

An Air Force Reserve Newspaper



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(U.S. Air Force Photo)

Quality Talk

By Chaplain (Capt.) Joel R. Clay

Thoughts on making visions come true

What is a vision?

What is a vision? Peter Block in his book, *The Empowered Manager*, gives a good definition of Vision.

"Creating a vision forces us to take a stand for a preferred future... Our vision... needs to be both strategic and lofty. The strategic element of a vision involves staying focused on our customers and users and expressing in the vision how we contribute to the mission of the organization.

The vision needs to be lofty in order to capture our imagination and engage our spirit. Our vision is the deepest expression of what we want..." What a powerful sense of vision.

Last month I shared with you the vision of the Air Force Reserve and the 507th TFG. This month I share with you the vision of the Air Force from Chief of Staff General Merrill A. McPeak.

"Air Force people building the world's most respected air and space force... global power and reach for America." This statement comes from a meeting of Secretary Donald Rice and the top ranking generals of the Air Force.

A vision is the basis for all else we do related to Total Quality Management. It is the foundational element of a powerful plan for the future.

Once we have a vision everything we do is planned in the light and context of our vision. Our annual plan, our monthly plan, our daily plan are all expressions of how we are working toward our vision. With this as a background you can comprehend why the vision retreats of each squadron have been and will be so important. What they do for the next five to ten years is and will be based on the outcome of that event. This does sound lofty and strategic, doesn't it?

When your turn comes for developing your squadron's, section's or area's

vision, do not take it lightly. What you do will affect those around you for years to come. You are establishing the preferred future with your today actions.

Next month I will be sharing with you some of the basic tools of TQM and how they are used.



Your Chaplain . . .

ALWAYS A FRIEND.

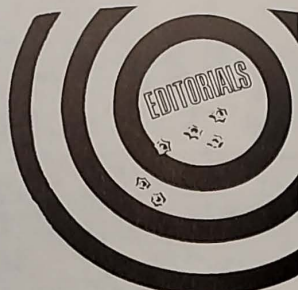
As visible as you need him (or her) to be when—

- You seek spiritual guidance and fulfillment;
- You have a pressing problem;
- You are facing serious stress;
- You have exhausted other courses of action.

507th Tactical Fighter Group Editorial Staff

COMMANDER Lt. Col. Robert E. Lytle
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NEWS AT LARGE

Unit fights the enemy during Red Flag exercise-by TSgt. Stan Paregien

The 507th TFG recently flew in the Red Flag exercise at Nellis AFB, Nevada.

The mission of the 4440th Tactical Fighter Training Group (Red Flag) is to maximize the combat readiness, capability, and survivability of participating units by providing realistic training in a combined air and ground threat environment and provide for the refinement of tactics and a free exchange of ideas between forces.

To accomplish this important mission, tactical units from the U.S. Armed Forces and several allied countries are engaged in a mock war through realistic combat scenarios on the vast bombing and gunnery ranges near Nellis. The concept of Red Flag was based on lessons learned from as far back as World War II.

The Red Flag concept recognizes that if aircrews receive realistic combat training, both their effectiveness and survivability increase dramatically.

The Red Flag exercise pits Blue (friendly forces) against Red (enemy forces) orchestrated and controlled by the Red Flag staff to provide a realistic combat environment. Blue Forces are composed of TAC, SAC, MAC, USAF, ARMY, NAVY, MARINES, their reserve forces and our allies.

"It was an outstanding two weeks of training for everyone. Some pilots got to drop live bombs for the first time and there were a wide variety of friendly assets available," said Lt. Col. Waldo King of 507th Operations.

Red Forces are composed of Nellis-based F-16C Aggressors (supplemented by other units), realistic ground defenses on the Nellis range complex, and the Electronic Security Command (providing communications disruption). The Red Force command and control organization realistically simulates an integrated air defense system.

During a Red Flag year, seven exercises are conducted including one electronic warfare Green Flag and two Canadian Maple Flags. A typical Red Flag exercise involves 18 to 24 primary unit aircraft, a variety of attack aircraft (supported by specialized reconnaissance), Electronic Countermeasures (ECM) suppression, Combat Air Patrol escort, airlift support, and search and rescue aircraft. Excluding the Nellis-based Aggressors, more than 80 aircraft and 1,500 people normally participate in each exercise.

Long before each exercise, a planning conference is conducted. The Red Flag staff, together with representatives from each participating unit, carefully builds the size and scope of each exercise. All aspects of the exercise including billeting, transportation, range coordination and

"It was quite an outstanding display of international hardware. There were pilots from Germany and Britain. It was like a fantastic air show and that definitely made it hard to come home."

-- MSgt. Irvin Schmidt, NCOIC, Contracting for 507th

scenarios are determined. The scenarios are designed to be as realistic as possible, fully exercising each participating unit's capabilities.

Once the exercise begins, air tasking orders provided by the Red Flag staff are issued to the Blue and Red forces. The tactics employed are determined by the individual units. Unit planning involves routes of flight, the selection of ordnance, types of formations, mutual support and a myriad of other considerations.

Following each mission, carefully structured debriefings take place between the opposing forces with the Red Flag staff.

Results of the day's mission are carefully analyzed and, most importantly, all participants are provided feedback on lessons learned:

What things went right and what went wrong are discovered.

