

THE OFFICIAL MONTHLY MAGAZINE OF THE 177th FIGHTER WING

# THE CONTRAL





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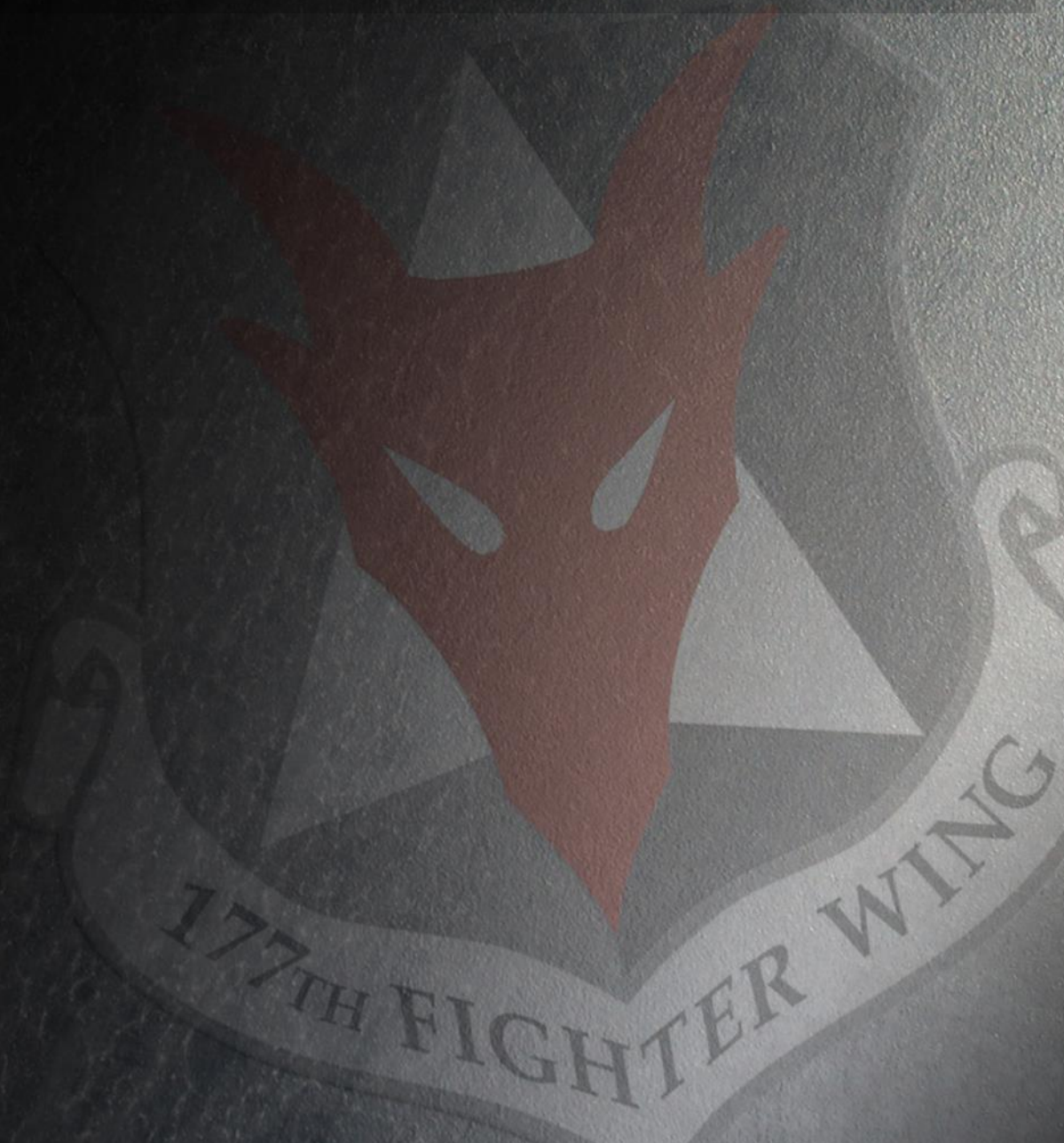
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*On the cover: A close up of a coin presented by U.S. Air Force Lt. Gen. R. Scott Williams, Commander, CONUS NORAD Region, to four New Jersey Air National Guardsmen for outstanding performance and accomplishments at the 177th Fighter Wing, Atlantic City Air National Guard Base, N.J. on Feb. 16, 2017. (U.S. Air Force photo by Master Sgt. Andrew J. Moseley/Released)*



On desktop computers, click Ctrl+L for full screen. On mobile, tablet, or touch screen device, tap or swipe to flip the page.

