THE OFFICIAL MONTHLY MAGAZINE OF THE 177th FIGHTER WING

THE CONTRAIL

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SEPTEMBER 2017, VOL. 51 NO. 9

Tactical Air Control Party (TACP) Airmen with the New Jersey Air National Guard's 227th Air Support Operations Squadron, train with their Special Patrol Infiltration Exfiltration System (SPIES) at Coyle Drop Zone, Joint Base McGuire-Dix-Lakehurst, N.J., to train for a SPIES demonstration at the 2017 Atlantic City Airshow above the Atlantic City, N.J., boardwalk Aug. 23, 2017. (New Jersey National Guard photo by Mark C. Olsen/Released)

THE CONTRAIL STAFF

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Precautions to Consider During Influenza Season

by Lt. Colonel Robert DeSipio, Commander, 177th Medical Group

Jersey Devils, I hope you had a wonderful summer and are ready for the change of seasons. As warm days turn into brisk nights it's fitting to remind you it's time to get your influenza (flu) shot. "The flu" is a contagious respiratory illness caused by influenza viruses. It can cause mild to severe illness. Serious outcomes of flu infection can result in hospitalization or even death. Some people, such as; older people, young children, and people with certain health conditions are at high risk of serious flu complications.

While seasonal flu viruses can be detected year-round in the United States, they are most virulent during the fall and winter. The exact timing and duration of flu seasons can vary, but influenza activity often begins to increase in October. Most of the time flu activity peaks between December and February, although activity can last as late as May.

Most healthy adults may be able to infect other people beginning 1 day before symptoms develop and up to 5 to 7 days after becoming sick. Children may pass the virus for longer than 7 days. Symptoms start 1 to 4 days after the virus enters the body. That means that you may be able to pass on the flu to someone else before you know you are sick. Some people can be infected with the flu virus but have no symptoms. During this time, those persons may still spread the virus to others.

Flu is more dangerous than the common cold for children. Each year, flu places a large burden on the health and well-being of children and their families. Annual influenza vaccination is the best method for preventing flu and its potentially severe complications in children.

These are some precautions that you will want to practice;

1. Avoid close contact.

Avoid close contact with people who are sick. When you are sick, keep your distance from others to protect them from getting sick too.

2. Stay home when you are sick.

If possible, stay home from work, school, and doing errands when you are sick. This will help prevent spreading your illness to others.

3. Cover your mouth and nose.

Cover your mouth and nose with a tissue when coughing or sneezing. It may prevent those around you from getting sick.

4. Clean your hands.

Frequent hand washing minimizes your risk of infection. If soap and water are not available, use an alcohol-based hand rub.

5. Avoid touching your eyes, nose or mouth.

Germs are often spread when a person touches something that is contaminated with germs and then touches his or her eyes, nose, or mouth.

6. Practice other good health habits.

Clean and disinfect frequently touched surfaces at home, work or school, especially when someone is ill. Get plenty of sleep, be physically active, manage your stress, drink plenty of fluids, and eat nutritious food. (from the CDC).

Best protection method:

The CDC recommends that anyone 6 months or older should receive the flu vaccine. Please check with your child's physician to see if the flu vaccine is right for your family. As members of the 177th Fighter Wing and Air National Guard we are required to be up to date on all of our medical requirements to include the Influenza vaccine. If you have any questions please feel free to contact the Medical Group.

177th 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**

119th Fighter Squadron 100th Anniversary Series

Part II : The Present

Story by Airman 1st Class Cristina J. Allen

An F-16 Fighting Falcon from the 177th Fighter Wing, New Jersey Air National Guard, awaits service from maintenance July 5, 2017, in Atlantic City, N.J. F-16's from the 177th FW are maintained regularly to ensure unit safety and readiness. (U.S. Air National Guard photo by Airman 1st Class Cristina J. Allen/Released)

ATLANTIC CITY AIR NATIONAL GUARD BASE, N.J. – The 119th Fighter Squadron, the flying component of the 177th Fighter Wing, celebrates 100 years of experience in defending the United States of America this year.

