



THE OFFICIAL MONTHLY MAGAZINE OF THE 177th FIGHTER WING

# THE CONTRAIL



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*On the cover: U.S. Air Force Airmen from the New Jersey Air National Guard's 177th Fighter Wing board a commercial aircraft on the ramp at the Atlantic City Air National Guard Base, N.J. on Feb. 2, 2017, bound for Osan Air Base, Republic of Korea, in support of the U.S. Pacific Command Theater Security Package. (U.S. Air National Guard photo by Master Sgt. Andrew J. Moseley/Released)*

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







# Collaborative, synergistic group effort facilitates TSP deployment

by Col. Diana Brown, 177th Mission Support Group Commander



*"For once you have  
tasted flight you will walk  
the earth with your eyes  
turned skywards,  
for there you have been  
and there you will  
long to return."*

*Leonardo da Vinci*

The 177th Fighter Wing is a shining example of a team effort paradigm. The synergy of the airmen from Mission Support Group, Maintenance Group, Operations Group, Medical Group and Fighter Wing Staff as well as their families working together in classic textbook interconnectedness typifies a successful group effort. Our goal is to provide highly qualified/ combat-ready citizen airmen, mission-capable aircraft/ equipment to support national and state objectives. The collective effort of all Jersey Devils is an integral part in meeting our objectives. Together we are composed of the best the Air Force has to offer.

We have been very busy over the last few months preparing for a deployment known to us as TSP. TSP stands for "Theater Security Package". It primarily consists of the 177th's aviation package, both the people and equipment, and is designed to bolster US forces on a rotational basis. This initiative was created by the US Pacific Command (PACOM) and signifies "a continued commitment to regional stability and security, while allowing units to train in the Pacific theater" (Dorr, 2013). Those that support this aviation package touch every area of the Wing. Obviously, maintenance and operations

compose the largest numbers. However, Support functions deploy with the TSP as well; such as Supply, Communications and Personnel.

We are very proud of our Airmen who are deploying to support our National Strategy. It truly takes a team to make this happen, and we at the 177 Fighter Wing have an outstanding team. All of you are dedicated and compose a passionate team of professionals.

I would like to recognize those left behind to perform our home station mission and most especially the people who are responsible for getting everyone "out the door" – their job is essential to the mission...job well done!

There is a huge effort that goes on behind the scenes for a successful TSP. This is where the Mission Support Group (MSG) makes magic happen. We want to share a miniscule amount of information about how the MSG supports the team effort.

*"The strength of the team is each individual member. The strength of each member is the team." Phil Jackson*

It all starts long before deployment day with the Logistics Readiness Squadron (LRS). The LRS initiates the effort in the Installation Deployment Office; these are the Airmen who identify requirements needed to perform our assigned mission. They work hand in hand with the Forces Support Squadron (FSS) who put "names" to those requirements. Then, they must request the resources, the days and dollars, as well as research the benefits the deployers will receive. The deployment authority, Title 10 code authorized, and length of the tour all determine medical benefits, GI Bill

Benefits, Veteran's status and much more. Upon completion, the actual physical work of the deployment starts; publishing Administrative Orders, CED Orders, moving cargo, and Personnel Deployment functions.

Family Support is involved in the entire process as well. After all, the real reason we "do what we do" is for our country, our families; and without their support, our jobs would be much more difficult. Family Support's main goal is to be sure the families of the Airmen deployed are prepared and ready for their loved ones' absence. After all – if things are going well on the "home front" the deployed member can rest easy and totally concentrate on the mission at hand.

Let us not forget the massive and complex efforts of our Medical Group, who by ensuring high medical readiness, guarantee all our Airmen are mentally and physically healthy.

A special thanks to all of you, who made it possible for us to fulfill our National Objectives! Community Based, Global Impact, ready always to Fly, Fight and Win!

*"Since the Nation's birth, it has been the constitutional duty of our military to ensure national survival, defend lives and property, and promote vital interests at home and abroad. The enduring responsibility of the United States Air Force is to provide strategic deterrence for the Nation and fly, fight and win as an integral part of the Joint Team. Together with our brothers and sisters in arms, we underwrite the national strategy of defending the Homeland and assuring allies, while dissuading, deterring and defeating enemies."*

*Air Force General Norton Schwartz*





# 177<sup>th</sup> Fighter Wing

*"Community Based, Global Impact"*



## Mission

**Provide Highly Qualified/Combat-Ready Citizen Airmen, Mission-capable Aircraft/Equipment to Support National and State Objectives**