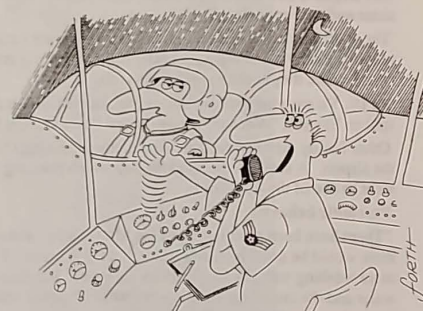
Mission summaries and observations are part of Red Flag final reports distributed to all participating units and over 275 DoD agencies worldwide.

"There were so many people that contributed. I want to say a special thanks to Chief Brewer and his people, and also MSgt. Ken Keesee, MSgt. Debbie Shepherd, SMSgt. Jerald Malone and MSgt. Charles Amato. What a great bunch of Okies!"

"People really do make the difference and it was really motivating to be around some dedicated men and women," said Lt. Col. Waldo King.



Teamwork between pilots and maintenance is essential.



"That's better blue leader. But you're still coming in a little too low."

Doctor found new country to call home

Caring doctor finds a new country to call home

New life was given to eight Vietnamese refugees almost thirteen years ago.

A 507th physician knows the pain and joy of losing one homeland and gaining another.

First it was a step down from an airplane onto Minnesota soil back in March of 1979. Another step and they were swept into the arms of waiting loved ones. This is the story of Dr. David Vu and his escape to the freedom of America.

There was no way for any casual observer to know or even understand what these otherwise "normal" passengers had been through. From years of war and Communist imprisonment camps to the trip from Saigon to the Malaysian island of Pulau Bidong and a boat ride through choppy seas, these people had been part of some of the worst human suffering and humiliation imaginable. Their relief at reaching a free country was contained by the memories of others left behind.

There was no way for onlookers to know the culture shock these visitors felt as they stood in an airport crowded with Americans; Americans who cannot imagine living in a country where war occurs daily.

But the faces of the Vietnamese smiled as loved ones enfolded them in hugs. The smiles cracked into sobs of relief and shared anguish and suffering. They clug to each other and cried.

Pediatrician Dr. Dzi "David" Vu, a doctor with the 507th TAC hospital was one of the first people off the plane. He immediately dropped his briefcase to kiss the tear-stained face of his mother. He had not see her or any of the waiting family for four years.

A special family reunion

That day in 1979 was quite a reunion. With Dr. Vu came his wife and their two boys. Also on the flight was his brother and sister and their spouses.

The eager and exhausted family was eager to bustle their reunited family off through the chilly night to a newly rented house where they could sit up late and talk.

As Dr. Vu gave his mother another hug, he confided in clearly-spoken English, "When my mother heard I escaped, she fainted." Other family members pulled warm clothes from bags brought to the airport. A new woolen stocking cap with a price tag still on it went to one of the little boys.

Psychotic behavior

"There have been promises from the Malaysian government there would be more food and water, but it got worse. We had no more washing water at all, just drinking water. Because of the water and the crowding, people were tense. Psychotic behavior is becoming a problem.



Dr. David Vu, 507th Medical Readiness Squadron

"There were 33,000 on the island and 90 percent of them had skin disease like scabies, infections. More died and there were more born too. Maybe 60 percent of the babies lived and I waited for a miracle to come."

As Dr. Vu's family gathered itself to pick up the new arrival's baggage, he explained his story.

"After the fall of Saigon, as a doctor and a former army officer, I was put in a concentration camp for 27 months. The Communists call them re-education camps.

"Life at camp L-19 was mental torture, hard labor, malnutrition, mind control. They are worse than the Nazi concentration camps...worse."

His voice rose as he recalled, "They sent me, a doctor, out to clear mine fields with a bamboo stick. The best surgeon in Saigon lost his hand clearing a mine field. The Communists send people to their deaths as if they were no more than ants. They have no respect for human life!"

Dr. Vu pushed back a lok of hair, shot through with white. "My hair was black when I went into the camp and like this when I got out."

Strict Surveillance

When Dr. Vu was released, he resumed work as a doctor, "but they kept me under very strict watch. My wife and children were being harassed. They told me I could be called back to the camp any day.

"I started to make plans. I learned Chinese so I could pose as someone from China. I got some contact, took a chance, and snuck out with my family in 1978.

"My plans succeeded and we landed in Malaysia. We had bought a boat ride with 160 other people on it. We stayed four months," said Dr. Vu.

Once on the island, Dr. Vu's heart was full of disturbing emotions.

"I was happy that I was free. But I had been in Vietnam since my birth with 38 years of war. I have known nothing else.

"The difference between the peace and content of Malaysi and my country was a shock. I would like to cry for my country, so torn by constant war. The first time I set foot in America I realized it is so different. The well-fed people, with clothes, very

contented," Dr. Vu sighed.

Dr. Vu is now an internationally recognized physician with a doctorate of medicine degree and proficiency in English. He has done much research and study of infectious diseases including Dengue Fever, or breakbone fever.

In Vietnam this was a dangerous foe that gave victims fever for five or six days, powerful headaches, joint and muscle aches, and rashes.

The Dengue rash appears on the feet or legs and sometimes there is hemmorrhaging. Dark-skinned races frequently have no visible rash, which is why this disease was so deadly to young children in Vietnam.

