The Oxford Dictionary defines fulfillment as, “satisfaction or happiness as a result of fully developing one’s abilities or character.” The 177th Fighter Wing had an opportunity to further its abilities during the April deployment to Key West, Florida. The location offered excellent conditions for training as well as numerous adventures during off-time. Surveying the troops returning from Florida, I believe that many airmen are fulfilled after a successful TDY to Key West Naval Air Station.

Successful trips start with extensive planning. Every Group in the Wing had to work together to make sure the right people went with the right equipment and parts to get the desired training. The Project Officer, NCOIC, LGRDX, and admin experts spent numerous hours conducting site visits, scheduling billeting, and planning transportation and meal options. The hard work paid off and the trip was productive. Using nine aircraft, Maintenance produced 110 lines for sorties and Operations flew 143.3 hours.

After the work was done each day, there was time to play and enjoy the “island lifestyle.” Members spent time snorkeling, scuba diving, parasailing, paddle-boarding, jet skiing, and fishing. There were beaches with sand volleyball and bays with 85-degree water. Airmen rented bikes, mopeds, cars and boats to explore the Keys. Hundreds of restaurants offered fresh seafood and some of the best live music I’ve ever heard. The easy-going attitude of the locals combined with the incredibly gorgeous weather made it a memorable TDY!

In my opinion, airmen are satisfied and happy when they are productive. Members of the 177th Fighter Wing want to serve their country using the skills they’ve acquired during AFSC training. I can’t think of a better way to sharpen “readiness” abilities than to produce and support airpower in a deployed environment. If you want to make an impact in this Wing and have the joy of fulfillment, volunteer for opportunities to hone your skills. You’ll get better at your job and create life memories along the way!
OCEAN COUNTY, NJ. – Explosives Ordnance Disposal (EOD) technicians from the New Jersey Air National Guard finished their annual EOD cleanup week at the Warren Grove Range with a bang, exploding previously dropped practice bombs at the facility in Ocean County, New Jersey on April 29, 2016.

The 177th Fighter Wing EOD Techs were joined for the week by civil engineers from the unit and EOD Techs from the 87th Civil Engineering Squadron, Joint Base McGuire-Dix-Lakehurst, N.J., and performed range clean-up and target painting, as well as target set-up in the simulated village.

C-4 explosives are attached to BDU-50s, 500 lb. concrete-filled practice bombs, connected by detonation cord and exploded, creating a rectangular shaped indentation, visually exposing the concrete filler inside.
Airmen from the 177th Fighter Wing Fire Department, New Jersey Air National Guard, conduct live aircraft fire training exercises at the 165th Airlift Wing’s Regional Fire Training Facility on April 14, 2016. Airmen from the New Jersey Air National Guard Fire Department are conducting training exercises to maintain operational readiness.

“We have contactors that come in, take away the bombs and recycle them,” said U.S. Air Force Tech. Sgt. Joseph Coates, 177th EOD Tech. “They want to be able to look at a bomb and be absolutely sure there are no explosives in it.”

Active duty EOD personnel from McGuire-Dix-Lakehurst benefit from EOD Week at Warren Grove range because they don’t have their own range that they’re responsible for to clear.

“It’s actually a requirement for a skill level certification for new guys to get out and do a range clearing,” said U.S. Air Force Master Sgt. Raymond Wayne, 177th FW EOD Tech. “The experience with the demolition work like we did today is unique to range work. The particular things that we do with the explosives and how we make the BDU-33s safe for handling and how we expose the filler for the BDU-50s so they can be turned over and scrapped…the range is the only place you can do that.”

U.S. Air Force Master Sgt. Raymond Wayne, Explosives Ordnance Disposal (EOD) technician with the New Jersey Air National Guard’s 177th Fighter Wing, helps prepare C-4 explosives for placement on used practice bombs to render them safe for recycling at Warren Grove Range in Ocean County, N.J. on April 29, 2016.

EOD week at the range is an annual event which requires a good deal of planning including financing, lodging, special transportation requirements and notification of the event to the public in the surrounding area.

