

507th Tactical Fighter Group



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Fighter's resting place may not be final

507th says good bye to F-4D, hello to F-16 Fighting Falcon

By 2nd Lt Richard Curry
507th TFG Public Affairs Officer

For more than 22 years, it has served the Air Force faithfully. During the last eight years of its career the F-4D Phantom jet has graced the skies over Oklahoma, as it flew with the Air Force Reserve at Tinker AFB.

The F-4D Phantom 66-7704 was retired from flying status on September 22, with one last flight. It left its eight-year assignment with the 507th Tactical Fighter Group to a new resting place in the Arizona desert, commonly known as the "boneyard".

The 507th is currently converting from the 22-year-old F-4D Phantoms to the newer F-16 Fighting Falcon. The conversion should be completed by January.

For many Reserve maintenance members, however, conversion means letting go of eight years worth of toil and sweat as well as special memories. In the case of aircraft 704, fond memories will remain like those of a favorite car. It was one of the first five F-4s to arrive at the 507th in 1980. For a time, 704 became the "commander's plane". 704 even gained a reputation among the maintenance crew chiefs as a good, dependable aircraft.

According to 704's crew chief, TSgt. John Glover, "The first year it came to the 507th, 704 flew 372 hours! Normally an F-4 would fly between 200 and 230 hours in a year. It did have its share of problems and we worked hard on it, but it paid you back by flying great".

Sergeant Glover said 704 had received battle damage in Vietnam while flying with active duty. "Shrapnel hit the left engine door and a scab patch was put on it. The job was done so well, it was like an original part and we simply left it on."

"704 was a good aircraft," said CMSgt. Robert Brewer, noncommissioned officer in charge of the aircraft generation branch.

"It was flying missions with no maintenance problems right up until the end. And as excited as we are to see the F-16s arrive, there were a lot of people who were sorry to see that plane go," the chief said.

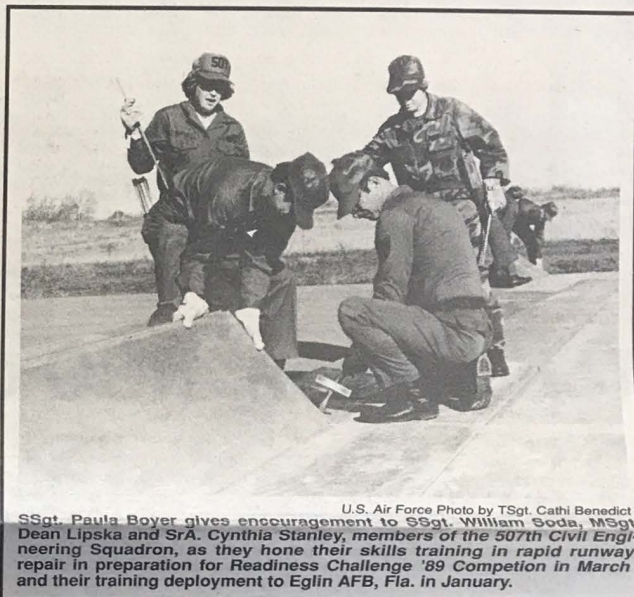
"Seeing it go it is like losing a good friend," said Sergeant Glover. "I know that sounds corny, but after working on an aircraft for so long, you do become attached to it."

But the future military career of that mighty 507th warbird may still hold a few surprises.

The Phantom jet is carefully being bedded down with thousands of other aircraft on 2,300 acres controlled by the Aerospace Maintenance and Regeneration Center (AMARC) at Davis-Monthan AFB, Ariz.

AMARC was created immediately after World War II as a storage facility for B-29 and C-47 aircraft. Today, however, what people once called the Air Force's "boneyard" no longer describes the AMARC mission.

More than 2,500 aircraft from the Air Force, Army, Coast Guard, Marine Corps and Navy are currently being stored. This fleet provides a "savings account" from which military units throughout the world may withdraw parts and aircraft.