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





# COMMANDER'S COLUMN



## Are you ready for promotion?

*by Col. Patrick Kennedy, 177th Fighter Wing Vice Commander*



There are many factors that can have an impact on successful career progression and we have recently seen some of these factors first hand as members have prepared to meet the promotion board. As

commanders we have an obligation to ensure unit members are prepared and are provided the opportunities to be promoted through the ranks.

All Airman have a personal obligation to prepare themselves for promotion. This preparation shouldn't start when you hear you are being considered for promotion or are meeting a promotion board. The time to start preparing for the next rank is right after you get promoted. Each Airman should assess what they need to work on to progress to the next level. This would include not only actual promotion requirements, but may also be other facets of leadership, like supervising people or enhancing your communication skills.

Being a professional Airman means more than just current and qualified in your specific career field. It entails the entire spectrum of readiness; fully qualified, fit for duty, medically cleared, and well versed in our profession of arms.

I would encourage you to seek out a mentor and start developing your leadership skills. Take personal responsibility to know what's required to meet the next grade. For example, you should know your PME requirements and required skill level. Fulfilling your PME should not be an afterthought to promotion, it should be something you work to accomplish as soon as practical. The intent of PME is to provide skill sets and knowledge to prepare you for the challenges of the higher levels of responsibility. Additionally, not completing PME will be prohibitive for many to even get promoted.

OPRs and EPRs can have a significant impact on your promotion. Take extra care and provide inputs to your rater so that your OPR/EPR accurately reflects the work you are doing. Keeping track of when your performance report is due and providing

inputs will help keep your personnel records complete and up-to-date.

When the time comes to actually meet a promotion board, ensure you've prepared yourself to be successful. If you are meeting a board that you will be physically present at, such as a unit vacancy promotion for officers or local enlisted promotion board, take extra time to prepare yourself mentally to answer questions and present a professional image. Ask a supervisor for assistance on what you can expect. If you are meeting a promotion board that will only evaluate your records (such as ROPMA), personally take the time to ensure your records are correct and complete! We have had unit members passed over for promotion only to find out their records were missing important information.

You are being promoted because your supervisor and/or commander feel you are ready to perform at the next higher grade. Make sure you have taken all the necessary steps to be successful when you get the opportunity to be promoted.





# **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**



# Air national guardsman uses Defense Logistics Agency reutilization program to save millions of dollars.

Photos and story by Master Sgt. Andrew J. Moseley

A member of the New Jersey Air National Guard used bits of knowledge gained from earning five Air Force Specialty Codes during 24 years of military service, combined with some creativity to use the Defense Logistics Agency (DLA) Disposition Services to save the Air National Guard almost \$3 million dollars.

U.S. Air Force Master Sgt. Bryan O'Neill, range section chief at the 177<sup>th</sup> Fighter Wing's Det. 1 Warren Grove Bombing Range in Burlington County, New Jersey, determined that he could utilize DLA's Reutilization Transfer Donation (RTD) database of equipment to acquire pieces of demilitarized military equipment to create more realistic training environments for the unit's F-16 Fighter pilots and Joint Terminal Attack Controllers, as well as U.S. Army, Navy and Marine service members who train at the range.

“Annually at the range, we have an Explosives Ordnance Disposal cleanup week and we will assess what the current targets look like because after these things are hit and strafed by A-10s with 30 mm rounds and 20 mm rounds from F-16s, over a period of time, they don't look like tanks anymore”, said O'Neill. “Once we determine the need to replace these things, I go to the RTD database to find equipment that has been turned in; everything from tanks to vehicles to CONEX boxes...just anything that can help us build a village or show that we've got heavy armored vehicles in a certain area.”



U.S. Air Force Master Sgt. Bryan O'Neill, range section chief at the 177th Fighter Wing Det. 1 -Warren Grove Bombing Range in Ocean County, N.J., stands beside a demilitarized M88A1 armored recovery vehicle on Mar. 2, 2017. The M88 armored recovery vehicle, acquired from the Defense Logistics Agency, was designed for medium and heavy recovery operations including recovery of damaged, stuck, swamped or overturned armored vehicles on the battlefield.





