

THE OFFICIAL MONTHLY MAGAZINE OF THE 177th FIGHTER WING

THE CONTRAL



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JANUARY 2017, VOL. 51 NO. 1



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On the cover: Two U.S. Air Force F-16 Fighting Falcons from the 177th Fighter Wing of the New Jersey Air National Guard perform a flyover of the USS New Jersey during the Camden and Gloucester Counties' Pearl Harbor Day Commemoration on Dec. 9, 2016. Held at the Battleship New Jersey Museum and Memorial in Camden, New Jersey, the event paid tribute to Pearl Harbor survivors and to all Veterans who served and lost their lives protecting our great nation. (U.S. Air Force photo by Master Sgt. Andrew J. Moseley/Released)

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COMMANDER'S COLUMN



2017 Focus Areas for the Wing

by Col. John R. DiDonna, 177th Fighter Wing Commander



Happy New Year Jersey Devils! All of us will endure highs and lows during this year; some Jersey Devils have experienced both ups and downs already. I want you to know the 177 FW Leadership Team is here for

you, and will provide whatever means possible to ensure your 2017 is as good as it can be. I wish all of you a very happy and rewarding year! Also, take care of and look out for one another over the course of this very busy year.

I would like to quickly review my 2017 focus areas for the Wing. They have not changed from last year, however, I want to re-emphasize them to you and ensure you all are aware of them.

Readiness – Individual, Personal, & Unit Readiness

This is my top priority; readiness is why we exist and is our duty to maintain. AFSC proficiency, Individual Medical Requirements, and Professional Development is vital to our readiness, as well as your ability to function as a Team.

Time Management – Use of Airman's Time

34% of our Wing team is full time, 66% Drill Status Guardsmen (DSG). I do not have specific data, but I would imagine on an average year, a DSG will perform their UTA periods (24 workdays) plus an additional 30 workdays. The amount of requirements levied upon all of us, especially our DSGs, is massive; AFSC proficiency and skill level maintenance, ancillary training, medical requirements, additional duties, support area cuts driving Airman responsibilities higher (vPC/AROWS/DTS) ...I could go on. Needless to say, we must all maximize every minute we are serving to ensure we reach our highest possible Wing effectiveness level.

Communication – Inter and Intra Unit (up/down/sideways)

Always difficult, always changing. As a society technology has changed how we communicate. We are doing our best to adapt. Regardless of how we communicate, we **MUST** communicate. It is incumbent upon you, all of us, to communicate and to be proactive about it. Clear, concise, accurate & timely communication is critical to our readiness.

Evaluate and Promote based on FMCP (Fitness/Merit/Capability/Performance)

We will provide an environment in which all Jersey Devils are ensured an opportunity to rise to the highest level of responsibility possible in the military profession. The

criteria for opportunity within the 177 FW are solely based on an individual's merit, fitness, capability and performance. Challenge yourself to do the very best job you can in whatever duties you are assigned. It's your individual effort that will make a difference in our success.

Operational Tempo for 2017 will be higher than normal for many of you. I thank ALL of you for your commitment to the defense of our State and Nation!

