



Winner's picked



Competition and judging was the order of the day every day at FIGHTERCOMP '83. Picking a winner wasn't left to chance or the whim of an individual, each judge used a checklist with a predetermined list of items and deductable points.

Munitions, maintenance and operations were the three categories used in the judging.

During the munitions (LOADEO) competition, judging was based on such items as, tech order procedures, support equipment and tools used, following checklists steps, and safety practices.

The final munitions load team standings found the 507th TFG team in sixth place with a score of 2170 compared to the 917th TFG who won with 2423.7 points.

The maintenance teams were scored using the same criteria used in GUNSMOKE, TAC's worldwide gunnery competition. Some of these steps include crew chief/pilot coordination, proper use of equipment, wearing of seat belts, driving 15 MPH on the flight line, refueling, pre-flight checklists, documentation and safety. At least two judges were used per aircraft launch and no judge evaluated his own unit.

The maintenance team standings had us in seventh place with 671 points and the 434 TFW in first place with a score of 809.

On the operations side, the aircrews earned points based on navigation timing, and bomb and strafe accuracy. Both individual and team scores were given in this event.

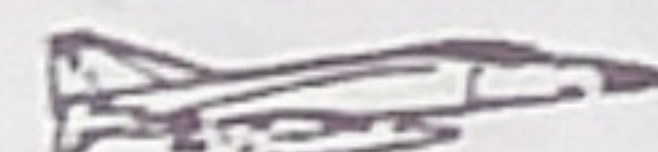
Our gunnery teams finished in eighth place with 2033 and the 917th TFG took top honors with a resounding 3509 points.

Ending up in other than first place didn't mean poor performance, it just meant that someone else did it a little faster, a little better, and with a little more luck on a given day.



Captains Jerry Feeney and Ken Settle enlist the assistance of SSgt Richard Nixon, in filling out their aircraft form 781's, listing the discrepancies noted during their sorties in FIGHTERCOMP '83. (USAF Photo)

Wartime commitment



By Maj. Warren E. Domke
433rd Tactical Airlift Wing
(AFRNS) -- Sometimes we lose sight of the reasons the Air Force Reserve exists and the possible consequences to us of our being reservists. We have a real wartime commitment, and we may very well be called upon to respond in case of a war or national emergency.

What if there were a war? What if there were a recall of the unit to active duty? How would you respond, and how ready are you to do your part?

In many Air Force Reserve units there are members who have experienced a recall. The most recent occasion was the capture, by the North Korean navy, of the USS Pueblo in 1968. A number of Air National Guard and Air Force Reserve units were recalled in response. Prior to that, unit recalls of Guard and/or Reserve units took place during the Korean War (1950), the Berlin Crisis (1961) and the Cuban Missile Crisis (1962).

In an actual crisis or contingency situation, we might expect some forewarning that there was going to be an international crisis. (Some of the above events took place with little or no advance warning, however.) There might be a buildup of military forces in a crisis area or increased diplomatic tensions. (But these signs often come and go without blowing up into an emergency situation.)

Let's assume that the worst does happen. Most probably your recall notice will be by telephone. The most usual image seems to be of the call coming in the middle of the night, and that could very well be when it will happen, but it might

also come to you at work, school, on vacation -- wherever you might happen to be.

A recall would most likely be pretty much the way we practice them. A major difference would be that there wouldn't be any inspectors grading the unit. If you are on mobility you could expect to show up ready to travel. All unit personnel could look forward to being in uniform for an indefinite length of time.

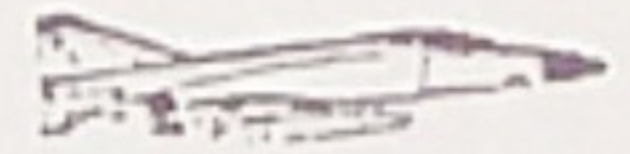
How ready are you to be recalled right now? If you have a family, are your spouse and children prepared to lose you for a while? Would things fall apart at home if you had to go away for several months? What if the real thing came tomorrow?

Are your home finances ready for you to leave home? Or would your spouse need Sherlock Holmes and a team of Harvard accountants to unravel the tangled web you'd be leaving behind? Do you have a will that does what you want it to in case you don't come back? Can your family handle the stress your leaving will impose on them?