America the beautiful

"I am very happy with my job at the 507th and my life in America. I am happy for my family because we were able to escape but others were not so lucky," said the doctor.

When China invaded Vietnam, Dr. Vu had some strong feelings about the situation and he will tell you his honest thoughts..

"China knew every trick in the book. They were patient, unlike the U.S. I cry sometimes for my friends and relatives still in Vietnam. After living under the rule of

Communism for three years, I have decided it is no life at all.

"I saw their behavior, their education and habits. They were not humans. They were monsters. I was afraid my children would become like that.

"They have no feelings or resentment. They teach one thing: hatred. They teach



SSgt. Becky Junk and Dr. Vu serve dinner to families in need.

hatred against your own parents so you will be loyal just to the party," said Dr. Vu.

With a doctor's eyes he has watched his countrymen struggle for life.

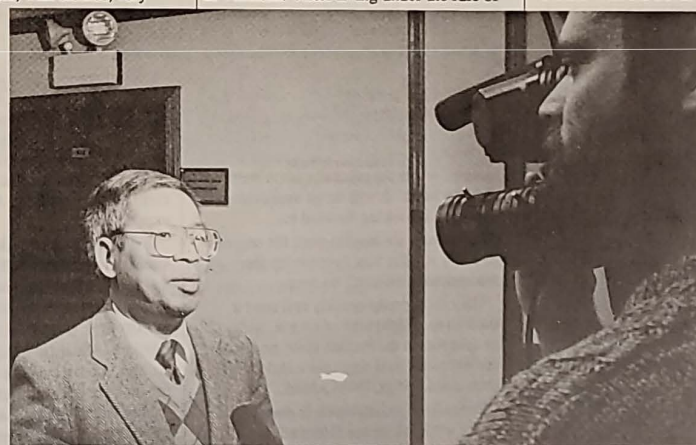
"The Vietnamese race seems to be deteriorating. Little by little, they are getting shorter.

"I accuse the Communists of

practically destroying the Vietnamese race. It is sadder than I can possibly convey to you," said Dr. Vu.

Something that gives Dr. Vu great pleasure now is working with members of the local Vietnamese community. He is involved with fundraisers and activities like the Red Andrews Christmas dinner which feeds about 6,000 people annually.

Dr. Vu continues to serve his fellow reservists as a Captain and Medical Officer with the 507th TAC Clinic.



KTVY Channel Four in Oklahoma City, interviews Dr. Vu about the Reserve.



SSgt. George Drew, F-16 propulsion engine mechanic from 507th Consolidated Aircraft Maintenance Squadron, positions an F-16 engine prior to servicing. (U.S. Air Force photo by TSgt. Stan Paregien)

Gentlemen, start your engines

By TSgt. Stan Paregien

When trouble infiltrates F-16 engines, pilots look to the engine shop for assistance to get them back in the "race" as soon as possible.

Just like mechanics at the Indy 500, the engine shop personnel look to their books and manuals to solve technical problems.

"The regulations help us know how to inspect, break down and re-assemble all the engine parts to keep the F-16's flying," said SSgt. George Drew.

There are many parts that make up a complete engine. Five modules including the augmentor, fan module, gear box module, cure module and low pressure turbine make for plenty of challenge to any mechanic.

The engine shop is responsible for 25 aircraft and 10 spares. To keep up to date with the module maintenance, they track by cycle using a mathematical formula. There is a small black box called the EHR, Events History Recorder, to assist the process. In the future, an Engine Diagnostic unit will replace the EHR. It will record all maintenance information,

malfunctions and it will be downloaded to a computer screen for analysis.

Also on board the plane is a computer called the EEC or Electronic Engine Control, that tells the engine (fuel control) to cut back or increase fuel. It closes and opens the fuel valve.

"Modifications have allowed us to decrease man hours needed on various tasks and it enables us to put out a more efficient product," said TSgt. Willie Boyd of the shop.

The engines are F100-200s providing 28,000 lbs of thrust and weighing 3,085 lbs. They will be switching to F100-220s in 93-94. The new engines do their own tuneup, while the present system must be done by hand. It will be an improvement everyone is looking forward to.

"Sometimes we need to send the engine to Kelly AFB at San Antonio for the maintenance we don't do here.

"They fix it pretty quickly and send it back to us. Right now of course, with people still in the Persian Gulf, priorities are overseas, so it may take a little longer than usual," SSgt. Drew added.

"Depot level maintenance is done at Kelly while we do the intermediate inspection and maintenance such as

changing accessory items here. The only thing we do not do here is rotor repair and time change items like cracked or chipped blades," commented TSgt. Allen Ward.

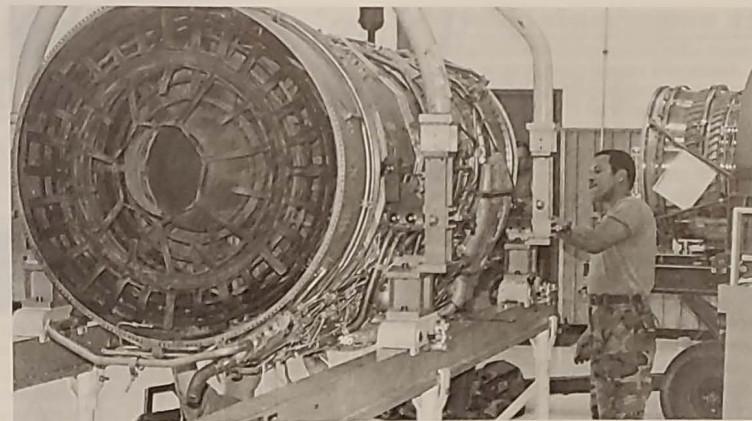
These machines are fairly durable though. They can reach a sizzling temperature of 954 degrees celsius before they will breakdown.

