

507th Tactical Fighter Group



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On-final

"MiG Killer" marks its 16th anniversary

An F-4D Phantom belonging to the 507th Tactical Fighter Group will see its 16th anniversary of shooting down a MiG-21 this Saturday.

On April 16, 1972, flying the F-4D serial 66-7550 with the 432nd Tactical Reconnaissance Wing, Maj. Dan Cherry and Capt. Jeff Feinstein shot down a MiG-21 while engaged in a MIGCAP (anti-MiG combat air patrol) to protect other aircraft flying strike missions into North Vietnam.

The first contact was made on radar at a distance of 15 miles, and when visual contact was made, the target proved to be two silver-finished MiG-21s.

After jettisoning external fuel tanks, Major Cherry's wingman called a third MiG at twelve o'clock. Major Cherry chased this aircraft into a cloud layer and lost contact, but after coming out of the clouds the MiG was spotted again.

At the first attempt to fire a Sidewinder AAM, the missile failed to come off the rail, but within range of the MiG again, the Phantom fired one of its AIM-7 Sparrow missiles, scoring

a hit in the wing root. The pilot of the MiG ejected right in front of Major Cherry as he turned to rejoin his wingman, who also claimed a "kill" that day.

Now, years later, aircraft 66-7750 still serves its country with a lone red star painted on its side serving as a lasting tribute to its war record.

The Phantom came to the Air Force

Reserve and the 507th on Dec. 21, 1982 and is maintained under the watchful care of crew chief, MSgt. Larry Goodale.

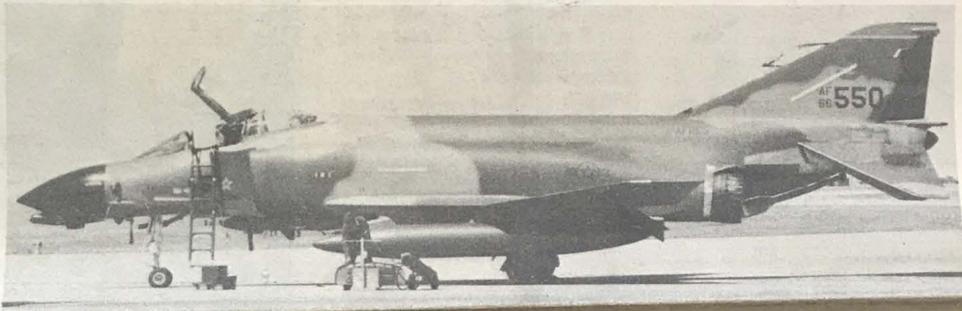
Today, Brig. Gen. Daniel Cherry is the commander of the U.S. Air Force Recruiting Service.

General Cherry recently learned that "his aircraft" was still flying strong.

"He was very excited when he

learned 550 was here at Tinker and wanted to see it again," a local recruiter said.

Plans are currently being made to bring the two back together for the last operational flight of 550 before its deactivation and eventual planned placement for permanent static display on base.



This Saturday will mark the 16th anniversary of F-4 66-7750's MiG kill.

U.S. Air Force Photo

Phantoms fly final American mission

By 2nd Lt. Rich Curry

With a thundering roar of afterburners and then, a final flyover in salute, the five 507th F-4s headed west. Once airborne, these 22-year-old workhorses would never touch Oklahoma soil again, and soon never again grace

American skies.

The date: Monday, April 4, 1988. Their destination: Korea. Their mission: To continue to support cause of freedom.

The cycle of events which began last summer was now complete. The five aircraft were the last of 14 507th TFG F-4s sold to the Republic of Korea Air

Force by the United States.

It began last August when Major Soukdoon Hong and Colonel Chin Chae Park, representing the Republic of Korea Air Force, visited the 507th TFG to evaluate the Phantoms for their government.

For three days, they scrutinized the aircraft and all maintenance records.

The team was escorted by Mr. Mel Carter, GS-12, from the International Logistics Branch at Hill AFB.