Top: M113A2 Armored Personnel Carriers (APC), acquired from the Defense Logistics Agency through the Reutilization Transfer Donation program, are staged to become targets at the 177th Fighter Wing Det. 1 - Warren Grove Bombing Range in Ocean County, N.J. on Mar. 2, 2017. The eighteen APCs were pulled by civilian law enforcement by Presidential mandate to demilitarize police departments resulting in a cost savings of almost \$3 million.

Left: A demilitarized 155mm M109 self-propelled howitzer serves as a target at the 177th Fighter Wing Det. 1 - Warren Grove Bombing Range in Ocean County, N.J. on Mar. 2, 2017. The realistic target was acquired from the Defense Logistics Agency Reutilization Transfer Donation program.

Below: A sheet metal fabricated aircraft shape is parked under a simulated hangar made of storage containers at the 177th Fighter Wing Det. 1 - Warren Grove Bombing Range in Ocean County, N.J. on Mar. 2, 2017. The storage containers, also known as Conex boxes, were acquired from the Defense Logistics Agency through the Reutilization Transfer Donation program.



This just creates a more realistic target, rather than trying to build one out of wood, which wouldn't stand up very long to the BDU 33 or BDU 50 practice bombs hitting it at least once or twice."

According to the DLA's public website <http://www.dla.mil/DispositionServices/About/Mission.aspx> DLA Disposition Services disposes of excess property received from the military services to the tune of more than \$2.2 billion worth of property reused each year for the past four years. Every dollar's worth of property reutilized equals a tax dollar saved.

"We're not looking for something that's in really good shape so a lot of times we'll look for the un-serviceable assets that are left there that are really more for parts than anything else," said ONeill.

"We have gotten some sheet metal modular targets representing a tank, an armored personnel carrier and some surface to air missile batteries which looked realistic to an aircraft flying above. They were modular so you could replace the sheet metal after a hit but it was time consuming and costs money The current sheet metal targets we've received are now "no-drop" targets. They're very high tech and they generate realistic heat signatures and radar signatures, but they cost close to \$250,000, so it's not cost effective to continue to put these things out there to have multiple target sets. It's nice to have two or three of them that are operational if the aircraft that are coming in are looking to do that type of training, but for the most part, if they're going come in and drop a bomb, they're going to need to drop a bomb on something that we're not worried about repairing so much."







Top Left: A demilitarized 155mm M109 self-propelled howitzer serves as a target at the 177th Fighter Wing Det. 1 - Warren Grove Bombing Range in Ocean County, N.J. on Mar. 2, 2017. The realistic target was acquired from the Defense Logistics Agency Reutilization Transfer Donation program.

Top Right: A simulated radar tower made of storage containers is used for a realistic target at the 177th Fighter Wing Det. 1 - Warren Grove Bombing Range in Ocean County, N.J. on Mar. 2, 2017. The storage containers, also known as Conex boxes, were acquired from the Defense Logistics Agency through the Reutilization Transfer Donation program.

Below: An SA-8 GECKO "no drop" surrogate target acquired with National Guard and Reserve Equipment Appropriations funding sits at the Warren Grove Bombing Range on Mar. 2, 2017.

In an email correspondence to O'Neill, a rep. from DLA wrote, "DLA has to pay tax payer dollars to transport and pay tax payer dollars to destroy and demilitarize required equipment such as APC, trucks, tanks and other vehicles and equipment per DOD regulations. The use of these items for targets/training aids is a cost avoidance for both the tax payer, DLA and a unit like the Warren Grove Range, and a win for the warfighter to have a valid, solid target to engage that is modern optics and sensor friendly."

During the last fiscal year, five ANG units saved a combined total of over \$28 million by requisitioning property for use through the DLA Disposition Services Reutilization Program.

<http://www.dla.mil/DispositionServices/Offers/Customersupport/Library/MDB.aspx>



O'Neill reflected on his roots as an Army Reservist with the 24<sup>th</sup> Military Intelligence Battalion in Staten Island, New York, and his training at Ft. Dix, Kelly Reserve Center, N.J. and the Base realignment and Closures which led him to join the Air National Guard in 2000. "I joined the 108<sup>th</sup> Air Refueling Wing in Security Forces and shortly after attending Technical School, and a few drills, 9/11 happened. I deployed overseas, had a tour at Andrews AFB guarding Air Force One and then was offered an opportunity to do a 90 day tour at the National Guard Bureau. That 90 day tour turned into 10 years....five with SFS, five at A3, Operations, at the NGB Range program manager for all 14 ANG ranges. After 10 years, I couldn't wait to come back to NJ. When the supply position opened at WGR, I applied and got it."