Sgt. Rolla Jeffcoat, former active duty Air Force member, sees a difference in job roles with the Reserves.

"When I was on the flightline crew and we had a problem, we would call individual shops and specialists to perform work on the plane. The best benefit of being able to take apart and repair the engines is that I can go into the civilian sector with my Air Force experience.

"In the past, I knew little about engine internal systems. Now I am actually learning about the engine and how the hydraulics system works. It is really an eye-opener.

"Before, I changed tires, checked the cockpit, looked over the forms and did the pre- and post-flight check items. Now I mainly work in the engine shop and the power plant and really enjoy it," said SSgt. Jeffcoat.



ABOVE: TSgt. Willie Boyd at work disassembling an engine.

LEFT: MSgt. David Johnston, production controller, keeps careful track of engine repair logs.

BELOW: SSgt. Bryan Walters tightens up a connection.

*U.S. Air Force photos
by TSgt. Stan Paregien*



He must. Sgt. Jeffcoat drives over 200 miles each UTA weekend to continue training with the 507th. Tinker is three and a half hours from his home in Keller, Texas.

"I don't mind the drive at all. It makes it worth it to train with the professionals in this unit," said Sgt. Jeffcoat.



Black women made history

Many stories tell of the accomplishments of blacks in America's history. Among these successful people are scientists, inventors and military heroes; however, with the exception of a few such as Harriet Tubman, heroine of the Civil War, little is said about the contributions of black women to America's greatness.

Black women were heavily involved in America's Revolutionary War. Since the American fighting force was limited to men, the women had to provide food and clothing.

In 1761, a woman brought from Africa to Boston by slave catchers was purchased and named Phillis by a merchant named Wheatley. Unlike most slaves, she was taught to read and write, an ability she devoted to poetry.

In 1775, after being published in England two years earlier she wrote a poem honoring George Washington and was, subsequently, invited to visit his headquarters the next year.

Phillis made America conscious of the fact that her people had intellect, patriotism and more to contribute to the emerging country than earlier dreamed possible.

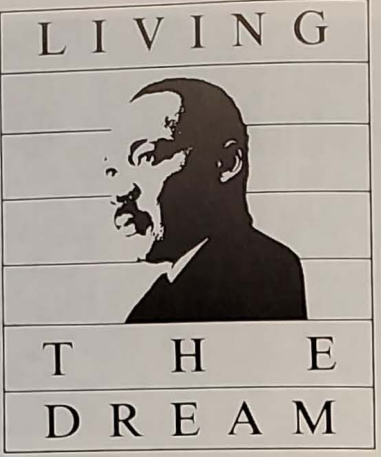
In the Civil War, 180,000 black men served in the Union army and 200,000 more were in service units. The black women who accompanied them had another enemy to fight as well. That



enemy was disease, which caused 80 percent of all war deaths. Black women had to provide most of the care and medical support the black men received. Among these was Susie Taylor. Susie, in an underground school in Savannah, Georgia, learned to read and write. To avoid slavery, she escaped to her birth place on one of Georgia's Sea Islands. When Union forces occupied the islands, Susie, 14, taught a school for freedmen. At war's end she moved to Savannah to teach freedmen reading and writing skills. She later moved to Boston to help organize the Boston branch of the Women's Relief Corps. In 1902 she published the only written contemporary record of Civil War black nurses.

The nurses were so impressive that Congress created a permanent nurse corps in the Army. For the first time, women were officially part of the military services and now more than ever, their place in history is honored and respected.

"African-American women have proven themselves to be a valuable resource in military service"
Captain Pamela D. Brown, OIC, 507 th Optometry

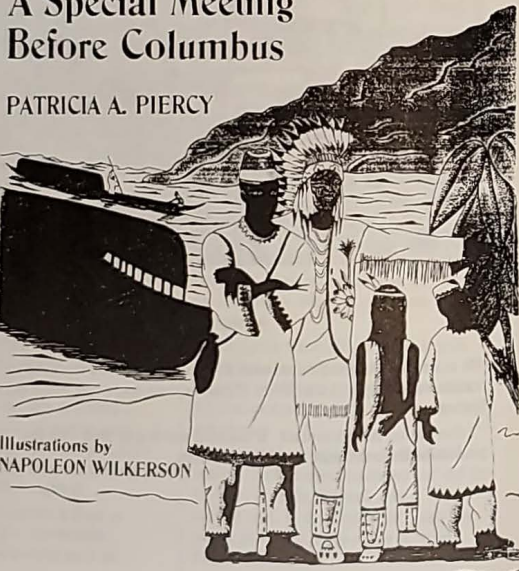


Reservist's sister writes black history book for children.

TSgt. Cecil Piercy is proud of his sister's contribution to black history. Patricia Piercy has published *The Great Encounter*, a book which tells of the African presence in America before Columbus. Ms. Piercy is a clinical psychologist in Pittsburgh.