“I’d say that this week is probably my favorite time at work because it’s great to get out here and clean everything up and these range guys appreciate it,” said Wayne. “It’s always a good experience. Warren Grove crew is really cool, too… probably the best bunch of guys I’ve worked with on a range. The weather wasn’t great this year but we had a real good, safe time. That’s always nice, too.”
In June 2017, we are also scheduled to host a Contemporary Base Issues Course (CBI). The primary goal of the CBI is to prepare current and future Air National Guard leaders to work together as a team to identify, analyze, and resolve contemporary base issues. This course is not just limited to senior leaders; all officers, noncommissioned officers, and other personnel in supervisory/leadership positions are highly encouraged to attend. Topics are discussed via lecture and student interaction over a two-day period. The cadre for the course are very energetic, professional, and knowledgeable. Their high-level of enthusiasm is guaranteed to keep your attention throughout the course while learning at the same time!

Air Force Instructions, The Profession of Arms, Airman Comprehensive Assessment, and the Enlisted Performance Report represent some of the many standards we are each charged to uphold, regardless of rank or position. I ask that when you think about Airmanship, you also reflect on your military standards. Are you meeting them or striving to surpass them? We must lead by example. I expect all Airmen to be cognizant of their standards, ask questions if they do not understand them, and make every effort to exceed them.

In the near future, I will be out visiting the units and look forward to meeting you and hearing about all of the great work that I know each one of you is contributing towards the mission. Please know that I appreciate all of your hard work and dedication. I am very proud to lead the great Airmen of this state.

You embrace the Air Force core values and are prepared to achieve whatever the Air Force asks of you. You are cognizant of the standards of behavior, the way to wear your uniform, and you help your fellow Airmen if they forget or lose focus. Simply put, Airmanship is the most foundational element of the Air Force.

As Airmen, we are very fortunate to have access to so many tools to become better leaders and followers. In 2015, the Chief of Staff of the Air Force General Mark Welsh implemented the Profession of Arms Center of Excellence (PACE). The purpose of PACE is to develop Air Force personnel with a professional mindset, character, and core values required to succeed today and into the future. I urge all of you to set aside some time to visit the PACE website (http://www.airman.af.mil) and explore what it has to offer. On 4 November 2016, we will be receiving a briefing from a PACE representative (location/time TBD). I highly encourage maximum attendance for the (5 hour) one-day course. I recently attended the training and found this to be the most valuable training that I have received in my entire military career, both from a professional and personal standpoint.
Congratulations!

On 31 January 2016, TSgt Milligan was working the night shift as Sierra-1 (C Shift Flight Sergeant). At approximately 2123, she returned to the Comm/Security building to heat up food, at which time the fire alarm activated. She notified the Base Defense Operations Center (BDOC) controller of the activated fire alarm and proceeded to check the fire panel. The BDOC controller notified the Fire Department who relayed they did not receive any alarms from the building. After silencing the alarm, Milligan smelled something burning as she conducted a walk-through of the building and noticed a smoky haze coming from the BNCC room. At approximately 2130, the Fire Department arrived on scene and entered the BNCC room to locate the cause of the smoke. BDOC made contact with numerous key personnel to ensure access to the main offices and SIPR room and properly assess the situation. By 2315, the Wing CC, MSG CC and Comm personnel arrived on scene to open the SIPR room for the Fire Department to properly assess that location. The Fire Department conducted their assessment and determined everything to be safe and all clear.

The 177th FW Environment, Safety, and Occupational Health (ESOH) Council ensures a systematic, interdisciplinary approach to achieve the AF ESOH goals throughout the Wing. They meet semi-annually to discuss where all of these programs are and what can be done better. They also recognize individuals who recognize problems and go above and beyond in the ESOH areas.

2016 ESOHC Award Winner

TSgt Mary Milligan (Byrne)

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Congratulations!
Change In Threat, Change In Mission

In the previous three issues of The Contrail we have related the protracted development of what was originally billed as the “Ultimate Interceptor of 1954.” Based on Convair’s groundbreaking developments of the delta wing concept, technical snags in the original F-102 Delta Dagger and limited funding for the follow-on F-106 Delta Dart resulted in severe delays with the Initial Operating Capability. IOC was not achieved until the middle of 1959, five years behind the target date! As a result, its “title” was appropriately shortened to just the “Ultimate Interceptor.” Fortunately, in Air Force and Air National Guard service it earned this sobriquet.

As described in the previous articles, the F-106A Delta Dart, more commonly known as the “Six,” was truly a superlative interceptor – probably the best ever produced anywhere with the dedicated fighter-interceptor mission. Its use by the U.S. Air Force peaked in 1971 with 15 fighter-interceptor squadrons equipped with the “Six.” This inventory, the survivors of the 275 single-seat F-106A and 63 two-seat F-106Bs acquired by the Air Force, represented almost half of the total Air Defense Command’s fighter-interceptor force.

