

THE OFFICIAL MONTHLY MAGAZINE OF THE 177th FIGHTER WING

THE CONTRAL



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THE CONTRAIL

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On the Cover : German armed forces Joint Terminal Attack Controllers, 1st Lts. Marius Sokol, right, and Andreas Bier confirm laser designator codes with close air support (CAS) F-16 fighter pilots from the 177th Fighter Wing while training at the Warren Grove Bombing Range in Ocean County, N.J. on Oct. 26, 2016. German armed forces JTACs partnered with the New Jersey Air National Guard's 227th Air Support Operations Squadron for a second time in 2016 for a five day combined training exercise which included the CAS training with F-16s and training in the 227th's state of the art \$1.2 million Air National Guard Advanced JTAC Training System. (U.S. Air National Guard photo by Master Sgt. Andrew J. Moseley/Released)

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COMMANDER'S COLUMN



Understanding Security Forces' vital role

By Lt. Col. Andrew Mattson, 177th Fighter Wing Security Forces Squadron Commander



Everyone is familiar with Security Forces (SF) from their daily interaction at the Gate and around the installation, but did you know that Security Forces perform far more functions than entry control and security response? By having a better understanding of Security Forces mission sets, it will help you to not only appreciate what Security Forces brings to the fight but also make you an integrated component of the installation's security.

In this article, I will be discussing *SF Combat Skills and Base Security Operations (BSO)*. Let's begin with *SF Combat Skills*.

In order, to complete the SF's mission of protecting those who protect our nation, SF members must be proficient in the areas of map reading/land navigation, combat first-aid and medical extraction via land or airlift, radio communications, convoy security operations, combat patrols, air-base-ground defense tactics and operations, and almost every firearm in the Air Force inventory. Speaking of firearms, did you know that some of our SF Airmen are trained in counter sniper and close precision engagement? Using the M24 sniper rifle, our airmen are prepared to precisely and accurately eliminate threats at a distance without harming innocent or friendly forces in the immediate area. It's a blend of these proficiencies and the tools of the SF trade that have allowed our Security Forces to successfully accomplish their mission.

More than home-station training our SF members have the opportunity to practice their skills during our annual field training exercises either CONUS or OCONUS. Honing our capabilities in various environments and conditions and at different ranges or regional training centers enables our members to experience scenarios they could encounter when deployed for real world missions. 177th Defenders have conducted training and exercises involving night weapons firing with night vision

goggles, call for aerial medical extraction, and aerial fire-support, as well as building search and clearing all while using live ammunition with the insertion of external "stressors" (i.e. smoke, aerial and ground ordnance), all in an attempt to make our training as realistic as possible. Security Forces must be readily deployable on a moment's notice, capable of integrating with our Active Duty and Reserve Component counterparts, and we ensure our men and women are up to the task through robust, progressive and continuous training. Now that we covered SF combat skills, let's move on to Base Security Operations or BSO.

Moving toward the base boundary, our airmen at the gates are engaged with identity proofing, vehicle searches and with the help of one massive pop-up barrier; vehicle denial. But there is a lot more to it than checking ID's. Our airmen are watching for known criminals who have been previously debarred from the base, preventing wanted felons from entering the installation, stopping contraband at the base boundary, and most difficult, looking at each vehicle and person for signs of anything unusual or suspicious. During this entire process, Security Forces must execute the mission with poise and a military bearing that serves as the model to Air Force personnel and as "ambassadors" of the 177th.

As we move to the interior of the installation various measures are in effect to protect our facilities and restricted areas. Have you wondered why we have single entry control at the restricted area boundary? That limits an adversary's avenue of approach, thereby slowing the threat and increasing our ability to detect unauthorized entry. But the work doesn't start and end with Security Forces. I'm sure you have heard the term "every airman is a sensor"? Corny? Maybe, but true. You are an essential part of the installation's defense. Security Forces relies on every airman's eyes and ears. So if you see something; say something.

Still on the inside, there is more to SF defense than mobile patrols and intrusion detection systems. Our Installation Security Section or ISS personally screens over 600 contractors a year. These efforts in the last year alone identified and stopped the entry of over 10 people with criminal convictions and 3 fugitives from justice.