## Vision

**From the Home Front to the Front Lines, Community-based, Professional Airmen, working as One Team, delivering State, National, & Global impact as Full Partners in the Total Force**

## Priorities

- **ONE TEAM:** unified focus ISO the Wing Mission, supportive of the "Wingman Culture"
- **Transparent Operations and Accountable Execution**
- **Disciplined/Regulatory/Compliant Approach to Mission Execution= Effective/Safe Ops**
- **Leadership that Empowers, Mentors, & Challenges**
- **Focused Professional Development:** producing leaders at Community/State/National levels

## Focus Areas

- ❖ **Readiness – Individual, Personal, and Unit Readiness**
- ❖ **Time Management - Use of Airman's Time / Quantity and Prioritization**
- ❖ **Communication – Inter and Intra Unit (up/down/sideways)**
- ❖ **Evaluate/Promote Airmen based on Fitness/Merit/Capability/Performance**



# THEATER SECURITY PACKAGE DEPLOYS

Story and photos by Master Sgt. Andrew J. Moseley, 177th FW Public Affairs

Approximately 200 pilots, maintainers and support personnel from the 177th Fighter Wing of the New Jersey Air National Guard, located at the Atlantic City Air National Guard Base, New Jersey, deployed to Osan Air Base, Republic of Korea, in support of the U.S. Pacific Command Theater Security Package (TSP) on Feb. 2, 2017.

Theater security packages, which help maintain a deterrent against threats to regional security and stability, are routinely utilized by the U.S. Air Force for the U.S. PACOM and Pacific Air Forces regions.

According to Headquarters Pacific Air Forces Public Affairs, "Movement of theater security packages into the region has been a routine and integral part of U.S. PACOM's force posture since March 2004. These packages demonstrate the continuing U.S. commitment to stability and security in the Indo-Asia-Pacific region."

Almost 100 increments, or large palletized pieces of equipment and cargo weighing approximately one third of a million pounds, were



A U.S. Air Force C-17 Globemaster III from Joint Base McGuire-Dix-Lakehurst, N.J. prepares for takeoff while parked on the ramp at the New Jersey Air National Guard's 177th Fighter Wing at the Atlantic City Air National Guard base, N.J. on Jan. 26, 2017.

prepared and shipped to Osan to support the flying operations of the 119th Expeditionary Fighter Squadron.

U.S. Air Force Lt. Col Matthew Crill, commander of the 119th, shared a few comments with Osan Public Affairs, prior to the deployment. "Our wing project officer and various unit leaders have worked well with the Osan team in preparation for our arrival, and our ADVON (Advance Echelon) personnel team is experienced at preparing for our aircraft and main body arrival."

U.S. Air Force Master Sgt. Richard Shelton, with the egress shop, was happy to deploy on a TSP and shared some advice with some younger unit members. "Work hard, stick together and use the buddy system," said Shelton, a twenty year veteran at the 177th. "If you see something that needs to be done, do it, don't wait for someone else to step up and volunteer. Enjoy the culture."

Several 177th unit members from various sections volunteered to help move increments onto contract commercial aircraft at Joint Base McGuire-Dix-Lakehurst, brought their by the 177th Logistics Readiness Squadron by tractor trailer.

On his first deployment with the 177th, Senior Airman Jordan Tavarez, munitions systems specialist, said he was also looking forward to the deployment. "I'm amazed at the amount of work that goes into getting the TSP package deployed. From the Logistics Readiness Squadron to the Medical Group, it is amazing to see the Wing come together as one to make sure everything and everyone is prepared to accomplish the mission overseas."

"I am humbled and proud to be in command of the women and men who chose to serve in the New Jersey Air National Guard," said Crill. "I am grateful for the opportunity to command these citizen airmen who volunteer to serve, in a Drill Status Guardsman, Technician or Active Guard and Reserve status, on active duty in an AOR that has significant strategic importance."



Above: U.S. Air Force Brig. Gen. Michael Cunniff, The Adjutant General of the New Jersey National Guard, left, speaks with 177th Fighter Wing and 119th Fighter Squadron ADVON personnel preparing to deploy to Osan Air Base, Republic of Korea, in support of the U.S. Pacific Command Theater Security Package, Jan. 26, 2017.



Right: U.S. Air Force Master Sgt. Richard Shelton, NCOIC with the 177th Fighter Wing egress shop, fills out some medical forms provided by Master Sgt. Patricia Hughes from the Medical Group at the Atlantic City Air National Guard Base, N.J. Feb. 2, 2017, in preparation for the unit's deployment to Osan Air Base, Republic of Korea.