However, by this time the threat to the nation changed from that originally envisioned when the “Ultimate Interceptor” was conceived. Instead of mass formations of Russian long-range bombers coming over the North Pole, the new threat came into being international Ballistic Missiles (ICBMs) and Submarine-Launched Ballistic Missiles (SLBMs). Therefore, the emphasis went to systems for ballistic missile detection and warning as well as space surveillance; the previous atmospheric detection, warning and interception systems under development and expansion since the early 1950s went into decline.

In response, the Air Defense Command, which appropriately became the Aerospace Defense Command, dropped the BOMARC unmanned nuclear armed interceptor missile system; shut down the many of the Canadian radar stations and all of the remaining off-shore Texas Tower radar platforms; and started to scale down the fighter-interceptor force. As a result, the plan was for ADC F-101B Voodoo and F-106A/B Delta Dart fighter-squadrons to re-equip with F-15 Eagles or be deactivated, with their aircraft transferred to Air National Guard squadrons.

Beginning in 1972, the Air Force in fact started to replace the “Six” with the new F-15 Eagle. In that year four full-time Air Force F-106 squadrons were replaced by the Air National Guard’s 101|5 FIS (Otis, MA); 171st FIS (Selfridge, MI); 186th FIS (Great Falls, MT) and our own 119th FIS (Atlantic City, NJ). In the ensuing years, more Air Force squadrons converted to the Eagle or stood down and replaced by additional Air National Guard squadrons. By 1978, a total of 12 fighter-interceptor squadrons flew the F-106. The “Six” still equipped six active duty Air Force squadrons plus six Air National Guard units, with the 159th FIS (Jacksonville, FL) and the 186th FIS (Fresno, CA) joining the Air Guard units noted above.

The F-106 interceptor force remained fairly stable at 12 squadrons (6 active duty, 6 air guard) through 1978. From that time, the Delta Dart was retired, with the force dropping to 8 squadrons (4 active duty, 4 air guard) in 1983. By 1986 the 49th FIS Squadron (Griffiss, NY) was the only active duty unit remaining, joined by the 119th (Atlantic City, NJ), 159th (Jacksonville, FL) and 186th FIS (Great Falls, MT) Air National Guard squadrons. By 1988 only the 119th remaining flying the “Six.”

The “Six” Flies With The Jersey Devils

The 119th Fighter Squadron was re-designated as the 119th Fighter Interceptor Squadron, a unit of the 377th Fighter Interceptor Group, on 31 October 1972. On that date the transition from the F-105B Thunderchief fighter-bomber to the F-106 Delta Dart fighter-interceptor began with the arrival of 59-0048, transferred from the 95th FIS at Dover AFB (DE). Another “Six” (serial number 59-0064), also from the 95th, followed in December. More “SIXes” arrived during 1973 and by early 1974, the 119th assumed alert status from its Atlantic City base.

Interestingly, it is an often-overlooked fact that the Atlantic City Air National Guard Base’s association with the F-106 actual predates the 119th’s transition to that aircraft by almost a decade. In 1962, the 95th FIS moved from Andrew AFB (MD) to Dover AFB (DE). From that time the 95th stood alert from Dover and also established Detachment 1 at Atlantic City, from which it also stood alert throughout the Cuban Missile Crisis of October 1962 and for many months thereafter.

The Convair F-106 Delta Dart – The Ultimate Interceptor
Part 4 – Air National Guard Service

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During the time the 119th flew the “Six”, it flew a total of 29 F-106As and 6 F-106Bs without a single loss or even major accident. This exceptional safety record is attributable to the professionalism of the 119th FIS maintainers as well as the maturity of the jets design.

There was one noteworthy incident, however. On 18 September 1980 F-106B serial 59-0149, piloted by Lt. Ed Gardella, struck and killed a deer that wandered onto the runway during the jet’s takeoff run. Subsequently 59-0179 was adorned with a deer “kill marking” that was stenciled on the forward fuselage. Crew Chief MSGt Bill Huff later explained: “The aircraft was on takeoff from Langley AFB back to Atlantic City Air National Guard Base when it struck the deer. It cleaned off the inboard gear door almost completely. Only the upper hinges were left and some of the gear door rods. The aircraft returned to Langley; the gear were pinned and it was flown back to ACY for us to fix.”