The continuous training and execution of base security operations on a daily basis are accomplished with the common goal of the 177th, to safely and effectively get jets in the air whenever the

need arises. Our "cops" understand their vital role in that equation, and I hope you now have a better understanding of what we bring to the fight and how you, the sensor, can help defend the base.



You Tube 

[Click here to watch some video clips of the training.](#)

227th ASOS Multinational TACP Team trains with USAF F-16C and F-35A

Photos and story by Master Sgt. Andrew J. Moseley

From right, U.S. Air Force Capt. Keith Giamberardino, Joint Terminal Attack Controller (JTAC) with the 227th Air Support Operations Squadron, and German armed forces JTAC 1st Lt. Marius Sokol discuss areas for improvement after close air support training with New Jersey Air National Guard F-16 fighter jets from the 177th Fighter Wing at the Warren Grove Bombing Range in Ocean County, N.J. on Oct. 26, 2016.

German armed forces Joint Terminal Attack Controllers (JTAC) made a second visit to the 227th Air Support Operations Squadron (ASOS) this year to train with their U.S. Air Force counterparts Oct. 25-28, 2016.

The NATO partners once again benefited from the New Jersey Air National Guard ASOS unit's state of the art \$1.2 million Air National Guard Advanced JTAC Training. System, its co-location with the F-16 pilots and F-16s with the 119th Fighter Squadron, and the live combat air support (CAS) training available at the 177th Fighter Wing's Det. 1 Warren Grove Bombing Range (WGR), Oct. 25-28, 2016.

U.S. Air Force Maj. Daniel Roske, 227th ASOS Director of Operations, has been very aggressive in his efforts to provide effective training to meet German JTAC objectives.

"Helping to increase multinational cooperation between NATO partners is the objective," said Roske. "We try to give them as much exposure as possible, to a multitude of training opportunities, including CAS controlling with 5th generation fighters."

German armed forces JTAC, 1st Lt. Marius Sokol, noted some of the differences between CAS with European and American pilots regarding restrictions on attack profiles each of them fly.

"U.S. JTACS let the pilots do their job," said Sokol. "In Europe we have more positive control than that. They teach us to make sure the pilot does this and that and then another procedure. In the U.S. you just want to get the effects on the ground...you just say, "I want these effects" and the pilot will do their job."

Although much of the equipment that JATCS from Germany and the U.S. use is similar, the restrictions on use during training can be very different.

"The laser designator is mostly the same, you just need to know how the switch buttons are different," said 1st Lt. Andreas Bier, German armed forces JTAC in the Pathfinder Platoon, Airborne Regiment 26. "We are much more restrictive using lasers. If we use the laser in the range in Germany, we use it inside a building or inside a hut and we have walls on each side of it."



(Above) From left, U.S. Air Force Maj. Daniel Roske, 227th ASOS Director of Operations, Capt. Keith Giamberardino, JTAC with the 227th, and German armed forces JTACs 1st Lt. Marius Sokol and Capt. Tim Jantzen confirm nine line information with close air support F-16 fighter pilots from the 177th Fighter Wing while training at the Warren Grove Bombing Range (WGR) in Ocean County, N.J. on Oct. 26th.

(Right) German armed forces Joint Terminal Attack Controller 1st Lt. Andreas Bier operates a laser designator to illuminate targets during close air support training at WGR .

(Left) An F-16 fighter jet from the 177th Fighter Wing of the New Jersey Air National Guard releases an inert GBU-12 practice bomb while training at WGR.





(Above) German armed forces Capt. Tim Jantzen, Joint Terminal Attack Controller with the 131st Artillery Battalion in Weiden, Germany, trains in the 227th Air Support Operations Squadron's \$1.2 million Air National Guard Advanced JTAC Training System at the 177th Fighter Wing of the New Jersey Air National Guard in Egg Harbor Township, N.J.

After CAS training at WGR concluded, U.S. Air Force Capt. Keith Giamberardino, JTAC with the 227th, explained some of the procedural nuances of hearing, as well as using, specific words.

“If you hear the aircraft tell you they’re doing something that’s going to take extra time, respond by saying continue, not copy...copy just means I heard you,” said Giamberardino. “Make sure that nothing’s going to change in that minute of time that will make you tell the aircraft to abort or not give them clearance. “Continue” means, yes, it’s going to be O.K., continue what you’re doing, “Copy” just means yes, I heard you.”