THE GREAT ENCOUNTER
A Special Meeting
Before Columbus

PATRICIA A. PIERCY



Illustrations by
NAPOLEON WILKERSON

America's first black lifesaver
unit risked lives for others

A proud heritage

People on North Carolina's Outer banks point to Pea Island with a special pride in the heroic deeds of black men and their role in the nation's maritime heritage.

January 24, 1880, was a golden day for the black community in Manteo, N.C. That is when Richard Etheridge became the first black man appointed as keeper of a lifesaving station. His primary mission was to aid ships in distress. His crew replaced a white crew that had been fired.

The men he hired were experienced fishermen. Etheridge was paid \$900 a year. His surfmen made \$60 a month.

The first thing he did was put his men through rigorous lifesaving drills to prepare them to tackle any task they faced. He gained reputations for running a "tight ship" and for being one of the most daring lifesavers in the nation.

The crew's most dramatic and famous rescue involved the crew and passengers of the E.S. Newman on Oct. 11, 1896.

The ship was en rout from Providence to Norfolk, but the raging storm had blown it 100 miles off course into the N.C. area known as the "Graveyard of the Atlantic." The Newman, carried just nine people and slammed onto the beach near Cape Fear, about two miles south of Pea Island. After beaching the crippled 395 ton vessel, the captain fired a distress signal into the sky.

In pitch darkness, Etheridge and his six crewmen loaded a beach cart, hitched up a team of mules and headed south. The men and mules struggled through sweeping currents, wet sand, and sea

foam. Their cart was heavy with coils of safety line, powder, and a 150 pound gun for firing a safety line to the ship.

"It seemed impossible under such circumstances to render any assistance. The tide swept across the beach, and the team was often brought to a standstill by the sweeping current," he wrote. The howling wind and pounding surf drowned the cries for help from those aboard the ship. Etheridge's voice was barely audible when he told his strongest surfmen to tie shot lines around themselves and to wade into the surf as near the side of the boat as possible.

Fighting waves and wind, the men struggled to save their own lives so they could rescue those clinging to the wreck. Reaching the side of the vessel, they managed to throw the heavy life line aboard. The ship's crew hauled them aboard and tied a child to a surfman. The man climbed back into the vicious sea and fought his way back to shore.

Each time two men returned to shore with a passenger, another pair headed for the wreck. They repeated this until everyone aboard the Newman was rescued.

Richard Etheridge remained as keeper of the Pea Island Lifesaving Station until his death in 1900. The Coast Guard dedicated a monument to the lifesavers in February 1991, during Black History Month.

The lifesaving station was auctioned off and removed years ago and the little island has disappeared from the map, but the pride of the men lives on, passed from generation to generation.





Maintenance crews walk the flightline in chem gear.

DEDICATION:

"Self-sacrificing devotion to an ideal or a cause with zeal, faithfulness, and enthusiasm."



"Thanks kid. I might get that bonus this month."

U.S. Air Force photos by
1Lt. Richard Curry and
TSgt. Stan Paregien, PA office



507th Security forces made their presence felt everywhere.

What years we had at the 507th!

A look back in time: You made it happen!

by TSgt. Stan Paregien

The 507th Tactical Fighter Group demonstrated sustained outstanding performance for the years 1989-1991. The men and women of the 507th displayed the characteristics of an outstanding unit by meeting or exceeding unit goals, outstanding contributions during real world and exercise deployments, the winning of unit and individual awards, and helping in many community affairs.

"Our people set a lot of high goals that make us an outstanding unit. Without setting goals to shoot for, we never would have dug deep to make such a great effort," said Lt. Col. Robert

Some of the goals included:

- Safely complete the conversion on time, become combat ready rapidly, and continue the safety record through the year.
- Excel in the Unit Effectiveness Inspection.
- Maintain or exceed the same mission capable reliability from maintenance as we enjoyed for the F-4D's.
- Excel during our first F-16 Operational Readiness Inspection.

How were the goals met? With a lot of perspiration and dedication from people who really cared about the quality of their work.

On October 1, 1989, the Group reached the first goal of being combat ready in the F-16A/B and has continued the enviable safety record to maintain 80 consecutive months without a Class A or B aircraft accident. It takes a lot of commitment to the smallest detail in order to make this a reality.

"Safety has always come first at the 507th and that is the way we will continue to do business throughout the 90's and into the turn of the century.

"When you make safety your number one priority, everything else falls into place and that is the way it should happen," said Colonel Lytle.

Throughout 1989, our members built on a strong start, making it through a UEI just two months after becoming mission capable in the new aircraft.

The unit continued to provide quality aircraft and consistently exceeded by 5 percent the Air Force Reserve goal for mission capable rates.

While preparing for the April ORI, the group mobilized two subordinate units in support of Desert Shield/Storm. The Civil Engineering Squadron deployed their Prime Ribs team and the entire 507th Medical Squadron deployed to provide medical support to the Shaw AFB military community. In addition, several smaller units such as fire fighters, fuel management specialists, and truck drivers served admirably as did the squadrons.

Overseas deployments for the unit and its teams this year were to Belgium, Bolivia, Germany, Guam, Guatemala, Honduras, Okinawa, Turkey, and Uruguay. At the same time, the group has supported deployments to Alaska, Arizona, California, Georgia, Kansas, Louisiana, Missouri, Minnesota, Nebraska, Nevada, New Mexico, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Utah, Virginia, and Wisconsin for training and to assist active duty.