"This is a great process," said O'Neill. "All of the ranges do it, sort of create a shopping list. That's what is so neat about working at the range, you get to be creative with building what you need to build to make it the most realistic training for these Airmen."



U.S. Air Force Lt. Gen. R. Scott Williams, left, Commander, CONUS NORAD Region, First Air Force, presents the Commander's Coin to Master Sgt. Bryan O'Neill, Warren Grove Bombing Range section chief, during a visit to the 177th Fighter Wing, Feb. 16, 2017.



# 177th FW Airman leads way as wing's first African-American female chaplain

Photos and story by Senior Airman Shane S. Karp

**History was made at the New Jersey Air National Guard's 177th Fighter Wing, Feb. 12, 2017, as U.S. Air Force 1st Lt. Anita Morris was sworn in as the unit's newest chaplain.**

**After taking the military oath of office, Morris became the first African-American female to serve as chaplain in the history of the 177th Fighter Wing.**

**"It was met with great humility and gratitude to know I am the first," Morris said. "I will continue to make pathways for others to continue to pursue their goals, no matter their trials or difficulty."**

**Morris said her path to the NJANG was not an easy one, as many doors were closed for her along the way, and claims Dr. Maya Angelou as her role model and inspiration, specifically citing her poem, "And Still I Rise."**

**"She helps me relate that others have been there before me, and I am also able to look back and exude the strength I need to move forward," Morris said. "She was very influential to me in my youth, as well as in my adult life."**

**In attendance of the ceremony were several friends and family members of Morris, as well as New Jersey National Guard Adjutant General Brig. Gen. Michael Cunniff, Commander of the New Jersey Air National Guard, Brig. Gen. Kevin Keehn and Commander of the 177th Fighter Wing Col. John DiDonna.**

**Morris has an extensive military background, starting her career as an enlisted Airmen in September of 1995. Morris has served throughout the globe, to include: Seymour Johnson Air Force Base, North Carolina and with the Wyoming Air National Guard in the continental U.S., as well as internationally at Masirah Island, Oman, as well as Ahmed Al Jaber Air Base and Al Salem Air Base, Kuwait.**

**"Wyoming, Seymour Johnson, Al Salem, Oman, and everyone else's loss, is the New Jersey Air National Guard's gain," said Cunniff.**

**Throughout the years, Morris says she has mentored many, and she aims to bring that experience to the Airmen here at the 177th.**

**"My goal is to be a great asset to our chaplain team," Morris said. "I want to serve our Airmen with transparency, offering spiritual service to help them to be the best Airmen they can be."**



U.S. Air Force 1st Lt. Anita Morris salutes Brig. Gen. Michael Cunniff at her swearing in ceremony, Feb. 12, 2017 at the 177th Fighter Wing, Egg Harbor Township, New Jersey.



U.S. Air Force 1st Lt. Anita Morris, center, stands with fellow members of the NJANG chaplains office at her swearing in ceremony at the 177th Fighter Wing, Egg Harbor Township, New Jersey.



# PARADOCS

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

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During this time of stress with Inspections, Weddings, Holidays, Graduations, Spring Breaks, and other Stressful Activities be a **WINGMAN** and look out for each other. Consider the following poem by Don Merrill, as your reminder of the importance of **SAFETY!**

## I Chose To Look The Other Way

I could have saved a life that day,  
But I chose to look the other way.

It wasn't that I didn't care;  
I had the time, and I was there.

But I didn't want to seem a fool,  
Or argue over a safety rule.  
I knew he'd done the job before;  
If I spoke up he might get sore.

The chances didn't seem that bad;  
I'd done the same, he knew I had.  
So I shook my head and walked by;  
He knew the risks as well as I.

He took the chance, I closed an eye;  
And with that act, I let him die.  
I could have saved a life that day,  
But I chose to look the other way.

Now every time I see his wife,  
I know I should have saved his life.  
That guilt is something I must bear;  
But isn't' something you need to share.