Below: Airmen from the New Jersey Air National Guard's 177th Fighter Wing load luggage onto a rolling conveyor table at the Atlantic City Air National Guard Base, N.J. as they prepare to deploy to Osan Air Base, Republic of Korea, in support of the U.S. Pacific Command Theater Security Package on Feb. 2, 2017.





Above: New Jersey Legislative District 2 Assemblyman Vincent Mazzeo speaks to New Jersey Air National Guardsmen with the 177th Fighter Wing prior to their deployment to Osan Air Base, Republic of Korea on Feb. 2, 2017.

Below: U.S. Air Force Capt. John Dwyer, 177th FW Force Support Squadron Commander, and Tech. Sgt. Nicole Piccolo, with the Personnel Deployment Function, review the passenger manifest of unit members deploying for the TSP.



Above: Unit members from the 177th Fighter Wing Legal Office, Communications Flight, Civil Engineer Squadron and Logistics Readiness Squadron volunteer to help position pallets of maintenance and support equipment onto a Federal Express MD-11 aircraft at Joint Base McGuire-Dix-Lakehurst, N.J. on Jan. 29, 2017, bound for Osan Air Base, Republic of Korea.

Below: A U.S. Air Force C-17 Globemaster III takes off from the Atlantic City International Airport in Egg Harbor Township, N.J. on Jan. 26, 2017, carrying 177th Fighter Wing and 119th Fighter Squadron Advance Echelon (ADVON) personnel and equipment deploying to Osan Air Base, Republic of Korea.



Above: U.S. Air Force Senior Airman Victor Petrilli, New Jersey Air National Guardsman with the 177th Fighter Wing Medical Group, speaks to the New Jersey National Guard State Command Chief Master Sgt. Janeen Fillari, prior to boarding an aircraft, bound for Osan Air Base, Republic of Korea, on Feb. 2, 2017.

Below: U.S. Air Force Airmen from the 177th Fighter Wing board a commercial aircraft on the ramp at the Atlantic City Air National Guard Base, N.J. on Feb. 2, 2017, bound for Osan Air Base, Republic of Korea, in support of the TSP.





# ATLANTIC CITY AIRPORT HISTORY SERIES

## The F-16 Fighting Falcon

By Dr. Richard Porcelli

### Part 8 – F-16C Blocks 30/32

One of the 119th's early "Small-Mouth" F-16C Block 30 Vipers is shown in flight in 2007. (F16.net)



#### Background

During the late 1970s and early 1980s, two alternatives were considered as replacements for the original Pratt & Whitney F-100-PW-200 that powered the early F-16 production blocks. As described last month, one effort was politically motivated by the Carter administration's attempt to sell only "downgraded" weapons to foreign customers. The other was based on the high maintenance and low reliability issues that plagued the original Pratt & Whitney powerplants; this resulted in an attempt by General Electric to offer an alternative powerplant for not only the F-16 but the F-14 *Tomcat* and F-15 *Eagle* programs as well. Neither effort proceeded beyond the demonstration stage.

The subject of an alternative powerplant emerged again in the mid-1980s, resulting in the production of the next versions of the *Viper* as well as greater confusion surrounding the production blocks. This is the subject of this month's column.

#### The Alternative Fighter Engine Program

Up until the emergence of the Block 30/32 jets, the Pratt & Whitney F-100 afterburning turbofan engine powered all F-16 models. The early F-16A Blocks were powered by the F-100-PW-200. But due to unsatisfactory reliability, high maintenance costs and short service life, Pratt & Whitney developed the F-100-PW-220 version that featured slightly less power but greater reliability. While many of the problems that plagued the earlier F-100-PW-200 engine were resolved with the introduction of the -220 for the F-16C Block 25, there were still some incidents involving compressor stalls and more seriously, failure of the compressor section of the engine that usually resulted in the loss of the aircraft.

However, the drive behind the new Alternative Fighter Engine [AFE] program was more basic – money! The Department of Defense [DOD] wanted to introduce competition for the supply of the powerplants for the numerous F-16s that were being ordered in order to reduce their acquisition cost. Since the DOD realized that General

Electric produced very successful jet engines, but were locked out of providing the powerplants for the Air Force's F-15 *Eagle* program, they decided to give GE an opportunity to bid to supply their F-110 turbofan (a development of their earlier F-101-DFE [Derivative Fighter Engine] described last month) for new F-16s being procured.

