



**THE SPIRIT
OF
ATLANTIC CITY**

PAGE 3

COMMANDING EXCELLENCE

PAGE 4

SISTER SERVICE ACADEMY

PAGE 6

CHAPLAIN'S CORNER

The Importance of Spirituality and Family

By Chaplain (Lt Col) Floyd White III



MAR 2013, Vol. 47, No. 03

FEATURES:

Pg. 3: Spirit of Atlantic City

Pg. 4: Commanding Excellence

Pg. 6: Sister Service Academy

Pg. 11: DUI: You Don't Want To Tell This Story

And more...

COVER: FIRE RESCUE
U.S. AIR FORCE AIRMEN AND NEW JERSEY STATE EMPLOYEES PARTICIPATE IN A FIRE RESCUE EXERCISE AT ATLANTIC CITY INTERNATIONAL AIRPORT ON FEB 19, 2013.

PHOTO BY TSGT MATT HECHT

SOCIAL MEDIA

Find us on the web!

www.177thFW.ang.af.mil

[Facebook.com/177FW](https://www.facebook.com/177FW)

[Twitter.com/177FW](https://twitter.com/177FW)

[Youtube.com/177thfighterwing](https://www.youtube.com/177thfighterwing)



What does spirituality actually mean?

The term refers to the longing for a sense of meaning and fulfillment in a person's life. Although many confuse the term with religion the terms are different. The term religion refers to organized structures that center around particular beliefs, ceremonies and traditions. Families as defined by Webster are parents and their children and a related lineage of people. There's an old familiar saying that the families who pray together stay together particularly in times of hardship. Several years ago I served as an educational coordinator of the Camden County Alcoholism and Drug Abuse (1991-1995). I was also state certified to teach the Congregational Assistance Program as it relates to alcoholism. I gave several presentations on spirituality, addiction and recovery. These were generally given to people of all ages especially young people. One of my favorite topics was to discuss the effects of alcohol on the family and spirituality as it relates to families. I spent several hours talking to young people on a monthly basis making presentations to juvenile detention centers about the consequences of alcohol and drugs. Although I revealed to them that alcoholism is a disease, it can have great effects on families. My grandfather was an alcoholic and one morning collapsed in the front yard and developed pneumonia and died a few days later. It has had profound

effect on my 80 year old father 'til this day. Parental alcoholism has a severe effect especially on children. Many of the children suffer from low esteem, loneliness, guilt and depression. Young children of alcoholics may suffer the same symptoms. Therefore, alcoholism has many effects on the family: legal, financial, and health related consequences. Alcohol affects each member of the family in a different way. It may be physical. It may be psychological. Treatment is complicated and sometimes is not completely successful. So it is my belief that treatment along with spiritual enhancement benefits the family, so that if you are currently battling some physical illness it is beneficial to engage in spiritual activities to assist you in positive development. I would suggest to all readers that you spend some time in personal prayer and on meditation and spend time with groups that provide positive energy and direction. Understand that spirituality and family are two vital ingredients in life.

As Chaplain of the 177th Fighter Wing and someone who is familiar with addiction recovery issues, I am always open to assist in any capacity. God Bless the men and women of the 177th Fighter Wing and may God continue to bless the United States of America.

Excerpts from:
Alcoholism and Its Effect on Family - Tetyana Parsons ALLPsych Journal
Spirituality Treatment and Recovery - Miller, W.R. 2003

This funded newspaper is an authorized monthly publication for members of the U.S. Military Services. Contents of the Contrail are not necessarily the official view of, or endorsed by, the 177th FW, the U.S. Government, the Department of Defense or the Department of the Air Force. The editorial content is edited, prepared, and provided by the Public Affairs Office of the 177th Fighter Wing. All photographs are Air Force photographs unless otherwise indicated.

