



On-final

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507th takes most slots at PEP board

"We have proven once again that 507th TFG has the best people," said Lt. Col. James L. Turner, 507th TFG commander, when asked about the unit's results in the recent Promotion Enhancement Program (PEP) promotions. The 'OKies' took three of four master sergeant slots and six of eight tech sergeant slots in the recent PEP board.

507th's newest master sergeants are: Carvel Davis, CAMS; Rufus Cleveland, CAMS; and Ronny Brown, CSS. The new tech sergeants are: Steven Dilbeck, CAMS;

Harold King, 72nd APS; Marty Lochman, CAMS; William Nelson, 465th TFS; Jimmy Nixon, CAMS; Brian Willet, CAMS; and Richard Williams, CAMS.

According to CMSgt. Doris Kitze, CBPO deputy chief, the next cycle's results probably won't be as good as it's been. "The board selected 75 percent of the slots for the 507th this time. Next time our percentage may not be that great," added Chief Kitze. "We will be sharing the available slots with the 944th TFG and the 419th TFW beginning next cycle."



From left: Members of the 465th TFS, TSgt. Bill Nelson, SSgt. Pat Schell and MSGt. Art Martin (back to camera), fold the flag during the March UTA Retreat ceremony. The group now holds a formal Retreat ceremony at the end of each UTA, with each organization responsible for performing the ceremony on a rotating basis.

Guest Editorial

Stay with us, you're an investment

by 1st. Lt. Larry Lee
Chief, CBPO

Retention. Oh how that word keeps cropping up in our day-to-day vocabulary. Not without reason I might add, especially when looking at the retention figures being reported from all reserve units. The Air Force Reserve averages a loss of 8,347 people per year. That is seven times the amount of the people assigned to the 507th TFG.

Think about it. Training seven people for your job within one year only to turn around the next year and do it all over again with seven more people.

The biggest share of those losses are in the first-term enlistment category.

As, the chief of CBPO, I am not only concerned with the welcome an airman receives after coming through the front door, but also the reason why he or she is leaving out the back door.

Why do they leave the active reserves? Many are reassigned to Air Reserve Personnel Center for reasons ranging from moving out of the area to non-participation.

However, to a large degree, many are trying to enter into active duty status. They have cited that they entered the Reserves as a way to get into the active duty component.

When asked why they didn't join active duty in the first place, one reason given is that they wanted a taste of military

life first without the full-time commitment. Another reason heard is some come into the Reserves first because the entrance standards are different between active duty and Reserves.

Logical reasons from their standpoint but hard for the unit who invested the time and money to accomplish proper training. As a result, many of our freshly trained people process back into the unit from technical training with a request for conditional release in hand.

Thankfully, through local policy, we can ensure that these people will remain for their two-for-one commitment, helping the unit and themselves receive the benefit of their training.

Many years ago when I enlisted into active duty, I was genuinely interested in the opportunities available. I was totally dedicated to the Air Force mission. In return, I received valuable training and experience which I couldn't have received anywhere else.

After fulfilling my obligation with active duty, I enlisted into the Reserves; again interested and totally dedicated to its mission. Although now commissioned, I remain dedicated to those principles which make the Air Force Reserve strong.

I say to you first-term enlistees, the Air Force Reserve has a mission which is vitally important to national security. We need people like you to grow into our leaders of tomorrow. We ask you to remain a reservist and give us a stronger U.S. Air Force.

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Lt. Col. James L. Turner Commander

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UEI: Closer than originally planned

Editor's note: The following article was written for another unit's Unit Effectiveness Inspection in late 1986. Lt. Col. Jerry Sharp, our active duty Air Force advisor, recommends reading this article to help in your preparation for the UEI. Colonel Sharp also suggests that we pay particular attention to the "waiting until the last minute" warning. The 507th TFG UEI has been rescheduled to October 1987 which gives us six UTAs before the team arrives.

by Col. Michael J. Quarnaccio
913th Tactical Airlift Group Commander

Once again we face a major inspection in the near future. Now is the time to prepare for it in so far as taking care of last minute details. In reality, the everyday workings of each unit should need no further preparation than we have carried out since our last inspection. However, let us not be sorry, let us be safe.