1st Lt. Sokol talked about another aspect of working in a coalition environment. “ I think it’s important to realize that you have a lot of F-16 and A-10 pilots that are qualified Airborne Forward Air Controllers and you don’t have to tell a FAC-A pilot which attack profile he or she has to fly. It’s a challenge for us and we have to know that this is a difference when you go on a mission and we have to switch in our minds a little when we work with U.S. pilots.”

For follow-on training, Roske networked with the 6th Special Operations Squadron out of Duke Field, Florida, to give the Germans a chance to control U.S. Air Force F-35A Lightning II fifth-generation fighter aircraft from various locations in Alabama and Florida.

“This road trip was unique in that we performed our training in civilian clothes, so as not to alarm the local populations,” said Roske. “It was also a trip that turned professional, multinational relationships into lasting friendships.”



From the right, German armed forces JTACs, Capt. Tim Jantzen and 1st Lts. Marius Sokol and Andreas Bier, train in the 227th Air Support Operations Squadron's \$1.2 million Air National Guard Advanced JTAC Training System.



German armed forces JTACs in civilian clothes control U.S. Air Force F-35A Lightning II fifth-generation fighter aircraft from various locations in Alabama and Florida. (Courtesy photo by U.S. Air Force Maj. Daniel Roske)



Proud To Serve You

This is my second drill as your Command Chief Master Sergeant, a role that I am proud and honored to serve you in. Please let me tell you about me before I tell you about us.

I grew up in Bridgeton, NJ and have spent most of my life in the Bridgeton area with the exception of just a few years. I'm divorced and I have no children. I attended college right out of high school but was too immature to be there. I only lasted 3 semesters before I withdrew and my parents discontinued any financial help they were giving me. I got myself into trouble with law enforcement, nothing very serious, but I have a record none the less. I knew kids who were joining the military for various reasons and I decided that joining the Army was my best shot at getting myself together and as a way to pay for school. After spending a lot of time with my recruiter, I was finally able to join the Army Reserve on a "Moral Waiver." I didn't realize it

then but I was lucky to get into the military and I realize now that military allowed me to live the life I wanted to have. I transferred from the Army to the 177th Fighter Wing in 1997.

I immediately fell in love with the military. I loved the structure, the adventure and the pride that I felt. I really loved the pride. I knew my goal was to be in the military for a long time; I wanted to make it a career. I worked hard, I followed rules and I was respectful. For the first time in my life I felt that I could really be something and be appreciated. I got pay, I got college funded, I even received medals for my efforts. I got a chance and decided to seize the opportunity.

I was around people who cared passionately about the military and this country. I don't remember being very patriotic when I was younger, but I grew into being passionate about this country. I was not just lucky to be in the military, I was lucky to be an American. I was fortunate to be able to take advantage of what this country had to offer and lucky to be at the 177th. I served with dedication, worked for my commanders, worked for Wing Airmen and worked for my country. With hard work, dedication, and some luck with career timing, I rose through the ranks..... to where I am now.

Now you. You too are fortunate. You for whatever reason, have ended up as an Airman at the 177th. You may have joined for school, money, experience, citizenship, travel, a desire to serve your country and state or a million other reasons. You are in a country and at a place where all your dreams possibly can be achieved. Do you want to be a pilot? Go for it. Do you want to be a doctor?

Go for it. Do you want to change the world for the better? Start now, start here. This Wing offers opportunities for you to accelerate your American dreams if you put in the work. You're are lucky.

Now me and you. As your Command Chief Master Sergeant, I will work to ensure that roadblocks to your dreams are lessened. I will work to make us the most ready and capable Airmen this country has to offer. I will work to make us lethal yet compassionate and selfless. I will work to make us even more proud of our service to our country. I will work to make sure people are proud of us. I'm excited about me and you. With all of this talent and pride resident in this Wing, I hope we find we are fortunate to have each other. I already know I'm fortunate to serve with all of you. Let's take advantage of our fortunes.