With deepest respect & admiration

Ma





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

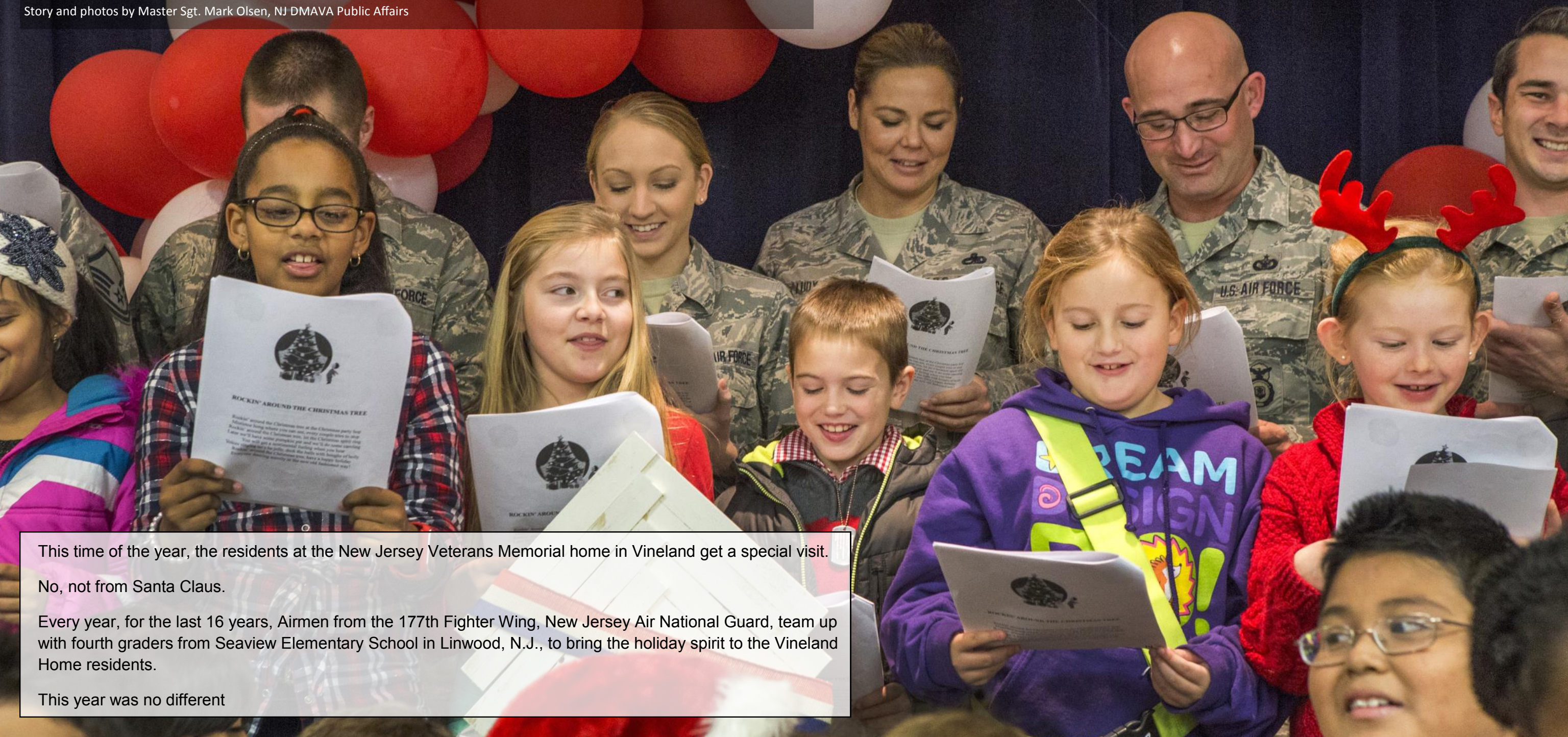
Focus Areas

- ❖ **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**

Airmen and fourth graders bring holidays to veterans

Story and photos by Master Sgt. Mark Olsen, NJ DMAVA Public Affairs

Airmen from the 177th Fighter Wing, New Jersey Air National Guard, practice singing holiday carols with fourth graders from the Seaview Elementary School in Linwood, N.J., during the 16th Annual Holiday "Songfest" at the New Jersey Veterans Memorial Home at Vineland, N.J., Dec. 13, 2016. More than 80 fourth graders and 18 Airmen sang holiday songs and handed out cards to the Home's residents during the event.



This time of the year, the residents at the New Jersey Veterans Memorial home in Vineland get a special visit.

No, not from Santa Claus.

Every year, for the last 16 years, Airmen from the 177th Fighter Wing, New Jersey Air National Guard, team up with fourth graders from Seaview Elementary School in Linwood, N.J., to bring the holiday spirit to the Vineland Home residents.

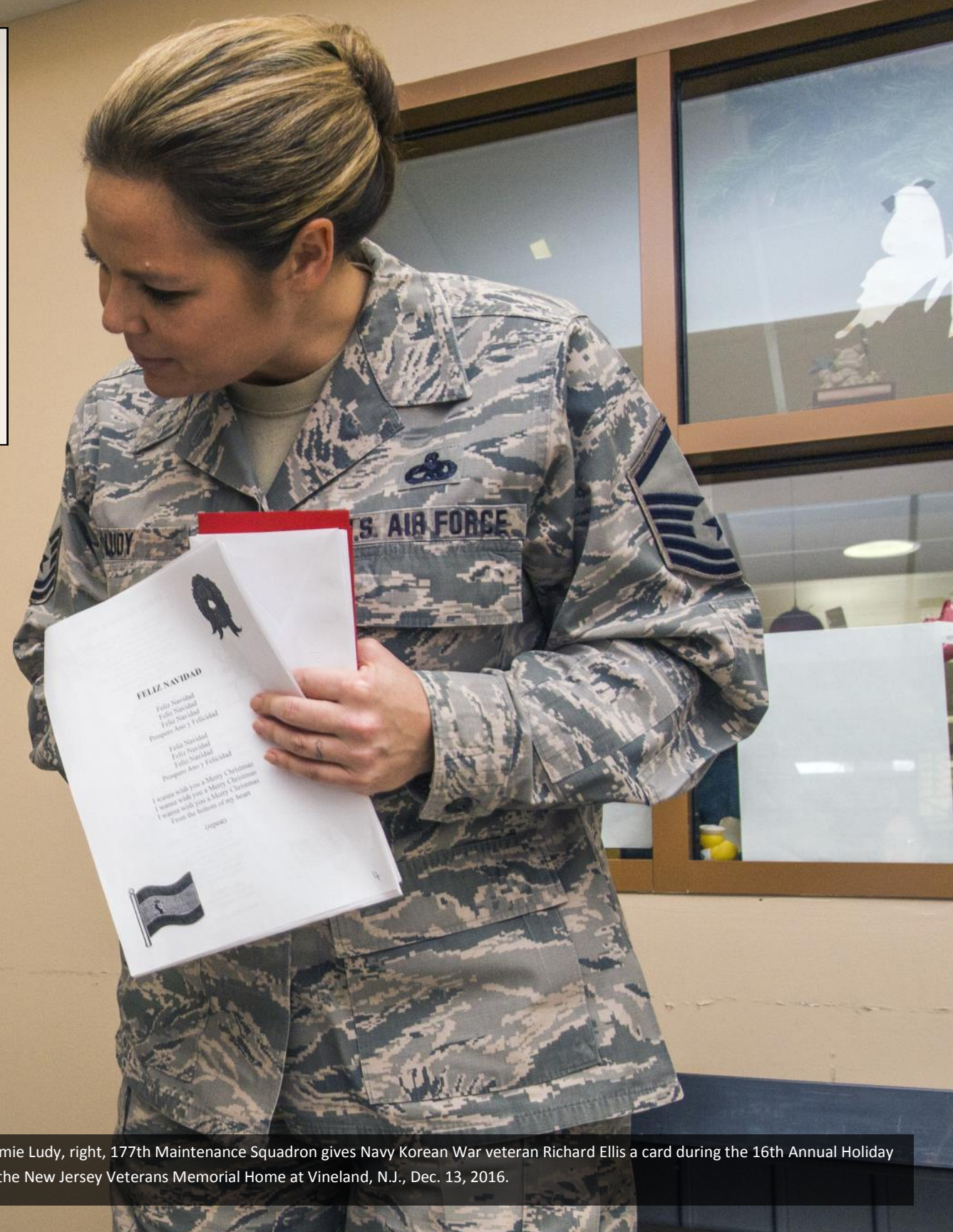
This year was no different

On Dec. 13, 2016, 18 Airmen and more than 80 grade schoolers sang carols and passed out cards to the Home's residents during the 16th Annual Holiday "Songfest." It also gave them the opportunity to connect with veterans who helped shape this nation's history.