177TH FW EDITORIAL STAFF
Col. Kerry M. Gentry, Commander
1st Lt. Amanda Batiz, Public Affairs Officer
Master Sgt. Andrew Moseley, Public Affairs/Visual Information Manager
Master Sgt. Shawn Mildren, Photographer
Tech. Sgt. Andrew Merlock Jr., Photographer
Tech. Sgt. Matt Hecht: Editor, Layout, Photographer, Writer

177FW/PA
400 Langley Road, Egg Harbor Township, NJ 08234-9500
(609) 761-6259; (609) 677-6741 (FAX)
E-mail: 177fw.pa@ang.af.mil



A MESSAGE FROM THE WING COMMANDER



Here's a scary thought... "What's the most significant concern within the 177 FW today?" You might be thinking to yourself, "well duhh Col Gentry... Sequestration and furloughs", but from my perspective, you would be **WRONG**, possibly **DEAD WRONG!** Despite the current fiscal crisis, the likes of which none of us have seen before, this is **NOT** the most significant challenge we have in the Wing at this moment! Forget the fact that we have looming furloughs of our technician force, dramatically reduced flying training, two scheduled training deployments cancelled, with a third perilously close to being cancelled, and severe cutbacks to our Base Operating Support expenses. Nope...that doesn't even come close to my number one concern at this moment. My **NUMBER 1** concern in the Wing today is the dramatic increase in Driving Under the Influence (DUI) charges within the Wing in the past 6 months. This dramatic increase is a serious warning flag as to the health and wellness of the Airmen of the 177 FW, and collectively, we all need to take a moment and figure out how to reverse the trend.

You are going to hear a lot about the hazards of Driving Under the Influence over the course of this UTA. I sincerely hope that each and every Airman in the 177 FW will take a moment, just a moment, and consider the consequences of such a grave mistake. The impact of a DUI is severe to the individual **AND** the mission. The personal impact of a DUI charge can have lifelong consequences that will undoubtedly cost you both in dollars, future opportunities, and perhaps most significantly, the emotional strain you will undoubtedly endure. Make no doubt about it; you will bear the burden of a DUI conviction for the rest of your life. In some cases the monetary cost of a DUI can exceed \$20,000 over the short term when you consider fines, legal fees, and additional insurance costs.



When you consider the damaging effects on your resume' and future job prospects, the costs can become astronomical over the long term. Sadly, the financial impact of a DUI may not be the most significant burden you will face if you drive under the influence.

Let's consider the military implications of a DUI. For starters, you will have let your team down. Every single Airman in the 177 FW is critical to the success of the mission...without you, the mission fails...and therefore we fail! Is any shop in the wing manned at a point that they can afford to lose one Airman? If nothing else, consider your team **BEFORE** you make that decision to drive. No matter what the circumstances are, a DUI **WILL** remove you from the mission for an undetermined amount of time. During your absence, your teammates will struggle to replace you and your contributions to the mission, and your burden becomes theirs. Also, consider the potential impact on your promotion opportunities, and future growth within the military? Make no doubt about it; a DUI will cost you militarily. We cannot, and will not, overlook such a grave error in judgment from our Airmen.

Lastly, if the above situations are not enough to make you think twice, ask yourself these simple questions; What if I hurt someone while DUI? What if I hurt myself? Worse yet, what if I kill someone? Imagine how you will deal with the emotional strain of that burden? Would you ever plan to get into your car and drive it into an innocent mother, father and child with the intent to injure or kill them? Of course you wouldn't...but that's exactly what **COULD** happen if you get behind the wheel of a car after you have been drinking too much. Over the top? Perhaps, but maybe, just maybe, if you ask yourself that very question the next time you may be considering driving after a few too many drinks, it will help you avoid making a **DEAD WRONG** decision.

KERRY M. GENTRY
Colonel, NJANG
Wing Commander



Atlantic City's rich aviation history is little known, but this relationship dates back to just a few years after the Wright brothers' first flight. The purpose of this and subsequent articles is to relate the fascinating stories of this close relationship between Atlantic City and aviation.

The subject of this article is the interesting and inspirational story of a World War II P-47 Thunderbolt named "Spirit of Atlantic City" and ace Walker Melville (Bud) Mahurin who piloted her. But first, some background about the dark early days of the war.