I urge all of you to look at your offices and work areas as an inspector would. First impressions can make the difference between a good UEI and a mediocre one. You are judged by what the inspectors see; make sure they see an honest representation of the pride you take in your work. Houseclean not only your physical surroundings, but in addition, purge outdated materials in your files and publications. Make everything in your office and work area as near to perfection as possible.

The 913th TAG has the well deserved reputation of being one of the most outstanding units in AFRES. Let us prove it once again by exerting all our efforts to make this coming inspection a success.

It takes teamwork to make a project successful and an inspection is certainly a major project on our part. Your unit does not exist by itself. It depends on and interacts with all the other units on base. Put that interaction to work for

you. Ask for assistance if it is needed. Don't think that you are the only one affected by this inspection, all of us are, both individually and collectively.

I cannot stress enough the value of teamwork. All of us at the 913th TAG like to think that we are part of a family. Well, family members pull together to overcome obstacles and to solve problems. If we indeed consider the 913th our family, we must be willing to help each other when necessary. We must make each unit the best it can be.

True, nothing can be perfect. Some things are not always what they should be, but we can strive for perfection. We must not go into this inspection with a "so what" attitude. Pride is the "what". Pride in what we do and pride in how we do it.

Everything and everyone counts. Each person must do not only their own share, they must be willing to help others if their help is needed. That's what will put us at the top of the list! And that's where we belong.

403rd Commander also commands top family

Not only does Lt. Col. Tobie Titsworth head the 403rd Combat Logistics Support Squadron, he also heads the Claremore, Okla., "Family of the Year" for 1986. The colonel, along with his wife, Jeanne, and their two children, Scottie and Stephanie, were honored by the Church of Jesus Christ of Latter-day Saints.

The LDS Church sponsors this event all over the United States as part of the observance for National Family Week.

Colonel Titsworth is the vice president for continuing education at Rogers State College. He is also a deacon in his church.

We wondered: What's the key to a supervisor-employee relationship? We asked:

by TSgt. Brenda Young
Group Career Advisor

A supervisor-employee relationship is an important issue in maintaining a quality Air Force Reserve. Good management, humanistic management, is the answer to most of our problems.

I know of no group having greater influence on decisions of airmen to continue to serve in the Reserves than supervisors. Although supervisors are the key, they also need (the over the shoulder) support.

Staff officers and commanders must have the same desire and attitude to keep qualified people in the unit. For a supervisor to effectively work people programs, they must have the support from those ranking above them.

People caring for people must be achieved for an organization to remain functional.



ALC Johnnie Purify, 507th CAMS: "Communication, helping people, good working relationship." Airman Purify is new to our organization and has a fresh start and attitude.



Capt. Eddie Aponte, 507th CS: "There are several keys. Caring-Supervisors must care about subordinates progress and activity. Keep abreast of individuals needs. Mutual respect-Supervisor must hear subordinates feelings and vice versa. Employees must respect authority of supervisor and understand their feelings. Communication-Most important."



Sgt. James Williams, 507th CAMS: "Friendly and understanding supervisor. One that considers the human aspect of individuals concerned."

Editor's note: "We Wonder" is a 'people speak' column for the On-final. If your organization has a question for members of the 507th, let us know through your Unit Public Affairs Representative and we will try to make the space available to you. The first question is from the career advisor's office.



SrA. Cindy Bischoff, 507th CSS/DPMO: "Good communication and respect for the individual for a compatible working relationship."



MSgt. Robert S. Mapes, 507th WSSP: "Understanding. It takes an understanding of both people concerned of the various problems/tasks involved."

UTA schedule

April 11-12
May 2-3
June 6-7

July 18-19
August 8-9*
August 29-30*

*These dates have been changed to accommodate the Tinker AFB Open House set for Sept. 12. Since this conflicted with our original September UTA date, there are now two UTAs scheduled for August.

The 12th Air Force Unit Effectiveness Inspection has been rescheduled from January 1988 to Oct. 1-7, 1987. The Fiscal Year 88 proposed UTA schedule has the October 87 UTA scheduled for Oct. 3-4. We will publish the proposed FY 88 UTA schedule next month.

Back-seater for a day



Right: Stephen L. Vargo, president of Midwest City Chamber of Commerce, strikes the pose of an ever-ready fighter pilot. Mr. Vargo was introduced to flying the 507th way in early March when he had an orientation flight in an F-4D to acquaint him with the mission of the Air Force Reserve. Left: Lt. Col. John Russell, chief/stand-eval and pilot for Vargo's flight, gives the pre-flight briefing to Mr. Vargo after he received his egress training.