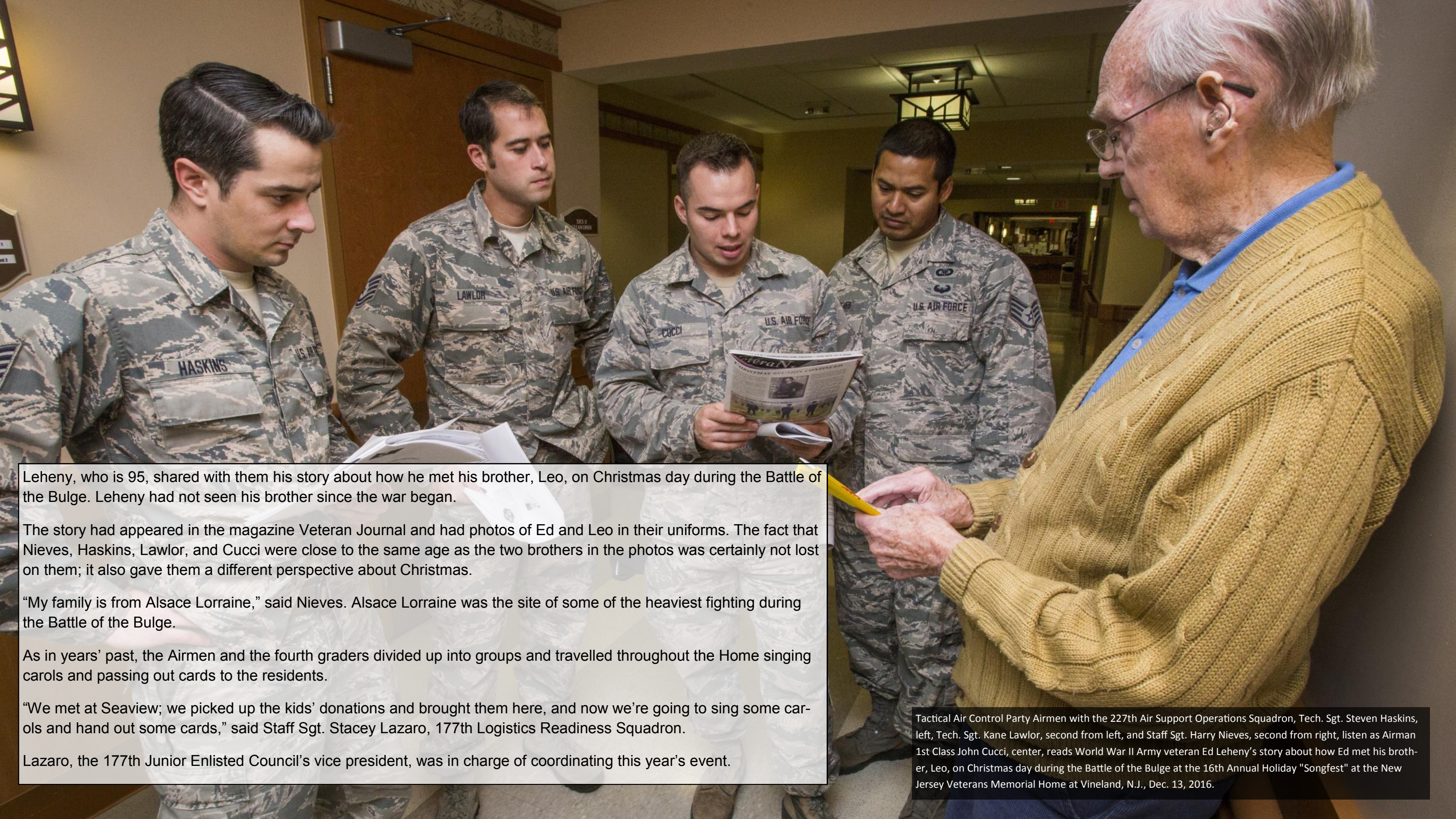
The Vineland residents are a mixture of veterans from World War II, the Korean and Vietnam Wars, as well as Operations' Desert Storm/Desert Shield and veterans' spouses.

"These veterans have a lot of stories to tell; they have done things I never dreamed of doing, just listening to them is an experience," said Staff Sgt. Eiler Gomez Mejia, 177th Logistics Readiness Squadron and Junior Enlisted Council president.

That was the case for Master Sgt. Jamie Nieves, 177th Civil Engineer Squadron, along with 227th Air Support Operations Squadron members Tech. Sgts. Steven Haskins and Kane Lawlor, Staff Sgt. Harry Nieves, and Airman 1st Class John Cucci, when they met resident and World War II Army veteran, Ed Leheny.



Master Sgt. Jamie Ludy, right, 177th Maintenance Squadron gives Navy Korean War veteran Richard Ellis a card during the 16th Annual Holiday "Songfest" at the New Jersey Veterans Memorial Home at Vineland, N.J., Dec. 13, 2016.



Leheny, who is 95, shared with them his story about how he met his brother, Leo, on Christmas day during the Battle of the Bulge. Leheny had not seen his brother since the war began.

The story had appeared in the magazine Veteran Journal and had photos of Ed and Leo in their uniforms. The fact that Nieves, Haskins, Lawlor, and Cucci were close to the same age as the two brothers in the photos was certainly not lost on them; it also gave them a different perspective about Christmas.

