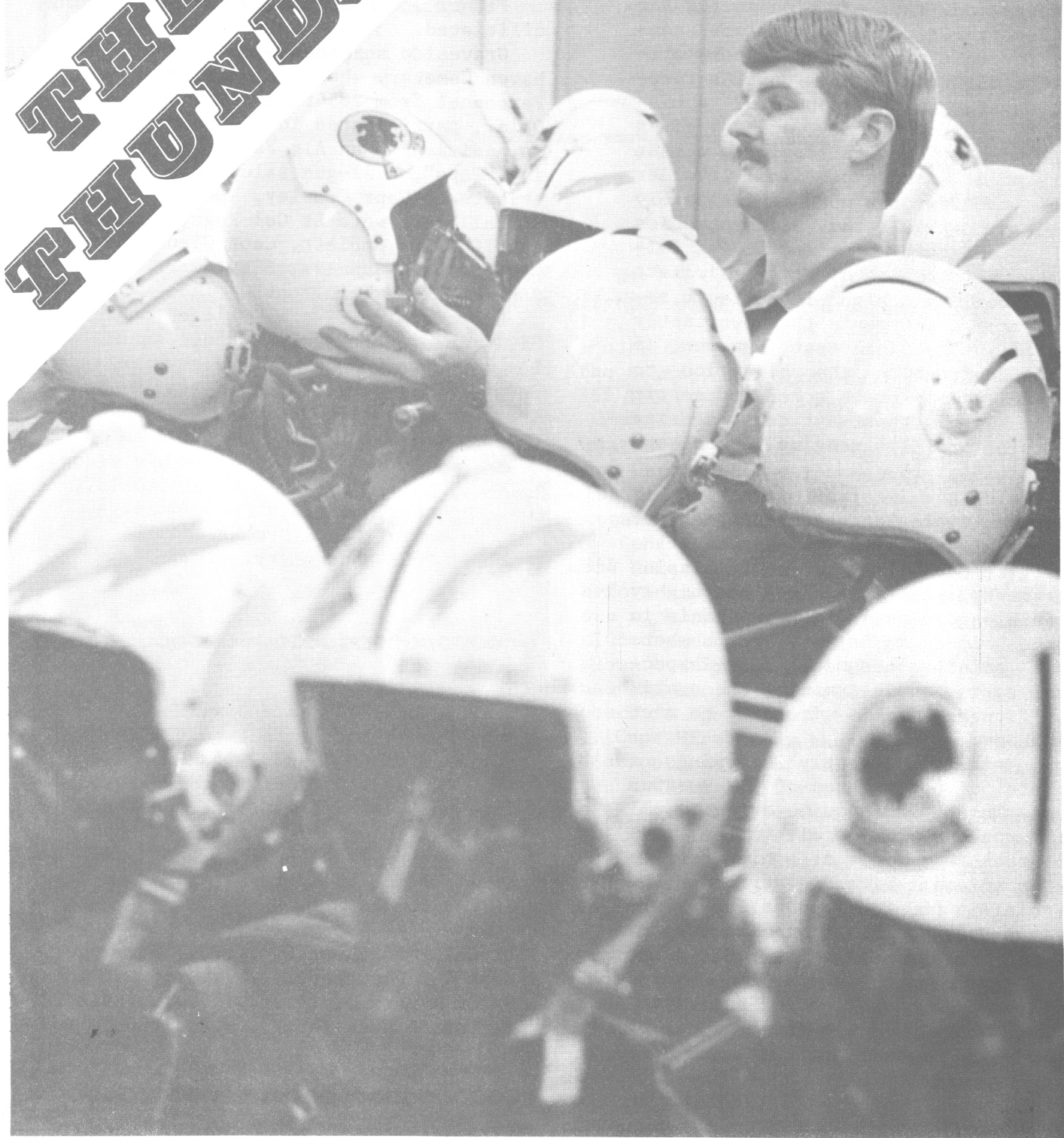


THE UNDERCHIEF

vol. 2 no. 3
Dec. 1974



The Commander Speaks...