As a result, the USAF instituted the Alternative Fighter Engine program in 1984. Under this program, the engine contract for every new F-16 Fiscal Year contract would be awarded competitively. As part of this program General Dynamics (now Lockheed-Martin) was ordered to modify all new F-16 airframes to a "common engine bay" configuration capable of installing either the GE or Pratt & Whitney turbofan.

Both engines are afterburning turbofans, with twin-spool axial compressors and annual combustors. Both have two low-pressure and one high-pressure turbine stages. To give an idea of the differences in the two powerplants, compare the specifications here:

	F-100-PW-220	F-110-GE-100
Bypass Ratio	0.63/1	0.76/1
Length, w/o afterburner (A/B)	191 Inches	182.3 Inches
Diameter, maximum	46.5 Inches	46.5 Inches
Weight	3,234 Lbs	3,920 Lbs
Maximum Thrust	14,590 Lb <sub>F</sub> Dry 23,770 Lb <sub>F</sub> A/B	17,155 Lb <sub>F</sub> Dry 28,184 Lb <sub>F</sub> A/B
Fuel Consumption	0.73 Lb/Lb <sub>F</sub> -hr.	0.73 Lb/Lb <sub>F</sub> -hr (approx.)
Thrust/Engine Weight	7.4/1 in A/B	7.2/1 in A/B

As shown above, the dimensions are remarkably similar. The F110-GE-100 provides more thrust than the F100-PW-220 but has a higher weight and therefore a slightly lower thrust to weight (of the engine) ratio.





While initial F-16 contracts were for the F110-GE-100 rated at 28,000 Lb<sub>F</sub>, later versions of the F110 include the F110-GE-129 delivering 29,400 Lb<sub>F</sub> and the F110-GE-132 delivering 32,000 Lb<sub>F</sub>.

Note the higher bypass ratio of the GE turbofan; as we will see in the next section, that had an impact on the F-16 airframe.

## The F-16C Block 30/32 Described

The immediate result of the Alternative Fighter Engine program was the emergence of the next version of the F-16C, known as Block 30/32. They

were built with a common engine bay to accept either engine, but the Block 30 identified those jets powered by the GE engine while the Block 32 was used for those powered by the Pratt & Whitney engine. In fact, that system has been carried forward to later blocks, where a “x0” Block (such as the Block 40 or 50) is powered by a GE engine, and a “x2” Block (such as the corresponding Block 42 or 52) has a Pratt & Whitney engine.

Initial production versions of the Block 30/32 jets were virtually identical except for their powerplants. However, based on testing data, it was found that the GE engine performed better if the intake airflow was increased. Remember mention

made above of the greater bypass ratio? And the greater thrust generated? These differences result in the need for more air to be fed to the GE engine. Increased airflow did not help the Pratt & Whitney engine but rather, hurt performance.

As originally built, the F-16 had what was called the Normal Shock Inlet [NSI]. It was installed on early Block 30/32 jets. However, starting with Block 30D, production aircraft #173, a new intake called the Modular Common Inlet Duct [MCID] was installed. The jets equipped with the MCID became known as the “Big-Mouth” jets, and retroactively, those with the NSI are referred to as “Small-Mouth” jets. Every Pratt & Whitney powered jet is a “Small-Mouth.”

How can you tell the difference between these two configurations? If you had a “Big Mouth” and “Small Mouth” Block 30 parked next to each other, the larger intake of the former is readily apparent. But without such a visual comparison, it is a bit more difficult. One way is by the aircraft’s tail (serial) number. All Fiscal Year 1985 [FY’85] F-16C-30s were built as GE/NSI jets. Therefore their tail numbers would be “85-xxxx.” The first 35 Block 30s built for FY’86 were also GE/NSIs but starting with 86-0262; all subsequent Block 30s were GE/MCID or “Big-Mouth” jets. The exceptions to this rule are the F-16D-30 two-seat versions, where the GE/MCID jets begin with 86-0044.

Interestingly, since the Pratt & Whitney engines cannot accept the greater airflow that is optimal for the GE engines, the F-16 production line continues to have to produce jets with two inlet configurations in parallel. Therefore, the name Modular Common Inlet Duct is a poor and in fact inappropriate terminology!

While the modification of the F-16 design to have a common engine suitable for either the GE or P&W engine is the major feature that distinguishes the Block 30/32 jets, there were other improvements over the preceding Block 25 F-16s. The Block 30/32 ushered in what was referred to as the “MSIP Stage 3” improvements. These improvements were both built into the aircraft as well as introduced via retrofits later on.