CES deployed to Honduras in 1990. During their deployment, they constructed a fire station and roofed 3 schools in Alanchito. They also electrically wired a school in Choluteca and built Sun Shelters for a medical clinic in Comayagua that they had electrically wired.

The 403rd Combat Logistics Support Squadron uncrate and assembled three T-33 aircraft in Montevideo, Uruguay for that government in 1989. In early 1990, they helped repair E-3a aircraft that had been damaged by hailstorms. They were also involved in assembling a C-47 for the Guatemalan Air Force.

The unit's hard work paid off as they received several awards including these:

- * Tactical Air Command Flying Safety Award
- * George Schafer Award for the Outstanding Air Force Reserve Medical Unit, 1990
- * The Governor of Oklahoma State Excellence Award
- * Outstanding Base Central Processing Office of the year
- * Maintenance Effectiveness Unit Award, Nonflying Unit
- * Reserve Hospital of the year, 1990
- * Fuels Readiness, 1st place in Tank Gauging, 1990



Capt. Anthony "Psycho" Comtois tells Oklahomans about F16s.

- * ROA Outstanding Medical Unit of the Year, 1989
- * 10th A.F. Tactical Hospital Humanitarian Award, 1989
- * 10th A.F. ROA Maintenance Unit of the Year, 1990
- * 10th A.F. ROA Small Maintenance Unit of the year, 1990
- * 10th A.F. ROA Maintenance Effectiveness Award, 1990

"Outstanding units that win awards like these usually have outstanding individuals that keep the ball rolling. Our unit has some high-caliber people making waves of excitement for the rest of us," said Lt. Col. Lytle.

Some of our personnel awards were:

- * Lieutenant General Leo Marquez Award for the Outstanding Maintenance Officer of the Year, Company Grade, 1990
- Please see Awards (Continued on page 12).

Awards (Continued from page 11)

Honor Graduate, Regional Equipment Operator Training School, 1990

- * A.F.R. Outstanding Reserve Medical Airman
- * A.F.R. Aircraft Maintenance Officer of the year, 1990
- * A.F.R. Military Logistics Plans and Programs Technician of the Year, 1990
- * A.F.R. Physician of the Year, 1989
- * A.F.R. Nurse of the year, 1989
- * 10th Air Force Outstanding Professional Military Education, Graduate of the year, 1989
- * 419th, Tactical Fighter Wing Outstanding Junior Officer of the Year, 1990

In addition, at least seven members of the unit received associate degrees in fields from the Community College of the Air Force.

"The individual achievements attained by unit members and their dependents are too numerous to list," added Colonel Lytle.

However, one dependent wife was honored as one of four outstanding volunteers for 1990 at Tinker Air Force Base, working in the family support area for Desert Shield/Storm families.

"As a unit, we participated in Thanksgiving baskets for the needy; Toys for Tots at Christmas; Blood drives, Special Olympics; Adopt-a-Highway; American Red Cross "Swim-a-Cross" for Health and Emergency Services; Aerospace America Static Display; Security for the F-117A, the C-5, and military hardware at Aerospace America; Medics for the First Aid Tents at Aerospace America; and Parades and Flyovers for Local Communities.

"We also exceeded our goal in the combined Federal Campaign and in the United States Savings Bond drives. I am extremely proud of the attitude of people in our unit. It makes us all feel good to be involved in these activities and give back a little to our communities. The 1991 timeframe was great and 1992 will be even better in the 507th," Colonel Lytle said.



Feelings of teamwork and pride made 1991 successful.

1992:

P
R
I
D
E



SSgt. Justin Bryant checks an F-16 Falcon over.



CAMS proved a good attitude makes a difference.

Seatbelt saved life

by MSgt. Tom Clapper

Members of the 507th CES noticed that SrA. Mikula Y. Labbe was driving a different car during the December 1991 UTA. It was a rental vehicle, and thanks to the correct use of a seatbelt, SrA. Labbe is alive to tell about it.

During November, Airman Labbe was traveling on I-44 from her home in Lawton to visit some Air Force Reserve friends in Oklahoma City. Near Newcastle there was a major traffic jam, bringing the flow of traffic to a complete stop. She dutifully slowed down and stopped her vehicle at the end of a row of cars and trucks.

What she did not know was that behind her, over the crest of a hill, was a speeding car with a driver late for a flight at Will Rogers Airport. The speeding vehicle came over the hill and was unable to stop in time to avoid a collision with the road full of standing vehicles.

It swerved to miss some of them, skidded, and rammed the car Airman Labbe was riding in. Her vehicle was pushed off the road and up a hill. It was totally demolished. But, because she was wearing a seat belt, she was able to walk away with no more than a slight case of whiplash.

"I always wear a seatbelt," said the young food specialist. "I felt so helpless because I could see the car coming right at me, but because I was stuck in the traffic jam, I was unable to move."

The police told Airman Labbe that had the vehicle struck her directly on the driver's side, she would have had severe injuries.



A seatbelt may leave your shoulder sore, but it can also save your life as SrA. Mikula Labbe demonstrates.

Whether it is in a rental car or any other vehicle, you can be sure that Airman Labbe can be found wearing her seat belt. She smiles about the incident but you can tell that she is serious about wearing a seat belt. Because of smart thinking and action before she started driving, she is still here and "looking alive".