U.S. Air Force Photo by TSgt. Cathi Benedict
SSgt. Paula Boyer gives encouragement to SSgt. William Soda, MSgt. Dean Lipska and SrA. Cynthia Stanley, members of the 507th Civil Engineering Squadron, as they hone their skills training in rapid runway repair in preparation for Readiness Challenge '89 Competition in March and their training deployment to Eglin AFB, Fla. in January.

The government earns an additional income by selling aircraft to foreign governments. Still other aircraft may be donated to tax-supported organizations and air museums.

The chief reasons for selecting this desert location as the site of the storage center were Arizona's sparse rainfall, low humidity, and alkaline soil. These conditions make it possible to store aircraft indefinitely with a minimum of deterioration and corrosion. In addition, the soil (called caliche) is hard, making it possible to park aircraft in the desert without having to build concrete or steel parking ramps.

Before parking "704", as 507th maintenance workers called it, AMARC workers are treating it to a preservation process. During the next 60 days, they remove the ejection seat charges, classified equipment, and any pilferable items. Workers will then drain the aircraft's fuel lines and pump them full of a lightweight oil, which they again drain, leaving an oil film that protects 704's fuel system.

After protecting 704's fuel system, workers cover engine intakes, exhausts, and any gaps or cracks in the upper portion of the airframe with paper and tape. Then they will spray the covered areas and other easily damaged surfaces (such as fiberglass radomes, fabric control surfaces, and canopies) with a vinyl plastic compound called "Spraylat."

See F-16 Page 12

TAC hospital has top ECI graduate for AFRES

SSgt. Diane Bergman has been selected as HQ AFRES Extension Course Institute Graduate of the Year for 1988. Sergeant Bergman is a medical services technician, assigned to the 465th Tactical Fighter Squadron medical element.

The award recognizes individuals who have scored 90 percent or better on a mandatory career development course examination. She completed her medical services technician CDC 90270 with a 92 percent.

The award also recognizes those who have made significant contributions to their unit and display ex-

emplary duty performance, leadership ability and professionalism.

When Sergeant Bergman was deployed to the OB-GYN clinic at Shaw AFB, S. C. during the TAC Hospital's annual tour, the active duty trainer for Shaw's hospital remarked in her letter of appreciation that "Sergeant Bergman expresses an attitude unsurpassed by an other Reserve Technician seen to date.



U.S. Air Force Photo
SSgt. Diane Bergman, 507th TAC Hospital, is the Air Force Reserve ECI graduate for 1988.

She would be a welcomed asset to this clinic should she consider active duty."

Sergeant Bergman has been in the 507th Tactical Fighter Group since May 1983. She has made the dean's list at Rose State College with an accumulative 3.7 grade point average for 42 semester hours.

A tutor for the Zoology students at Rose, she is also in training to

become a volunteer tutor for Project Literacy.

"The Career Development Courses I've taken have enhanced my self-discipline and job knowledge tremendously," she said. "Knowing I've done well academically on my CDCs has given me more self-confidence as a medical services technician. The special sense of pride I gain from my medical work in the Reserve has also had a positive impact on my civilian life. It has not only enhanced by job performance at General Motors but it's enriched my personal life as well."

F-16 Conversion Banquet set during January UTA

The F-16 Conversion Banquet is scheduled for Jan. 7, 1989 in Bldg. 1030. "This celebration is more than just a welcome for the F-16's," said MSgt. Judy Branchfield, project coordinator for the hangar dance. "It's a time to applaud all the hard work everyone has contributed toward making the conversion a reality."

The banquet will kick off at 6 p.m. with a social hour. Dinner will begin at 7:15 p.m. The catered dinner features Smoked Beef Brisket, served at each table on fine china. Dimensions in Blue, a component of the Air Force Band of the West, will provide music from the Big Band era during social hour and dinner.

"Following dinner, the 465th Tactical Fighter Squadron will ham it up on stage with a skit that promises to be memorable," said Sergeant Branchfield. "After the skit, one of Oklahoma City's favorite disc jockeys, Dale Wehba, will play our favorite Top-40, Country-Western, and Golden Oldies tunes until midnight."

