

THE OFFICIAL MONTHLY MAGAZINE OF THE 177th FIGHTER WING

# THE CONTRAIL



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JUNE 2017, VOL. 51 NO. 6



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*On the cover:* A New Jersey Air National Guard F-16 from the 177th Fighter Wing flies overhead during the 2017 CrossTell event, an air intercept exercise, at Atlantic City Air National Guard Base, N.J., May 24, 2017. (U.S. Air National Guard photo by Master Sgt. Matt Hecht/Released)

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# COMMANDER'S COLUMN



## 177th's Participation in Deployment to Osan Air Base, Korea

by Lt. Colonel Matthew Crill, Commander, 119th Fighter Squadron



The 177FW deployed more than 250 members to Osan AB, Republic of Korea from February to May 2017, standing up the 119EFS as part of a Theater Security Package. Upon arrival we were absorbed into the 51FW where we quickly adapted to local operations. Just 3 weeks after arrival we participated in BEVERLY HERD 17-1. This realistic exercise involved a recall, aircraft generation, and a four day full ATSO/CBRNE Mission Employment Exercise. The 119EFS clearly demonstrated our ability to deploy, generate aircraft and execute combat airpower and combat support operations. Not only were our maintainers providing aircraft to meet the ATO tasking, and our pilots executing tactics integrated with the host wing squadrons; our

support personnel were tirelessly supporting the mission in their career fields as well as manning PAR teams, UCCs and other exercise related duties.

After the exercise, our Airmen continued to excel while deployed to Osan. The Jersey Devils competed in the 51FW load competition and won by a wide margin. We were able to leverage several synergies with our Active Duty counterparts while deployed, from Professional Development opportunities such as the 51FW Company Grade Officer's course to shop specific areas sharing best practices ultimately improving the total force.

In all the Jersey Devils expertly represented our "Community Based, Global Impact" while in Korea. We were able to deploy combat power to demonstrate our country's strategic interest in the region, and our Airmen were able to support that local community. Our Airmen supported multiple base events and donated both their time and money to support a local orphanage.

TSP 2017 was an outstanding demonstration of the professionalism that the New Jersey Air National Guard brings to any AOR.

The ability to arrive and immediately integrate into the 51FW, perform in an exercise, then sustain operations while working to make ourselves and our active duty counterparts better and give back to the host nation's local community shows the level of dedication and commitment to service of the members of the 177<sup>th</sup>.







# 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**



# 177th Hosts Continental U.S. NORAD

## East Region CrossTell

Story by Airman 1st Class Cristina J. Allen

Photos by Master Sgt. Matthew Hecht and Airman 1st Class Cristina Allen



A New Jersey Air National Guard F-16C Fighting Falcon from the 177th Fighter Wing takes off for a flight during a three-day Aerospace Control Alert CrossTell live-fly training exercise at Atlantic City Air National Guard Base, N.J., May 23, 2017. Representatives from the Air National Guard fighter wings, Eastern / Western Air Defense Sectors, 1st Air Force AOC, Civil Air Patrol, and U.S. Coast Guard rotary-wing air intercept units conducted daily sorties from May 23-25 to hone their skills with tactical-level air-intercept procedures. (U.S. Air National Guard photo by Master Sgt. Matt Hecht/Released)





Multiple U.S. Air National Guard units, the U.S. Coast Guard and the Civil Air Patrol participated in a Aerospace Control Alert CrossTell Event, May 23-25, 2017, here at the 177th Fighter Wing.

The CrossTell exercise was planned to provide alert facilities and opportunity to hone their communication and coordination procedures during a scenario simulating a temporary flight restriction.

“This is an amazing experience for us to get all the members of the homeland defense team—from the U.S. Secret Service, to air defense sectors, to U.S. Coast Guard, U.S. Air Force, and the Air National Guard, all together, to discuss how we do things and talk about ways to optimize how we use the engagement chain for defense of the U.S.,” said Col. Bradford Everman, Operations Group commander of the 177th Fighter Wing, New Jersey Air National Guard.