If you see a risk that others take  
That puts their health or life at stake,  
The question asked or thing you say;  
Could help them live another day.

If you see a risk and walk away,  
Then hope you never have to say,  
"I could have saved a life that day,  
But I chose to look the other way."

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 F-16 *Fighting Falcon* Part 9 – F-16C Modifications

A four-ship of LITENING pod equipped 119th FS F-16s are shown at the “last chance” holding point just before launching on a training mission from ACY’s runway 13. (author)



### Background

Over the past months, articles on the F-16 in *The Contrail* have related the evolving history of the *Viper*. What started as a low cost, lightweight, air-to-air fighter that was dedicated to a single task has morphed into a far more capable, but heavier, multi-purpose strike fighter. Despite what is written, thanks to Thomas Jefferson, in the Declaration of Independence that “all men are created equal,” that aphorism cannot be extended to airplanes – especially the F-16! The external differences between the very first YF-16s and the Block 30 jets flown by the 119<sup>th</sup> Fighter Squadron today are relatively modest. These external differences are limited to larger control surfaces, a wider/larger air inlet, tinted canopy, squared landing lights, and various vents, bumps and

antennas. However the most important differences that makes today’s *Viper* so different from its forebears and in fact, keeps it relevant 43 years (!) after the YF-16’s first flight, are “under the skin” and not visible to the naked eye. Many of these changes are integrated with advanced pods and weapons that the newer *Vipers* can carry, as will be explained in this month’s article. To put the *Viper*’s longevity into perspective, the same week of the first flight, the long-gone television show “Happy Days” premiered; “All in the Family” was the highest ranked TV program; and a few month’s later, recently retired *NY Yankee* Derek Jeter was born.

### Modifications Add Capability (And Weight!)

The major modifications made to the basic air-to-air *Viper*, as characterized by the early-block F-16s, have been made to give it the multi-role, day/night attack capability of a strike fighter. Many of these modifications have been incorporated into the Block 30/32 jets while they served with both “Big Air Force” and later with Air National Guard squadrons. Although not obvious when looking from the outside, the differences are in improved engines; digital electronics and vastly increased computing power; as well as software upgrades that expand capabilities, add new functions, control new sensors and deploy new weapons. Countermeasure systems, both electronic and physical (chaff) have also been expanded.





Sitting in the cockpit, the major changes revolve around an all-glass cockpit that replaced the earlier mechanical “steam” gauges. Multiple, large-screen color multifunctional displays provide the pilot with information about the aircraft, but equally important, feed the pilot information from the variety of sensors that the modified jets can carry. A helmet-mounted cueing system is another important enhancement.

Other changes that make his job a bit easier and aid the pilot’s situational awareness include the hands-on-throttle [HOT] and side-stick switch controls, night-vision goggles with compatible cockpit lighting, color moving map and larger heads-up display [HUD].

More information on these enhancements will be provided below, but all these new items, especially the sensor pods, add even more weight to the airframe. As the F-16 fleet ages, especially in terms of flight hours, weak points have been discovered. For both of these reasons – added weight and structural vulnerabilities – a series of Service Lived Extensions Programs have been implemented. The most visible evidence of these efforts to enhance the airframe’s lifespan are a series of reinforcement and strengthening plates that have been applied to crucial areas such as the wing roots and fuselage top near the air-to-air refueling slipway.

Targeting Pods Yield All-Weather, Day/Night Attack Capability



U.S. Air Force Senior Airman Mike Klinger inspects a LITENING pod during the 2014 Operation Snowbird deployment to Davis-Monthan AFB, Arizona. (USAF/NJANG)

The earliest effort to give the F-16 the capability of combat by day or night and in all weather conditions resulted in the development of the Lockheed LANTIRN pod system. LANTIRN consists of two pods to provide “to fly” and “to fight” capabilities – these are the AN/AAQ-13 Navigation Pod (the “To Fly” pod) and the AN/AAQ-14 Targeting Pod (the “To Fight” pod). When equipped with the two pods system, the *Viper* is provided with Terrain-Following Radar [TFR], Forward-Looking Infra-Red [FLIR] targeting information for on-board fire control and target laser illumination. To complement the use of the LANTIRN system, a larger GEC-Marconi holographic Head-Up Display [HUD] to show the FLIR imagery was added. Eventually, Lockheed produced over 14,000 LANTIRN pods that equipped F-16C/Ds, F-15Es and F-14A/B/Ds.