"The purpose of our investigation was to identify F-4D aircraft for a potential sale to the Republic of Korea Air Force. We also visited Carswell and Bergstrom Air Force Base to examine their Phantoms," he said.

"Our investigation showed the 507th aircraft were very well-conditioned and ranked high among the other installations visited. Your maintenance of these F-4s is above the standards, both in structure and avionics," he said.

Then, on September 3, Lt. Col. Turner, 507th TFG Commander, received the word. Of 47 aircraft inspected and 24 selected for purchase, his unit possessed 14.

"I received a letter from the Logistics Center at Hill AFB stating the two Korean officers were very impressed with the condition of the aircraft and the assistance they were provided," Colonel Turner said.

"The fact that 14 out of 24 aircraft selected are from the 507th, says a great deal about the pride and professionalism of our forgotten mechanics,"

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Aircraft 66-7506 departed for the Republic of Korea April 4 as part of a U.S. government military sale.

U.S. Air Force Photo

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Phantoms fly final American mission

(Continued from Page 9)

he said. "The men and women of CAMS deserve to feel proud about this accomplishment."

With that news, however, came a dilemma. The 507th conversion to the F-16 was being delayed. Because of Congressionally-imposed budget cuts, the conversion, originally scheduled for this month was postponed until January of 1989.

With firm delivery dates to the government of Korea, and the postponed F-16 delivery, maintenance members pressed on with business as usual, preparing the selected aircraft for their "final" flight.

The word then came from the Pentagon, that until the F-16s were delivered, the 507th would continue to fly F-4Ds. Replacement aircraft would come from the 301st Tactical Fighter Wing at Carswell AFB, which was converting into the newer F-4E models.

"It's almost like having a conversion within a conversion," explained Major James L. Walker, 507th CAMS commander.

"Basically the acceptance process is the same, whether the aircraft is an F-16 or another F-4. The aircraft need to be checked out and inspected thoroughly when they arrive," he said.

In January, the pieces started fitting together. Replacement aircraft started coming in from Carswell AFB, as final preparations were made on the F-4s departing for Korea.

The units letter designation "SH" (Sierra Hotel) and U.S. Air Force insignia were removed. The aircraft were checked and double checked, receiving the CAMS's "special touch". Paint was touched up and canopies polished. In the end, they appeared once more as they looked 22 years ago, fresh from the factory lines.

At "high noon", February 22, the first three F-4s departed, with Colonel Turner and 1st Lt. Gerald Kirshner flying "triple nickel" (aircraft number 555) in lead.

The task of flight planning and logistics for the delivery fell to Lt. Col. Sheridan Hawk from Detachment 2, 2nd Aircraft Delivery Group, McClellan AFB, Calif.

"The 2nd ADG is responsible for handling movements of fighter aircraft all over the world, whether it's for deployments, mission support or, as in this case, transporting," he said.

Planning work began two weeks prior to each F-4 delivery flight. Flight paths, alternate recovery locations, refueling support and historical weather information were entered into their computers. Just before the actual flight, projected wind conditions were entered and their computer generated the final 18-page flight plan. The pilots flight paths would lead them to Hickam AFB, Hawaii, then Anderson AB, Guam, and finally to Teagu AB, Republic of Korea. The trip involved a total flying time of more than 20 hours and would take approximately five days, allowing for proper crew rest.

"The biggest thing on this flight is fighting the boredom and staying alert," briefed Colonel Turner to other crew members prior to their first flight.

Leading the final flight April 4 was the unit's namesake, aircraft "507TFG". In command was Lt. Col. John Russell with backseater 1st Lt. Randy Patterson.

"We were sad to see the SH F-4Ds leave our ramp for their final American flight," said TSgt. Richard Christoffel, "507" crew chief. "But, we are also proud to know that our aircraft will still be continuing on in the name of freedom."

Technical Sergeant Howard Aliff, former "507" crew chief, agrees. "The F-4D was the true work horse

during the Vietnam conflict. These aircraft have a proud history and we've all been proud to be a part of it."



