA SPEAKS AT EHT EVENT



U.S. Air Force Lt. Col. Albert Danza speaks at a Memorial Day event at Veterans Memorial Park in Egg Harbor Township, N.J., May 26, 2014. Danza is the commander of the New Jersey Air National Guard's 227th Air Support Operations Squadron. (U.S. Air National Guard photo by Tech. Sgt. Matt Hecht)

## DOYLE CEMETARY MEMORIAL DAY CEREMONY



An elderly couple sits on a park bench overlooking the Brig. Gen. William C. Doyle Memorial Cemetery in North Hanover Township, N.J. on May 24, 2014. The New Jersey Air and Army National Guard participated in a Memorial Day ceremony and paid respects to fallen service members. (U.S. Air National Guard photo by Airman Amber Powell)

## BOSSSES VISIT WING



U.S. Air Force Staff Sgt. Kyle Brier briefs local business owners on air crew flight equipment during a visit to the 177th Fighter Wing for an Employer Support of the Guard and Reserve (ESGR) event on May 21, 2014. (U.S. Air National Guard photo by Airman Amber Powell)

## 177th in HAWAII



U.S. Air Force F-16C Fighting Falcons from the New Jersey Air National Guard's 177th Fighter Wing and D.C. Air National Guard's 113th Fighter Wing sit parked at Hickam Air Force Base, Hawaii on their way to Kunsan Air base, South Korea. (U.S. Air National Guard photo by Senior Airman Victoria Hillmann)

For more awards photos, check out the  
177th Fighter Wing Facebook page!





# **FINAL PHOTO**

**FROM DUSK TIL DAWN**



A U.S. Marine Corps UH-1Y Venom from Marine Light Attack Helicopter Squadron 773 (HMLA-773) enters a clearing at Joint Base McGuire-Dix-Lakehurst to extract U.S. Air Force Airmen from the New Jersey Air National Guard's 227th Air Support Operations Squadron (ASOS) during training on June 26, 2014. The 227th ASOS is based out of Atlantic City International Airport, N.J. (U.S. Air National Guard photo illustration by Master Sgt. Andrew J. Moseley)