Air Force Reserve Crew Chiefs

There are numerous positions within the Air Force Reserve structure deserving of special plaudits or recognition. One of them has always been a symbol of strength within any reserve flying organization. It represents a position of the utmost integrity, professionalism and dedication. That position is the Air Force Reserve Crew Chief. His work center is the unit aircraft or weapons system. The outstanding crew chief's foremost thought, in the support of a mission, is the capability at any given time to commit "his" aircraft to a vast assortment of mission profiles. In order for this to occur, he must be intimately acquainted with all the idiosyncrasies of "his" aircraft. The crew chief follows the performance of "his" aircraft through continual high level tests resulting from commitments that constantly require it. The final test, however, is the one confronting the obligation to successfully complete a scheduled sortie inherent within this vast cross-section of mission profiles ranging in concept from multiple touch-and-go landings, short-field and weather operations to dropping multiple logistics equipment or supplies. In addition to assuring the aircraft's capability to meet mission requirements, there is also his highly responsible role as a flight mechanic in which he becomes a primary crew member. At this point he becomes a self-inspector, of sorts, in determining the quality or fitness of his aircraft to meet the mission.

The unit is currently enjoying a high rate of performance of its weapon systems. Though it is quite evident, all other functional areas within the Group structure must perform at a high rate to make an aircraft likewise perform. The crew chief is the focal point for assuring the proper coordination and support from other functional areas. His planning of inspections, proper controlling of delayed discrepancies and anticipating last minute changes in the midst of a heavy flying commitment must and does deserve recognition.

Intell Officer

Buried With Military Honors

By Barbara Ann Vessels

Military funeral services for Captain William F Crowley of the 465th Tactical Fighter Squadron, who was killed 8 November in a truck/pedestrian accident near Norman, Okla., were held at 10 a.m., November 11 at St. Joseph's Catholic Church in Norman, Okla.

Father Joe Ross and Father Dave Imming officiated.

Graveside services were held at Resthaven Cemetary where regular Air Force Personnel from 2854th ABGp, Tinker AFB, Okla., participated in the honor guard. In addition to an Air Force bugler playing "Taps", a 21-gun salute was fired in tribute to Capt Crowley.

Pallbearers were Lt Col Roger P Scheer, Capt Charles Sublett, Capt Glen Cloes, Capt Stephen Summers, SSgt Jerry Lau and SSgt Robert Kellington.

Capt Crowley, 32, was killed on Indian Hills Road near Norman, Okla., on his way home from work. He was assigned to the unit June 11, 1973 after an active-duty tour at Hulbert Field, Fla., with the USAF Air-Ground Operations School (TAC).

Capt Crowley is survived by his widow, Pamela, RR #1, Box 60J, Norman, Okla., two daughters, Laura, 6, and Julie, 4. He was the son of Col & Mrs William F. Crowley, Sr., Montgomery, Ala.

The THUNDERCHIEF is a Class II newspaper published monthly on UTA's for personnel of Det 507, 301 TFWg, Tinker AFB, Okla 73145. Opinions expressed herein do not necessarily represent those of the US Air Force. All photographs appearing herein are official US Air Force Photographs unless otherwise stated.

Lt Col R P Scheer.....Commander
Capt P D Fletcher.....IO
Sgt R A Caram.....Editor
Barbara A Vessels.....Add't Duty IO

How Are You Doing?

Below are the Recruit, Reenlistment, Discharge and Projected Loss statistics for the 507th for the month of October.

	<u>RECRUITS</u>	<u>REENL</u>	<u>DISCH</u>	<u>PROJ LOSSES</u>
507 Tactical Clinic	00	00	00	00
507 Combat Support Sq	03	02	00	07
507 Mobility Support Sq	00	05	01	04
507 Consolidated Acft Maint Sq	09	22	00	27
465 Tactical Fighter Sq	00	00	00	00
Det 507, 301 TFWg (Hqtrs)	01	00	00	03
507 Weapons System Security Flt	00	00	00	06
507 Communications Flt	00	01	00	01
507 Civil Engineering Flt	02	00	00	13
TOTAL	15	30	01	61

Thud Profile

by Barbara Ann Vessels

With a first name of FORREST, only a fighter pilot would nickname a guy "TREES". But, that is what he answers to from Commander on down. Capt Winebarger is Chief of the Stan/Eval program assigned under the 465 TFSq. He has been an ART since the conversion in 1972 from C-124s to F-105s. He is also a 1962 Chemical Engineering graduate of the University of Tennessee, commissioned in 1963 and his first assignment was a T-38 instructor pilot at Vance AFB, Okla.