"Reservations must be made by Jan. 4, 1989. You may pay at the time you make your reservation or at the door, but you must have a reservation to attend," Sergeant Branchfield said. "Jan. 4 is also the deadline for canceling reservations."

To make reservations for this \$10-per-person catered dinner, return the reply card enclosed in the invitation, or contact Marilyn Llanusa or MSgt. Cynthia Lucci, at 734-5101.

Reserve/National Guard FOUR DAYS OF DRILL PAY (WEEKEND DRILL) EFFECTIVE JAN. 1, 1989

PAY GRADE	YEARS OF SERVICE													
	<2	2	3	4	6	8	10	12	14	16	18	20	22	26
COMMISSIONED OFFICERS														
0-10	761.44	788.24	798.24	788.24	788.24	818.44	818.44	863.84	863.84	916.68	916.68	948.68	948.68	1007.80
0-9	674.84	692.52	707.24	707.24	707.24	725.24	725.24	756.44	756.44	818.44	818.44	863.84	863.84	916.68
0-8	611.24	629.52	644.48	644.48	644.48	667.52	667.52	725.24	725.24	756.44	788.24	818.44	838.60	838.60
0-7	507.88	547.40	547.40	547.40	547.40	566.72	566.72	599.56	599.56	629.52	740.16	740.16	740.16	740.16
0-6	376.44	413.60	440.68	440.68	440.68	460.00	460.00	485.64	485.64	527.68	554.64	566.72	599.56	650.28
0-5	301.04	353.52	377.96	377.96	377.96	377.96	377.96	389.40	410.32	433.84	467.68	467.68	530.56	530.56
0-4	253.80	305.52	329.64	329.64	329.64	335.76	350.56	374.48	395.52	413.60	443.68	443.68	443.68	443.68
0-3	235.84	263.60	281.88	311.88	311.88	326.88	336.52	356.84	374.48	383.72	383.72	383.72	383.72	383.72
0-2	205.64	224.60	269.80	278.98	278.98	284.72	284.72	284.72	284.72	284.72	284.72	284.72	284.72	284.72
0-1	178.52	185.88	224.60	224.60	224.60	224.60	224.60	224.60	224.60	224.60	224.60	224.60	224.60	224.60
COMMISSIONED OFFICERS WITH OVER FOUR YEARS ACTIVE DUTY AS AN ENLISTED MEMBER OR WARRANT OFFICER														
0-3 E	0.00	0.00	0.00	311.88	376.80	338.52	356.84	374.48	389.40	389.40	389.40	389.40	389.40	389.40
0-2 E	0.00	0.00	0.00	278.98	284.72	293.72	309.04	320.84	329.64	329.64	329.64	329.64	329.64	329.64
0-1 E	0.00	0.00	0.00	224.60	239.52	248.76	257.76	266.76	278.88	278.88	278.88	278.88	278.88	278.88
WARRANT OFFICERS														
W-4	240.28	257.76	257.76	263.68	275.64	287.80	299.88	320.84	335.76	347.52	356.84	368.36	380.68	410.32
W-3	218.36	236.88	236.88	239.92	242.72	260.48	275.64	284.72	293.72	302.48	311.88	324.00	335.76	347.52
W-2	191.74	206.92	206.92	212.36	224.00	236.88	245.88	254.88	263.68	272.92	281.88	290.76	302.48	302.48
W-1	159.36	182.72	182.72	191.96	206.92	215.84	224.60	233.88	242.72	251.76	260.48	269.80	269.80	269.80
ENLISTED MEMBERS														
E-9	0.00	0.00	0.00	0.00	0.00	0.00	279.48	285.80	292.76	298.96	305.64	311.60	327.96	359.84
E-8	0.00	0.00	0.00	0.00	0.00	234.40	241.08	247.44	253.88	260.56	266.56	273.12	289.16	321.36
E-7	163.64	176.64	183.20	189.60	196.08	202.32	208.80	215.28	225.04	231.44	237.88	240.96	257.16	289.16
E-6	140.80	153.48	159.84	166.64	172.84	179.12	185.72	195.28	201.40	207.92	211.08	211.08	211.08	211.08
E-5	123.56	134.48	141.00	147.16	156.80	163.20	169.68	175.92	179.12	179.12	179.12	179.12	179.12	179.12
E-4	115.24	121.68	128.84	136.84	144.32	144.32	144.32	144.32	144.32	144.32	144.32	144.32	144.32	144.32
E-3	108.56	114.52	119.12	123.84	123.84	123.84	123.84	123.84	123.84	123.84	123.84	123.84	123.84	123.84
E-2	104.48	104.48	104.48	104.48	104.48	104.48	104.48	104.48	104.48	104.48	104.48	104.48	104.48	104.48
E-1*	93.20	93.20	93.20	93.20	93.20	93.20	93.20	93.20	93.20	93.20	93.20	93.20	93.20	93.20
E-1**	86.16	86.16	86.16	86.16	86.16	86.16	86.16	86.16	86.16	86.16	86.16	86.16	86.16	86.16