U.S. Air Force Photo
Lt. Col. Sheridan Hawk from Detachment 2, 2nd Aircraft Delivery Group, checks part of the 18-page flight plan needed to transport 507th F-4s to Korea. The route took the F-4s to Hickam AFB, Hawaii, Anderson AB, Guam and finally to Taegu AB, Korea.

Farewell to Arms

Aircraft 66-7507

Crew Chief —

TSgt. Richard Christoffel

History

Built in 1966, accepted by Air Force-Feb. 28, 1967, accepted by Air Force Reserve in March 1983. Served on active duty at bases and locations in Germany, United Kingdom, and Spain.

Aircraft 66-7555

Crew Chief — TSgt. David Phillips

History

Built in 1966, accepted by Air Force-April 3, 1967, accepted by Air Force Reserve in October 1980. Served on active duty at bases and locations in Florida, Thailand, Germany, Spain, Nevada. Flown in combat and received battle damage.

Aircraft 66-7577

Crew Chief —

TSgt. William Armes II

History

Built in 1966, accepted by Air Force-April 7, 1967, accepted by Air Force Reserve in May 1981. Served on active duty at bases and locations in Florida, North Carolina, New Mexico and Nevada.

Aircraft 66-7608

Crew Chief — TSgt. Ralph Russell

History

Built in 1966, accepted by Air Force-April 13, 1967, accepted by Air Force Reserve in August 1980. Served on active duty at bases and locations in North Carolina, Ne-

vada, Florida, New Mexico and Republic of Korea.

Aircraft 66-7673

Crew Chief — TSgt. Lee Lytle

History

Built in 1966, accepted by Air Force-June 16, 1967, accepted by Air Force Reserve in June 1981. Served on active duty at bases and locations in Florida, Thailand, Republic of Korea and Japan.

Aircraft 66-709

Crew Chief — MSgt. Claud Taylor

History

Built in 1966, accepted by Air Force-July 6, 1967, accepted by Air Force Reserve in August 1980. Served on active duty at bases and locations in North Carolina, Thailand, Philippines and Okinawa. Flown in battle and shot down MiG 17 on December 17, 1967.

Aircraft 66-715

Crew Chief — TSgt. Joe Lafitte

History

Built in 1966, accepted by Air Force-July 8, 1967, accepted by Air Force Reserve in August 1981. Served on active duty at bases and locations in Florida, Asia, Germany and Nevada.

Aircraft 66-732

Crew Chief — MSgt. Gene Clayton,

History

Built in 1966, accepted by Air

Force-July 12, 1967, accepted by Air Force Reserve in June 1980.

Served on active duty at bases and locations in Florida, North Carolina, Republic of Korea, Japan, Philippines, New Mexico, Nevada. TDY to Republic of Korea during Pueblo Crisis. Was once stationed at Taegu AB, Korea.

Aircraft 66-7737

Crew Chief —

TSgt. Edgar Davis Jr.

History

Built in 1966, accepted by Air Force-June 29, 1967, accepted by Air Force Reserve in July 1981. Served on active duty at bases and locations in Florida, North Carolina, Korea, New Mexico and Nevada.

Aircraft 66-7750

Crew Chief — TSgt. Tom Jones

History

Built in 1966, accepted by Air Force-date unknown, accepted by Air Force Reserve in June 1980. Served on active duty at bases and locations in Vietnam, Thailand, Germany, Spain and Nevada. Flown in battle.

Aircraft 66-7753

Crew Chief — TSgt. Garvin Bradley

History

Built in 1966, accepted by Air Force-July 15, 1967, accepted by Air Force Reserve in November

1980. Served on active duty at bases and locations in California, New Mexico, Florida, and Nevada. First AFRES flight flown by Major (now Lt. Col.) Larry L. Turner, 507th Commander.

Aircraft 66-7758

Crew Chief — TSgt. Richard Holder

History

Built in 1966, accepted by Air Force-August 1, 1967, accepted by Air Force Reserve in April 1981. Served on active duty at bases and locations in California, Vietnam, Thailand, Germany, Spain, and Nevada. Flown in battle.