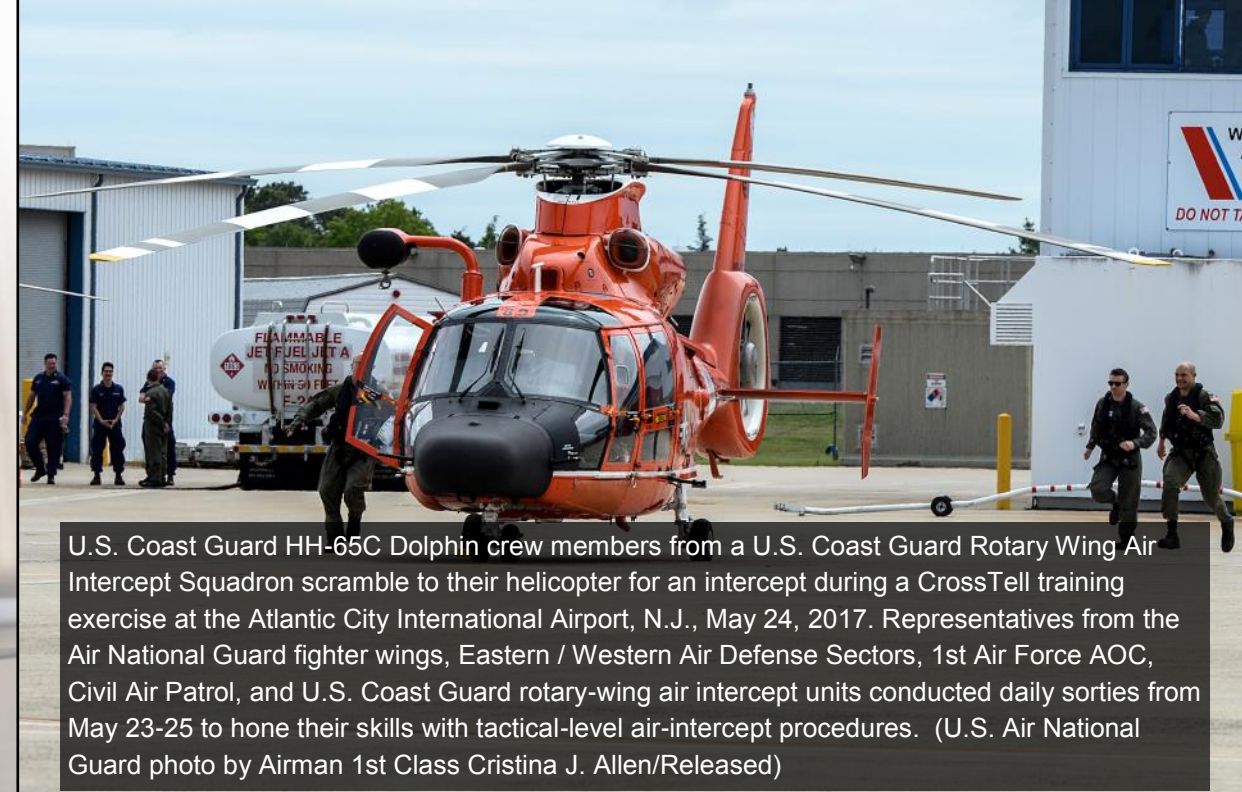
Participants in the exercise included Air National Guard units from New Jersey, South Carolina, New York, Washington, Florida, and Washington D.C., in addition to the U.S. Coast Guard and the Civil Air Patrol. All participants are currently tasked to provide safe and secure airspace for whatever temporary flight restrictions that

are being enforced. The primary mission objective is to safely escort violators out of restricted airspace.

“Cross Tell was a tremendous success,” said Brig. Gen. Daniel J. Orcutt, vice commander 1st Air Force. “We were able to execute 3 days’ worth of flying with 2 ‘Go’s’ per day, fighters, Civil Air patrol, helicopter units in a very important training exercise that supports operation Noble Eagle homeland defense mission.”

Since September 11, 2001, NORAD aircraft have conducted more than 1,800 intercepts of non-military aircraft under Operation Noble Eagle.