Capt Winebarger was then assigned to the 354 TFSq at Takhli RTAFB, Thailand in 1967 before his reassignment to Kadena AFB, Okinawa with the 12TFSq. This tour at Kadena included extensive combat TDY to Korea. He has flown over 100 combat missions in North Vietnam and has to his credit a total of "1400" hours in the F-105, Thunderchief.

Capt Winebarger has had some noteworthy distinctions in his flying career. He flew the A-7D on its first combat sortie. After his Kadena tour with F-105s, he entered A-7D training at Luke AFB, Arizona, and later was assigned to the Stan/Eval Section of the 354 TFWg, Myrtle Beach, S.C., which was scheduled to deploy to Korat RTAFB, Thailand.

Awards and decorations include Silver Star two Distinguished Flying Crosses, eleven air medals and one AF Commendation Medal.

His hobbies are oriented around the past as he has in running condition two 1936 Ford pick-up trucks and a 1936 Ford coupe, which he and his wife, Betty, honeymooned in. His aircraft is #372 and his crew chief is Jerry Malone.



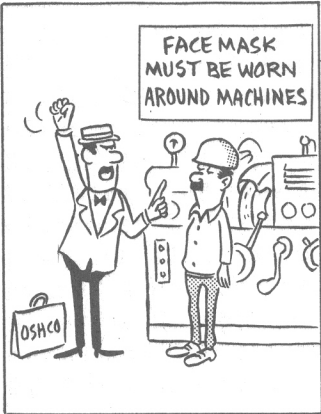
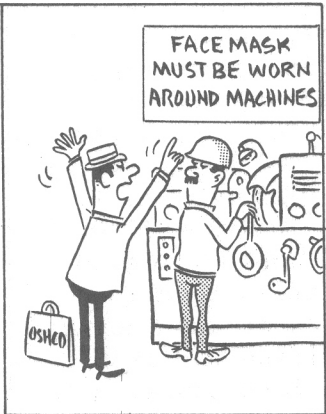
CAPT FORREST "TREES" WINEBARGER, flew the A-7D on its first combat sortie.



NEW CIVIL ENGINEERING FLIGHT COMMANDER: Major Robert C. Dudley, Jr., 33, has been assigned Commander of the CE Flight effective November UTA. He succeeds Lt Col Warren Klima. Maj Dudley is a graduate civil engineer and owner of the Dudley Construction Company in Oklahoma City. He has been with the unit since 1970.
(U.S. Air Force Photo by Capt Perry Fletcher)

Merry Christmas And Happy New Year

OSHCO



"Max Beak" Speaks

by Capt Jerry Wrucha

Approximately 20 minutes after takeoff, the right engine low oil light illuminated on an F-111, with the oil quantity indicator reading 3 1/2 quarts remaining. Engine oil pressure was normal. The mission was aborted, Nr 2 shutdown, fuel dumped, and the aircraft returned to base.

Post flight investigation revealed that the oil tank servicing cap had been installed improperly in that the three locking lugs on the cap were not engaged. The cap was just sitting on the filler assembly. Simple tasks such as this, improperly done, have caused the loss of aircraft and crews.

Let's do it right the first time then double check to make sure.



Sgt John J Little, 25, MAINTENANCE MAN OF THE MONTH, is assigned to the Sheet Metal Shop, 507 CAM Sq. Sgt Little lives in McCloud and is employed as a repair technician with a local duplicating firm. He has been with the unit since 1969.

(U.S. Air Force Photo by Capt Perry Fletcher)

Air-er In The System

Front cockpit: Right main gear unsafe.
Rear cockpit: Nose gear unsafe.