Aircraft 66-7762

Crew Chief — TSgt. Benny Reeves

History

Built in 1966, accepted by Air Force-July 26, 1967, accepted by Air Force Reserve in October 1982. Served on active duty at bases and locations in Florida, North Carolina, New Mexico, Philippines and Korea (including Taegu AB).

Aircraft 66-8701

Crew Chief — TSgt. Donald Hart

History

Built in 1966, accepted by Air Force-August 15, 1967, accepted by Air Force Reserve in November 1980. Served on active duty at bases or locations in New Mexico and Nevada. Aircraft was involved in a prototype modification program called "Project D" involving ejection systems.

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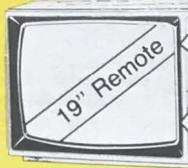
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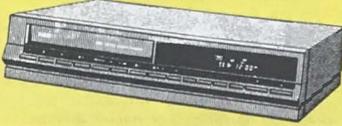
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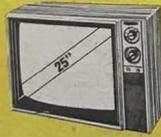
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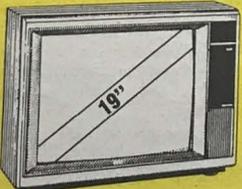


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Your self-confidence helps the mission

By SrA. Dan LeMaster
Offutt AFB, Neb.

You have to believe in yourself if you expect others to believe in you. It's an old cliché having tremendous meaning for the military.

From the first day of basic training, the military stresses self-confidence is the key to becoming a good leader or follower. Most people learn this and instill this philosophy within their work section. But some don't grasp the importance or method of displaying self-confidence and end up hurting the mission.

Being self-confident doesn't take a lot of effort. All you need to do is display job proficiency and relate that knowledge to others in a level-headed manner.

Unfortunately, self-confidence can be confused with cockiness. Self-confident people never have to tell others how good they are; cocky people make sure you never forget. It's not necessary to let everyone know how qualified you are.

Self-confident people care about co-workers and go out of their way to help. They're not restricted by inhibitions and can teach and learn from others. Proud people dedicated to their

jobs are usually self-confident.

If you're willing to go the "extra mile" in completing the mission, others will follow your actions. But it is not enough to do your job well. Do it with pride and honor and others will enthusiastically follow your lead.

Whether you're a member of a flying mission or work in a base support office, without self-confidence, the mission will suffer. In our business, where mission accomplishment equals freedom, lack of self-confidence only works against us.

Remember, you are important, you are vital to the mission. Develop and maintain the type of self-confidence which fully supports our mission.

— Editorial —

Comm team mobilizes

By SSgt. Sharon Barton
507th Comm Squadron UPAR

The 507th Communication Squadron participated in their annual mobility exercise during March's UTA. The exercise covered the mobilization of both co-located operating base (COB) teams.

The equipment mobilized included the A, B, and C bags, ammo, weapons, and war readiness supply kits. Their combined equipment was all palletized for a deployment portion of the exercise.

The squadron members were bussed

to the base mobility processing center where they went through an exercise mobility line.

In preparation for this training, several members were trained at different base level training classes. These included cargo preparation, pallet build-ups, hazardous cargo and forklift driving.

Future plans for the squadron include a 36-hour field exercise at an undisclosed location. The field exercise will include putting up tents, setting up work stations, along with passing live traffic between the squadron's location and an Air National Guard unit located in Texas.



U.S. Air Force Photo

Col. Forrest Winebarger, 419th Tactical Fighter Wing commander, pins on Col. David E. Pierson's eagles during his promotion ceremony. Colonel Pierson's wife, Melba, had the honor of applying the other eagle. Colonel Pierson is the 507th Civil Engineering Squadron commander. Others promoted during the ceremony were Col. Clifford Cole, 507th Combat Support Squadron commander, and Col. Clio Harper, TAC Clinic.

— * Promotions * —

To master sergeant: Thomas W. Choate, Stephen D. Parks.

To technical sergeant: Roger K. Harmon, Jerry D. Lloyd, Candace A. Williams, John C. Yinger.