* MORE THAN FOUR MONTHS
** LESS THAN FOUR MONTHS

NOTE—Basic pay is limited to \$338.88 by Level V of the Executive Schedule OASD (FMS/P) Aug. 22, 1988

Top Airman, NCO of quarter selected

The 507th Tactical Fighter Group enlisted advisory council selected the top noncommissioned officer and airman of the quarter for October-December 1988 during November's unit training assembly.

The NCO selected is SSgt. Richard H. Hammonds, 507th Communications Squadron. Sergeant Hammonds developed a Precision Measurement Equipment Laboratory monitoring system to

help ensure the squadron's communication equipment is mission-ready. He has also instructed squadron members on antenna and tent erection during exercises.

"He is my squadron's expert when it comes to field deployments," said Capt. Henry Detwiler, 507th CS commander. "He is the person the troops call when it comes to maintenance repair procedures."

Currently attending Oklahoma State University, he is going for a Bachelor of Science Degree in electrical engineering technology.

AIC Shirley L. Thompson, 507th TAC Hospital has been selected as the Airman of the Quarter for the same time period. Airman Thompson, a medical administrative specialist, has been in the unit since March 1987.

"She willingly takes assignments

and is eager to learn all aspects of her job," said Dr. (Col.) Cleo Harper Jr, TAC Hospital commander. "When the Hospital deployed to Shaw AFB this past summer, her active duty counterparts applauded her work and willingness to serve after her shift was over."

She received an associate degree in Psychology from Rose State College in 1987 and is currently ahead of schedule on her CDC course.

F-16 . . .

Continued from Page 11

To prevent condensation within the aircraft, the underside remains unsealed to allow free circulation of air. Black Spraylat, applied with a spray gun, keeps out dust and water, and prevents occasional dust storms from sand-blasting windows and canopies.

White spratlat, applied over the black, acts as a temperature control. In the summer, temperatures inside unprotected aircraft can reach 200 degrees Fahrenheit causing damage to rubber, plastic, fabric, and delicate electronic components. With a Spraylat covering, the internal temperature

of the aircraft is only five degrees hotter than outside.

Those aircraft stored at AMARC which do not fly again, something less than half of AMARC's inventory, become a source for parts. Priority and routine reclamations are among AMARC's more important workloads.

Since production lines for certain aircraft have closed, many parts can be found only at AMARC.

So whether 704 shall ever fly again or simply be used as the lifeblood to keep other F-4s flying, it's future is certain. It will continue to serve the Air Force for years to come.

Sergeant Husted joins ranks of NCO Academy School graduates

MSgt. Norman H. Husted, 507th Combat Support Squadron, recently completed the six-week Noncommissioned Officers Academy-West at Bergstrom AFB, Texas. As class leader, Sergeant Husted was responsible for speaking at the class's Project Warrior luncheon. Here is the speech that Sergeant Husted presented at the luncheon.