Even before the Japanese attack on Pearl Harbor on December 7, 1941, Atlantic City was preparing for the inevitable conflict. Situated on the Atlantic coastline the city feared its vulnerability to attack from the sea and the air. Immediately after the Declaration of War against the Axis Powers, Atlantic City began civil defense preparations, including 24 hour guards on the Pomona reservoir, filling up of all swimming pools to the brim for a supply of fire fighting water, the blacking out of most of the neon signs, painting over street lights and even erecting barriers at the end of all streets facing the ocean to prevent auto headlights from shining out to the sea. Wartime Atlantic City activities included the Naval Air Station (the subject of a subsequent article); basic training centers; R&R facilities; what became the nation's largest neurological hospital; as well as munitions, boat and even barrage balloon production.

The people of Atlantic City were thus deeply involved in the war effort, welcoming servicemen into their homes, and grieving for those lost in combat. They also contributed to the war effort by buying War Bonds, and in late 1942 a War Bond Drive raised \$76,552 to buy a brand-new P-47D-5-RE Thunderbolt (serial number 42-8487) from Republic Aviation of Farmingdale, Long Island, New York. The airplane was presented to the Army Air Corps and shipped to England where it in June, 1943 it joined the famed 56th Fighter Group, known as Zemke's Wolfpack – what would become the highest scoring fighter group in the war. The aircraft proudly wore the words "Spirit of Atlantic City" and was assigned to 63rd Fighter Squadron's Lt. Walker Mahurin.

Bud Mahurin was born on December 5, 1918 in Benton Harbor, Michigan. He grew up in Fort Wayne, Indiana, where he got his first airplane ride at the age of 12 in a Stinson Gull Winged Reliant – a hot ship for its day.

Bitten by the 'flying bug' but unable to pay for flying lessons, he had to wait until he was able to join the Army Air Corps in September 1941 to fulfill his dream. After basic training in Fairchild PT-19s and advanced training in North American AT-6 Texans and twin engine Cessna T-17 Bobcats, Mahurin was prepared for the disappointment of assignment to Boeing B-17 Flying Fortress training. To his pleasant surprise he was instead assigned to the 56th Fighter Group, then assigned to Mitchell Field on Long Island, New York. Dating back to World War I, the 56th was composed of the 61st, 62nd and 63rd Fighter Squadrons. Although initially equipped with Lockheed's P-38 twin-engined fighters, the Group re-equipped with the P-47 Thunderbolt – the nation's newest and most powerful singled-engined fighter.

Conversion to new aircraft in those days was rather rudimentary. After a few hours on the ground, memorizing the location of the all switches and gauges, you were on your own – making the transition from a small, 450 horsepower trainer to a 17,000 pound behemoth powered by a 2000 horsepower Pratt & Whitney R-2800 engine a rather 'dicey' affair. While his squadron mates enjoyed the attractions of nearby New York City, Lt. Mahurin spent his time flying around the area, honing his skills at handling the Jug while amassing 250 hours flight time.

The 56th Fighter Group received orders to England and left the Port of New York on January 6, 1943 aboard the converted Cunard liner Queen Elizabeth. Assigned to the 8th Fighter Command, the 56th was originally based on Horsham St. Faith in Norwich, then a new station at Halesworth, England. Despite hours of formation flying, cross-country navigation and mock air-to-air combat the group was totally unprepared to meet the vaunted Luftwaffe Focke Wulf and Messerschmidt fighters. Their first mission over occupied Europe occurred on April 13, 1943. After 3 missions in which large formations of 56th Group aircraft crossed the Channel, no pilot had managed to get a shot off but the Group lost two of their own to the Luftwaffe fighters. Mahurin was quoted as saying prior to one of his early missions,

"As I sat in that cockpit waiting to take off into the unknown, waiting to go against a foe who I was sure was more skillful and flew a better aircraft, I was petrified. ... I almost jumped out of the cockpit and refused to fly, and all that kept me from doing just that was fear of my fellow pilots' criticism." **To be continued in the next Contrail!**

Commanding Excellence

Story and Photo by Tech. Sgt. Matt Hecht, 177th FW Public Affairs

The competence of the controllers assigned to the 177th Fighter Wing Command Post was put to the test during the Wing's Consolidated Unit Inspection (CUI), and the airmen, for the third time in a decade, exceeded the Air Force standard.