The new blocks were built with the capability of firing the AGM-45 Shrike and AGM-88A High-speed Anti-Radiation Missile [HARM]. Since the inlet area is always a major contributor to the F-16s radar cross-section [RCS] and therefore the ability of enemy radar to detect the jets, Block 30/32 production included the application of several radar absorbing material [RAM] coatings, which radically reduces its detectability. All Block 30/32 jets also featured the new Seek Talk secure voice communications system.

Beginning with Block 30B aircraft produced in early 1987, a “full level IV multi-target capability” for the AIM-120 AMRAAM (beyond visual range air-to-air missile) was incorporated. That means that after being fired from the F-16, the missile’s active radar guides it to intercept the target (so-called ‘fire and forget’ capability), which in turn, frees the aircraft’s radar system to identify other targets and engage them independently. Thus multiple, maneuvering enemy aircraft can be engaged by separate AMRAAMs simultaneously.

Starting with the Block 30D, the chaff/flare capacity was doubled and provision made for the ALR-56M advanced radar warning receiver. Forward radar warning receiver antennas were relocated to the leading edge of the wing. These antenna, often referred to as “beer cans” have subsequently been retrofitted to earlier F-16C/Ds.

Other improvements included seal-bonded center and aft fuel tanks; a crash-survivable flight data recorder; a voice messaging unit; and expanded memory for the multifunction displays [MFD] including the Programmable Display Generator and the Data Entry Electronics Block.

A total of 733 F-16C/D Block 30/32s were produced starting in January 1986. The first was delivered to the Air Force July of that year. Production ended in 1989.



USAF F-16C block 30 #85-1456 from the 512th TFS is parked at a dispersal at Ramstein AFB in the late eighties; they were the first unit to receive the GE-powered Block 30 Vipers. (F16.net)





## F-16 Block 30/32s In Service

Block 30/32 aircraft were delivered to the USAF, USN (for use as “TOPGUN” adversary aircraft), Turkey, Israel, Greece, Egypt and South Korea (ROK).

In USAF service (as well as other air forces), specific units had either Block 30 or Block 32 aircraft. For obvious logistical and maintenance reasons, no units ever operated a mix of GE and P&W powered jets.

The first USAF unit to receive a F-110-GE-100 powered Block 30 jet was the 86<sup>th</sup> Tactical Fighter Wing at Ramstein Air Base, Germany, equipping the 512<sup>th</sup> and 526<sup>th</sup> Fighter Squadrons starting in October 1986. Overall, it appears that most of the GE powered F-16s, starting with the Block 30, were initially assigned to overseas units and the P&W powered Block 32s saw initial service with US-based squadrons. The first Block 32 jets were delivered from the factory to the 302<sup>nd</sup> Tactical Fighter Squadron of the Air Force Reserve based at Luke AFB, Arizona.

Over the next few years Block 30/32 *Vipers* replaced essentially all of the earlier F-16C/D Block 25s in front-line USAF fighter squadrons.

Eventually, as has been the case in the past, when newer versions including the Block 40/42 and Block 50/52 aircraft were introduced to the USAF’s front-line squadrons, those earlier Block 30/32 jets filtered down to the Air National Guard, where they replaced earlier F-16 ADF and Block 25 jets. Atlantic City’s 177<sup>th</sup> Fighter Wing/119<sup>th</sup> Fighter Squadron started the transition from P&W powered Block 25s to GE powered Block 30s in the spring of 2007. However, the jets received were early Block 30s, designated by the sub-block numbers 30A, 30B and 30Cs. As such, they were GE powered but still had the original NSI or “Small-Mouth” air inlet.

Starting in January 2010, the 119<sup>th</sup> re-equipped with later Block 30 jets inherited from the Iowa Air National Guard’s 124<sup>th</sup> Fighter Squadron; these are the jets that the 119<sup>th</sup> flies today.



This 119th FS F-16C Block 30J shows why the GE/MCID gained its “Big-Mouth” nickname; compare this view with the photo of the earlier “Small-Mouth” Block 30A jet shown in the accompanying photo. (author’s photo)

F-16C-Block 30A shown on the ramp at a McGuire AFB airshow is shown its GE/NSI inlet, hence its “Small-Mouth” denotation. (F16.net)



During 2011, in the midst of the transition, the 119<sup>th</sup> took a mix of “Small-Mouth” and “Big-Mouth” jets on its deployment to Afghanistan. Col. Bradford “Francis” Everman, in an interview for an article that appeared in the September 2014 *Combat Aircraft* magazine, commented about the differences between the two versions.