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 Aerospace Control Alert CrossTell live-fly training exercise at Atlantic City Air National Guard Base, N.J., May 23, 2017. Representatives from the Air National Guard fighter wings, Eastern / Western Air Defense Sectors, 1st Air Force AOC, Civil Air Patrol, and U.S. Coast Guard rotary-wing air intercept units conducted daily sorties from May 23-25 to hone their skills with tactical-level air-intercept procedures. (U.S. Air National Guard photo by Master Sgt. Matt Hecht/Released)



U.S. Coast Guard HH-65C Dolphin crew members from a U.S. Coast Guard Rotary Wing Air Intercept Squadron scramble to their helicopter for an intercept during a CrossTell training exercise at the Atlantic City International Airport, N.J., May 24, 2017. Representatives from the Air National Guard fighter wings, Eastern / Western Air Defense Sectors, 1st Air Force AOC, Civil Air Patrol, and U.S. Coast Guard rotary-wing air intercept units conducted daily sorties from May 23-25 to hone their skills with tactical-level air-intercept procedures. (U.S. Air National Guard photo by Airman 1st Class Cristina J. Allen/Released)



Civil Air Patrol pilots Mark Burchfield, left, and Scott Faulkner, prepare a Cessna 182 Skylane for flight May 24, 2017, at Atlantic City International Airport, N.J. The Civil Air Patrol participated in a Cross Tell Media flight to help increase general aviation awareness. (U.S. Air National Guard photo by Airman 1st Class Cristina J. Allen/Released)



# New Jersey Air National Guard Members Provide Assistance to Veterans in Need

Story and Photographs by Airman 1st Class Cristina Allen

177<sup>th</sup> FIGHTER WING, N.J. (May 30, 2017) – Airmen from the New Jersey Air National Guard participated in a Stand Down event for homeless veterans on May 17, 2017, at the All Wars Memorial building in Atlantic City, New Jersey.

The event provided services to homeless veterans, including veterans affairs benefits, medical and mental health services, addiction counseling, welfare benefits, legal services, housing, employment, hair grooming and clothing provisions.

“We realize the need to help our brothers and sisters,” said Robert W. Looby, Department of New Jersey Employment, Homeless and Education past state commander. “So just being able to help our fellow veterans with every facet like homelessness, education, business workshops and job fairs is just the right thing to do.”

The American Legion, Department of New Jersey, was the primary sponsor to this event, but other service providers such as the city of Atlantic City, various veterans’ service organizations, the American Red Cross, military personnel, local grammar schools, civic leaders and numerous other organizations all provided aid to veterans in need.

The Resort Casino provided all food for this event and Catholic Charities donated all plasticware including plates, eating utensils and trash bags.

“It’s very heartwarming,” said Tech. Sgt. William Laguer from the 108<sup>th</sup> Wing. “I’m very grateful for the opportunity to serve.”

Airmen from the 177<sup>th</sup> Fighter Wing and 108<sup>th</sup> Wing both provided services to the event through medical care, directing individuals to the proper locations, protecting off-limit areas and assisting with clean-up details.



Top: U.S. Air Force Airman 1st Class Ryan J. Nelson, medical technician with the 177th Medical Group, New Jersey Air National Guard, checks a veteran's pulse while assessing his blood pressure May 17, 2017, at the All Wars Memorial in Atlantic City, N.J. The American Legion, Department of New Jersey, sponsored a Stand Down event to provide services to homeless veterans, including medical attention. (U.S. Air National Guard photo by Airman 1st Class Cristina J. Allen)

Bottom: U.S. Air Force Staff Sgt. Justin A. Vidal, paralegal specialist with the 177th Legal Office, New Jersey Air National Guard, serves food to veterans in need at a stand down event May 17, 2017, at the All Wars Memorial in Atlantic City, N.J. The American Legion, Department of New Jersey, sponsored a Stand Down event to provide services to homeless veterans, such as food and clothing and medical screenings. (U.S. Air National Guard photo by Airman 1st Class Cristina J. Allen)





## The F-16 Fight Falcon Part 12 - Test and Future Vipers



In the late 1970s the Air Force Flight Dynamics Laboratory converted the first YF-16 prototype into the Controlled Configured Vehicle [CCV] shown here over Edwards AFB; note the anti-spine chute attached to the bottom of the tail that was used in early test flights. (F-16.net photo)

### Background

This historical column started in March 2013. Over the past months, we have related the aviation roots of Atlantic City; early aviation events that occurred in the region; the opening of the airport in 1943 as Naval Air Station Atlantic City; and the takeover by the FAA after the Navy left in 1958. Following that, the column “changed heading” and focused on the operations of the 119th Fighter Squadron from the time it moved to Atlantic City to the present, with a focus on the aircraft flown by the unit.