Mr. Vargo's business is travel as the owner/president of a travel agency in Midwest City. "But not traveling like this," said the new 'back-seater' after his flight. "The flight was superb, although I wouldn't recommend an excursion in a fighter to a tour group. Fighter pilots have an awful lot of work to do in a small (the cockpit) amount of space and it sure doesn't leave room for a tour group."

Commissary now open to reservists

Reservists, National Guard members and their families can now shop in military commissaries when they want beginning March 30.

Congress passed a law last year allowing reservists shopping privileges up to 14 days per year. Shopping days are based on the number of active duty training days the reservist performed the previous year. In the past, they could shop only on the days they were on active-duty training for 72 hours or more.

MSGt. Hank Trulove, program spokesman at Air Force Reserve Headquarters, said "the reservists will be issued a locally-developed statement, which indicates the number of days for active-duty training the member performed," he said. "Each time the statement is used, a day will be deducted.

"To shop, reservists will need the statements and their red ID card," Sergeant Trulove said. Authorized family members also will need the statement, but can use any identification with a photo, such as a state driver's license.

He said that people on tours of 30 days or longer still are entitled to full commissary benefits during those tours. However, under the new law, they cannot gain immediate shopping credit based on short tours of 72 hours or more.

According to 1st Lt. Larry Lee, chief of personnel, the statement sheet is being extracted by the 507th TFG from guidelines sent from AFRES. "We are editing the form so that it verifies the number of active duty tour days performed during FY 1986." This is for Phase I of the implementation.

"Right now, we are behind the power curve," added Lieutenant Lee. "AFRES omitted the computer disc with the information. Hopefully we will have it before the April UTA. If not, we will be sending the statement sheet to the person's home."

For those who did not perform an annual tour between Oct. 1, 1985 and Sept. 30, 1986, there will be a delay in the Phase II implementation of the commissary benefit. "AFRES says the information on Phase II will be out soon," said the lieutenant.

Tornado season, take precautions

Spring. That time of the year considered by some as the time for revitalization. During the days surrounding our April UTA, holidays and special events dominate the calendar.

We celebrate Palm Sunday (April 12), Passover (April 14), Good Friday (April 17) and Easter (April 19). We also have the thrill of income tax deadline day (April 15). April 15 also marks the beginning of tornado season in Oklahoma.

According to national weather service statistics, 79 percent of all tornado activity happens between mid-April and mid-May. Located in the middle of "tornado alley", Tinker is considered a prime target for possible tornado activity.

The active duty units at Tinker AFB, are responsible for notification, through the use of sirens, to residents and workers. But that doesn't mean you shouldn't know what actions to take if a tornado is sighted and the warning alarm is given.

When you hear the siren blasting for three to five minutes, that indicates a tornado has been sighted in the area. Take immediate shelter. "Whatever you do, don't go outside and look around. You become a good target for flying debris," said TSgt. Jim Wood, disaster preparedness office.

"If we get hit on a UTA, we don't have enough shelter space to handle everyone," said Sergeant Wood. 507th TFG has one shelter in the area, building 1043, which has the capability to hold approximately 150 people. According to Sergeant Wood, when a tornado watch is given, buses will be sent to the 507th area to transport personnel to shelters on the other side of the base.

If you are inside and can't get to the main shelter, the best advice is to take cover. Go to the lowest level of the building, away from windows. Crawl under a large piece of furniture like a desk.

If you are outside, get away from the tornado's path, going at a right angle to it. Take cover and lie flat in the nearest depression such as a ditch, culvert or ravine.

Do not seek shelter in an automobile. They have been known to be picked up by a tornado—shades of "Wizard of Oz".

Critics call the B-1B a "Flying Edsel."

The crews who would fly it into combat don't agree.

Who do you suppose is right?

Lately, the B-1B has been surrounded in controversy as self-proclaimed "experts" have misrepresented its performance and capabilities by applying unrealistic and artificial operational criteria.

The central and overriding fact is that the B-1B is on alert, today, at Dyess AFB, Texas, and the first B-1B to Ellsworth AFB, South Dakota, has been delivered. It is, today, adding to this nation's strategic deterrence. It can, today, deliver large payloads over intercontinental ranges. It can, today, penetrate sophisticated defenses at high speeds and low altitudes. The United States' strategic triad of land based ICBMS, sea-launched ballistic missiles and the manned bomber keeps reminding the Soviets that they cannot mount a successful "first strike" without a devastating retaliatory response by our strategic forces. The diversity of our triad has increased our margin of safety and stability in crises because an enemy would have to neutralize all three legs to be safe from retaliation.