You should be ready to go right now. Only you can determine how prepared you are to respond when the balloon goes up. If you ask yourself if you're ready and the honest answer is "no," you owe it to yourself, your family and the Air Force Reserve to get ready as quickly as possible.

Don't wait for a crisis to start to prepare for it; a call-up may never come, and we hope it won't. But every reservist has a duty to be prepared for anything. Anything can, and might, happen.

Dorward tops in 10th A.F.



Senior Master Sergeant Marvin W. Dorward of the 507th Consolidated Aircraft Maintenance Squadron has been selected as the 10th Air Force Senior NCO for 1982.

As noncommissioned officer in charge of A Flight, Aircraft Generation Branch, 507th CAMS, Sergeant Dorward manages the entire operation of the flight to meet maintenance and aircraft flight schedules.

Sergeant Dorward was previously selected as the Maintenance Senior Non-Commissioned Officer of the Year for the 507th CAMS.

According to the official nomination, "Sergeant Dorward is a major contributor to the success of this unit's complex mission. His positive approach toward the unit and its assigned mission has set a standard of excellence which peers and subordinates attempt to emulate.

"In addition to his deep involvement with the critical duties as an aircraft flight chief, Sergeant Dorward has also made numerous contributions to the entire maintenance operation. He was instrumental in development of the checklist utilized to expedite the acceptance inspections of newly assigned aircraft. His acceptance inspection methods and procedures not only accelerated inspection compliance but enhanced the details of the inspection concept. His established maintenance policies and procedural concepts are commonly used in the daily routine in each of the three flights assigned to the Aircraft Generation Branch.

"He has succeeded in maintaining the flight's assigned aircraft in a high state of mission readiness. This is evidenced by his flight winning the high flyer award eight times out of twelve this past year. His section was the recipient of the 507th Consolidated Aircraft Maintenance Squadron Outstanding Workcenter Award for the

month of July 1982. He was honored at FIGHTERCOMP '82 held at Savannah, Georgia for his demonstrated excellence as a supervisor; the only Senior Non-Commissioned Officer to be so recognized.

"His efforts in this organization's safety program has resulted in a zero accident rate during the last year for his flight.

"He actively seeks to recruit and retain qualified individuals for all agencies of the reserve force program. Through his efforts in retention and recruiting the Aircraft Generation Branch has consistently maintained the greatest percentage of manning of all the branches assigned to the squadron.

"He is actively involved in the affairs of the community. He recently helped complete construction on a 14' X 40" classroom addition to the Sunday School complex at the church where he is a member.