Incidentally, that particular two-seat “Six” received some acclaim on 18 December 1983 when 119th pilots Maj Maurice “Moe” Eldredge and Lt Jeffrey Thomas flew 59-0179 on a record-breaking flight to commemorate the 200th anniversary of the Montgober brothers’ first hot air balloon ascent and the 80th anniversary of the Wright brothers first powered flight. They flew the jet from Wright-Patterson AFB (Dayton, OH) to Kitty Hawk (NC) at an average speed of 710 mph.

When the 119th held its “Dart-Out” ceremony in June 1988, it was the last unit, either active duty Air Force or Air National Guard, still flying the fantastic “Six.” During that ceremony, F-106A 59-0044 performed an impressive solo display that was followed by an 8-ship fly-by. Apparently, the demonstration of this beautiful and impressive aircraft, and the fact that they were being retired to the ‘Bone Yard’ in Arizona left many observers, both young and old, with tears in their eyes.

The very last F-106A in service, 59-0043, was named “Spirit of Atlantic City” and was adorned with a “shark mouth” on its nose, map of New Jersey and titles under the cockpit; as well as the names of those who flew and maintained the squadron’s jets, along with the records and accomplishments of the “Six.” Noted New Jersey aviation historian Don Spering was responsible for its design. This particular airframe, the 211th built by Convair, served with the 119th FIS from January 1973 to August 1988. It was converted to a QF-106 drone and served as a target at Tyn dall AFB from 1993 to 1998. It survived a number of target missions and was then returned to Davis-Monthan. At that time it was placed in a special storage area for particularly noteworthy aircraft known as “Celebrity Row.” It kept this prestigious position adorned with the special 119th FIS markings until only recently when it was shipped to the Dakota Territory Air Museum near Minot AFB, where it is being restored in the colors and markings of the 5th FIS that flew the “Six” from 1960 to 1985. This author regrets the fact that this historic aircraft, which never served with the 5th FIS, has lost its commemorative 119th FIS markings.

Flying The Delta Dart

According to retired LtCol Patrick Gamble, former squadron commander and instructor pilot with the 5th FIS, the “Six” was “simply…a honey. When you see a “Six” sitting on the flight line you have to be impressed by its sleek beauty… it seems to be flying even when sitting silently on the ramp.” It was also large – about the same overall length as the Douglas DC-3 airliner.

Entry was via a special ladder that hooked over the cockpit sill. After stowing his back-type parachute in the cockpit, connecting it to the seat survival kit and the firing lanyard to the seat, the pilot quickly learned not to put anything in the lower left flying suit pocket!

Engine starts, usually assisted by air and electrical power carts, required just depressing one button on the throttle and advancing the throttle forward – a built in feature that reflects the aircraft’s role as a fast responding fighter-interceptor. Taxiing to the runway was easy as long as the pilot recognized that the powerful engine, even at idle, wants to propel the aircraft at a pretty fast rate even on the ground.

After the usual pre-takeoff checks, the advance of the throttle released 16,000 pounds of thrust, smartly pushing the pilot back in his seat, as the “Six” quickly accelerated. After a quick instrument check, the throttle was moved outward and then forward...
The interception of Soviet bombers was the reason the “Six” was built; here a 119th FIS “Six” intercepts a Tu-95S Bear off the east coast. (USAF)

again to engage the afterburner that gives another 8,000 pounds of thrust. The nose wheel lifts off at 130 knots, at which point the pilot pulled the nose up 10 degrees and the “Six” would literally leap into the air. The landing gear must be retracted quickly otherwise the gear-down speed limit would be quickly exceeded.

LtCol Gamble explained that despite the delta wing, the jet flies conventionally but is very responsive to the controls ... “a light touch with the stick is the name of the game. When flown within its envelope it had no bad habits. But like most high-performance aircraft, if you ventured outside you did so at your own risk.”

Its Mach 2 speed capability and ability to intercept targets well above 50,000 feet made it the most potent fighter-interceptor. With its two 360-gallon supersonic fuel tanks, its range and endurance were greater than any contemporary fighter, giving it transcontinental range with one stop; its range and endurance were greater than any contemporary fighter. The airplane had a 752 KIAS “Q-limit” (maximum dynamic pressure or maximum allows airflow stress), a Mach 2 restriction, and a skin temperature limit. It would easily go supersonic right on the deck or exceed Mach 2 at altitude.”