"The reasons why we serve our country are many. They come from many times and places. The Knight's code of the middle ages required the warriors to old to "be always ready with their armor on," and to "maintain the honor of their country with their lives." These precepts live on today in the United States Military Code of Conduct.

Each of us made a decision to place country above self. In doing this, we realize that we have limited — but not given up — our freedoms in order to

preserve the freedom of others.

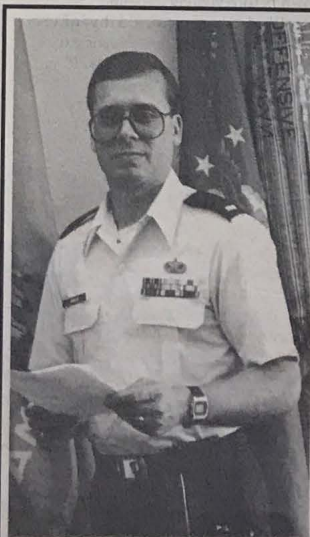
Through our service, we have come to understand that true freedom is only obtained when a person, of their own free will, decides to limit his or her own freedom in order that others may express theirs.

We acknowledge that the price of freedom is paid in sacrifice. Freedom cannot be inherited — it must be earned by each generation. We realize that only too often, the price of freedom is paid in blood.

Many Americans from past generations have purchased the freedom we now enjoy with their lives.

From the jungles of Vietnam to the waters of the Persian Gulf, we have also paid.

Let us pledge, as the knights of old, to be always ready with our armor on and dedicate ourselves to maintaining the honor of our country with our lives."



U.S. Air Force Photo by TSgt. Cathi Benedict

Second Lt. Alvie Lee Price, Jr. is the new officer-in-charge of the transportation section of the 507th Combat Support Squadron. He is replacing Maj. Tom Wilkos who is now the CSS commander. Lieutenant Price spent four years on active-duty in the Air Force before joining the Reserves as flight chief for law enforcement at the 442nd Security Police Squadron at Richards-Gebaur AFB, MO. After obtaining two Bachelor Degrees in May 1987, the lieutenant enrolled in the University of Kansas Law School and joined the 507th Tactical Fighter Group. "The people in the 507th are a unique group. They have been outstanding in performing their duties, yet they have taken the time to welcome me into the unit. I feel right at home."

Goodbye GIBS

You've served the 507th proudly, commander says

By Col. James L. Turner
507th TFG Commander

This month, as we bid fond farewell to the gallant F-4 Phantoms that have served our country and our Group so long and well, it is time to recognize a certain group of men whom, along with the aircraft, will soon move into another phase of their careers with the Air Force.

These people have been an integral part of F-4 operation only since the late '60s. At first, their appearance on the scene fueled debate about manning concepts in fighter aircraft and in some cases earned them contempt from aircrews already experienced in F-4 operations. Although they have learned to play the game and now usually give as much and as well as they get, they have suffered because they wear "different" wings and they have been the butt of

many innocent jokes and derisive remarks.

These men were sometimes unappreciated, but nevertheless went quietly and professionally about doing their jobs, many becoming outstanding tactical experts in the fighter force. They always shared the danger and excitement of flying the aircraft even though they didn't get any of the notoriety and publicity. Many died in the performance of their duties. Some are among our most decorated heroes of the Southeast Asia war.

Above all, these individuals never forgot that were officers. They always added class to their organizations, they always contributed to the team, and they have been the solid backbone of F-4 operations for a long time. They are the Weapon Systems Officers, the WSOs, the guys in the back, GIBS. As they move on to new non-flying jobs, as they move to other F-4 units, as they hang up their spurs or like the tired aircraft that are moving on, — farewell, God-

speed, and WELL-DONE — the 507th will be a lesser place in your absence:

Maj. William R. Belew
Capt. Tommy E. Cook
Maj. Byron C. Courtney
Lt. Col. Richard M. Forhan
Lt. Col. Don H. Hein
Capt. John Mauer
Maj. Henry H. Merritt
Maj. Larry L. Miller
Maj. Lewis H. Neff
Lt. Col. Billy D. Parent
Capt. Randy P. Patterson
Capt. Kenneth R. Settle
Capt. Charles J. Smith
Maj. Michael R. Tucker
Maj. Wayne E. Weyer
Capt. David S. Younts

Chaplain (Capt.) Joel Clay plays Santa's helper after gathering some stockings for the Salvation Army Christmas Stocking project. Members of the 507th brought the toys and filled stockings to the chaplain for children in the Oklahoma City area. The chaplain continues to accept cash donations for Operation Christmas Spirit for those people who won't be having a merry Christmas. Money collected is used to help provide holiday meals for military families.



(USAF photo by
TSgt. Cathi Benedict)

Reserve chaplain discusses 'People Who Care' theme

By Chaplain (Col.) Earl B. Wantz
Air Force Reserve command chaplain

Who cares? People care. That's the Air Force chaplain service's theme for fiscal year 1989: People Who Care.

Air Force Reserve people are caring people. We're committed to caring for our own, for others and to making a contribution to our society.

Air Force Reservists fly numerous humanitarian missions each year. From the parascoutman who saves a stranded mountain climber in Oregon, the loadmaster from Kelly who unloads

disaster relief cargo in Jamaica to the aircrew from Westover that flies peacekeepers to the Middle East, we care for others.

We care for people in other ways, too. The time we perform volunteer work in our community, the helping hand we lend to a neighbor, the extra we give to a worthwhile cause, all of these are ways we show we care.

Our theme reminds us of the challenge to care. Let us respond to that challenge, both as military members and civilians, by affirming our faith, supporting others, encouraging freedom and upholding justice.

Slippin' and slidin' Winter weather demands good driving skills

By Evelyn D. Harris
American Forces Information Service

"The best cold weather driving advice is to avoid driving when it's really bad — if you don't have to drive," said MSgt. Ron Schwind, superintendent of traffic safety programs at the Air Force Inspection and Safety Center at Norton AFB, Calif.

But if you're on the essential-personnel list or you live in the blizzard belt, you probably have to drive in hazardous conditions. So here are some tips to help prevent an icy disaster:

- Keep a winter survival kit in your car, useful items: a CB or portable CB to radio for help; a blanket, towel and extra clothes (don't forget warm socks); traction mats and an abrasive such as cat litter or sand; snow brush; ice scraper; lock antifreeze; flashlight; flares or triangles; and booster cables. You might also want to store some high-energy food in your glove compartment. Foods that keep well are granola bars, peanuts and beef jerky.

- Drive slowly enough for conditions. "A lot of people get into trouble when they try to drive as fast in snow or ice as they would on a dry road," said Sergeant Schwind.

- Anticipate turns, stops and lane

changes so you can make them gradually to avoid skidding.