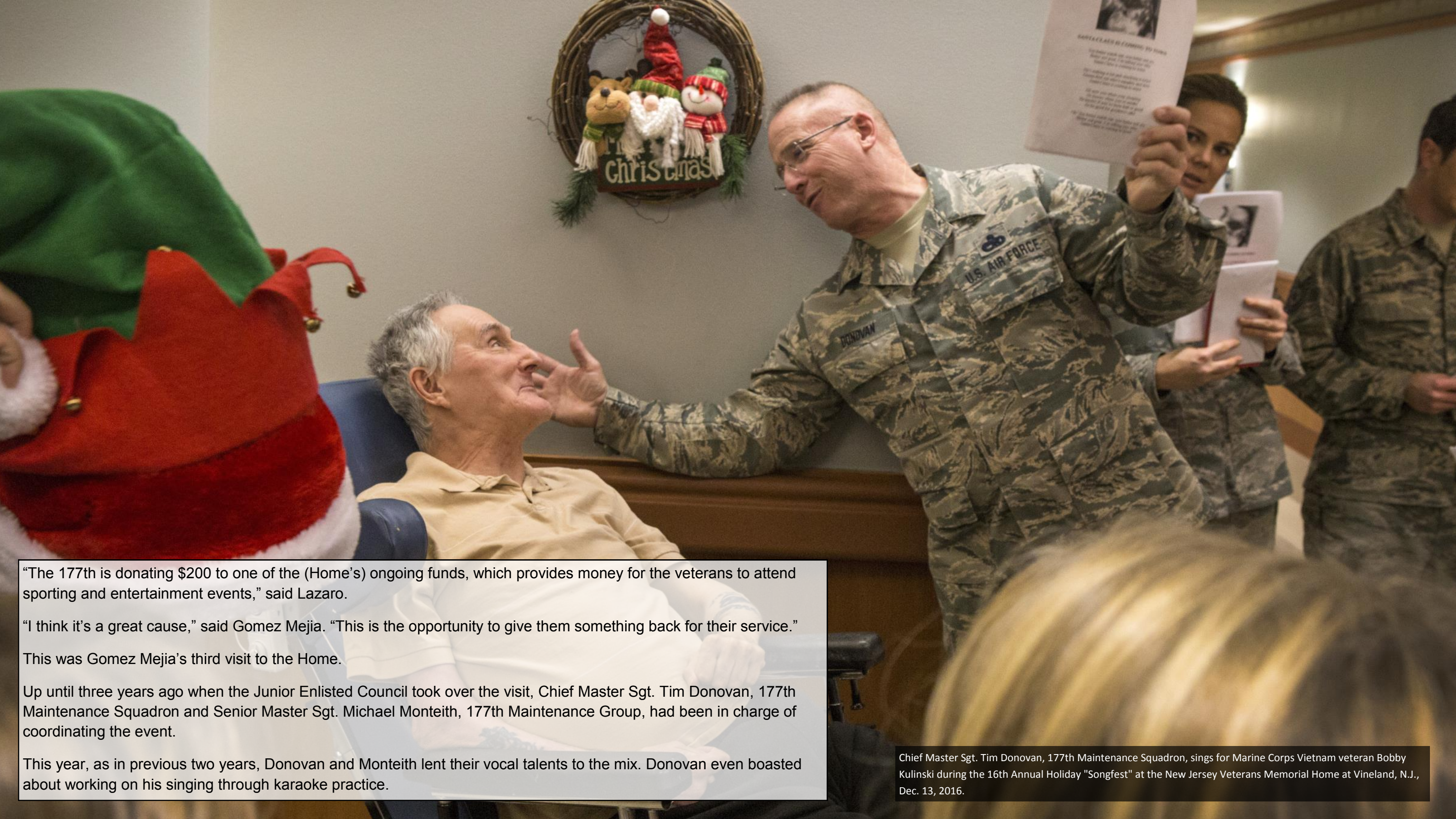
“My family is from Alsace Lorraine,” said Nieves. Alsace Lorraine was the site of some of the heaviest fighting during the Battle of the Bulge.

As in years’ past, the Airmen and the fourth graders divided up into groups and travelled throughout the Home singing carols and passing out cards to the residents.

“We met at Seaview; we picked up the kids’ donations and brought them here, and now we’re going to sing some carols and hand out some cards,” said Staff Sgt. Stacey Lazaro, 177th Logistics Readiness Squadron.

Lazaro, the 177th Junior Enlisted Council’s vice president, was in charge of coordinating this year’s event.

Tactical Air Control Party Airmen with the 227th Air Support Operations Squadron, Tech. Sgt. Steven Haskins, left, Tech. Sgt. Kane Lawlor, second from left, and Staff Sgt. Harry Nieves, second from right, listen as Airman 1st Class John Cucci, center, reads World War II Army veteran Ed Leheny’s story about how Ed met his brother, Leo, on Christmas day during the Battle of the Bulge at the 16th Annual Holiday "Songfest" at the New Jersey Veterans Memorial Home at Vineland, N.J., Dec. 13, 2016.



“The 177th is donating \$200 to one of the (Home’s) ongoing funds, which provides money for the veterans to attend sporting and entertainment events,” said Lazaro.

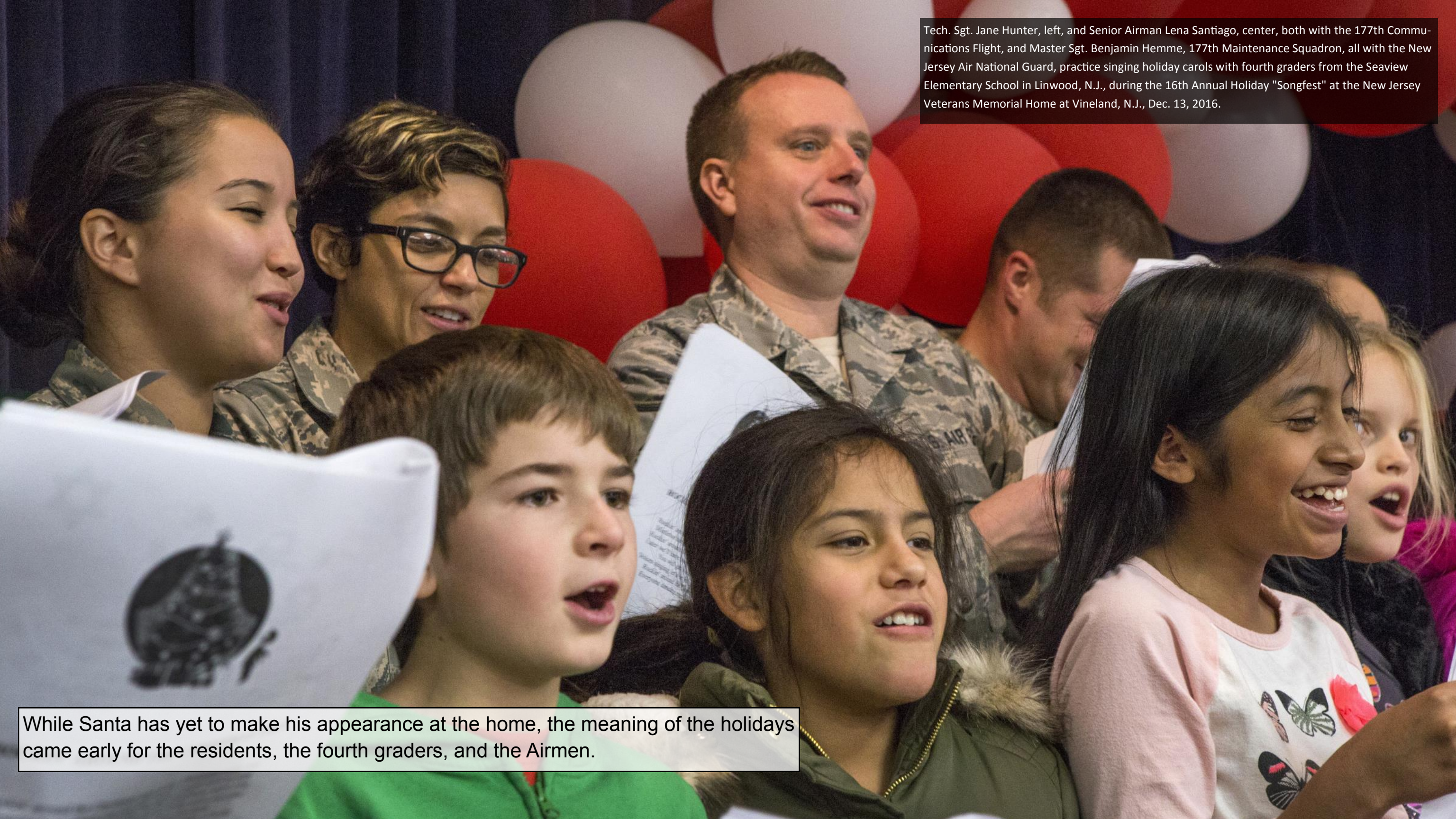
“I think it’s a great cause,” said Gomez Mejia. “This is the opportunity to give them something back for their service.”