LtCol Gamble also explained that landing the aircraft was the greatest challenge. “The handling characteristics at pattern speeds and altitudes were excellent. The landing approach could be made from a visual overhead pattern or by use of GCA (Ground Controlled Approach) or ILS (Instrument Landing System). The landing gear is lowered at 250 knots.” The “Six” did not have flaps, but the tail-mounted speed brakes were typically opened at the start of the descent, with an approach speed of 180 knots. Gamble continued: “As the speed bleeds off the delta wing configuration causes the angle of attack to increase; it is a subtle change that was not particularly discernible until any F-106 pilot had a deep sense of satisfaction.”

Pilots loved to fly the “Six” and also valued its reliability and safety. One of its finest features was the excellent Pratt & Whitney engine. Considering it was a single-seat fighter the engine’s reliability was important, especially on missions several hundred miles out over the ocean or into the Canadian or Arctic wilderesses.

Postscript
The F-106 enjoyed an exceptionally long service life, spanning from 1959 to 1988. (As an indication of this longevity, both LtCol Patrick Gamble quoted above and his father, Major General Jack Gamble (retired commander of the 25th NORAD region) flew the “Six” during their careers.) During that long 29-year period of Air Force and Air National Guard service, the “Six” had the distinction of recording the lowest single-engine aircraft accident record in USAF history. However, there were still losses. With a total production of 340 aircraft, 112, including 17 two-seat F-106B, were lost due to crashes or in ground fires.

As Delta Dart was withdrawn from service they were ferried out to the AMARC “Bone Yard” (Davis-Monthan AFB) in Arizona where they were placed in storage. The first F-106 went to storage in January 1982, and the last three F-106s from Atlantic City arrived at Davis Monthan in August 1988 for drone conversion.

During the “Dart-Out” retirement ceremony one of the last “Sixes” flies in formation with one of the first “Vipers”. (NUANG via www.f106deltadart.com)

The flying characteristics at high speed and altitude were excellent. According to Gamble: “It was feather light in pitch responsiveness compared to a T-38. Without external fuel tanks it was almost as responsive in roll as the T-38; with fuel tanks it was limited to 100 degrees of roll per second. The airplane had a 752 KIAS “Q-limit” (maximum dynamic pressure or maximum allows airflow stress), a Mach 2 restriction, and a skin temperature limit. It would easily go supersonic right on the deck or exceed Mach 2 at altitude.”

on input would trigger a violent roll and pitch-up known as “post stall.” The “Six” would begin to oscillate about all three axes and if the pilot did not quickly to recover control, an almost unbreakable flat spin would result. If this happened at low altitude in the landing pattern the outcome would be serious if not fatal.

“Approaching the end of the runway at 180 knots was a thrill to say the least and at that speed the margin for error was minimal. Backpressure on the stick was applied and power reduced smoothly as the touchdown was approached. The main gear tires gently kissed the runway as the power hits idle. The drag chute handle was pulled and a few seconds later a definite tug was felt and deceleration increases ... a careful taxi back to the ramp completes the mission... at this point any F-106 pilot had a deep sense of satisfaction.”

Most of the actual conversion work was done before the aircraft were removed from storage at AMARC; the work was completed at a site in East St Louis, Illinois. The F-106 conversions were first used as Full-Scale Aerial Targets (FSATs) in late 1991 at White Sands Missile Range in New Mexico, and later at the Eglin Gulf Test Range in Florida, with the aircraft based at Holloman and Tyndall Air Force Bases, respectively. The Delta Dart drones would act as targets for the testing of infrared homing and radar guided missiles. The intent was for the F-106 drones to survive repeated engagements with air-to-air missiles, allowing each drone to last as long as possible before it was destroyed. The last shots down of a F-106 (57-2524) took place at Holloman AFB on 20 February 1997. After they were expended, QF-4 Phantom drones subsequently replaced the QF-106s, until they too were expended. Today, it is the turn of retired QF-16s (including a number of former 119th FS aircrafts) to fulfill this airborne target role.

In the next issue of the Contrail, we begin the story of the F-16 Fighting Falcon – the next high-performance fighter flown by the 119th Fighter Squadron.