The compact LITENING advanced targeting pod has replaced the earlier LANTIRN two-pod system. (Northrop Grumman)

However, the LANTIRN two-pod system has been largely supplanted by the one-pod LITENING system. In fact, today the Air Force use of LANTIRN is limited to the Training Command and will likely be totally retired by the end of the year.



The instrument panel of the original YF-16 was typical of its day – “steam gauges” dominate the pilot’s view. (General Dynamics via F16.net)

The AN/AAQ-28 LITENING is a single targeting pod. Israel’s Rafael Advanced Defense Systems’ Missiles Division originally developed it for the Israeli Air Force. Based on its superior, combat-proved performance and compact, single-pod design, Northrop Grumman Corporation teamed with Rafael to further develop and market the LITENING system. It is a self-contained, multi-sensor targeting and surveillance system that detects, acquires, tracks and identifies targets at extreme ranges. The design is based on a 1K FLIR and Charged-Coupled Device [CCD], laser imaging sensors, advanced image processing and digital video output that gives superior imagery that allows the *Viper* pilot to identify and engage targets under real world, battlefield conditions. The high-resolution FLIR sensor displays an image of the target to the aircrew with wide- and narrow-field view options. A CCD camera obtains target imagery in the visible spectrum and a gimballed inertial navigation sensor provides line-of-sight and automatic boresighting capability.

A laser designator allows precise delivery of laser-guided weapons with the laser rangefinder integrated into other on-board avionics systems. The targeting pod includes automatic target tracking for fully automatic stabilized tracking at altitudes, speeds and slant ranges consistent with typical tactical delivery profiles and maneuvers. Experience has shown that compared with the heavier, two-pod LANTIRN, the LITENING pod gives superior precision-guided weapon attack capability on a target on a single pass.

Over 800 LITENING pods have been delivered, equipping F-16 Block 30 (including our 119<sup>th</sup> FS) and F-16 Block 40/50 *Vipers*; A-10C *Warthogs*; AV-8B *Harriers*; B-52H *Stratofortresses*; EA-6B *Prowlers*; EA-18G *Growlers*; F-15E *Strike Eagles*; and F/A-18 C/D/E/F *Hornets/Super Hornets*.

Cockpit Displays

As the succeeding F-16 Blocks have been developed with enhanced capabilities, the cockpit displays have also evolved to keep pace with those enhancements. As an interesting indication of the nature of the changes, retired 119<sup>th</sup> FS pilot Lt. Col. Dave “Booger” Haar trained on Block 30 jets. When he joined the 119<sup>th</sup>, then flying





the ADF version of the *Viper*, his first impression was “how small the HUD was” in comparison to what he trained on!

As the newer Blocks were developed, the cockpit instrumentation added Multi-Function Displays [MFDs] to enhance the pilot’s situation awareness by providing more and more integration of sensor input into a useable form. Originally, the Block 30 jets were equipped with two color MFDs. Recently, the 119<sup>th</sup> FS’s *Vipers* were upgraded by the addition of a new Center Display Unit [CDU]. It replaces all of the primary and control gauges such as altimeter, airspeed indicator, angle of attack [AOA] indicator and horizontal situation indicator [HSI]. It is a large color display that is roughly double the size of the two full-time MFDs. The pilot has the option of showing the same data on the CDU as the MFDs, giving him or her a greater flexibility on how the data and information is presented.

HMIT

One of the more recent innovations that have

particularly benefited Air National Guard *Viper* squadrons is Day/Night Compatible Helmet Mounted Integrated Targeting (HMIT). Clipped onto the pilot’s visor, HMIT reduces the time to acquire targets. Instead of needing to acquire targets by pointing the aircraft at the target to place it within the heads-up display field of view, the pilot just turns his head. HMIT performs head-steered weapons and sensor cueing, enabling for example, the pilot to fly parallel to targets to maintain standoff distances. The cueing system allows rapid target acquisition giving the pilot the ability to acquire targets simply by looking at them. Combined with the highly agile AIM-9X Sidewinder, for example, a pilot can look back over this shoulder, identify a target and engage it with the Sidewinder without changing course.