*“It makes a significant difference when you are loaded with bombs and trying to refuel at say 29,000 feet. You just cannot do it with a ‘Small-Mouth F-16’ without continuously using the afterburner. So the amount of gas you burn simply to refuel is a lot more. The lack of thrust cannot compensate for the weight and drag from all the external weapons hung on the aircraft.”*

But with “Big-Mouth” jet, that task is not such a challenge. Retired 119<sup>th</sup> Fighter Squadron pilot Lt. Col. Dave “Booger” Haar tells of his experience during his F-16 training at MacDill AFB.

*“In a side-to-side comparison of two GE powered Block 30s flying line-abreast at equal power settings, a ‘Big-Mouth’ F-16 simply motored away from the ‘Small-Mouth’ jet and left it behind.”*

It is important to recognize that since its initial production, the Block 30/32 jets have undergone continuous upgrading and improvements, including efforts to extend their service lives. Some of the most obvious improvements to the observer are the addition of strengthening plates on the wings and fuselage, as well as Radar Absorbing Material [RAM] panels in the nose area. Other changes have included radical upgrading of the avionics as well as the enhancement of night/all-weather attack capabilities.







A Viper four-ship has just gone through their "last chance" checks and are about to depart from ACY's runway 13. (author's photo)



South Dakota ANG 175th FS/114th FW F-16C block 30 (Small-Mouth) four ship formation flying over Mount Rushmore. (Lockheed Martin)

*In the next issue of The Contrail, we will review these improvements to the 119<sup>th</sup>'s current Vipers and take a look at subsequent production blocks of the amazing F-16.*



119th FS F-16C Block 30E, #86-0333, touches down after an ACM mission over the Atlantic Ocean; it has since been repainted as the squadron commander's aircraft. (author's photo)



# One of a kind hush house painting; powerful Esprit De Corps

Story and photos by Master Sgt. Andrew J. Moseley, 177FW/PA

Every unit around the country that has a test cell facility has the same cookie cutter design and equipment.

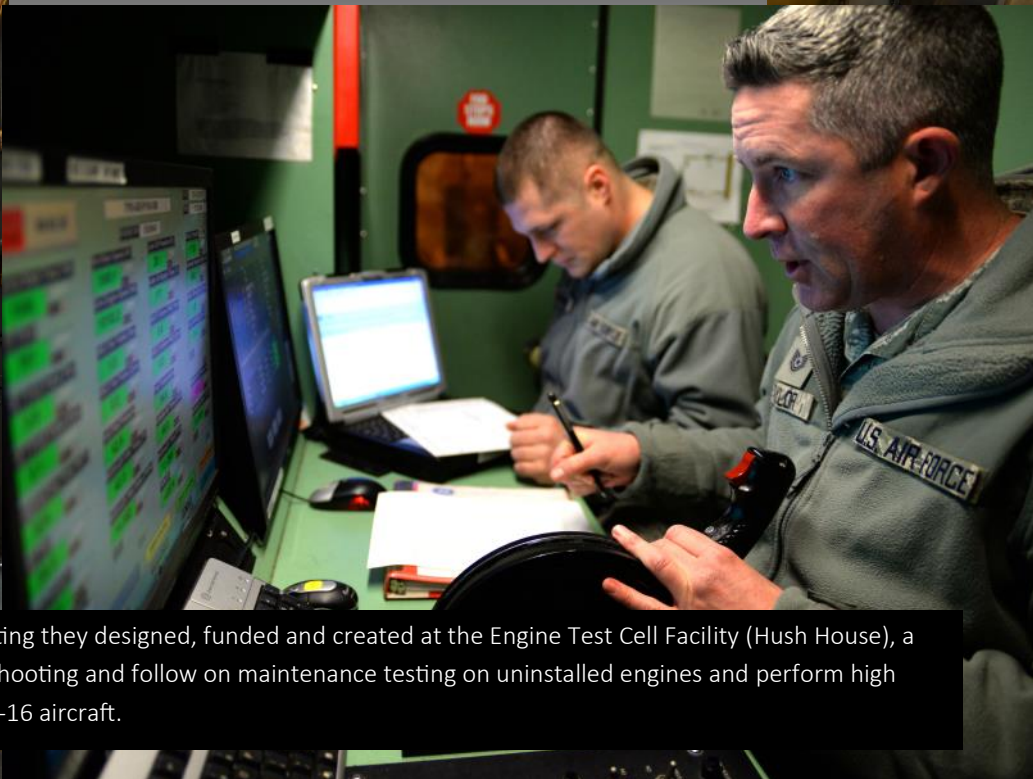
The 177th propulsion element wanted something more and put in the time and effort to create something special in their facility.