This was Gomez Mejia’s third visit to the Home.

Up until three years ago when the Junior Enlisted Council took over the visit, Chief Master Sgt. Tim Donovan, 177th Maintenance Squadron and Senior Master Sgt. Michael Monteith, 177th Maintenance Group, had been in charge of coordinating the event.

This year, as in previous two years, Donovan and Monteith lent their vocal talents to the mix. Donovan even boasted about working on his singing through karaoke practice.

Chief Master Sgt. Tim Donovan, 177th Maintenance Squadron, sings for Marine Corps Vietnam veteran Bobby Kulinski during the 16th Annual Holiday "Songfest" at the New Jersey Veterans Memorial Home at Vineland, N.J., Dec. 13, 2016.



Tech. Sgt. Jane Hunter, left, and Senior Airman Lena Santiago, center, both with the 177th Communications Flight, and Master Sgt. Benjamin Hemme, 177th Maintenance Squadron, all with the New Jersey Air National Guard, practice singing holiday carols with fourth graders from the Seaview Elementary School in Linwood, N.J., during the 16th Annual Holiday "Songfest" at the New Jersey Veterans Memorial Home at Vineland, N.J., Dec. 13, 2016.

While Santa has yet to make his appearance at the home, the meaning of the holidays came early for the residents, the fourth graders, and the Airmen.



Above: U.S. Air Force Lt. Col. George Wyse, 227th Air Support Operations Squadron Commander, briefs congressional staff members (STAFDEL) on the operation of the unit's 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. on Dec. 20, 2016.

Congressional Staff Delegation visits New Jersey Air National Guard

Congressional staff members (STAFDEL) visited the 227th Air Support Operations Squadron and were briefed on the operation of the unit's 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. on Dec. 20, 2016. The STAFDEL visit supports the Secretary of the Air Force's congressional engagement plan by showcasing Air Force attributes and contributions.

(U.S. Air National Guard photos by Master Sgt. Andrew J. Moseley/Released)



Above: U.S. Air Force Tech. Sgt. Steven Haskins, left, Joint Terminal Attack Controller (JTAC) with the 227th Air Support Operations Squadron, controls simulated airstrikes while Senior Airman John Cucci acts as a joint forward observer during a demonstration of the unit's Air National Guard Advanced JTAC Training System for a visiting delegation of congressional staff members (STAFDEL) at the 177th Fighter Wing.



Left: U.S. Air Force Tech. Sgt. Steven Haskins, JTAC with the 227th Air Support Operations Squadron (ASOS), controls simulated airstrikes during a demonstration of the unit's Air National Guard Advanced JTAC Training System for a visiting delegation of congressional staff members (STAFDEL) at the 177th Fighter Wing

Right: U.S. Air Force Maj. Daniel Roske, Director of Operations with the 227th Air Support Operations Squadron (ASOS), briefs congressional staff members on the synergistic training benefits of having the 177th Fighter Wing, the 227th ASOS and the 119th Fighter Squadron co-located at the same New Jersey Air National Guard base in Egg Harbor Township, N.J.



Lt. Col John Cosgrove, 177th Maintenance Group Commander, promoted to Colonel



Above: U.S. Air Force Col. Patrick Kennedy, Vice Commander of the 177th Fighter Wing, reads the oath of office to Lt. Col. John Cosgrove, 177th Maintenance Group Commander, during his pinning ceremony to the rank of Colonel.



Right: Cosgrove's children pin the Colonel eagle insignia and congratulate him on his lofty accomplishment.



The F-16 *Fighting Falcon*: Part 7 – Alternative Engine Studies

By Dr. Richard V. Porcelli



Background

In last month's segment, we described the first major change to the F-16 design that appeared as the production Block 25, which was also the first of the F-16C/D aircraft. A total of 244 Block 25 *Vipers* were built for the Air Force between 1984 and 1986. However, it is worth diverting from the main theme of our story to discuss two separate alternative engine studies; one came to naught but the other eventually morphed into the next important production series, Block 30/32, which will be discussed next month.

The F-16/79 Export *Fighting Falcon*

President Jimmy Carter made a futile attempt, early in 1977, to establish a new arms transfer policy. His goal was to reduce the proliferation of high tech weapons throughout the world. By his plan US aircraft and engine manufacturers would no longer be allowed to sell the latest, top-notch equipment equal (or better) to that in current US military use to foreign air forces. Instead, the US government would only allow the sale of down-graded, less capable equipment.

For General Dynamics, the producer of the F-16, this was a critical decision. After some lobbying, General Dynamics convinced the government to allow two significant exceptions. First, the sale of F-16s to the four NATO users (Belgium, Denmark, the Netherlands and Norway) was exempt. So too were current and future sales to Israel – America's only staunch ally in the Middle East. President Carter also conceded that arms deliveries to the Shah of Iran, who he hoped would provide a strong buffer to Russian sales, would be allowed (it never happened). At first, South Korea's request for capable F-16s was turned down, but later reversed by Carter as part of a "quid pro quo" for planned US troop reductions in the Korean peninsula.