The high-resolution color display places information right in front of the pilot’s eye. Pilots can build a 3-D picture of the battle space by placing data-linked symbols of the actual target, threat or friendlies. It is compatible with existing AN/AVS-9 Night Vision Goggles, supporting night operations in full color!

177th Operations Group Commander Col Bradford “Francis” Everman commented on this innovation in the September 2014 issue of *Combat Aircraft* magazine:

“The new kit – HMIT – is impressive, better than the Air Force version in terms of night time integration. Both have similar systems and I have flown with both. The Air Force version is bigger, heavier, and tougher to fly with. It is bulkier and when you pull high Gs you feel it is going to break your neck - not really, but it feels like it. The Air Force version is monochromatic – green – and not compatible with Night Vision Goggles (NVG). With the Air Guard version, none of those drawbacks is true. It is NVG compatible, full color, and the things the pilot can display in front of his eye are head and shoulders above what the Air Force version can do.”

The 119<sup>th</sup> Fighter Squadron was one of the first in the country that received this congressionally budgeted enhancement, valued at \$80,000 apiece. Eventually, all ANG F-16 (and some A-10) units will get HMIT.

In that same *Combat Aircraft* magazine article, Chief Master Sgt. Jason Gioconda, in charge of the Aircrew Flight Equipment shop, said:

“The system is lightweight and completely customizable to each pilot in the Squadron. The pilots can choose color palettes and layouts prior to the mission. Once we find out who is flying, we install the modular HMIT to each pilot’s physical specifications.”

In the next issue of *The Contrail*, the F-16 story will be continued with the description of new versions that equip the USAF and other military forces.



The Helmet Mounted Integrated Targeting [HMIT] system has given ANG F-16s a force-multiplying cueing system that allows the pilot to acquire targets just by looking at them. (USAF/NJANG)



This photo of a mockup shows roughly what the cockpit of today’s 119th FS Block 30 jets look like, with the large Central Display Unit [CDU] flanked by two Multi-Function Displays [MFDs]. (F16.net)



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



HONORING TRAILBLAZING WOMEN  
WHO HAVE PAVED THE WAY FOR FUTURE GENERATIONS



# Around the Wing

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



## A first for the 177th FW



From left to right, New Jersey National Guard Adjutant General Brig. Gen. Michael Cuniff, U.S. Air Force 1st Lt. Anita Morris, a chaplain with the 177th Fighter Wing, and Commander of the New Jersey Air National Guard Brig. Gen. Kevin Keehn pose for a picture after Morris' swearing-in ceremony, Feb. 12, 2017, at the 177th Fighter Wing, Egg Harbor Township, New Jersey. ANG/SrA Shane Karp

## Col. Brad Everman nets 3,000 hours in F-16



U.S. Air Force Col. Bradford Everman, left, Operations Group Commander of the 177th Fighter Wing of the New Jersey Air National Guard, poses for a photo with Lt. Gen. R. Scott Williams, Commander of CONUS NORAD Region, First Air Force, after the fighter pilots flew a sortie which put Everman over the 3,000 hour mark in the F-16 "Fighting Falcon", at the Atlantic City Air National Guard Base, N.J. on Feb. 16, 2017. ANG/MSgt. Andrew J. Moseley

## CONUS NORAD Commander visits 177th



U.S. Air Force Lt. Gen. R. Scott Williams, Commander, CONUS NORAD Region, speaks to unit members after presenting Commander's coins to them at the 177th Fighter Wing of the New Jersey Air National Guard, Atlantic City Air National Guard Base, N.J. on Feb. 16, 2017. ANG/MSgt. Andrew J. Moseley

## Wing CC briefs deployers



U.S. Air Force Col John R. DiDonna, 177th Fighter Wing Commander, speaks to deploying unit members in the dining facility at the 177th Fighter Wing of the New Jersey Air National Guard, Atlantic City Air National Guard Base, N.J., Mar. 4, 2017. ANG/MSgt. Andrew J. Moseley



**FINAL PHOTO**



U.S. Air Force Col. Bradford Everman, Operations Group Commander of the 177th Fighter Wing of the New Jersey Air National Guard, wears a new patch signifying having flown over 3,000 hours in the F-16 "Fighting Falcon", at the Atlantic City Air National Guard Base, N.J. on Feb. 16, 2017. (U.S. Air Force photo by Master Sgt. Andrew J. Moseley/Released)