“The main thing is that is was a way to add your own personal pride in the Unit, the State and the Country,” said Staff Sgt. Christopher Georgieff, 177th propulsion technician. “We incorporated the flag, stars and the jersey devil symbol.”

The painting was a collaboration between full-time technicians and traditional drill status guardsmen.

“I made the design and the stencils and taped out the lines for the flag graphics and the stars,” said Staff Sgt. Timothy Hinlicky, propulsion systems journeyman. “I got the traditional guardsmen and federal technicians to get together and do something prideful for the base.”

The project provides a reminder for the unit members, every day, of just how amazing it is to be able to work on such a complex, powerful and important military machine.



177th propulsion members pose in front of the morale painting they designed, funded and created at the Engine Test Cell Facility (Hush House), a multi-function building used to perform diagnostic, troubleshooting and follow on maintenance testing on uninstalled engines and perform high powered installed engine testing while the engine is in the F-16 aircraft.



# PARADOCS

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



## *Thinking Motivation*

With two holidays this month, including Presidents Day and Valentine's Day, I wanted to discuss motivation. After all, we should be motivated with a new elected President and an opportunity to recognize that special someone.

I used to get frustrated when my emotional motivation was inactive after a while. Eventually I realized that being guided by thinking, not emotion, wasn't such a bad thing after all. I just had to learn to use my mind as an effective motivational tool. I stopped using emotional motivation techniques or "Rah-Rah" techniques and decided to see if I could motivate myself by thinking differently. You know, "conceive, believe, and achieve!" I figured that if I wasn't feeling motivated to go after a particular goal, maybe there was a logical reason for it. Perhaps I just wasn't thinking far enough to see it.

I noted that when I had strong logical reasons for doing something, I usually didn't have trouble taking action. I'm motivated to exercise regularly and teaching my "Insanity Fitness Class" because doing so is healthy and reasonable. I don't need to emotionally pump myself up to go to the gym. I just do it. It is good physical hygiene.

But when my mind thinks a goal is wrong on some level, I usually feel blocked. I eventually realized that this was my mind's way of telling me the goal was a mistake to begin with. It was emotional and not realistic.

Sometimes a goal seems to make sense on one level, but when you look further along, it becomes clear the goal is not smart. Consider, if you work in a certain section of the military, and you set a goal to increase your output by 20% by becoming a more effective Airman during the present operational tempo. That seems like a reasonable and intelligent goal. But maybe you're surprised to find yourself encountering all sorts of internal blocks when you try to pursue it. You should feel motivated, but you just don't. The problem may be that on a deeper level, your mind knows you don't want to be working in that section at all.

You really want to be in another AFSC. So no matter how hard you push yourself in your present career, it will always be a motivational dead end. You'll never convince your mind to give up on your more important dream of being a Chief, for example.

When you set goals that are too small and too timid, you suffer a perpetual lack of motivation. Try all the emotional conditioning techniques you want, but you're wasting your time. Deep down you already know the truth. You just need to summon the faith to acknowledge your true desires. Then you'll have to deal with the self-doubt and fear that's been making you think too small. There's no getting around that if you want to experience lasting motivation. Ironically, the real key to motivation is to set goals that scare you.

So when you set a goal that's big enough and challenging enough, you will never need to pump yourself up with emotional cheer leaders. You will feel motivated to pursue the goal because you're thinking motivation is fully behind it. You just find yourself doing what needs to be done. After all you, this is the month for Valentine's Day and there is someone that deserves becoming a goal for you to achieve. Our elected officials think big, and so should we. Think smart and be motivated.

If you have any questions or want to discuss your motivations or simply want a FREE CONFIDENTIAL APPOINTMENT, come on over to Building 229 (Next to the Gym) or contact me at 609-761-6871 / 609-289-6713 or [andrew.savicky.civ@mail.mil](mailto:andrew.savicky.civ@mail.mil).



The 227th ASOS will be holding it's annual 24 hour run challenge from 30 Mar @ 1200 hrs. thru 31 Mar @ 1159 hrs.