Present day missions of the 177th FW include the federal mission to provide combat-ready citizen airmen, aircraft and equipment for worldwide deployment in support of United States Air Force objectives and the state mission to support the citizens of New Jersey by protecting life and property, preserving the peace, order and public safety when called upon by the Governor.

“This unit had done the homeland defense mission exclusively for decades,” said Col. Bradford R. Everman, Operations Group commander at the 177th Fighter Wing. “When I showed up, we had just converted to the general purpose mission, which means we went from being homeland defense to being worldwide deployable.”

Since 2001, as the events of September 11th unfolded, the 177th FW and the 119th FS have had active involvement in Operation Noble Eagle, Operation Southern Watch, Operation Northern Watch, Operation Enduring Freedom, Operation Iraqi Freedom and Operation New Dawn.

“119th Fighter Squadron deployed to Bagram, Afghanistan in 2011 to 2012,” said Everman. “It was busy, there was a lot going on and we were taking over for another Air National Guard unit. It was the unit’s first time going to Afghanistan.”

The 119th FS currently flies the F-16C/C Block 30 Fighting Falcon which is a single-engine, multi-role fighter aircraft with air-to-air and air-to-ground fighting capabilities.

“The nice thing about the F-16 is that its multirole, which means it does aerial combat, surface attack and a little bit of everything,” said Everman, who’s been flying F-16’s for over 20 years. “The down side is that it’s not the best at any one of those missions, but it’s reasonably good at all of them.”

This unit is currently a part of the War on Terrorism with members deploying overseas to support our federal mission and members being activated on base to support our state mission.

“The F-16 is a worldwide combat, multirole aircraft that is used to defend the sovereign airspace of the United States. The F-16 is kept on a ready status, 24/7, 365 days a year, so if a threat happens we’re ready to scramble,” said Everman.

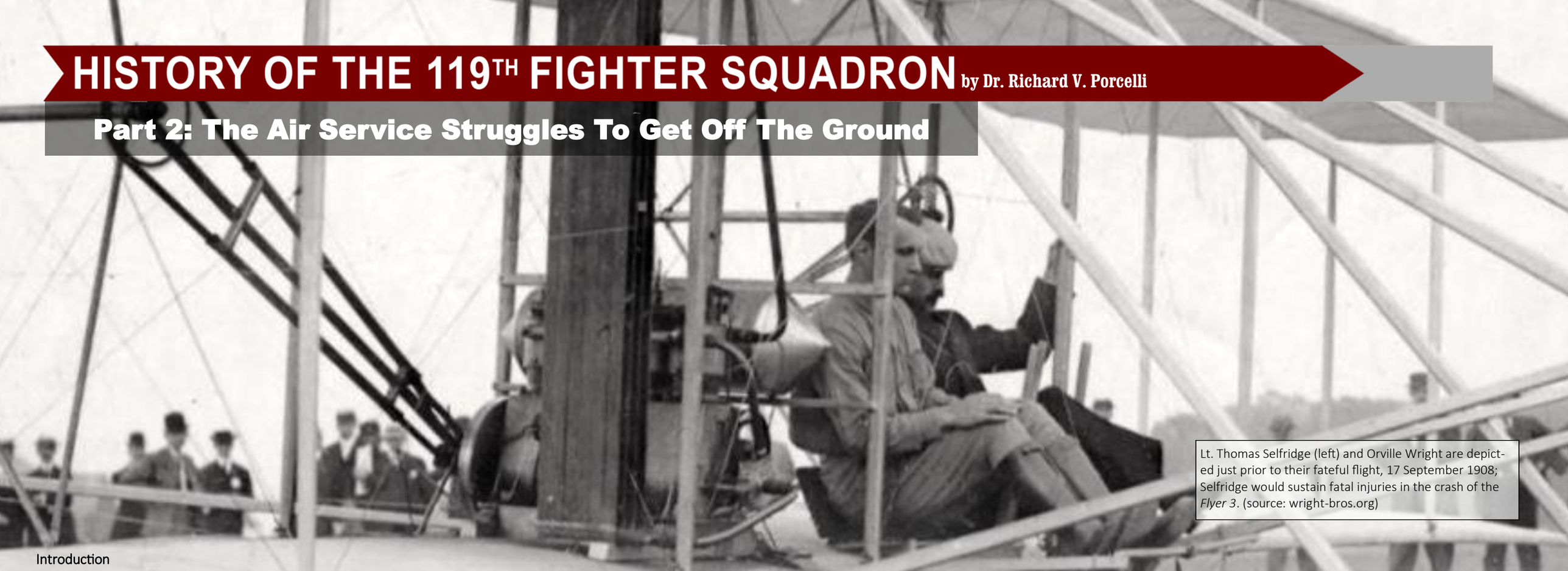
New Jersey Air National Guard Tech. Sgt. Sean Romero, an F-16 crew chief, communicates with Col. Bradford Everman, 177th Operations Group Commander, while preparing his F-16D Fighting Falcon for a flight during a three-day Aeropsace Control Alert CrossTell live-fly training exercise at Atlantic City Air National Guard Base, N.J., May 23, 2017. (U.S. Air National Guard photo by Master Sgt. Matt Hecht/Released)