In the most recent months, the focus has been on the F-16 Viper, both the versions flown by the 119th Fighter Squadron, and new Blocks that could equip the squadron in the near future. The F-16 story ends this month with the description of some interesting experimental variants and projections to the future of the Viper.

### Experimental Variants

The very first preproduction prototype YF-16 (serial 72-1567) was converted in December 1975 into the Air Force Flight Dynamics Laboratory’s Control Configured Vehicle [CCV]. The object was to demonstrate “uncoupled” flight controls that could, in principle, allow maneuvering in one plane of motion without movement in another. For example, the aircraft could be turned without banking. To accomplish this the CCV was fitted with twin vertical canards mounted below the nose intake in an inverted ‘V’ configuration. Controlled maneuvers were accomplished by using the wing trailing edge ‘flaperons’ and the all-moving horizontal ‘stabilators.’ The demonstration program was run from its first flight on 16 March 1976 to its conclusion on 31 June 1977, interrupted for a few weeks to repair damage done during a crash landing caused by engine failure on approach to the runway at Edwards AFB.

Based on data accumulated during the CCV test program, the Flight Dynamics Laboratory converted another early example, the sixth Full Scale Development [FSD] F-16A (75-0750) for the Advanced Fighter Technology Integration [AFTI] program. It was also fitted with the twin canard control surfaces under the nose intake taken from the CCV airframe. However, the purpose of this program was much broader as it was aimed to demonstrate multiple technologies for future incorporation in the F-16 and other aircraft.

For this purpose, the AFTI test aircraft also had a bulged spine that contained additional electronic components including a full-authority triplex Digital Flight Control System [DFCS] and an Automated Maneuvering Attack System





[AMAS] that worked together to give the AFTI six degrees of maneuverability and freedom of motion off of the flight direction vector. It could also “translate” (i.e., maneuver) in all three axes while maintaining a constant angle of attack. The system incorporated fault tolerant electronics and backup analog flight controls.

Another interesting feature added to the AFTI was the Lear-Siegler produced Voice-Controlled Interactive Device [VCID]. Starting with just 25 words, it eventually had a 256-word dictionary that could be used to control the AFTI’s avionics. The program started with simple single word commands such as “menu” or “data” and then progressed to complex instructions for navigation, for example. Unfortunately, this aspect of the test program proved problematic as the system had to be “trained” for each individual pilot’s voice, and the deterioration of the quality of the voice, especially with hard maneuvering, proved too difficult to overcome for the 100% accurate, ‘full-proof’ system required for flight safety.

The AFTI also tested the first concepts in helmet-mounted target designation, sight-pointed, technology. Instead of the conventional throttle mounted cursor control, the AFTI pilot only needed to look at and align the target on its display with the cross hairs incorporated in his helmet’s visor. Once aligned, depressing the ‘designate button’ locked in the target’s location. Later, the Forward Looking Infrared [FLIR] system and radar were automatically slaved to the pilot’s head movement using similar methodology.

The AFTI demonstrator first flew on 10 July 1982 at Ft. Worth and was then transferred to Edwards AFB for a two-year program that encompassed 275 flights. The DFCS proved the ability to give a pilot a new, unprecedented freedom in maneuvering, making it possible to assume and maintain unconventional and unorthodox flight attitudes using nosing pointing, direct force translation and other novel maneuvers. During the course of the testing other technologies such as novel heads-up displays, synthesized speech warnings, touch sensitive screens and pictorial formats for situational displays of the aircraft’s orientation in all axes were tried. In Sep-



The Controlled Configured Vehicle [CCV] YF-16, serial 72-1567, was used to test enhanced maneuverability with uncoupled flight controls; it is shown over Edwards AFB. (F-16.net photo)





As a follow up to the CCV test program, the Flight Dynamics Laboratory converted the sixth Full Scale Development F-16A to the Advanced Fighter Technology Integration test bed; note the downward facing canards under the nose intake and the bulged spine that contained digital flight control avionics. (Lockheed Martin photo)



September 1987, the AFTI team won the Air Force Association's Theodore von Karman award for outstanding achievement in science and engineering as many of the advances demonstrated during the program ended up in production aircraft.