Aim High Jersey Devils



JAMES F. McCLOSKEY, CMSgt, NJANG
Command Chief Master Sergeant
177th Fighter Wing

The F-16 Fighting Falcon *Part 5 – Air Defense Fighter and Block 20 Jets*



Background

Soon after the F-16A entered service, the Air Force began planning for a specialized air defense version. The purpose was to enhance the defense of the continental U.S. from Soviet bomber attacks flying over the North Pole. The plan was to replace F-4C/F-4D Phantom and F-106A Delta Dart interceptors used by the Air National Guard in the air defense mission. The actual program to produce this Air Defense Fighter of the F-16 began in 1989 and was completed in 1992. However, this program coincided with the fall of the Berlin Wall and the “apparent end of the Cold War” (little did we know!). With the opening of East-West relationships, therefore, the ADF program lost its major reason for existence. But the program went forward anyway and was completed as planned; it will be described below.

Meanwhile, in the Pacific, the Republic of China (Taiwanese) Air

Force, in an effort to maintain parity with its Communist Chinese enemy, needed to enhance its fighter force. But fears of “rocking the political boat” and hesitancy by the U.S. government of giving “too much help” to Taiwan resulted in a unique order for the F-16A/B Block 20.

F-16A Air Defense Fighter

The Air Defense Fighter [ADF] version of the F-16 is a variant of the Block 15 OCU aircraft that was described in the last Con-trail. It had an improved, “look-down/shoot-down” capable, APG-66A radar and an APX-109 AIFF interrogator (with the characteristic “bird slicer” antennae). This radar also had enhanced small target detection capability and provided CW (continuous wave) illumination for AIM-7 Sparrow missile guidance. The ADF version also featured a Bendix-King ARC-200 high frequency, single side band radio and a 150,000-

candlepower spotlight mounted on the port side of the forward fuselage. The airframe was strengthened to allow carriage of 600-gallon external drop tanks, and up to 6 BVR (beyond visual range) missiles such as the AIM-7 Sparrow and AIM-120 AMRAAM radar guided air-to-air missiles.

Distinguishing features of this version included long, thin horizontal bulges at the base of the vertical tail (the single seat A version only). These bulges were due to the relocation of the radio to the leading edge of the tail fin, which necessitated the relocation of one of the flight control accumulators to the other side of the tail fin. The other distinguishing feature is the already mentioned 4 blade “bird slicer” AIFF antennae in front of the cockpit canopy.

As the name implies, this version was optimized for the fighter-interceptor role for the defense of the nation. The radar and

AIFF system improved the jet’s ability to electronically detect and identify targets and the spotlight allowed visual identification even on the darkest nights.

Starting in 1989, a total of 271 Block 15 aircraft were converted at the Ogden Air Logistics Center, Hill AFB, Utah, to the ADF configuration, with re-deliveries to squadrons tasked with air defense. All converted aircraft were also upgraded to OCU standard if they had not been done so already. All of these aircraft went directly to thirteen Air National Guard fighter-interceptor squadrons.

The 119th FIS received their F-16 ADFs beginning in 1991. The other ANG units were re-equipped as follows:





The F-16 ADF in this photo shows of its 150,000 candlepower spot light and unique 4-bladed "bird slicer" (also known as "bird cutter") advanced IFF antennae. (F16.net)

- 1989: 114th FIS (Oregon); 178th FIS (North Dakota);
179th FIS (Minnesota); 194th FIS (California)
- 1990: 134th FIS (Vermont); 136th FIS (New York);
159th FIS (Florida)
- 1991: 171st FIS (Michigan); 186th FIS (Montana)
- 1992: 111th FIS (Texas); 169th FIS (Illinois);
198th FIS (Puerto Rico)

The Air National Guard squadrons flew the F-16 ADF until the last one was retired in 2007 and mainly replaced with later, more-capable multi-purpose versions of the F-16C/D.

As explained at the beginning of this month's column, the apparent demise of our Cold War adversaries with the fall of the Berlin Wall took away the justification for a dedicated air defense fighter. As a result, the F-16 ADFs were among the first F-16s to be retired to the desert bone yard. However, the aircraft had low flight hours and were a very capable and low cost fighter alternative for many of the world's air forces, especially allies of the U.S. Therefore many subsequently were transferred to other air forces. Jordan was the first to receive 12 A and 4 B models of the ADF under the *Peace Falcon* program of 1997. Thailand received 15 A and 1 B models of the ADF under the *Peace Nareusuan IV* program.