During the “F-16 Out” retirement ceremony one of the last “Sixes” flies in formation with one of the first “Vipers”. (NUANG via www.f106deltadart.com)
Quick Reaction Force Sharpens Proficiencies

Thirty-six 177th Fighter Wing Airmen accomplished training to effectively perform Quick Reaction Force (QRF) duties to help support and protect New Jerseyans during their greatest time of need.

The airmen practiced hand-held radio communications and engaged in High Mobility Multipurpose Wheeled Vehicle (HMMWV) and Light Medium Tactical Vehicle (LMTV) familiarity and driving. They were also instructed on having the necessary equipment and resources to perform the mission.

The training helped ensure airmen can effectively support and protect the public during and following emergencies and catastrophic events.

SSgt Matthew Wagner performed state active duty supporting Superstorm Sandy relief efforts from October 2013 to January 2014. He served in Somerset, Glen Gardner, Long Beach Island, and Brick.
“You will be working hand-in-hand with other guardsmen as well as civilian Fire, EMS, and police, FEMA, and Red Cross members, all trying to accomplish the goal of bringing peace and comfort to the people who just lost everything. We saw people on the worst days of their lives.”

“The training was extremely beneficial because it taught the airmen several unique skills to effectively complete the QRF mission,” said Lt Col Jesse Arnstein, QRF Officer in Charge.

Operating a 2 ½ ton, 12-foot high military truck can be intimidating at first, but TSgt Robert P. Valiante, 177th Vehicle Operations NCOIC, sat behind the trainees in the drivers cab and helped put them at ease with calm directions and insightful guidance. “I tell them this is not a pass or fail test... I offer the airmen more one on one training if they request extra time behind the wheel.”

By the training’s conclusion, the airmen were confident of their skills and eager to perform when needed. “It’s great to complete the state mission and help someone in need. The thanks and praise you get is one of the best feelings in the world. It’s like nothing else you’ll ever experience,” said SSgt Wagner.

“It’s good to get the procedures down with practice, because it’s not if, it’s when we will be called upon to perform the QRF mission.”

-Staff Sergeant Matthew S. Wagner, 177th Engine Shop, Aerospace Propulsion Mechanic, and 177th Quick Reaction Force member.
Every day and almost every minute of our lives, we are making choices. We make small, seemingly insignificant choices that most likely will have little, if any effect on our daily lives. We make choices such as what type of dressing on our salad or, to wash or not the car this weekend. We also make choices that could possibly cause negative effects on ourselves.

I speed up to try to make this yellow light which could get me and or someone else into an accident? Should I stay up late tonight knowing I'll be tired and unproductive tomorrow? As we all know, there is a vast array of different types of choices we can make each with their own cause and effect.

Today I want to talk about a very important choice that may present itself to you during Thirteen 177th airmen attended the Strong Bonds "Got Your Back" Weekend Training Workshop, 29 Apr-1 May 16 @ Hotel ML, Mt. Laurel NJ.

The core mission of Strong Bonds is to increase individual service member and family member readiness through relationship education and skills training. It’s a unit based, chaplain-led program that assists commanders in building individual resilience by strengthening the military family.

Airmen learned to improve understanding and decision making in their relationships and romantic relationships.

Fourteen couples attended a couples a Strong Bonds marriage enrichment workshop "Laugh Your Way to a Better Marriage" 26-28 February at Hotel ML, Mt. Laurel NJ.

The workshop helped couples understand and learn what is unique about each other, create better communication, understand each others needs, and rekindle romance.

Information and photos by Jean Perry, 177TH FW Airman & Family Readiness Program Manager

FEEDBACK FROM PARTICIPANTS—

“Lots of beneficial information— I think it would benefit our young airman as a guide to good relationships” “Learning about my personality and others” “IDW – very helpful” “All of it. I am truly thankful for the opportunity” “Thank you” “It gave key points about improving relationships that we may have forgotten or never knew” “Very down to earth and up to date” “Easy to follow” “Learning how to respond to an argument”
The famous psychiatrist Dr. Viktor Frankl is the author of the bestselling book Man’s Search for Meaning, in which he reviews his experiences as a prisoner in a World War II Nazi Concentration camp. In the book, Dr. Frankl discusses how it is possible to find real meaning in a life that is filled with pain, loss, suffering and general day to day difficulties. A dedicated student of his teachings, Alex Pattakos, Ph.D. in his book, Prisoners of Our Thoughts, (2010) recommends the following:

1. **Use your freedom to choose your attitude:** In all situations, no matter how desperate they may appear or actually be, you always have the ultimate freedom to choose your attitude. In other words, each of us is empowered to be positive or negative with our attitude.