The Command Post won the Superior Performer Team Award during the inspection that was held Feb. 2 – 6.

“The Command Post is four for four on winning the Superior Performer Team Award, this has truly been a decade of excellence for us,” said Senior Master Sgt. Bill Perkins, the Command Post Superintendent. “I have a team of controllers that represents the highest caliber of Airmen.”

The CUI consisted of an in-depth look at programs and procedures by experienced active-duty counterparts.

The Command Post, according to Perkins, is the nucleus of the base, as well as the tactical eyes and ears of the commander. Airmen assigned there handle crisis management, emergency actions, and generating reports. The Command & Control technical training consists of six weeks at Keesler Air Force

base, M.S., followed by a rigorous on-the-job-training program.

At the 177th Fighter Wing, Command Post controllers are required to do monthly certifications along with various scenario training, said Perkins. Scenarios can range from Hurricane preparedness to accident response.

Their training was tested last October, when Hurricane Sandy battered the New Jersey coast.

“To me the most fulfilling thing about working in the Command Post is being in a position to provide assistance to the local community,” said the Command Post Training Manager, Master Sgt. Justin Kelley.

“During Hurricane Sandy, several of us pulled multiple shifts back-to-back, and slept in our chairs. The entire base kicked into gear, and we were ready to help the community in any way. It is gratifying to be a part of that.”

“What makes us a great Command Post is the amount of service before self that these airmen have shown, and the team work forged through countless exercises and contingencies,” said Perkins. “The mission is something that this team believes in, and has a sense a pride about doing it every day.”



OPSEC/Information Protection Reminder

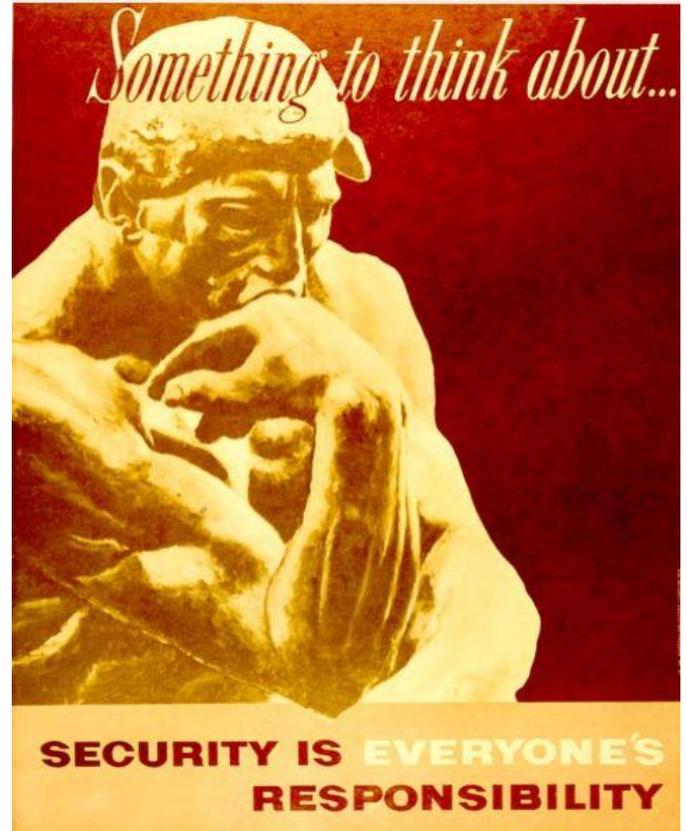
Maj. Michelle L. Stein, Chief, 177FW Intelligence
Capt. Dawn A. Schol, Chief, 177FW Information Protection

Since Jun. 2012, the ANG has had over 100 network vulnerability violations concerning user names/password files between .mil and .com email accounts and this is an ongoing issue throughout the AF. Any user sending username and password information across the .mil domain will have their accounts automatically suspended until all applicable training has been re-accomplished. This includes suspension of access to classified systems.

E-Mail Is Not Private!
Whenever You Send One,
Imagine That Looking Over
Your Shoulder Is

- *Your Spouse/Significant Other*
- *Your Mother or Father*
- *Your Boss*
- *Your Adversary*

USAF photo by WSGT Keith Reed



ANG IP and OPSEC PMs receive notification on all intercepted emails containing classified and/or critical information including user names/passwords.