Due to the delays in the multi-nation *Eurofighter* program the Italian Air Force (AMI, or *Aeronautica Militare Italiana*) found itself lacking in air defense capability. Their fleet of Lockheed F-104ASA *Starfighter* jets had already been retired in anticipation of the *Eurofighter's* entry into service. To fill the gap, in 2001 the AMI leased 34 F-16 ADFs which were transferred from Davis-Monthan AFB to Ogden Air Logistics Center (Hill AFB, Utah) for refurbishment and then flown to Italy. The lease was for 5 years with an the option (ultimately taken up) to extend for another 5 years. The first jets arrived in Italy in 2003. As Italy's most potent air defense fighter at the time, the F-16 ADF's manned the QRA (quick reaction alert) mission from two air bases, an especially important task as the War on Terror evolved. The 37^o Stormo's (wing) 10 and 18 Gruppi (squadrons) flew from Trapani-Birgi (Sicily) while the 5^o Stormo's 23^o Gruppo flew from Cervia AB (Rimini).



When retired from Air National Guard service, the ADF *Vipers* were still very potent fighters with relatively low flight hours; many ended up with foreign air forces such as this example with the Royal Jordanian Air Force.



After the Royal Jordanian Air Force received later models of the *Viper* it donated some of their F-16 ADFs to Pakistan, where they are still flying in front line service (www.defense.pk)



This close up photo of a F-16 ADF *Vipers* shows the 150,000 candle power spot-light in good details; it was used for night time visual identification of bogies. (F16.net)

They also flew top cover during the 2006 Olympic Games held in Torino. The last leased aircraft was returned from Italy in 2012, but by that time 6 had been lost in accidents, thankfully with all pilots ejecting safely.

The 119th FIS flew a total of 22 F-16A/B Block 15 and ADF jets. None were written off in NJANG service, although one (F-16B ADF serial 82-1042) was lost while subsequently serving with the Illinois ANG's 169th FIS. Many of the other jets that served in New Jersey are still sitting in the desert sun at Davis-Monthan AFB, including those that returned from Italy with the end of their leasing agreement.

There are some notable exceptions. Six examples of former 119th FIS F-16 ADFs are now flying with the Pakistani Air Force's No. 9 Squadron, Mushaf AB, who received them from the Royal Jordanian Air Force in 2014. Two additional former *Jersey Devil* jets are flying with the Royal Thai Air Force's 102nd Fighter Squadron at Korat AB (a former Vietnam War era USAF F-105D *Thunderchief*, F-105G *Wild Weasel* and F-4 *Phantom* base).

F-16A/B Block 20

The "final" F-16A/B version, the Block 20, is probably the most capable of the first version of the *Viper* to be built in Fort Worth. In reality, although they are referred to as "F-16A/B Block 20s", these aircraft are virtually equivalent to later F-16C/D Block 50/52 standard (more on those more recent versions in a future *Contrail* issue). The reason why they are referred to as the early "F-16A/B" is purely a political one.

The only customer for the Block 20 aircraft was the Taiwanese (Republic of China) Air Force. It was felt at the time, 1992, that the "older, less capable" A/B model would not look as threatening to their arch-enemy, the People's Republic of China [PRC]. But, at that same time, the Communist PRC air force, sitting just across the narrow Straits of Taiwan were taking deliveries of Soviet Su-27 *Flankers* and the Taiwanese had an urgent need to enhance their air defenses.



New Republic of China (Taiwanese) Air Force Viper pilots train with the 21st FS (part of the 56th FW) at Luke AFB; these F-16A Block 20s are with that unit. (F16.net)





This is one of the former 119th FS F-16 ADFs leased by the Italian Air Force; it flew from Trapani-Birgi AB in Sicily with the 37o Stormo (wing), 18o Group (squadron) from 2003 to 2012. (F16.net)



A Republic of China (Taiwanese) Air Force F-16A Block 20 Viper of the 401st Tactical Composite Wing uses its drag chute upon landing at Hualien AB. (F16.net)