F-16 Fighting Falcon pilots with the 177th Fighter Wing, New Jersey Air National Guard, perform touch-and-go’s July 5, 2017, in Atlantic City, N.J. F-16 pilots practice scramble regularly to maintain air combat readiness and proficiency. (U.S. Air National Guard photo by Airman 1st Class Cristina J. Allen/Released)

HISTORY OF THE 119TH FIGHTER SQUADRON

by Dr. Richard V. Porcelli

Part 2: The Air Service Struggles To Get Off The Ground



Lt. Thomas Selfridge (left) and Orville Wright are depicted just prior to their fateful flight, 17 September 1908; Selfridge would sustain fatal injuries in the crash of the *Flyer 3*. (source: wright-bros.org)

Introduction

This is the second of a series of articles on the history and heritage of the 119th Fighter Squadron and it deals with the slow development of the Army's Air Service. In parallel, the first aviation unit of what would later become the Air National Guard was established in 1908 with the formation of New York National Guard's *Aeronautics Corps,* which flew hydrogen-filled observation balloons. They later flew heavy-than-air aircraft donated to the unit by wealthy members. Development was very slow until the outbreak of World War I to be the major stimulus for the growth of the Army's Air Corps and thereafter, National Guard aviation units.

The Early Years To World War I

In the early years, the US Army's aeronautical focus was on tethered balloons and steerable airships for the observation role. It took the farsighted President Theodore Roosevelt's request in 1908 to stimulate an interest in a "flying machine supported entirely by the dynamic action of the atmosphere and having no gas bag." Further, the proposed requirements for such an aircraft included the need to be designed for quick disassembly and re-assembly, allowing easy transport ***on horse-drawn wagons***; capability of carrying two persons for a 125 mile flight; and be able to sustain a speed of 40 miles per hour.

The Army offered a $25,000 contract for the supply of an aircraft to meet those requirements. The Wright brothers responded, flying a series of demonstrations during 1908 at Ft. Myer, Virginia. On 17 September Orville Wright took Army LT Thomas Selfridge on a flight that was intended to be the final demonstration before award of the contract. Selfridge was a student of aerodynamics, having studied with Glenn Curtiss as well as Alexander Graham Bell; his opinion was to be vital in the Army's decision to proceed. Unfortunately, flying 150 feet above the spectators, one of the two propellers broke, resulting in a loss of power and control. Despite Wright's best efforts, the *Wright Flyer 3* crashed onto the field, fatally injuring Selfridge and seriously injuring Wright. Selfridge was the first person to be killed in the crash of a heavier-than-air aircraft and he became the namesake for Selfridge Field, Michigan, an important Army Air Corps and then USAF base, and today's Selfridge Air National Guard Base.