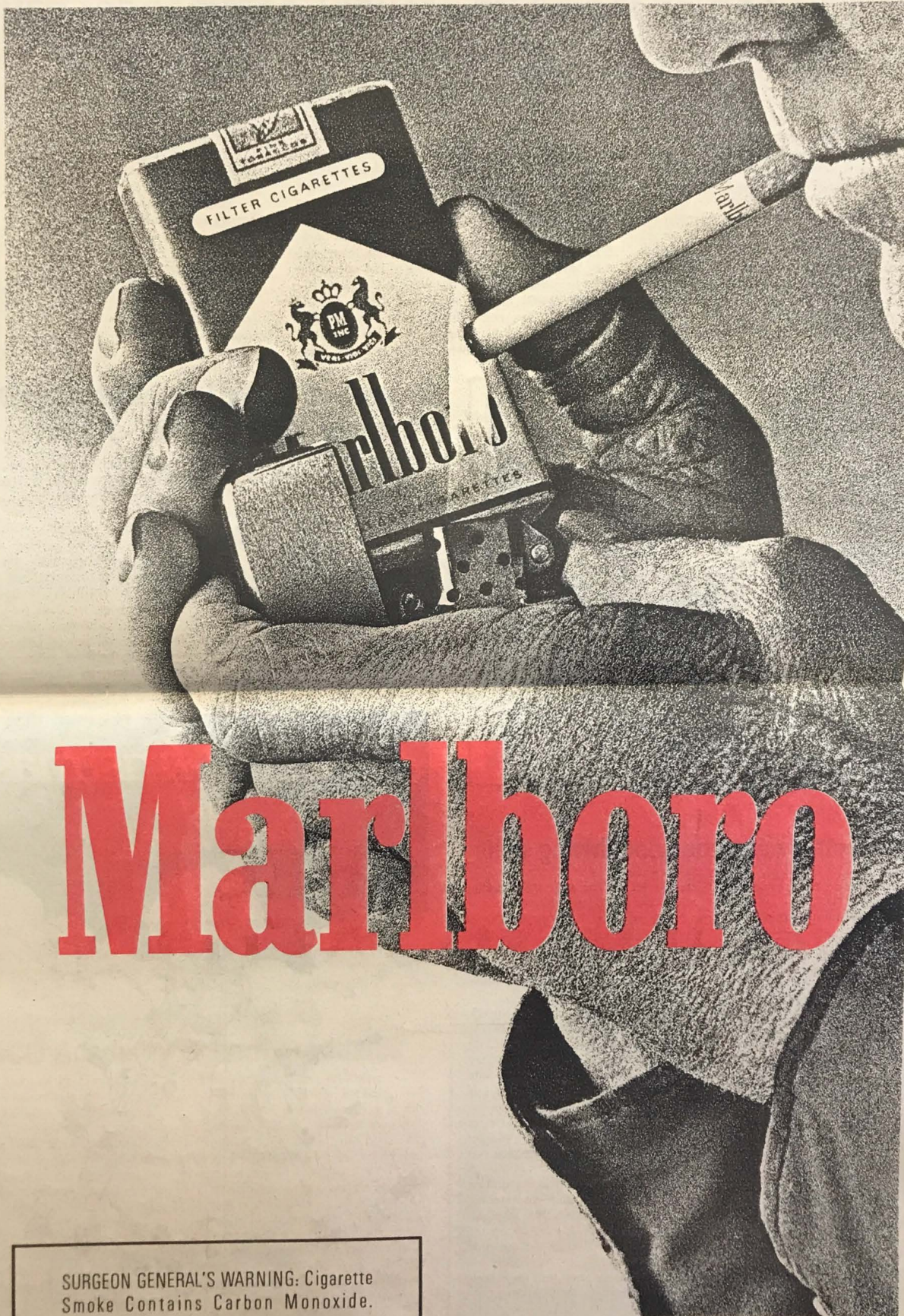
- Ice is most slippery when it is beginning to melt, so take extra care when the temperature is just above freezing. Bridges and lowlying areas freeze first and thaw last, so slow down before you get to them.

- Skidding is caused by quick movements, sudden braking or excessive speed on wet or icy roads. If you do go into a skid, don't panic. "Stay cool and calm, and most of the time you can get out of it," said Schwind. If the road is flat, ease up on the accelerator (don't use the brake) and steer in the direction of the skid until you get traction, then steer in the direction you want to go.

- To avoid downhill skids, slow at the crest of the hill and go down the hill using the brakes as little as possible. If you do skid, ease up on the accelerator and steer in the direction you want the car to go. As soon as you start to straighten out, turn the wheels gently in the opposite direction (countersteering) to avoid oversteering.

- If you begin skidding while going uphill, turn your wheels in the desired direction. Don't use the brakes until you are back in your lane. On front-wheel-drive cars, you can correct the skid with gentle acceleration. Real-wheel drive makes correction a little more difficult.





Marlboro

SURGEON GENERAL'S WARNING: Cigarette
Smoke Contains Carbon Monoxide.

16 mg "tar," 1.0 mg nicotine av. per cigarette, FTC Report Feb. '85

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