Subsequently, the AFTI aircraft was used to successfully develop avionics, now incorporated in F-16s, to reduce the hazards of "Controlled Flight Into Terrain" – a major cause of military aircraft losses. The result of the test program was the enhancement of the earlier Ground Proximity Warning System [GPWS] with a Ground Collision Avoidance System [GCAS] that implements an automatic recovery even if the pilot is unaware or unconscious. It is based on an extensive digital terrain database and highly accurate navigation inputs coupled with radar altimetry time-history, relying on GPS and/or inertial navigation inputs. Knowing the aircraft's position and projected trajectory of flight, it predicts and executes a recovery maneuver through the autopilot. It took more than 1,200 AFTI test flights to perfect the system.

Not all test programs based on the F-16 proved as successful as the CCV and AFTI programs, with the F-16XL (nee F-16E) being a good example. The F-16XL was the prototype for a derivative aimed at the 1982 Air Force competition for a long-range strike fighter, known as the Enhanced Tactical Fighter. The third and fifth production F-16As were converted to the new configuration in which the wing and tail horizontal control surfaces were removed and replaced with a large, cranked-arrow shaped delta wing. The fuselage was also lengthened by 56 inches. Although efforts were made to minimize a weight penalty of the larger aircraft by the liberal use of carbon fiber composites, the F-16XL still weighed 2,800 pounds more than the original F-16A on which it was based.

The lengthened fuselage and larger wing gave the F-16XL an 82% greater fuel capacity translating into a 125% increase in range toting twice the ordinance of the F-16A. Take-off and landing runway requirements were reduced by a third, and top speed was 90 knots greater. Unfortunately the F-16XL was pitted





against the larger and more capable McDonnell Douglas (now Boeing) F-15E Strike Eagle that eventually won the competition. There was also a political component in the demise of the F-16XL. The Air Force wanted to prevent an “older generation” airframe (the F-16) from being used by Congress to kill off the pending Advanced Tactical Fighter [ATF] program that was eventually won by the Lockheed F-22A Raptor. The fear was that the F-16XL, equipped with an up-rated engine, improved radar and AMRAAMs could provide a lower cost alternative to the ATF. But in reality, that concern was unfounded since the F-16XL would never be able to achieve the low radar cross-section and low infrared signature of the F-22A. Further, the competition winner was in fact a derivative of an existing aircraft – the F-15 Eagle.

Two other experimental efforts based on the F-16 of note were the VISTA and MATV programs. General Dynamics started the Variable Stability In-flight Simulator Test Aircraft [VISTA] program using a Block 30 F-16D configured very similarly to the then current Israeli Air Force version including a full-length dorsal fairing on top of the fuselage and heavyweight landing gear. The

fairing housed variable-stability electronic equipment as well as test instrumentation while the heavier landing gear allowed landings at higher sink rates than the standard F-16. It was re-designated NF-16D where the “N” denotes its permanent test status.

The VISTA aircraft also incorporated the Multi-Axis Thrust Vectoring [MATV] engine nozzle that was designed to provide active control of the aircraft in post-stall conditions, giving it unmatched maneuverability and controllability that conventional control surfaces could not achieve.

The VISTA/MATV test program also evaluated Direct Voice Input and an advanced “Virtual” Heads-Up Display, both of which eventually ended up in the F-35 Lightning II aircraft. Furthermore, the MATV technology provided a foundation for some of the hardware used in the STOVL F-35B. In fact, the program was considered to be highly successful and the USAF Test Pilot School at Edwards AFB is still using the aircraft.