Chief Kitze retires

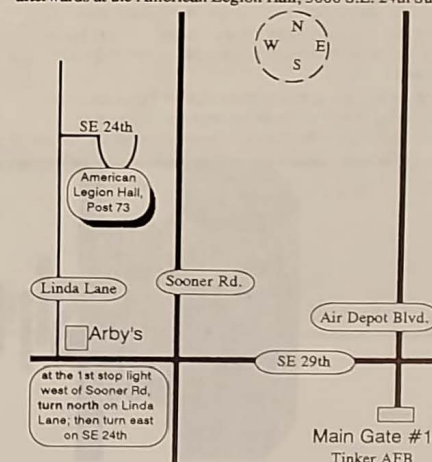
by Major Donald W. Klinko, USAFR

Chief Master Sergeant Doris M. Kitze will retire from the Air Force Reserve on March 25, after a career spanning over 24 years of military service. Retiring from the position of Chief of Personnel Management, Chief Kitze enlisted in the Air Force on in 1952. She later married another Air Force member. After five years of extended active duty, she took her honorable discharge due to pregnancy. "I would have gladly stayed," she explained, "but back then, women couldn't stay active duty with children. Chief Kitze joined the 507th TFG as a staff sergeant in March 1972, beginning her service as an Air Reserve Technician (ART) the following August. The chief certainly has an impressive list of "firsts" to her credit. She was the 507th's first enlisted female member, its first female ART, and its first and only female Chief Master Sergeant.

She also saw the unit through three fighter aircraft conversions: to F-105s, F-4s, and F-16s, and she is proud of the fact that the 507th's Consolidated Base Personnel Office has never received less than an "Excellent" rating from any Unit Effectiveness Inspection or an Operational Readiness Inspection conducted during her twenty year tenure there.

Looking back over her career, Chief Kitze is very satisfied. "I could probably have gotten a higher-paying civil service job across base, but I didn't even try. I stayed here because I wanted to be an ART and, most of all, because I wanted to stay military. I believe in the military, and I believe the 507th is the

best unit in the Air Force. Good equipment and leadership helps, but it's the unit's people that make it the best," she said. Chief Doris M. Kitze is one of those "best," and she will be missed. Everyone is invited to her retirement ceremony on Saturday, Feb. 22 in the CAMS hangar at 1600 with reception afterwards at the American Legion Hall, 5000 S.E. 24th Street.



Stress responses vary

(Editor's note: This is the second of a three-part series on stress management.)

In order to understand the stress response, we first need to define stressors.

Stressors are simply events or situations that initiate the stress response. Some of these stressors could be situations at work, in the family or other areas.

Additionally, stressors also can be the unrealistic demands we place on ourselves in certain situations. We used to say, "You are what you eat." A more appropriate saying may be, "You are what you think."

When we see an event as a stressor, a series of over 1,400 known physiochemical reactions in our body is activated. Collectively, these reactions are called the stress response, or the "fight or flight" reaction.

This is when our heart, nervous system, muscles, and other organs gear up to face the challenge at hand. This challenge could be anything -- preparing for a job interview, meeting new people, taking a test, facing an inspection or meeting a board.

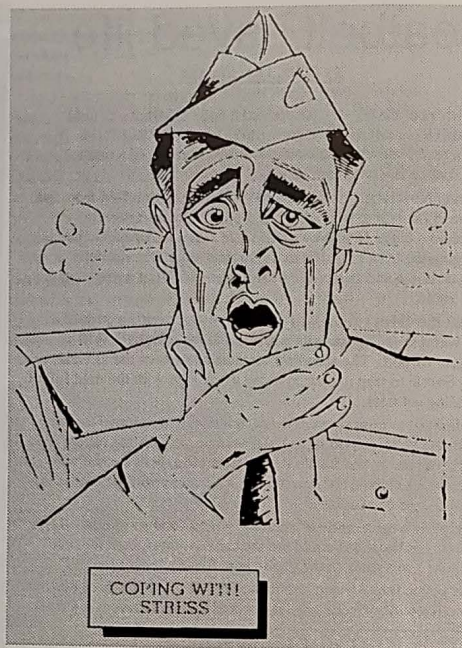
When the stress response is activated, certain signs and symptoms become evident. They can be behavioral, physical, and emotional.

Some behavioral indications of stress are heavier smoking, increased use of alcohol, poor job performance, increased errors, forgetfulness, decreased energy level, lack of enthusiasm, isolation from others and acting out behaviors.

A few of the physical signs are elevated blood pressure, heart palpitations, shortness of breath, frequent headaches, sweaty palms, dry mouth, upset stomach, jaw clenching, flushed face and sleep difficulties.

Some emotional indicators of stress are worry, frustration, depression, and anxiety. When we are stressed, we may not like ourselves, feel unimportant and begin to blame others for our circumstances.