However, even though it appears that there were more exceptions than not, in fact sales to other nations who wanted to get the latest F-16s, such as Jordan, Taiwan and Venezuela, were refused as part of this policy. In order to pursue sales to those countries, General Dynamics teamed with General Electric to produce a "down-graded" *Viper* that would be considered less capable and therefore exportable. They came up with the idea to power the F-16 with a version of a well-proven, older design J-79 single shaft turbojet. The fact that this engine already powered aircraft in the air forces of potential export customers was part of the reason behind this choice.





This FSD F-16D is shown over the General Dynamics factory at JRB Fort Worth after being fit with a J79-GE-119 to demonstrate a “low end” Viper for export markets, a result of President Carter’s ill-fated attempt to limit the spread of high tech weapons; the stretched fuselage is very obvious. (USAF photo via F16.net)

The J-79 turbojet dates back to the 1950s when General Electric produced the engine for the Convair B-58 *Hustler* supersonic bomber. It was ultimately used to power the Lockheed F-104 *Starfighter*, McDonnell F-4 *Phantom*, North American A-5A/RA-5C *Vigilante*, Israeli Aerospace *Kfir* re-engined version of the French *Mirage* fighter and the Vought *Regulus* submarine launched cruise missile in addition to the *Hustler*.

Non-afterburning civilian versions of the engine powered the fabulous four-engine Convair 880/990 jetliners. These jetliners had the the fastest cruise airspeed of any subsonic commercial transport, but their high fuel consumption resulted in a relatively short service life with the airlines. (However, this author can attest, based on an exciting 1972 Delta Airlines flight from New Orleans to JFK, to the stimulating acceleration and high noise level on takeoff of the Convair 880, surpassed only by the Concorde!) A total of more than 17,000 J-79s were built over a span of 30 years in the US and under license in Belgium, Canada, Germany, Italy, Israel and Japan.

To test the concept of a “downgraded” *Viper* General Dynamics installed a J79-GE-119 engine in an F-16B (serial number 75-0752), one of the original FSD (full scale development) two-seaters. Differences in the dimensions and characteristic of the J79 vs. the F110 required some airframe changes. Because of the lower air flow requirement, the shape of the air intake was changed and extended further forward compared to the standard shape. Also, the splitter plate was enlarged. Since the J79 was 1½ feet longer than the Pratt & Whitney F100, the rear fuselage had to be extended after of the stabilator pivot point. Since operating temperatures were hotter, a one-ton cylindrical steel shield had to be installed surrounding the J79 to provide protection from the extra heat. Called the F-16/79, this proposed export version was expected to cost \$1 million less than the standard *Viper*.

The one and only F-16/79 first flew on 29 October 1980. After preliminary testing it was officially offered first to Venezuela, with evaluation flights by that country’s air force taking place in February 1981. A total of 20 air forces received briefings with some also taking test flights to evaluate the aircraft for potential purchase.

Unfortunately, all of the air forces involved in the evaluations remained unenthusiastic about the F-16/79. The performance was considered inferior to the standard F-16A/B basically due to the lower power of the J79 and the added weight due to the thermal shielding. While the F100 put out 23,830 pounds thrust, the J79’s thrust was at best 20,850 pounds – both in full afterburner. The only attraction was based on the fact that the Carter Administration banned sales of the standard production F-16.

In 1980 Carter realized the folly of the program, accentuated by the failure of the F-16/79 and began to rethink the limitations on arms sales. The election of Ronald Reagan later that year resulted in a complete lifting of Carter’s ban, allowing foreign customers access to the current production F-16A/B and future blocks as they were developed, as long as the buyer had the funds to pay for the aircraft! As a result no F-16/79s were sold and the one example was restored back to its original configuration and engine. General Dynamics used it for CAS trials and as a test-bed for all-weather attack systems. In fact, the first tests of the Falcon Eye head-steered FLIR sensor and LANTIRN targeting and navigation system were accomplished using this aircraft.

The F-16/101 Program

The origins of this program as well as the eventual outcome are totally different than the F-16/79 described above. But President Carter (unwittingly?) played a role in both.



The FSD F-16D J79 demonstration aircraft is shown next to a standard F-16D two-seater; the longer fuselage due to the greater length of the J79 engine is apparent. (GD photo via f16.net).



The Rockwell B-1A *Lancer* swing-wing, supersonic bomber was to be powered by four, 30,750 pounds static thrust General Electric F101 turbofans. In 1977 President Carter cancelled the program after only four prototypes were completed.

General Electric, after spending many millions of their own R&D money on the F101 engine development, sought other applications and potential customers. They adapted the engine to fulfill the need of a new fighter program then under development jointly by the US Air Force and Navy. The goal was to find an alternative engine to the Pratt & Whitney F100 turbofan that powered all F-16s up to that point, and the Pratt & Whitney TF-30 turbofan that powered the Navy's F-14A *Tomcat*. The resulting GE development, designated the F101X, featured a number of new developments that eventually would evolve into the F404 engine used on the F/A-18 *Hornet*.