A more recent program of note is the Diverterless Supersonic Inlet test. Starting in the early 1990s and later as part of the JSF (now F-35) development program, Lockheed Martin computer-designed a new type of air intake that diverts the unwanted

boundary layer airflow away from the inlet. This is a challenge for high performance aircraft as the jet engine must be supplied with stabilized and optimized intake airflow over a very wide range of speeds, altitudes, aircraft attitudes, engine settings and aircraft configurations. The inlet design must also meet other criteria, such as location of landing gear, weapons bays/pylons, equipment bays as well as low radar cross-section shaping.

The goal is to eliminate the bulky, heavier and more complex ramps and doors used by current fighters. In doing so, the radar cross-section is drastically reduced. Diverterless inlet technology utilizes a bump on the inboard side of a jet intake along with a forward swept outer intake fairing to separate boundary layer air and to slow down airflow reaching the jet’s engine face during supersonic maneuvers. Without moving parts, it allows for the deletion of heavy and complicated intake diverters, intake ramps and cones.



The only NF-16D, serial 86-0048, was converted by General Dynamics into the Variable Stability In-Flight Simulator Test Aircraft, used to demonstrate the utility of thrust vectoring and advanced flight controls. (USAF photo via F-16.net)



The F-16XL, with its cranked-arrow delta wing shown here during a test flight over Edwards AFB, ultimately lost the Air Force long-range strike fighter competition to the larger, F-15E Strike Eagle. (USAF photo)





To test their theoretical results, Lockheed Martin modified a Block 25 F-16, serial 83-1120, with what is called a “Diverterless” Supersonic Inlet or DSI. The short test program, starting in 1996, proved highly successful with the modified F-16 tested at all points of the flight envelop up to Mach 2. The tests demonstrated comparable flying qualities to the standard F-16 at all angles of attack and sideslip. In-flight engine restarts and afterburner lights were achieved without failure. The DSI test flights validated the aerodynamic properties of the inlet, which were further proved in testing on the F-35.

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The DSI must be a good idea since the newest Chinese jets (J-20, J-10B, JF-17 and J-31) have also employed DSI technology. While DSI F-16 test program was not highly classified, and in fact, Lockheed Martin was granted two patents on the design in 1998, it is believed that the details of actually how to implement the DSI concept was contained in thousands of pages of American stealth design classified documents that have been stolen via Chinese hacking.

### **The Future Of The F-16**

The F-16 has been an extremely successful program. Today, it provides the basis for the fighter force of 28 countries. Lockheed Martin is now promoting the F-16V as the “most technologically advanced 4th gen-

eration fighter in the world.” Lockheed Martin contends that in the F-16V configuration, combat capabilities relevant in the current complex aerial battlefield are affordable and available today. The F-16V incorporates many advancements over earlier production variants, with the most important being the Active Electronically Scanned Array [AESA] radar; it also relies on modern, commercial “off-the-shelf” avionics with large format, high-resolution displays; and a high volume, high-speed data bus. In terms of combat capabilities, it incorporates a Link-16 Theater Data Link; the Sniper Advanced Targeting Pod; Precision GPS; Automatic Ground Collision Avoidance System; and the ability to carry all of the current and emerging advanced weapons. The most significant external differences are the bulged spine and conformal fuel tanks.

This close up of the nose detail of the Diverterless Supersonic Inlet test aircraft shows the mechanical simplicity of the design; at supersonic speeds the bump in the inlet works with the forward swept inlet cowl to redirect unwanted boundary layer airflow away from the air inlet. . (Lockheed Martin photo)





The heart of the F-16V, the Northrop Grumman APG-83 AESA, delivers a superior situational awareness, flexibility and all-weather targeting. Like all scanned array radars, the level of target area detail and integration with digital map displays is unprecedented. The APG-83 provides performance on par with 5th Generation fighter radars, based on shared hardware and software with the Lockheed Martin F-22A Raptor and F-35 Lightning II.

The F-16V prototype first flew on 16 October 2015 and is in the final test phase of the development program. So far there are no customers for “new build” F-16Vs, but some observers believe that India could be a new customer. Bahrain is another potential customer for the F-16V, with the need to upgrade its legacy F-16 Block 40s to F-16V configuration as well as obtain additional new-build aircraft, which would be known as Block 70 F-16s.