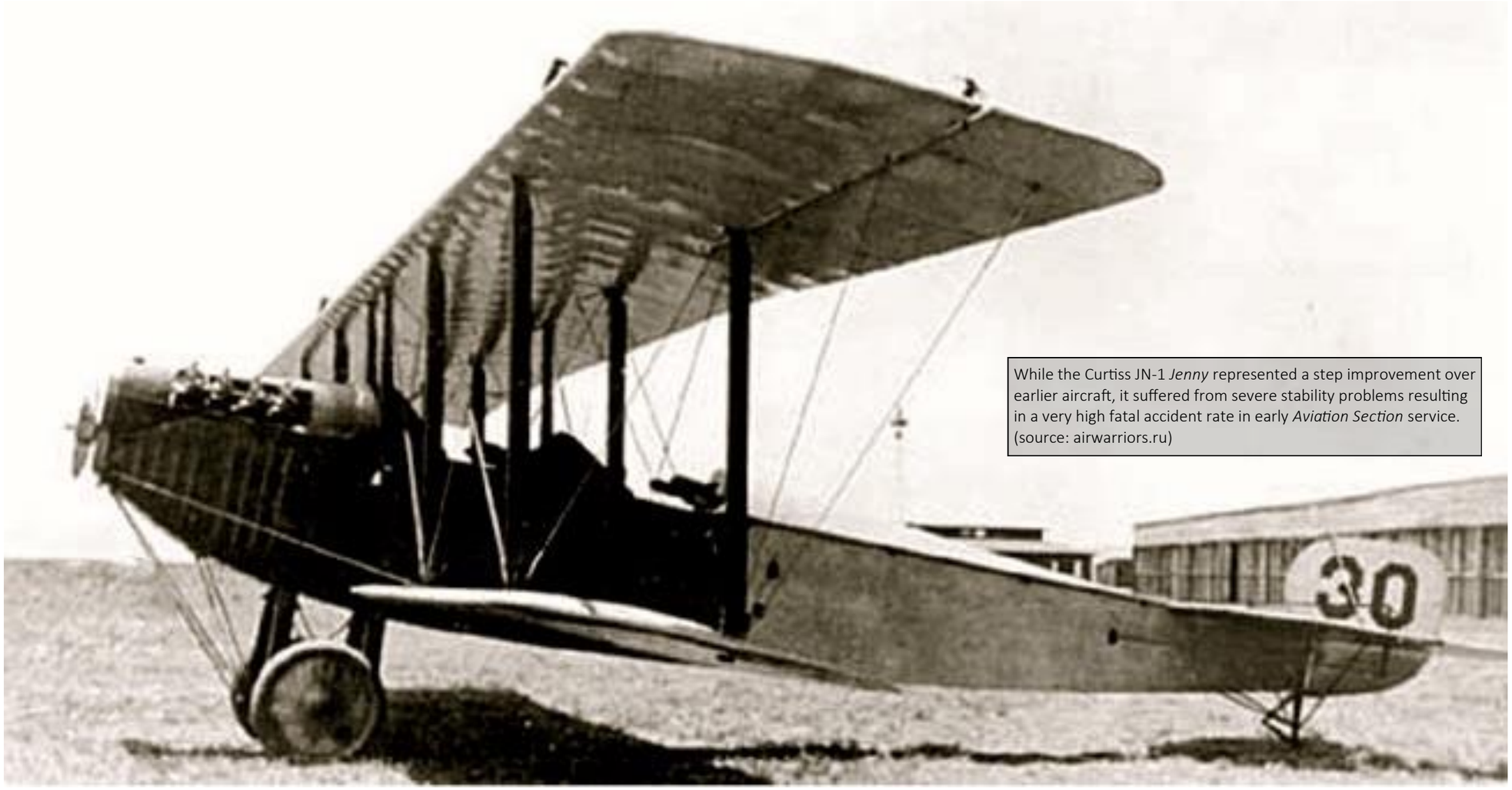
Despite the accident, the Wrights persisted and on 30 July 1909 Orville Wright took their latest *Flyer* on a demonstration flight that broke both the existing altitude and speed records (400 feet and 42.6 mph, respectively). On 2 August 1909 the Wrights received a $30,000 check from the US Army for that aircraft, with a $5,000 bonus for the higher than specified airspeed.