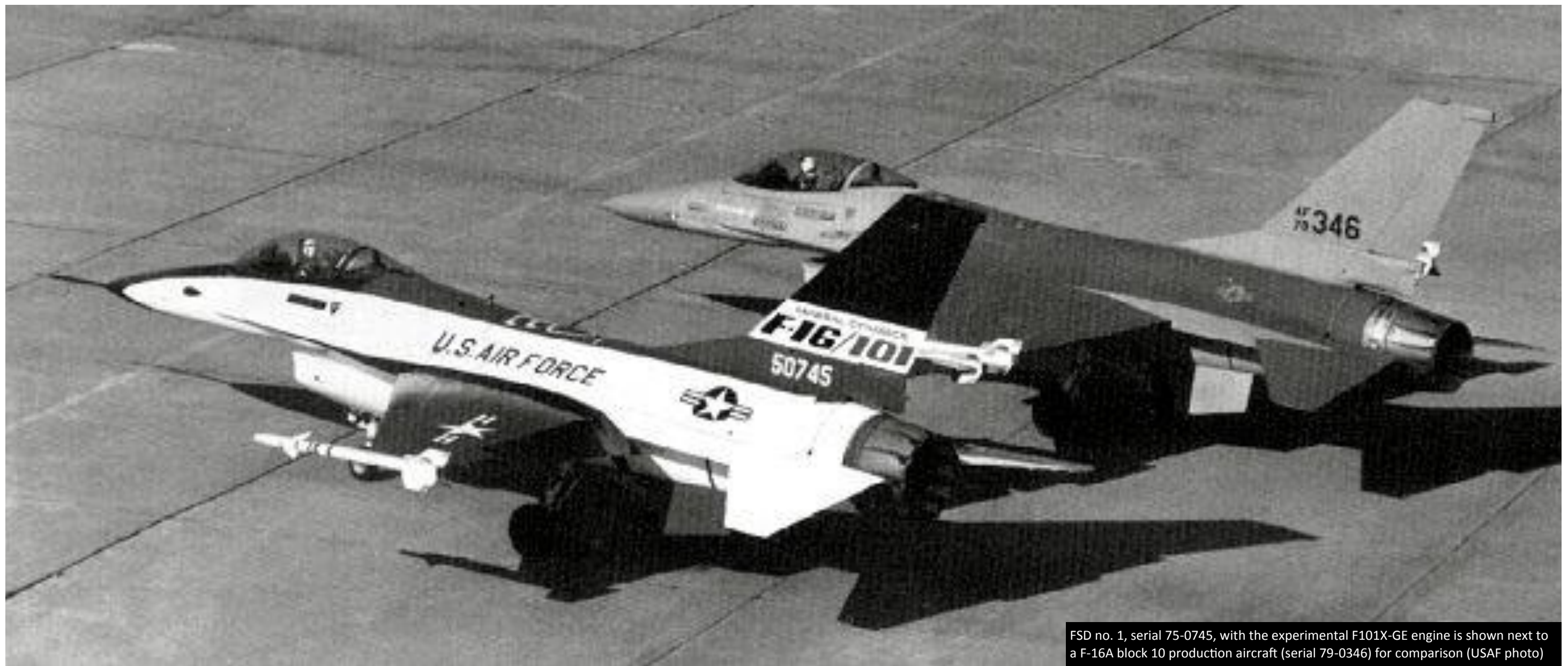
Ground testing of the new engine derivative began at the end of 1979 and continued through 1980. Thousands of hours testing were successfully completed, first simulating use in the F-16 *Viper* and then in the F-14 *Tomcat*. It was then ready for air tests.

The very first Full Scale Development F-16A, 75-0745, was fitted with the test engine and first flew 19 December 1980. At that time, the Pratt & Whitney F100 was still having teething problems, and even this test version of F101 gave superior performance. There were some issues, however, particularly around a high-frequency vibration of the engine inlet duct. The test program continued until May 1981 with overall successful results. In 58 flights, totaling 75 hours, the only glitch was a fuel leak that forced a dead-stick but safe landing.

Despite the successful test results, no action was taken by the Air Force (or the Navy) in replacing the Pratt & Whitney engines in their current production lines. For the F-16, the P&W F100 remained the exclusive engine for the next few years. GE did not sit still, however. They further developed the F101X into a new turbofan, the F110, which ultimately was successful in providing an alternative engine for the F-16 and totally replacing the F100 in the Navy's F-14.



The very first Full Scale Development F-16A, 75-0745, was fitted with the test GE F101X engine; it first flew 19 December 1980. (GD photo via f16.net).



FSD no. 1, serial 75-0745, with the experimental F101X-GE engine is shown next to a F-16A block 10 production aircraft (serial 79-0346) for comparison (USAF photo)

Next month we will describe the next production blocks, Block 30/32, that gave enhanced capabilities and the ability to utilize alternative jet engines.



PARADOCS

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



As we remember our great Presidential leaders this month on Inauguration Day, consider the following quote: “Remember the difference between a boss and a leader....A boss says "Go!" A leader says "Let's go” by E.M. Kelly.

When we think of our first President George Washington and our 16th President Abraham Lincoln we ask the following question. What makes a true leader has always fascinated me? I have noticed that it is both a combination of their leadership style in which they lead and their ability to maximize the potential of those around them? In the military organization one can have both traits and neither of them and still be called a leader or a boss.

I remember that one of my supervisors, when I was in the Air Guard Medical Group used to say: “a leader leads by example.” How true this was when I was in both The Marine Corps and the Air National Guard. I think each one of us is a leader at some point in time and almost everywhere. We all can set an example.

You do not have to have a title; be a Senior NCO; or an Officer or to be considered one. You simply need to influence those around you. When you speak do people listen? What example do you set? More importantly, what example do you want to set?

Ask yourself, if you have these Leadership qualities, which include humility, integrity, fairness, assertiveness, and dedication? Good leaders encourage others to share their ideas and opinions without fear of reprisal. They are in touch with their emotional, mental, and physical needs and those around them. They realize the mission is not about one individual but the whole. Good leaders give credit where credit is due with words and actions of appreciation as part of their daily routine. They laugh often, listen always, and learn from others.