The RSU officer and a chase aircraft informed the F-4 crew that the nose gear was partially extended. The "gear unsafe" procedure was used but the gear did not move. The landing gear circuit breaker was pulled, gear handle lowered, and the gear was blown down from the front cockpit and indicated down and locked. A reversed set of wires in the gear indicator cannon plug caused the false indication in the front cockpit. Air in the utility hydraulic system caused the nose gear to hang up in the partially extended position. Incomplete bleeding of the utility system may have been the cause of the air in the system.

Form A Circle & Point Left

A student pilot was taxiing an A-37 for takeoff when the instructor pilot detected a clicking sound. The IP took control of the aircraft to check for nose wheel shimmy. Shortly thereafter, the aircraft suddenly veered left, the nose dropped slightly, and the aircraft stopped. Engines were shutdown and the crew deplaned.

The nose wheel bearing failed due to lack of lubrication. After the bearing had failed and frozen, aircraft momentum caused the bearing race to break out of the nose wheel, damaging the wheel beyond repair. When the investigator asked who was responsible for the lack of lubrication, all hands formed a circle and pointed to the left.

January UTA 18-19

February UTA 8-9

March UTA 8-9

1975

Live & Learn



by Chaplain Helmich,

I was recently reminded again that the Christmas story is the story of a baby. That is a part of its inexhaustible pull on the mind and heart of humanity. But it is also a liability. For a great many people become so entranced with the beautiful story of a baby in a manger that they miss the chief point of the story, and hence do not feel the compulsion which it lays on life. We can become so charmed with the story of a baby that we grow sentimental about it; it does not demand any vital change in our way of thinking and living. Pure and simply we just leave Jesus in the manger!

But the chief point of the story is that the baby grew up! He grew up to become the sternest challenge to a world of herd power that had ever been made. He was no sentimentalist; he was a terrible realist! Everything opposed to love and brotherhood in our world, he declared flatly, is doomed and damned for the reason that at the center of the universe is a God of loving purpose to all men.

The great question for us is this: Is our Christmas still only a story about a baby, or is it more, a deathless story about a man; the son of man, into whom the baby grew, who can redeem the world from its sins, and who calls us into partnership with his great and mighty purposes.

As we are now entering a NEW YEAR whether or not we again leave Jesus in the manger will be determined by our conduct in the months to come. At lunch during the December drill it was agreed by four of us that the REAL underlying problem of society in America and the nations of the world is the willful departure from the irrefutable laws of God. This began with our fathers and we have continued the

continued page 7....

In Brief ...

New Palace Chase REG.....

RANDOLPH AFB TX (AFNS) - A new Air Force Regulation 35-46 will soon cover airmen and officers applying for Palace Chase. Palace Chase allows airmen and rated officers in the continental United States to trade remaining active-duty time for twice the time in the Air National Guard or Air Force Reserve. This program is due to be phased out on June 30, 1975.

Reserve Awards.....

AFNS - H.R. 871 is a bill to extend awards for ideas submitted under the military suggestion program to members of the Reserves. Presently only active-duty members are eligible to receive awards for suggestions. The bill would make reservists eligible for suggestions at times other than when they were serving on active duty.

Santa Claus Is Coming.....

Plans are underway for the Childrens Convalescent Hospital Christmas Party which the unit will sponsor in the hangar on 16 December at 1300. Santa Claus, christmas tree, puppets, presents and stocking are all on the agenda. Project Officer is TSgt Claude Taylor, Ext 2731.

New Promotion Deadline.....

Reserve promotions must be to CBPO by the 15th of each month to be effective the following month. No extensions or exceptions.

Flight Surgeon Honored.....

Lt Col Samuel T Hucke, Chief of TAC Clinic, was recently initiated into the American College of Surgeons. Dr Hucke is a practicing surgeon with the VA Hospital in Little Rock, Ark.

continued from page 6.....

practice. Now our sons and daughters find it difficult (in some instances impossible) to discern right from wrong. The "consciences" which is a standard and a knowledge of right and wrong can, as the bible warns, become "seared as with hot iron" and no longer sensitive to right and wrong.