Additional Reminders: All critical (unclassified) information needs to be encrypted before emailing. Storing a classified password (such as your SIPR password) on an unclassified system is prohibited and will result in a Security Incident which requires an investigation. Sending this data across the .mil network will also create a Classified Message Incident.

Any questions, please contact the IP or OPSEC PMs.

Sister Service Academy - A Diverse and Rewarding Experience



Story by Master Sgt. Andrew Moseley - Photos courtesy of Master Sgt. Robert Powell,

Master Sgt. Robert Powell, Ground Safety Specialist from the 177th Fighter Wing Safety Office, spent five weeks attending the U. S. Coast Guard Chief Petty Officer Academy in Petaluma, California from Jan. 6 - Feb. 9.

Equivalent to the USAF Senior NCO Academy, this course had a decidedly different flavor.

“On the concept of teamwork, we talk about it, they practice it...in everything they do,” said Powell.



And they stayed busy. Physical Training (PT) was twice a day, every day. Class members participated in the President’s Challenge which required 12,000 points, half from PT and half from running, biking and swimming.

Powell was the only Air National Guard member in the class and was one of five total Air Force members.

“As a member of the Air Force, they took me under their wing...they really looked after me. I also had an Air Force Liaison Officer, Senior Master Sgt. Andy Magdanz, who was more than happy to mentor me,” said Powell.



From a class trip to Fort Cronkite to give presentations on gun emplacements, to Alameda Point to see a brand new Coast Guard cutter, to a community service project re-habbing areas around schools, the class of 72 spent a great deal of time outside the classroom.



As the senior member of the class, with 24 years of service, Powell’s experience was highlighted when he was presented an honorary Chief’s anchor from Team Thiele, Class 192 .

FIRE RESCUE

U.S. Air Force Airmen and New Jersey state employees participate in a fire rescue exercise at Atlantic City International Airport on Feb. 19, 2013.

Photos by Tech. Sgt. Matt Hecht



Engine mechanics assigned to the 177th Maintenance Group test a General Electric F110 engine on Feb. 7 at Atlantic City International Airport, N.J. The GE-F110 is used in the 177th Fighter Wing's F-16C Fighting Falcon aircraft.

Photos by Tech. Sgt. Matt Hecht





Tech. Sgt. Jim McNally checks over a General Electric F110 engine after a test run on Feb. 7 at Atlantic City International Airport, N.J. The GE-F110 is used in the 177th Fighter Wing's F-16C Fighting Falcon aircraft. McNally is an engine mechanic assigned to the 177th Maintenance Group.



Master Sgt. Chris Skierski and Tech. Sgt. Benjamin Hemme power up a General Electric F110 engine to afterburner during an engine test on Feb. 7 at Atlantic City International Airport, N.J. Skierski and Hemme are both F-16C Fighting Falcon engine mechanics assigned to the 177th Maintenance Group.

DUI: You don't want to tell this story

Commentary by Senior Airman Cynthia Spalding, 3rd Wing Public Affairs

From AF.mil—3/26/2010 - **ELMENDORF AIR FORCE BASE, Alaska (AFNS)** -- Driving under the influence -- DUI, DWI, drunk driving, driving drunk; however you decide to say it -- the sting of those words hits harder than you know when you have been labeled as "one of those" Airmen.

When I left my last duty station en-route to Elmendorf Air Force Base I was labeled as "a perfect (Officer Training School) candidate" by my shop commander on my enlisted performance report that happened to be a firewall-five. I was doing a do-it-yourself move and decided to stay at a friend's house for a week in South Dakota. The night before I was going to head out they were having a party. My first mistake was allowing someone I did not know to make my drink.

My second mistake was not asking someone responsible to take my keys. As we sat down at the table to play a game, I took my first sip. It was 7 p.m. Oct. 9, 2008.

Next thing I knew, I was waking up in a cold room with loud noises and not in my clothes. There were three beds with other girls. When I looked down at my shirt it read, "Pennington County Jail."