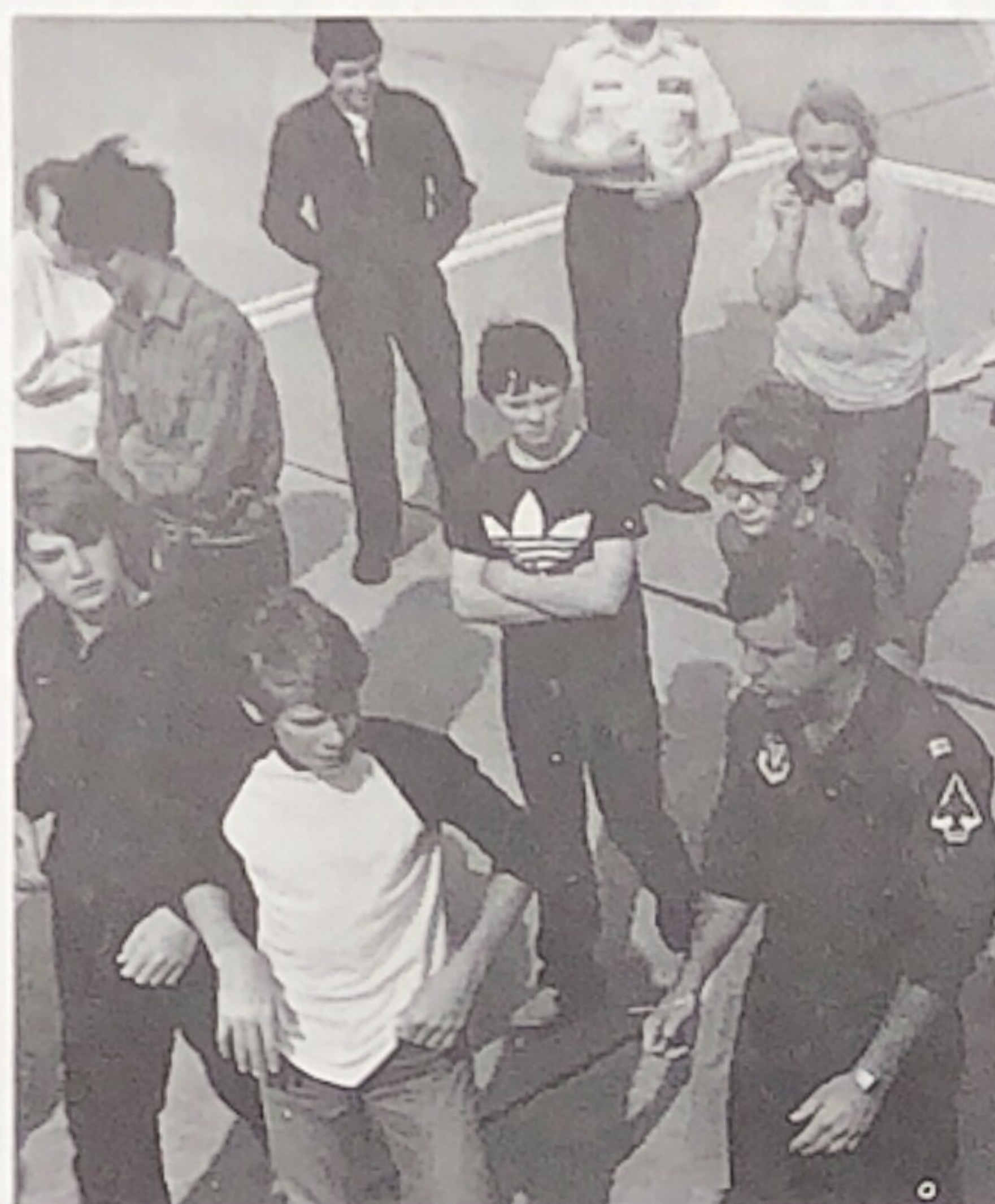


Major Ty Zerby, Deputy Commander for Maintenance, presents SMSgt Marvin Dorward a plaque along with congratulations on his selection as the 10th Air Force Senior NCO for 1982. (USAF Photo)

In and around the group



TSgt Mike West demonstrates a signal mirror, from a seat survival kit, to a tour group.



Capt Cam Dooley explains the attributes of the F-4D to a group of High School ROTC students from the Edmond area school district. (USAF Photos)



One of the F-4s going to FIGHTERCOMP '83 developed an antiskid problem which was rapidly repaired, by TSgt Billy Hughes, and sent on its way.



Out of uniform? TSgt Thomas H. Clapper of the 507th CES wears his academic robes in front of Headquarters building to show his friends how he looked at graduation. Sergeant Clapper graduated this semester with a PhD in Political Science from Oklahoma University. He has been with the Civil Engineering Squadron since 1970 and is the public affairs representative for his unit.



SSgt Don Ganton prepares to pick up a 500 pound practice bomb as TSgt Joe Baker moves it into position. The cheering section in the background is comprised of mostly 507th personnel and FIGHTERCOMP '83 judges.



SSgt Greg Johnson performs a functional check on a triple ejector rack (TER) during the LOADEO competition at FIGHTERCOMP '83.



MSgt John Shelton informs a group of students of the development, state of the art, hazards and safety aspects of the egress system used in our F-4Ds.

New helmets

By Mike West

If you're curious about the development of protective headgear for warriors, you need only to look at history. Helmets have been used for centuries by armies of almost every culture and nationality.

From the earliest years of flight, flyers wore leather caps and face goggles for protection. As technology produced faster means of aviation, the caps and goggles gave way to an integrated unit, a flight helmet.