The nations that forget God....that will not serve him "shall perish; yea those nations shall be utterly wasted Isaiah 60:12. Will you join me in prayer that 1971 will be a year in which all men beginning with US will remember and repent and repent unto God. Take him out of the manger...entrance him in your life.

SOCIAL ACTIONS

Rm 210, Bldg 1043, Ext 7075

Capt Adair - Chief of Social Actions

Capt Kutner - Race Relations

TSgt Scott - Drug & Alcohol Abuse

SSgt Sandman - Drug & Alcohol Abuse



BAKERS DOZEN....Thirteen reenlistments from CAM Sq are left to right: SSgt R Leckie; TSgt G Clayton; Sgt E Mackey; SSgt J Breeding, SSgt F Canary, Maj H Acheson. 2nd Row: SSgt H Handwerker; MSgt J Florence, SSgt E Troillet, Sgt J Cardoni. 3d Row: SSgt F Lawson, SSgt M. Morrow; MSgt B Stevens; SSgt G Lau. (Not pictured: SSgt L Duncan; SSgt G Hale; SSgt G Wade.)

Buy Now, Or You'll Pay Later

WASHINGTON (AFNS) - you've decided that home mortgage interest rates are just too high now and that you'll wait until next year to buy a house when there's a good chance that the rates will go down. You assume that buying a home at next year's lower rate will save you a considerable amount of money over a 25- to 30-year mortgage period. Although that reasoning sounds sensible, it won't save you dollars and cents.

In fact, waiting to buy (at the possible 8 per cent next year as opposed to the present 9 to 9.5 per cent rate) will probably cost you more. Compare the figures:

You Purchase Your House Now

Purchase price.....	\$35,000
Downpayment of 10%.....	3,500
Amount of mortgage (Term: 25 Years).....	31,500
Monthly payment at:	
7%.....	222.71
8%.....	243.18
9%.....	264.60
10%.....	286.34

You Wait One Year To Buy

Purchase price of home (up 10%).....	\$38,500
Downpayment of 10%.....	3,850
Amount of mortgage.....	34,650
Term of mortgage.....	25 Yrs
Monthly payment at:	
7%.....	244.98
8%.....	267.50
9%.....	291.06
10%.....	341.97

Using the chart, compare buying a \$35,000 house now at the 9 per cent mortgage rate for 25 years with buying the same house next year at 8 percent over 25 years:

. your downpayment now is \$3,500; next year, \$3,850--a savings of \$350 if you buy now.

. your monthly payment at 9 percent now is \$264.60; next year at 8 percent, \$267.50--a saving of \$2.90 per month, \$34.80 per year, and \$870 over the 25-year mortgage period by buying now; and

. your total savings by buying now is \$350 on downpayment, plus \$870 on the 25-year mortgage for a sum of \$1,220.

Needless to say, the larger the totals, the larger the savings. Thus, unless interest rates drop much lower than can logically be anticipated, and unless the prices of homes sharply decline as opposed to the long-standing upward trend, you will not save money by waiting for lower mortgage rates. Moreover, by waiting, you lose a year of tax benefits derived from home ownership and you're a year behind in building up the equity in your home as you amortize the mortgage principal.

But, before you take on a home mortgage now or later, a note of caution: be sure you understand completely all the terms of what will probably be the largest single debt of your life; moreover, the monthly mortgage payment will likely be the largest single amount in your budget. Buying a home is a big move even before you start moving in. Plan it carefully.

Shop Talk by Tony Fulsom

What is gray, has no wings, can fly and uses no fuel? The F-105D Flight Simulator Trainer, that's what, whose purpose is to train pilots to fly the F-105 Thunderchief. This 51 x 54 foot "featherless" bird provides realistic training to navigate, seek-out and destroy enemy air or ground targets under adverse weather conditions. Knowledge can be gained on the handling characteristics of the aircraft, communications and navigational equipment as technicians present problem areas for pilots to maneuver in.

The 507th received the 15-year old simulator in 1972 from Kadena AFB, Okinawa. Needless to say, it was in a "state of shock" and did not become fully operational until early 1973. To date, it has an estimated 84,000 hours of training to its credit. Each pilot must maintain 2 hrs training per quarter in order to stay current.