Therefore, an order for 150 F-16s was placed in 1992 under the *Peace Fenghuang* Foreign Military Sales [FMS] program. This large, approximately \$6 billion order was meant to bolster a parallel order for 60 Dassault Mirage 2000-5 fighters and the planned domestic production of 130 IDF (Indigenous Defensive Fighter) aircraft. Taiwan's plan was to replace the aging fleet of Lockheed F-104A *Starfighter* and Northrop F-5E *Freedom Fighters*. The F-16A/B Block 20 jets still fly with 6 squadrons split between the 401st Tactical Composite Wing [TCW] at Hualien AB and the 455th TCW at Chiayi AB. (Incidentally, the Taiwanese attempt to build their own fighter, called the IDF, was so delayed and trouble-prone that it gained the local nickname "It Don't Fly.")

By the date of the order for 150 F-16s, however, the A/B model was effectively out of production as Fort Worth was producing the C/D models. The resulting F-16A/B Block 20 aircraft included the Mid-Life Upgrade [MLU] developed for the original European partners (Belgium, Denmark, the Netherlands, Norway), a Block 50 standard cockpit, the F100-PW-220 engine, AN/APG-66(V)2 radar, AN/APX-111 AIFF, ALR-56M advanced radar warning receivers and the AN/ALE-47 chaff/flare dispensers. Due to political sensitivities, the U.S. government refused to provide Taiwan F-16C/Ds with their longer range and more powerful ground attack capabilities; the Block 20 jets provided a politically acceptable compromise.

In the next issue of the *Contrail* the F-16 story continues with the development of the F-16C/D and the reequipping of the Air National Guard with these later, more capable Blocks.



This photo shows a Republic of China (Taiwanese) Air Force lineup of F-16A and F-16B Block 20 Vipers of the 401st Tactical Composite Wing based at Hualien AB. (F16.net)

PARADOCS

By Dr. Andrew Savicky, 177th Fighter Wing
Director of Psychological Health



“Give thanks for unknown blessings already on their way!” ...
Native American Saying

Over the years I have experienced challenging times, and being thankful was a difficult task. Whenever I struggled with worry, anger, frustration, or anxiety, my normally positive attitude was easily overshadowed by that which was going wrong.

However being fixated on difficult circumstances, although a natural reaction, did not bring peace or created any solutions. The negative thoughts did nothing to motivate me in a direction that served a greater purpose than myself.

It has always been easy to be thankful when everything was going smoothly. Rarely did I give thanks in such circumstances? After all these years as a Psychologist, it was the challenging moments in my life that stopped me in my tracks and caused me to make a choice between moving ahead with faith and determination or being a victim of my circumstances.

Introspection allowed me the opportunity to search inward for strength and to gather support from my family and friends.

With resiliency, the results are amazing..... whereas once I took my blessings for granted, the struggles opened my eyes to all that I should be thankful for.

This UTA, I encourage all Service Members to share their gratefulness for both their challenges and blessings with each other. “Health, weather, sports, food, smiles, and many others are but a few to share. Remember to laugh in the face of both success and adversity, because in the end, it is “the laughter we remember, when we remember the way we were!”

So I ask you, for what are you thankful? What brings a smile to your face, a peace to your heart? Now, share it with a colleague and family member. Whether you choose to email or text your response or even identify it in person preferably, I challenge each of you to identify a daily blessing and share it with one another in some format. Not only will it reinforce your connectedness to one another, it will make the basis of that connection a positive force and empower us for this year and the years to follow.

To you and yours, I wish a Thanksgiving filled with joy, peace, and plenty of cranberry laughter.

CONTACT INFORMATION:

609-761-6871 / 609-289-6713 /
andrew.savicky.civ@mail.mil /
Bldg.229 (Next to the Gym) for ongoing
CONFIDENTIAL APPOINTMENTS.

NATIONAL AMERICAN INDIAN HERITAGE MONTH NOVEMBER 2016

SERVING OUR NATIONS



567
FEDERALLY
RECOGNIZED
TRIBES



SCAN AND VIEW MOMENTS IN HISTORY



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FINAL PHOTO
177TH HONOR GUARD
AT HAMILTON TWP
HALLOWEEN PARADE

The 177th Fighter Wing Honor Guard marches in the annual Hamilton Township Halloween Parade on Oct. 30, 2016. (Photo by Chief Master Sgt. Wayne Miller)