What happened? Who was I with? Was I driving? If I was driving, did I hurt or kill anyone? If someone was with me, who? Were they hurt? Where was my phone? Was I driving my new vehicle I just bought? What time is it? Those were just some of the many questions I was asking myself at that moment.

In the next room there were cops at a desk with a line of females in the same clothes. They were in cuffs and chains, all of them connected together in a line. I was terrified. How did I get into this mess?

The clock on the wall read 7:30 a.m., 12 hours later. A nurse came in to see me. I hadn't noticed but there was a very bad burn across my chest and hips and on my face from my forehead down to my neck. Those weren't all of my injuries. When I was finally able to talk to a cop, they informed me that I would go to court at 10 a.m. For two hours I sat in a room, terrified. I went to court after reading the police report. What could I argue? I knew that I had chosen the option to drink in an unfamiliar place with unfamiliar people.

According to the report I, "apparently ran a stop sign. At the end of the road there was a steep hill with marks in the grass from a vehicle, indicating that the vehicle had rolled over more than once."

I was lucky that there was a nurse living in a house near where my vehicle had crashed. She was able to immobilize my head to prevent any spinal damages.

My blood alcohol content was 0.136. It didn't matter that I didn't re-

member ever finishing the first drink, I was guilty. After pleading guilty and letting the judge know my situation, I was released and took a taxi to my friend's house. Being so close to Ellsworth AFB, S.D., the first sergeant found me and assisted me in matters that I know I couldn't have handled on my own. My previous and future commanders had already been contacted.

God must have had an angel sitting on my shoulder for saving my life during this accident. My vehicle looked like a pancake. I was also thankful that my previous commander wanted to defend my reputation from Charleston AFB, S.C., to my future commander at Elmendorf AFB, allowing me to continue my PCS to Alaska. Upon arrival, I met my superintendent and immediately began working out what to do next. I lost my license for a year on top of totaling my brand new vehicle. Walking around in Alaska during the winter coming from Charleston AFB was not a pleasant experience.

Instead of meeting my commander and being greeted and welcomed for the first time, my commander read me my letter of reprimand with a tone of extreme disappointment in her voice. The letter was filed in my new unfavorable information file, where it stayed with me until Dec. 1, 2009. I had lost the option of receiving below-the-

-zone, my car, my license, half of my belongings in the accident, extra leave time and my reputation.

It was hard knowing that even if I did the best possible job I could, I was still going to be ineligible for any type of award or recognition, until my UIF cleared. The next important thing I had to do was realize that that was not who I was and start proving that to my new Air Force family. I volunteered for almost everything. If I was asked to complete a job, I not only completed it, but also I surpassed the expectations and tried to make it better than expected.

Driving is a privilege, and I had neglected my obligations to be a safe driver, therefore, I forfeited my privilege. Learning from this mistake, my new plan included making a right turn. To look back at the good, not dwell on my faults and grow. This created a huge cliff in accomplishing my future goals in commissioning; however, I am determined to become a story of recovery, not of failure.

I am sharing my story to encourage you who have also gone through this unfortunate experience to be motivated and aware that you need to exceed expectations. I also encourage others who have not taken this wrong turn to make sure you have a plan in advance when you go out. Your experience might not turn out the same way as mine. It could end your Air Force career or worse your life. Don't be the next Airman that has to share their story. Telling mom and dad was hard enough.



JERSEY DEVILS IN THE NEWS



AIRMEN COINED



Two members of the 177FW were recognized for their outstanding contributions during the Consolidated Unit Inspection Out-Brief.

Staff Sgt. Stephen W. Hillmann, 177FW Comm Flt. Information Technology Specialist (left), was recognized for his "Best Seen To Date" EMSEC Program and his attention to the base wireless and computer security. Tech. Sgt. Jared T. Mathis, 177FW Aircrew Flight Equipment Specialist, was recognized for putting together a "Best Practices" training program, which mirrors the actual operational equipment precisely, allowing pilots to get the most realistic training possible.

Hillmann and Mathis received the ACC IG Commander's Coin, given to less than 1% of Air Force members.