For the next three years that Wright *Flyer* was the sole Army aircraft. As an indication of the low regard held by the government for military aviation, when the Army requested funds for additional aircraft, a leading Senator responded "why do you need more money, you already have one aircraft?" Finally, in 1912 Congress awarded the

Signal Corps $125,000 for new aircraft and the pilot training. The first rudimentary experiments with a bomb sight took place during that period but in the ensuing years accidents took their toll on six of the existing small fleet of aircraft, killing 5 airmen.

With the world in a relative state of peace, funding to replenish the Army's Aeronautical Department, as it was then known, was hard to justify. By the start of 1914, total US expenditures on military aviation totaled $435,000 while Germany had funded more than $28 million for equipment and manpower! At that time, only five Army aircraft remained serviceable; the Wright pusher-type aircraft (propellers behind the wings, pushing the aircraft forward) were gone, replaced by tractor-type (propellers ahead of the wings, pulling the aircraft forwards) aircraft produced by Curtiss and Burgess airplane companies. A totally new aircraft, the Model T, produced by the Martin Aircraft Company joined the still small fleet. But the most significant new aircraft was the Curtiss JN-1, the classic American designed and built training plane affectionately known as the *Jenny*.

In July 1914, Congress passed legislation that clarified the status of American military aviation. The *Aeronautical Division* became the *Aviation Section* of the Army Signal Corps. Then Captain William (Billy) Mitchell entered the picture, outlining the details of the implementation of the legislation. With further funding, by the summer of 1915 the Aviation Section boasted 29 officers, 155 enlisted men and eight airplanes, including an improved Curtiss JN-2. In Army use, including a deployment to Brownville, TX, to assist in the patrol against incursions of Mexican bandits, the early JN-1 and JN-2s proved to be unstable in anything but still air. Glenn Curtiss, his reputation at stake, stepped in. Based on primitive wind tunnel testing, he modified the 6 surviving JNs to JN-3 standards, and added two newly built aircraft. This was just in time, as the 1st Aero Squadron, the Army's only flying unit, was sent to join GEN John Pershing's *Punitive Expedition* in search of Mexican *bandido*, Pancho Villa. Villa and his band of heavily armed men crossed the border into Columbus, New Mexico, murdering 17 Americans including Border Agents and policemen. The 1st Aero Squadron's deployment turned out to be a fiasco due to a lack of knowledge about the aircrafts' capabilities and limitations. Despite numerous operational problems, accidents and technical failures, the effort did take the first steps with the use of aerial bombs and developing aerial photography. It was also a "wake-up" call that U.S. military aviation was totally unprepared.



While the Curtiss JN-1 *Jenny* represented a step improvement over earlier aircraft, it suffered from severe stability problems resulting in a very high fatal accident rate in early *Aviation Section* service. (source: airwarriors.ru)

The end of the *Punitive Expedition* and the withdrawal of the 1st Aero Squadron from New Mexico took place only about two months before the 6 April 1917 US entry into World War I. At that time, the Air Service was in a sorry state, with 52 officers, of which only 26 were qualified pilots, and 1,300 enlisted men. There were 55 aircraft which GEN Pershing described as "51 obsolete and 4 obsolescent." But America's entry into the war was at a time of failed and costly, in terms of soldiers killed and equipment destroyed, Allied (British and French) offensives against Germany. It was believed that only America could turn around the war and that the road to victory was now considered to be through airpower. The European allies were totally ignorant of the sorry state of affairs of US military aviation as well as the lack of both the design of modern aircraft and the factories to produce them. For example, the French government challenged the US to achieve a monthly production of 2,000 aircraft and 4,000 aero engines. President Wilson accepted the challenge, "leaving the details to be worked out" by the *Aviation Section* staff, most notably future GEN

The 1st Aero Squadron was deployed to Texas with 6 Curtiss JN-3 *Jennies* as part of the Punitive Expedition, GEN Pershing's campaign to quell the rampage of Mexican *bandido*, Pancho Villa. (source: latinamericanstudies.com)

Henry "Hap" Arnold. Arnold estimated the task would cost almost $700 million dollars – an astronomical number compared to the actual budget. Surprisingly, Congress did in fact award $640 million to the Aviation Section in order to "darken the skies over Germany."