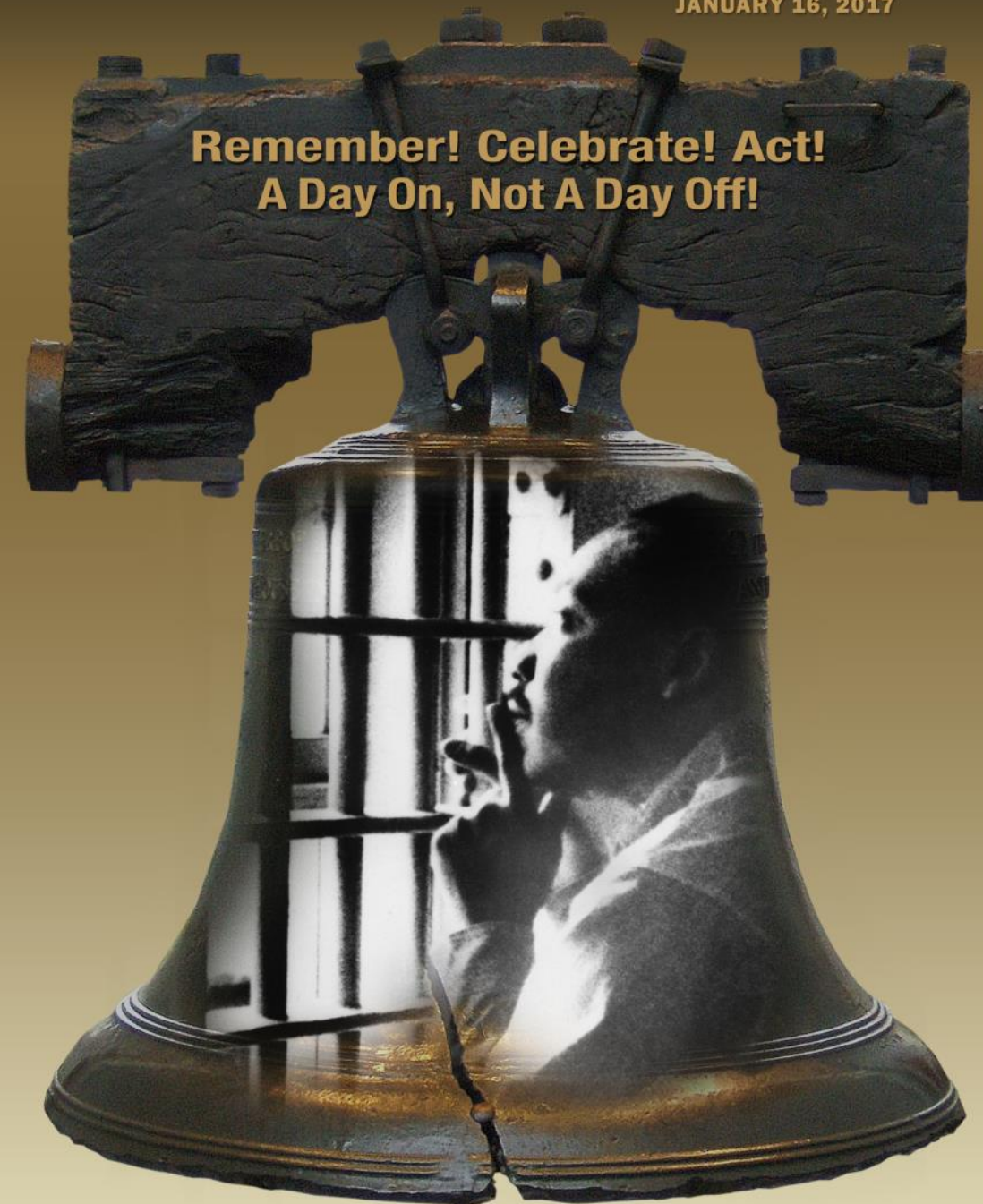
Good leaders have the ability to “paint the big picture,” and provide a rewarding vision. They motivate others to embrace the vision and in turn, become more productive than if they just performed routine job requirements.

Good Air Guard leaders command confidence and trust, not by demanding but by encouraging. Even in the face of seemingly insurmountable odds, an effective leader will tell you “don’t give up but to keep fighting.” Consider, isn’t that what we are called to do every day at work and at home.

If you have any questions or want to discuss your leadership definition, 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.

Martin Luther King, Jr. Day

JANUARY 16, 2017



Remember! Celebrate! Act!
A Day On, Not A Day Off!

“Let freedom ring...”



Designed by DEOMI - Defense Equal Opportunity Management Institute



Around the Wing



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



SUPER MARVELOUS VISITORS



Members of the Layla Marie Princess Playtime group posed for a group photo with U.S. Air Force Col. John DiDonna, 177th Fighter Wing Commander, at the main hangar during the annual 177th family holiday party on Dec. 4, 2016. ANG/Master Sgt. Andrew J. Moseley

2016 MOAA Award Winners



The 2016 annual South Jersey Military Officers Association of America (MOAA) awards were presented at the Crab Trap in Somers Point on 14 Dec 2016. From left, TSgt Dominic Francesco 177 LRSQ (Outstanding NCO), 1st Lt. Richard Ryan 177 Comm. Flt (Outstanding Company Grade Officer), Lt Col (Ret) Bob Familetti (South Jersey MOAA Chapter Pres), A1C Brittany Rivera 177 FSS (Outstanding Airman) and Lt Col Ryan Hoback 177 FW JAG (Outstanding Field Grade Officer). (Courtesy photo)

Millville Police Athletic League Base Tour



Members of the Millville Police Athletic League Youth Program pose for a group photo during a base tour on Dec. 16, 2016. ANG/Master Sgt. Andrew J. Moseley

ROYAL DANISH AIR FORCE F-16 on 177th RAMP



An F-16B from the Royal Danish air force stopped at the 177th on Dec. 7, 2016, on its way back to Denmark, after serving over eight years as an F-35 Joint Strike Fighter flight test aircraft at the 461st Flight Test Squadron at Edwards AFB, CA. ANG/Master Sgt. Andrew J. Moseley

SANTA'S HELPERS



Santa, Mrs. Claus, their elves and Maj. Rich DeFeo pose for a photo in the main hangar during the 2016 177th FW Family Holiday party on Dec. 4, 2016. ANG/Master Sgt. Andrew J. Moseley

FINAL PHOTO

AWARD WINNING NJ ANG RECRUITERS



The winners of the Region V Golden Eagle Award (Top State): New Jersey pose for a group photo at the 177th FW Public Affairs office on Dec. 22, 2016. From the left are TSgt Archie Mason, Recruiting & Retention Manager, 108 WG, SSgt Jazlyn Johnson, Production Recruiter & Retainer, 108 WG, TSgt Tamika Covington, Recruiting & Retention Manager, 108 WG, MSgt Christina Vidro, Recruiting & Retention Manager, 177 FW, TSgt James Morris, Production Recruiter & Retainer, 177FW, SSgt Annamae Young, Production Recruiter & Retainer, 108 WG, TSgt Hanley Lovinsky, Production Recruiter & Retainer, 177 FW, TSgt Christina Noriega, Production Recruiter & Retainer, 177 FW, SSgt Freddy Vasquez, Production Recruiter & Retainer, 177 FW, MSgt David Diaz, Recruiting & Retention Manager, 177 FW and SMSgt Shane Clark, Recruiting & Retention Superintendent, NJANG. ANG/Master Sgt. Andrew J. Moseley