CAUGHT BY A SECDEF



Staff Sgt. John R. Vasta, III, from the 177FW Intel section, was coined by US Secretary of Defense, Leon Panetta, at his retirement ceremony at the Pentagon in Feb. Staff Sgt Vasta's full-time job is with the USAF as a Briefer at NGB A2.

Photo courtesy of Staff Sgt. John R. Vasta, III

DEVILS RACE TO THE GATE



Members of the 177th Fighter Wing participated in the 5th Annual "CAPE TO GATE" Fun run on Feb. 23. The approx. 46 mile run from Cape May to Margate was split up amongst the team's runners with each runner averaging 3-4 miles. Participants had fun promoting the "Fit To Fight" life and hope they can attract future participants from the 177th. Courtesy Photo

PARA - DOCS

By Doc Andy Savicky, Director of Psychological Health

"That which does not kill us makes us stronger." — [Friedrich Nietzsche](#)

It makes sense if you believe that there is a purpose in our life and we benefit from all events. Its real meaning is that an event that hurts us emotionally or physically will produce two circumstances:

1. *The first one being the negative effect of the event making the person "lose themself".*
2. *The second makes the person aware and lets them rebuild to prevent that thing from happening again.*

However, the problem with the second one is that it can affect the person's life in a negative way as well. For example, a person who broke up with a significant other might set up a wall to never let a person into their lives like that again. This can hurt them in building relationships with others or they may turn to alcohol or illegal drugs to camouflage their pain.

Many of us have found that we will get tougher as part of an experience we have been through or through life experience. Say for example we undergo a horrific experience, be it a sad occasion or something troubling. When we are at our lowest point in time, and we cannot go on, we learn that it is our friends and family who will eventually pull us out of the traumatic event, when we feel all hope is lost. We could only learn who was there for us and our wingman when the going got rough by the events in our life.

I have found this saying to mean that it's the tough experiences that shape us and that we will grow stronger from what we go through. For example, the challenge of less employment through no fault of our own or worse, complete unemployment for several months. We begin to feel that we are victims and believe there is no hope for the future.

However it becomes an opportunity for us to network and research the support we will have around us, such as close friends or the resources we can receive from the numerous organizations that focus on helping veterans and their families. We can depend on them to tell us not to give up, but be a fighter and not a quitter.

It is these types of experiences that will make us a better person in the long run. We are still alive, and that means we have survived and can be proud of ourselves because we were tested and we passed that character self-examination.

On a personal level, if we have been abused or hurt in the past, and have been disappointed by the actions of others, it is our ability to bounce back and be determined that we survive and be even stronger than before.

We have resources that can help each of you. However, you must want the help and realize that it does not represent weakness but in fact, wisdom. We can only become stronger because of our life challenges and our resiliency to overcome those challenges.

Only a **CLICK** Away
Online Personnel Services



myPers
myPers.af.mil

- » Review information on personnel-related programs
- » Request a change or correction to your duty history
- » View your current and past retirement points
- » Enroll and change civilian employee benefits information

and **more...**

vPC-GR vMPF PRDA MyBIZ EBIS



From Security Forces

The 177th Security Forces Squadron's Operation Crime Stop Program has been newly implemented. Crime Stop allows for anonymous reporting of suspected or actual crimes. Anonymous crime reports can include but are not limited to: suspicious activity, threatening acts or behavior, possession of weapons and the use or sale of illegal drugs. The dedicated phone line for Operation Crime Stop is 761-6223.



177th Fighter Wing Equal Opportunity Office



Lt. James Jaconski
EO Advisor

Capt. David Forrester
EO Director

MSgt. Harry Waugh
EO Advisor

Our office is open to serve every member of the 177th Fighter Wing. Our staff is committed to ensure an environment free from unlawful discrimination and sexual harassment. All members deserve to be recognized on their performance, professionalism, service and dedication. Please contact our office for any assistance or issues that cannot be resolved within your chain of command.

We are located in Building 408 (Headquarters Building)
1st Floor, Room 115 and 2nd Floor, Cubicle 237

Women's History Month

WOMEN
inspiring
INNOVATION
through
IMAGINATION:

Celebrating Women

in Science, Technology, Engineering and Mathematics