In terms of the engine, a number of competing designs were reviewed and their best characteristics combined, with the resulting 8-cylinder engine christened the "Liberty." To optimize the use of resources, this would be the only aircraft engine produced in the US. In terms of the aircraft itself, the situation was dire – there were no suitable, competitive combat aircraft designs on US drawing boards. Worse still, there were only eight aircraft factories whose total maximum output was less than 100 aircraft per year! Attempts to establish license production of British, French and Italian designs floundered especially when attempts were made to substitute the heavy Liberty engine. To make matters worse, US aircraft production was stymied by the prolonged labor disputes with the International Workers of the World union, of which lumber workers were members; this dispute limited the supply of lumber necessary for wooden aircraft production.

As a result, American production of aircraft never reached the requirements of the war effort and instead American pilots flew British and French produced aircraft into battle against Germany.

NJANG Roots Linked To Training WWI Pilots

Early in the US involvement in the war, American pilots, both from the Army and Navy, received much of their training from the British and French before serving on the European front. However, in order to speed up the training process, the *Aviation Section* needed to rapidly bolster the Army's ability to turn out aviators. For that reason, upon America's entry into the war, a number of aviation schools were established at airfields throughout the country.

The most important of these in terms of our history of the 119th Fighter Squadron was established in Hampton, Virginia, on

the airfield that is today Langley AFB, part of the Joint Base Langley-Eustis. The 5th Aviation School Squadron was established at Hampton Field on 5 June 1917, with the role of training aviators for the *Aviation Section*. Shortly thereafter, on 2 September 1917, the squadron was redesignated as the 119th Aero Squadron. In the training role, the squadron mainly flew various versions of the Curtiss JN *Jenny*. Then in August 1918, the squadron was again redesignated, this time to the 11th Detachment, Air Service Aircraft Production, where its training role continued, adding on the task of production testing aircraft. As part of the post-war scale down of the military, the squadron was demobilized on 29 May 1919, six months after the end of World War I.

Next Month

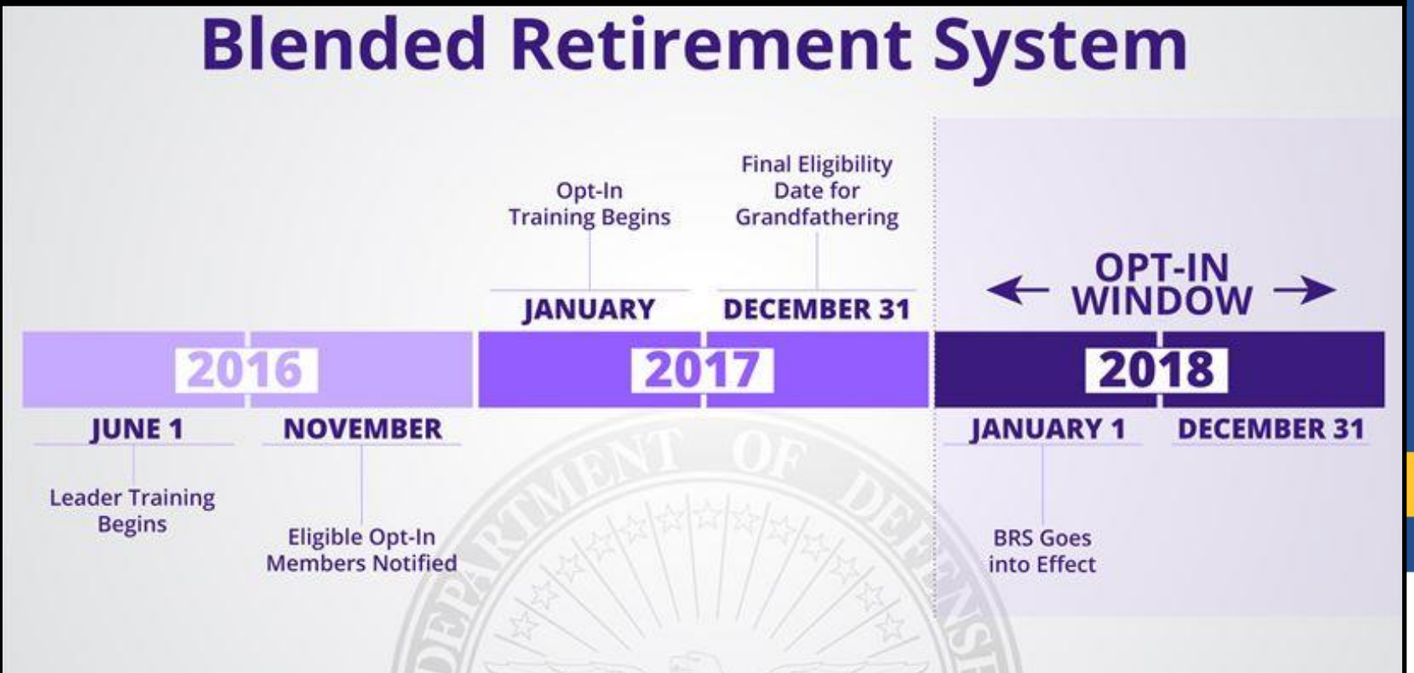
However in terms of the history of the New Jersey Air National Guard, those dates (June 1917 and September 1917) are important as they represent the very origins of the 119th Squadron from which, in fact, the New Jersey ANG is descended. But, despite the formal reorganization of the National Guard aviation activities in 1920, there would be a decade gap in the history of the 119th Fighter Squadron, as will be explained next month.