When inclement weather prevails and flight are "scrubbed", pilots make good use of their "downtime" by flying extra time in the Simulator.

The Flight Simulator Branch is under the direction and management of Operations and Training (465th TFSq). Until our new location is built (next door to the Squadron), we are located in Bldg 224, Area A. Technicians who "polish and pamper" are Sidney Trotter, George Romasz, Dick Massey and Larry Jones. Our first shift arrives at 0530 each day to preflight the Simulator for missions from 0800 to 1630 Tuesday through Saturday.

The F-105D Simulator is the largest on base consisting of 99 sections weighing 32,000 lbs. The simulators throughout the Air Force have the reputation of saving over 9 million gallons of fuel last year by increasing usage for proficiency training.

GI Bill Education Benefits to Increase

By Major James Edwards

Judge Advocate

House and Senate conferees have agreed on compromise legislation that will raise GI Bill education benefits by 23 percent, create a low-interest loan program and extend eligibility from 36 to 45 months. Quick approval by Congress and President Ford is expected.

Under the new legislation, veterans will receive 23 percent increase in their monthly subsistence allowances. A single veteran will receive \$270 a month, up from the present \$220. A married veterans stipend will rise to \$321 a month, up from the present \$261, while a veteran with one child will receive \$366 monthly, up from the current rate of \$298. Veterans with more than one child will receive \$22 a month for each additional child.

The legislation will extend school training time from the present 36 months to 45 months, but only for those students seeking an undergraduate degree.

Additionally, it will permit low-interest direct government loans of up to \$600 a year from the Veterans Administration if a veteran can not get loan aid from other federal educational programs.

Promotions

MASTER SERGEANT

Eugene Lowe
Dewey L Short
Harold J Millsap

TECHNICAL SERGEANT

Rodney D Osborne
Forrest C Foster

STAFF SERGEANT

Steve E Maupin
Albert W Buchholz
William M Kiesel
Charles W Riley
Terry L Hardom
Robert R Sudik
Steven R Andrews
Virginia L Barkley
Sanford J Smart
Frank R Dawkins
Ferrell G Hill
Donnie L Jones
Curtis E Moore



Troops assemble after Saturday UTA sign-in for "open-ranks" inspection by Commanders.
(U.S. Air Force Photo by Capt Perry Fletcher)



F-105 THUNDERCHIEFS in echelon formation head for the gunnery range at Ft Sill, Okla.
(U.S. Air Force Photo by Capt Perry Fletcher)

New Rating System Designed For Officer

RANDOLPH AFB, Tex (AFNS) - The Air Force has established a single rating distribution scale for the new officer efficiency report (OER). Under this plan all officers will now be rated under the same rating quotas, regardless of their command or job. This eliminates the 3 quota categories proposed earlier. Under the final plan, all officers will now have the same opportunity for receiving a top rating, regardless of duty location.

There are six overall evaluation blocks on the new OER form. Up to 22 percent of all officers will be eligible for a top block rating, 50 percent for the top two and 10 percent for the top three blocks.

The new OER system will be implemented in two phases. The first phase is to start on Nov. 30 and will include lieutenant colonels and colonels normally due a report from Nov. 30, 1974 thru March 31, 1975.

Reports for colonels and lieutenant colonels will be on both an open form and the new closed "potential" form. The open form will be kept in an officer's personnel records and will be available for his examination or purchase. Officers will not be permitted to view their closed forms. The closed forms will be kept at the Air Reserve Personnel Center for promotion board evaluations. The closed forms will not be used for officers below the rank of

lieutenant colonels.

Phase two of the implementation includes lieutenants, captains, and majors. It will begin on May 1, 1975, with lieutenants. This monthly phase-in schedule will give commands time to test new data support programs. This time will insure proper rating controls and allow internal command management procedures to be put into effect.

Officials point out that under the new controlled rating system, the majority of officers can expect to receive a third from the top block rating. This rating will still be competitive for promotion through the grade of lieutenant colonel. Promotion to colonel, however, will require some ratings in one of the top two blocks.