In the past helmets have served to protect aircrews from windblast in the event of canopy loss, bird-strikes through the windscreen, facial protection during ejection and head protection during descent and landing with parachutes. Helmets also provide a handy place to hang an oxygen mask for high altitude flights. Earphones inside the helmet and the microphone in the mask provide the communication needed.



Chemical reaction is complete on Captain Jerry Irwin's liner. Now there's a further wait as it solidifies before the excess is trimmed away. (USAF Photo)

For most of the last three decades, the inside of the helmet consisted of a styrofoam liner with adjustable leather pads attached with Velcro. This ensemble did not fit particularly well and produced "hot spots" for the aircrews.

During the past five years, custom fit helmets have become a reality. This procedure is done using chemicals and a head mold. The mold is placed on the individual's head and tightened to assure a good fit. The chemicals consist of Part I (polyol), Part II (isocyanate) and a catalyst. These ingredients are mixed together in liquid form and poured into the mold. The chemical reaction expands to fill the mold and shapes to the exact contours of the individual's head, no matter what shape or size.

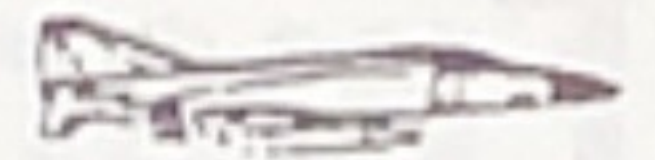
The liner is poured by Life Support personnel and after the liquid solidifies, the liner is removed and allowed to cure for 24 hours. It is then cut into two pieces and covered with a thin sponge rubber pad and soft leather. The liner is then placed inside the helmet and checked for fit.

Recently, the 465 TFS Life Support Shop managed to acquire the new, state of the art HGU-55/P lightweight helmets and MBU 12/P oxygen mask. These were originally intended for active TAC units only, but through keen supply procedures and diplomatic legwork at Kelly AFB, Texas, the helmets were shipped to the "fighting 465th".

These new helmets take about one pound of weight off the head and neck, which is especially important under heavy gravity forces while maneuvering in the airplane. Peripheral vision is also increased, due to the high cut of the helmet.

The new helmets are gray and considered camouflaged for air superiority.

The result is the best fittin, best feelin brain bucket for the best fightin troops, the 465th.



Captain Randy Horn snugly attaches the helmet mold liner under his chin.



The rigid top portion of the mold is clamped into position by the Life Support technicians. (USAF Photos)

Technical Sergeants Art Martin and Donna Pierson, measure the mold for the correct depth, between 7/8 and 1-1/8 inches. The victim is our Regular Air Force Advisor Lt Col Mel Ezel.



Emergency data



By TSgt Richard Curry

Every year, somewhere, it happens. A phone call is received by members of a Consolidated Base Personnel Office (CBPO) bearing grim news.

"Sergeant So-and-so, just died."

What happens next, however, is even more grim than the loss of a valued Air Force member.

"Captain, I can't seem to contact the sergeant's next-of-kin."

"Isn't his emergency data card current?"

"Apparently not."

Or...

"But we were married six months ago. What do you mean his insurance benefits all go to his ex-wife?"

No one likes to think about death especially their own; but think for a moment about the loved ones who are left behind. Don't they deserve the same care and attention you tried to give them while you were alive after you've gone?

There is an easy way to ensure they will be cared for and remove some of the problems they face.

The way is to make sure your DD Form 93, Record of Emergency Data card contains the most current, up-to-date information possible.

This form reflects: (a) Who is to be notified in the event of an emergency and their address plus (b) Who is to receive survivor benefits along with their address.

Everyone should update their DD Form 93 if they have experienced a:

(1) Change in marital status (marriage, divorce, or death of spouse)

(2) change of address for children, to include the name and relationship with whom the children reside

(3) Change of address for father or mother

(4) Birth or death of children in the family

(5) Death of father or mother.


The form also lets Consolidated Base Personnel members know who the Air Force should not notify in the event of an emergency due to ill health.

If you have any doubts about how current the information is on your emergency data card, don't wait: find out.

To check, visit the 507th Consolidated Base Personnel Office, room 204 in building 1043.

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