***The run challenge is a worldwide ASOS event to honor and remember fallen Tactical Air Control Party (TACP) members and to raise money for the TACP Association, which provides support to Airmen and their families when needs arise.***

For more information, contact:

SrA Michael Curley at the 277th ASOS

Phone: 609-761-6474

Email: michael.v.curley4.mil@mail.mil

# BLACK HISTORY MONTH

FEBRUARY 2017

## “SUCCESS ALWAYS LEAVES FOOTPRINTS.”

BOOKER T. WASHINGTON



Mary McLeod Bethune

Linda Brown

Ruby Bridges

Lieutenant Henry O. Flipper

Booker T. Washington

Little Rock Nine

James Meredith



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# Around the Wing



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



## EOD Team visits St. Vincent de Paul School



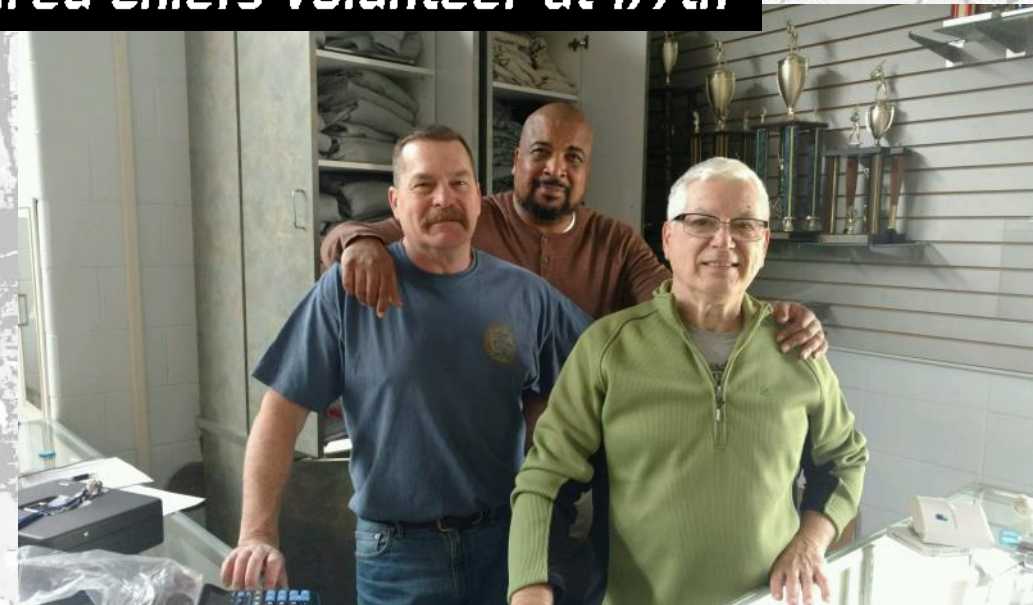
Technical Sgt. John Hurley and Master Sgt. David Niedzwiadek of the 177th Explosives Ordnance Disposal Team visited the 5th-8th graders at St. Vincent de Paul Regional School in Mays Landing on Feb. 1, 2017. They demo'd their EOD Robot, an ANDROS F6, Med-Eng EOD 9 Bomb Suit and Helmet, and a ballistic helmet and tactical ballistic body armor, so the students could get an up-close, hands-on experience. (Courtesy photo)

## 177th's Newest ALS Graduate



SrA Lizette Ordonez graduated Kish Airman Leadership School, Class 17-B, at JB M-D-L on Feb. 10, 2017. (L to R) MSgt Laverne Frazer, SrA Lizette Ordonez, CMSgt Diana Samborski. (Courtesy photo)

## Retired Chiefs Volunteer at 177th



Retired Chiefs (L-R) Pat Hare, Randy Mason and Ron Finch work the 177th Chief's Council kiosk at the dining facility on Feb. 11, 2017. (Courtesy photo)

## Wing CC Briefs Maintenance Group



Col. John DiDonna, 177th Wing Commander, presents annual Employee of The Year awards in the Wing dining hall during a commander's call for the Maintenance Group on Feb. 11, 2017. ANG/SrA Shane Karp



# **FINAL PHOTO**

## **C-17 Globemaster III Liftoff**



A U.S. Air Force C-17 Globemaster III lifts off from the runway at the Atlantic City Air National Guard Base, N.J. on Jan. 26, 2017, carrying 177th Fighter Wing and 119th Fighter Squadron Advance Echelon (ADVON) personnel and equipment deploying to Osan Air Base, Republic of Korea, in support of the U.S. Pacific Command Theater Security Package. The C-17, from the 305th Air Mobility Wing, Joint Base McGuire-Dix-Lakehurst AFB, is capable of rapid strategic delivery of troops and all types of cargo to main operating bases or directly to forward bases in the deployment area. (U.S. Air National Guard photo by Master Sgt. Andrew J. Moseley/Released)