Just a month after America's entry into World War I the government brought together leading engine builders to collaborate on the development of an advanced power plant, the result was the eight-cylinder Liberty engine; the first production engine is shown here next to future GEN "Hap" Arnold. (source: USAF)

The 5th Aviation School, and its successor 119th Aero Squadron flew the Curtiss JN-4 *Jenny* at Langley Field; the larger tail and modified wings cured the stability problems of the earlier JN-1. (source: USAF)

To meet the demand for pilots needed in World War I, the 5th Aviation School Squadron was established June 1917 at Langley Field in Hampton, VA; three months later it would be redesignated as the 119th Aero Squadron. (source: USAF)

Above: courtesy of USAA.com



Below: courtesy of defense.gov

SUICIDE PREVENTION MONTH

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Around the Wing

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

227th Supports Hurricane Harvey Relief

Air National Guardsmen prepare to deploy to Texas in support of the Hurricane Harvey relief efforts. Eight Army National Guard soldiers and four Air National Guard airmen trained in MEDEVAC and hoist rescue operations left Joint Base McGuire-Dix-Lakehurst, N.J., Aug. 30, 2017. (U.S. Air National Guard photo by Master Sgt. Matt Hecht)

177th Maintenance at Sunrise

Airman 1st Class Ashley Noble from the New Jersey Air National Guard's 177th Fighter Wing starts maintenance at sunrise on an F-16D at Atlantic City Air National Guard Base, N.J., Aug. 23, 2017. (U.S. Air National Guard photo by Master Sgt. Matt Hecht/Released)

Thunderbirds on the Flightline

A U.S. Air Force F-16 "Thunderbird" sits on the flight line during sunrise at the 177th Fighter Wing, Air National Guard Base in Atlantic City, N.J., Aug. 23, 2017. The Thunderbirds, an Aerial Demonstration Squadron, performed at the Atlantic City Air Show, Thunder over the Boardwalk, in Atlantic City, N.J., Aug. 22-23, 2017. (U.S. Air National Guard photo by Airman 1st Class Cristina J. Allen/Released)

FINAL PHOTO

A U.S. Air Force F-16 “Thunderbird” sits on the flight line during sunrise at the 177th Fighter Wing, Air National Guard Base in Atlantic City, N.J., Aug. 23, 2017. The Thunderbirds, an Aerial Demonstration Squadron, performed at the Atlantic City Air Show, Thunder over the Boardwalk, in Atlantic City, N.J., Aug. 22-23, 2017. (U.S. Air National Guard photo by Airman 1st Class Cristina J. Allen/Released)