2. **Recognize that each of us has a need for a meaning in our life:** Now is the time to identify meaningful values and goals that you can fulfill. It feels good to be working towards goals that are worth working for.

3. **Take the time to reflect on the meaning of life’s moments:** Only you can answer for your own life. You do it by recognizing the meaning of each moment in our life and delight in the masterpiece each of us has created. Yes we are each an artist of the portrait of life we create.

4. **Stop working against yourself:** The trap of becoming so obsessed or fixated on some outcome measurement can actually work against your successful outcome. Fear of failure is by definition a focus on a failure. Remember the problem that occurs, when the coach demands that a player not fumble.

5. **See yourself from a distance:** We all have the capacity to look at ourselves from a distance and see how foolish we can be and act and laugh at ourselves. It was Ralph Waldo Emerson who said it best: “It is one of the blessings of old friends that you can afford to be stupid with them!”

6. **Take your focus of attention and shift the gear:** Shift your attention from a problem gear and go to another gear which will engender your ability to cope with stress and the inevitable change that takes place all around us. We are like tomatoes, either growing or dying. You decide what is taking place and how fast and far to go, because your perception is owned by you and not by others.

7. **There is more to life than just yourself:** We function best when we do for others and see the benefits of focusing on others. Consider this rule to live by. It is hard to be depressed or anxious, if you are improving the life or lives of others.

**Prisoners of Our Thoughts: Viktor Frankl’s Principles at Work**
By Alex Pattakos Published by Berrett-Koehler Publishers, Inc. ISBN: 1-57675-288-7
For more awards photos, check out the 177th Fighter Wing Facebook page!

Neal "Ninja" Fulton and his family visited the Wing on May 6, 2016. Ninja received a brief from the Wing CC, visited the static display, and received demos from 227th ASOS, AFE and Fire Dept. He also got a chance to try out the simulator and became the 119FS’s newest “Top Gun”.

U.S. Air Force Capt. Keith Giambardino, Air Liaison Officer with the 227th ASOS, is presented with a plaque by McKinley Williams, LTC (Ret.), Public Affairs Director with NJ ESGR, on April 13, 2016. ANG/Master Sgt. Andrew J. Moseley

177th Cargo Deployment Function (CDF) Crew members from TMO, Vehicle Maintenance, Vehicle Operations and AMXS unloaded approx. 25 tons of cargo from a C-17 Globemaster III from the 164th AW, TN ANG, at the FAA TN on the ramp at the FAA Technical Center on April 29, 2016. Courtesy photo-Tyler Nickel, Ocean County College-Graphics Design

The Cherry Hill HS Jr ROTC group visited the 177th Fighter Wing for a base tour on May 5, 2016. ANG/Master Sgt. Andrew J. Moseley

U.S. Air Force Capt. Keith Giambardino, Air Liaison Officer with the 227th ASOS, is presented with a plaque by McKinley Williams, LTC (Ret.), Public Affairs Director with NJ ESGR, on April 13, 2016. ANG/Master Sgt. Andrew J. Moseley

177th FW unit members’ daughters and sons pose for a group photo in front of a static display on April 28, 2016. ANG/Master Sgt. Andrew J. Moseley

177ths Newest Pilot For A Day

Neal “Ninja” Fulton and his family visited the Wing on May 6, 2016. Ninja received a brief form the Wing CC, visited the static display, and received demos from 227th ASOS, AFE and Fire Dept. He also got a chance to try out the simulator and became the 119FS’s newest “Top Gun”. ANG/Master Sgt. Andrew J. Moseley

Base Tour for Jr ROTC Group

Operation Kokomo Cargo Movement
U.S. Air Force Explosives Ordnance Disposal (EOD) technicians and civil engineers with the New Jersey Air National Guard's 177th Fighter Wing and the 87th Civil Engineering Squadron, Joint Base McGuire-Dix-Lakehurst, N.J. pose for a group photo at the conclusion of the annual "EOD Week At The Range" at Warren Grove Range in Ocean County, N.J. on April 29, 2016. ANG/Master Sgt. Andrew Moseley