Normal promotions:

To colonel: Clifford A. Cole, David E. Pierson, Clio Harper Jr. To master sergeant: Leroy Dancy, Jr., James C. Hedgepeth, Patrick Hicks, Rex S. Howard, Cynthia M. Lucci, Bobby R. Mills, Brenda R. Young, Hiroko E. Yates.

To technical sergeant: Roberta D. Ernest, Larry R. Jimison, David A. Rouser.

To staff sergeant: Phyllis J. Billy, Dewayne J. Bremer, David W. Coffield, Lisa A. Coffing, Ray A. Daniels, John R. Eccles, William E. Eudy, Karen L. Hosp, Jeannine A. Kennedy,

Allen P. Lynn, Timothy W. Smith, John T. Morton, Arnold R. Schones, Jr., Timothy W. Smith, Kevin L. Tucker.

To senior airman/sergeant: Brian K. Bass, Gary G. Burton, Kevin C. Danner, Yolanda J. Dennard, David A. Edwards, Bobby D. Gage, Deborah Galbreith, David S. Grandstaff, Steven L. Hager, Craig L. Heitzler, Bryan L. Hensley, Devin L. Hildebrand, Robert B. Hutson, Lisa C. Jackson, Daniel J. Kieser, Kenneth L. Lawrence, Cynthia A. Madden, Steven L. Mays, Rochelle Montgomery, Andy E. Pierce, Charles L. Vanhorn, Gavin A. Warren, Brian K. Walker.

To airman first class: Sean E. Boyls, John E. Brozek, Rhonda A. Burris, Sheldon Robinson.



U.S. Air Force Photo

How does one react when one is section safety NCO and has an accident? Embarrassed! MSgt. Irvin Schmidt is the first to admit that. "All I can say is don't do as I do, do as I say," said Sergeant Schmidt. What caused the accident? Trying to carry too much and not having a clear path, he explained. "I stumbled while carrying some automobile ramps, fell and broke it," he said. "I learned my lesson the hard way!"

Mock bids unit farewell

Lt. Col. Terry L. Mock, 507th TFG command post, is "hanging it up" after 29 years, two months and 12 days of service.

Colonel Mock entered aviation cadet training in March 1959, earned his navigator wings and was commissioned in April 1960. He went on to bombardier training and was assigned to B-52D's at Amarillo AFB, Texas. During his five year tour there, the colonel flew aircraft 695, the B-52 on display at Tinker's Air Depot gate, on three missions and logged 32 hours flying time on that aircraft.

From Amarillo, he received munitions officer training and served a remote tour in Japan at Yamada Ammunitions Storage Depot. He returned to flying in the early version of AWACS at Otis AFB, Mass. In those early days, AWACS missions were flown in EC-121H; that aircraft is on display near Tinker's commissary.

"When I saw that particular aircraft, I went home and checked my flight log to see if I had flown it. I discovered that I had flown in aircraft 551 and 553 but not 552," said Colonel Mock.

The colonel left active duty after 10 years to return to college. While completing his degree in Industrial Engi-

neering at Texas Technical University, he was "enticed" into joining the reserve unit at Tinker.

"Initially, I was a C-124 navigator with the 937th Military Airlift Group. When the unit converted to the F-105 in 1972, I became the munitions officer in the 507th Consolidated Aircraft Maintenance Squadron," he added.

Upon graduating with an engineering degree in 1975, Colonel Mock became the Prime BEEF officer and later commander of the 507th Civil Engineering Squadron. And, when the 507th converted to the F-4D, the colonel moved to operations and began checkout as a weapons system officer.

"Finding the requirements of flight crew duty and a civilian 8-5 job not compatible, I started working in the command post.

"I find it hard to envision myself retired but after seeing the aircraft I've flown as museum pieces and having passed my baton to my son, I feel it's time," said Colonel Mock. The colonel's son, Terry II, is a 1986 graduate of the Air Force Academy and now stationed at MacDill AFB, Fla.

"The Air Force has been very good to me. I take pride in my service and leave it my dedication and allegiance."