To be effective, a deterrent must be credible. The B-1B is just that.

The B-1B was designed as a near-term follow-on for the B-52. It gives our manned bomber portions of the triad the quantum improvements in the strategic penetration role needed until the advanced technology bomber enters the inventory in the 1990s. The B-1B penetrates enemy airspace at markedly lower altitudes, and at speeds more than 50 percent greater than the B-52. It carries a larger payload and delivers it with much improved accuracy. And most importantly, it has a radar cross section 1/100th that of the B-52, greatly improving its survivability.

Five years ago, President Reagan said the B-1B would play a prominent part in his strategic modernization plan, with 100 aircraft being built -- the last one to be delivered in the spring of 1988.

That was the plan and it remains so.

But with any new concept, idea or invention, some problems have developed. Problems are a

normal part of the development and test process for any new system. For a new airplane -- including an airplane as sophisticated as the B-1B -- problems are an accepted part of putting it all together.

Nonetheless, the B-1B's critics have become more vocal lately.

Why?

Because these critics learned what we already knew: flight tests identify problems.

It seems the planned flight test program, which is designed to identify and fix deficiencies in complex subsystems, is doing exactly that. Previously, the B-1 was tested extensively to verify airworthiness and the validity of the design. And there are absolutely no questions among the informed on that score.

Testing is now focused on subsystems. Most of the problems have been identified and fixed. These include early problems with fuel leaks and the software in the terrain following radar. None of this is intended to dismiss the importance of fixing all deficiencies. One area where more work is required is with the defensive avionics system. It will take longer than originally planned to develop the full potential of the defensive avionics to deal with the most sophisticated future threats.

In the meantime, the aircraft is performing its intended mission, today, against today's threats.

To date, the B-1B is a program the Air Force can be justly proud of. We remain on the production schedule and are within the president's certified cost for the program. Putting the airplane on alert in less than five years from program go-ahead is another major accomplishment.

The B-1B, like the B-52 before it, now provides a significant contribution to our peace and security. And it will continue to do so for the projected 30 years of its life. That's important to know. Especially when so many impatient critics and uninformed detractors seem to have missed the point completely."

Vehicle re-certification set

Tinker AFB is in the process of re-certifying all vehicles that are currently registered on the base. The re-certification for 507th TFG personnel's vehicles will be accomplished during April UTA.

"We hope to have the base security police come out to the unit during our April UTA," said MSgt. Kelton Oliver, 507th WSSF. "But until we find out the particulars of how or where the new decals will be issued, reservists are asked to know their current decal number, the vehicle license plate the decal corresponds to and a description of the decaled vehicle."

According to base security police, if you don't recertify your vehicle, you may be denied access on base after May 1.

Sergeant Oliver added that if your car has never been properly registered, it's very important that you do so now. "If you have been getting a vehicle pass everytime you come to Tinker, now is also the time to get your car registered correctly," Sergeant Oliver added. This is done at the base Pass and ID office.

"Eligible members can register up to four vehicles," said the sergeant. "We don't plan on accomplishing the initial registration during the re-certification."

Current licenses needed by drivers

According to Roger Barr, Tinker AFB drivers license examiner, if you drive a government general purpose vehicle, you must have a valid state driver's license. General purpose vehicles include staff cars, station wagons, carry-alls up to 15 passenger, cargo trucks up to 1 1/2 tons and metros.

Those who drive on the flightline, must have an AF Form 483. This form is issued by Tinker's base operations. "Every flightline driver must have a valid AF 483 by July 1. The government driver's licenses overstamped for flightline driving will no longer be any good after that date," he added.

To get certified for flightline driving, drivers must go through their vehicle control officer.

"If you are in a mobility position and drive government vehicles, you must have a military driver's license," Mr. Barr said. "It makes no difference what you drive." Military driver's license are Standard Form 46 or Optional Form 346.

Driver's licenses are checked as part of the 507th TFG mobility processing line. "Make sure you have the correct license," said Mr. Barr. "Having the right paperwork for mobility processing helps the line go smoother."

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