No requirement is being imposed for ratings in the lower blocks. Air Force evaluators are being tasked with the responsibility of giving these lower ratings when an officer has not earned a rating in one of the top three blocks.

Rating controls will be applied against the overall ratings given officers in Section V of the new OER form. All reviewers will now follow the same distribution. All review

in Section V of the new OER form. All reviewers will now follow the same distribution. Officials say the rating control system will halt the inflation currently hampering today's officer rating system.

Words

The SIX most important words:

"I admit I made a mistake."

The FIVE most important words:

"You did a good job."

The FOUR most important words:

"What is your opinion?"

The THREE most important words:

"If you please."

The TWO most important words:

"Thank you."

The ONE most important word:

"We."

The LEAST important word:

"I."

COVER PHOTO

SSgt Dean Williamson, a life support specialist and 4 1/2 year AFR veteran, does a pre-flight inspection on a pilot's helmet during the November UTA. (U. S. Air Force Photo by Capt Perry Fletcher)

THINK ORI!

"CURRENT POLICY INSIGHT"

(An AFNS Feature)

Air Force plans for manpower strength in the years ahead were briefed by Secretary of the Air Force John L. McLucas in a statement to the Subcommittee on Manpower and Personnel of the Senate Armed Services Committee. He said:

"Air Force manpower has decreased each year since 1968, and that trend will continue during fiscal year (FY) 1975. The President's FY 1975 budget request reflected a reduction in active Air Force military manpower to approximately 630,000 or more than 30 percent below its peak strength in 1968.

Civilian strengths, including indirect hire, will have been reduced to 287,000, or nearly 20 percent over the same period

"As these statistics show, civilian strengths have not declined at the same rate as military strength. There are two primary reasons for this. First, since 1972, the Air Force has converted to civilian some 13,000 positions found not to be military-essential.

"We intend to convert an additional 4,000 positions from military to civilian in FY 1975.

"The second reason for a lesser decline in civilian strength is the emphasis upon the Total Force Policy over the past few years. An increase in reliance on Air Reserve Forces caused us to add almost 10,000 civilian reserve technician authorizations since 1968, approximately 600 of which are to be added in FY 1975.

"Consequently, the proportion of civilians in the work force has increased from about 28 percent in 1968 to over 31 per cent in the FY 75 budget.

"Our current plans call for total FY75 military strength to be reduced an additional 2,800, and direct hire civilian strength by more than 400 as a result of the FY 1975 Department of Defense Appropriation Authorization Act. Additional changes in Air Force manpower levels will undoubtedly result from Congressional action on the FY 1975 Defense Appropriations Bill.

"We fully intend to continue initiatives to reduce support manpower either to increase combat force manpower direct-

ly or to free funds for force improvement and modernization. Moreover, future strength levels will vary as a result of that modernization, and as a result of such factors as plant and equipment improvements which permit productivity savings. The end objective is to insure that manpower and force levels are consistent with the missions we are tasked to perform.

"Partly as a result of reductions to the active force, our Air Reserve Force projections reflect an increase over that of the past few years.

"The Air National Guard, assuming Congressional approval of the recommended 91 flying unit structure, will increase to approximately 95,000 by the end of FY 1975. This is a two-year increase of six percent, assuming 95 percent fill of authorized manning levels.

"Air Force Reserve strengths are expected to increase from actual numbers on board at the end of FY 1973. However, authorizations will have declined by seven percent from the budget programmed strengths in FY 1973 to end FY 1975 due primarily to force structure changes and strength shortfalls.

"In summary, overall Air Reserve Force increases reflect a logical application of the Total Force Policy."

Promotions

SERGEANT

Donnie R Reed
David G Best
Danny B Looney
James M Freeman
Thomas A Dean
Ronald S Gerst
Gary N Embry
Carl W Wilson
Evelyn G Stead
Matthew W Oualline
Christopher T Hoke

Gary A Johnson
Billy A Post
Harold F Dorsey
George W Drake
Tommy W Tomlinson
Ricky A Erwin
Richard A Caram
Allen L Martin
Gary E Robertson
Charles E White

AIRMAN FIRST CLASS

Billy F Jones
Jerry N Haley II
Margaret A Grantham