Similar contracts are already in place with South Korea, Taiwan and Singapore to upgrade a total for more than 300 earlier F-16s to the

F-16V standard. New orders are also possible from countries across Asia, Europe and the Middle East, with Greece and Indonesia high on the “probable” list.

In the meantime, as F-35 production in Lockheed Martin’s Ft. Worth plant spools up and more factor floor space is required, the F-16 production tooling will be moved to their Greenville, South Carolina facility. In fact, the move will take place in the gap left by the end of F-16 production for Iraq and the pending beginning of production for Bahrain.

However, as recent as last month, Lockheed Martin executives deny that the move of production means that the deal with India is dead. That potential contract for several hundred fighters to replace India’s aging (and increasingly dangerous to fly!) MiGs is down to the F-16 and the SAAB Gripen. If Lockheed Martin wins the Indian contract it would involve setting up another production line in that country. As the recent sale of Dassault Rafales to India has proven, negotiations with India are historically slow, taking 3 or 4 years in some cases; hence the need to move the F-16 final assembly and flight checks out of the overcrowded Ft. Worth plant.

## Next Month

Since 2017 marks the 100th Anniversary of the formation of the 119th Aero Squadron – of which today’s 119th Fighter Squadron is a direct descendent – for the next months, this column in the Contrail will be devoted to looking back at the squadron’s rich heritage and impressive history.



(RIGHT) “Imitation is the sincerest form of flattery.” The Chinese implemented the Lockheed Martin Diverterless Supersonic Inlet concept on their latest jets, such as the JF-17 Thunder shown here; it is believed that the details of the Lockheed design were part of the thousands of pages of stealth documents hacked by the Chinese government. (Public domain photo from Internet)

The newest Viper, still under test by Lockheed Martin and the Air Force, is the F-16V; it incorporates a Active Electronically Scanned Array [AESA] radar, bulged spine for electronics, conformal fuel tanks as well as other enhancements taken from “Fifth Generation” F-22A Raptors and F-35 Lightnings. (Lockheed Martin photo)



The Active Electronically Scanned Array radar equipped F-16V, the latest version of the Viper is still under test; the conformal fuel tanks, mounted above the wing roots, are very obvious in this photo. (Lockheed Martin photo)





# PARADOC'S

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



## The Difference Between a Boss and a Leader

By Doc Andy Savicky, 177<sup>th</sup> Wing Director of  
Psychological Health

*"Remember the difference between a boss and a leader....A boss says "Go!" A leader says "Let's go!"*  
~E.M. Kelly

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 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 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 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." And 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, come on over to Building 229 or contact me at 609-761-6871 or [andrew.savicky.civ@mail.mil](mailto:andrew.savicky.civ@mail.mil)



# Around the Wing



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



## Alert wins Wing kickball tournament



The winners of the Wing kickball tournament pose for a group photo, at the 177th Fighter Wing, June 2, 2017. (Photo by Senior Airman Shane Karp)

## Col. DiDonna delivers Commander's Call



177th Fighter Wing Commander John DiDonna delivers a statement during a commander's call June 2, 2017. Following the all-staff meeting was a morale day for the members of the 177th, which included a BBQ and other activities. (Photo by Airman 1st Class Cristina J. Allen)

## Retired members briefing



From left to right, Command CMSgt Jim McCloskey, CMSgt (Ret) Jeanette Giza, CMSgt (Ret) Carl Scrivani, CMSgt (Ret) Pat Hare, CMSgt (Ret) Bob McCarty, CMSgt (Ret) Bob Fusco, MSgt (Ret) Stephen Rudowski, Command CMSgt (Ret) Steve Moore, CMSgt (Ret) Pete Hecht and Col. Bradford Everman. (Courtesy photo)

## Airmen take time to unwind during Morale Day



Following an all-staff meeting and some unit-specific training, members were released to enjoy a BBQ, listen to music, and partake in other sporting activities as part of a morale day, June 2, 2017, at the 177th Fighter Wing. (Photo by Senior Airman Shane Karp)



Members of the 177th Fighter Wing celebrate after a kickball victory during a Wing Morale Day, June 2, 2017.(U.S. Air National Guard photo by Senior Airman Shane S. Karp)



**FINAL PHOTO**  
Morale Day 2017