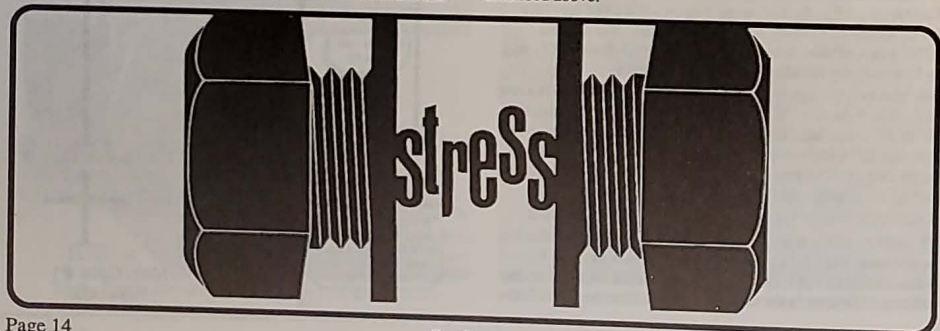
Experiencing any one or two of these signs does not necessarily mean something is wrong. However, when we experience several of these stress indicators we should take time out and ask



ourselves, "What is going on in my life that may be stressing me? Am I in control?"

It has been estimated that stress is a direct or indirect cause for the majority of physical problems seen in a medical clinic. Despite all of the attention today on health, stress-related problems usually take us by surprise.

Many spend little time paying attention to their bodies and emotions. We listen only when the tension and frustration become so severe that they interfere with our lives. Listening to our body "talk" and responding to it may prevent many of the symptoms described above.



On-final

February 1992

President approves pay raise
Washington- The President signed a \$29.1 billion defense budget bill for 1992 calling for a 4.2 percent military pay raise beginning in January. The raise gives military people an across-the-board 4.2 percent pay jump in basic pay, basic allowance for subsistence, and basic allowance for quarters.

Federal civil service employees also received a 4.2 percent hike in their basic pay.

Also included in the bill is \$1 billion for the production of one B-2; \$1.1 billion to procure 48 F16s in fiscal 1992 and 24 in 1993 and \$560 million to buy four F117s for fiscal 1992.

ARPC needs suggestions

DENVER-- The Air Reserve Personnel Center/Air Force Reserve policy and advisory council needs reservists' ideas on how to make the Reserve more efficient.

The council submits significant and cost-effective agenda items to the Chief of Air Force Reserve for consideration by the Air Reserve Forces Policy Committee.



News about the
Air Force

Individuals or agencies may submit suggestions to the council via a letter to HQ ARPC/XPX, Denver, Co. 80280-5000. Letters should include a brief recommendation statement and justification or background information.

The cutoff date for recommendations is seven days before the next steering committee meeting. The next meeting will convene March 2, so the cutoff date is February 23rd. Hurry!

ROA Scholarships available

One hundred college scholarships worth \$500 each will be awarded for the 1992-93 academic year by the Reserve Officers Association of the United States.

Seventy-five will be undergraduate scholarships to members or children or grandchildren age 26 or under of members of the ROA or the ROA Ladies Club.

Children under age 21 of deceased but paid-up members at the time of their death also are eligible.

Applications for the 1992-93 academic year will be available February 1992, and may be obtained by writing ROA scholarships, 1 Constitution Ave., N.E., Washington, D.C. 20002, or by calling (202) 479-2200.

Completed applications must be received by the committee no later than April 17, 1992.



America's proud birds flew over the oil fires in Kuwait at this time last year.

(U.S. Air Force photo)

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Reserve news you can use

Lowering cholesterol

RANDOLPH AFB, TEXAS (AFNS)-- High blood cholesterol is a serious problem, according to a booklet published by the U.S. Department of Health and Human Services.

The publication "Eating to Lower Your Blood Cholesterol" refers to cholesterol as one of three major modifiable risk factors for coronary heart disease. The other two are high blood pressure and cigarette smoking.

A high level of blood cholesterol leads to "hardening of the arteries" and coronary heart disease.

It also states that approximately 25 percent of those age 20 and over have high blood cholesterol, high enough to need intensive medical attention.

The best way to lower cholesterol is to eat foods low in fat and cholesterol.

GUIDELINES:

- * Eat less fatty foods.
- * Reduce saturated fat.
- * Reduce your weight.

To purchase, write to:
Superintendent of
Documents, Gov't.

Printing Office, Washington D.C. 20402.



Job opening announced

If you are looking for a challenging Air Force Reserve job that involves working with every aspect of the 507th operation, look at applying for the Senior Enlisted Advisor position being vacated by CMSgt. Albert L. Adams.

"This is definitely a challenging job, but it is also very rewarding to be involved with the commander on a daily basis," said Chief Adams.

CMSgt. Adams retires this year and the vacancy can be filled immediately upon selection.

To be considered for the job, you need to be a Chief Master Sergeant or Senior Master Sergeant eligible to be promoted to Chief upon assignment. The person selected will serve in the reserve position for a maximum of three years. It doesn't

matter what your present job is if you meet the above requirement.

Send your application in the form of a resume to Lt. Col. Robert E. Lytle at the 507th Headquarters Building.

All applications are due by March 31.



Your blood will save lives

by Dave Mugg

We are having our first blood drive of 1992 on Saturday, February 22. The bloodmobile will be open 0900-1130 and 1300- 1600 at the south end of Building 1030 (the hangar).

Remember, if you donate at any Oklahoma

Blood Institute during the week, ask them to credit your donation to Group 13, the 507th TFG, and we will get credit just as if you had donated here. This is so very important to our state and national blood resources.

As a group, if we have 25 percent of our Group donating a unit of blood, the entire Group personnel and their dependents will be covered as a "blood insurance policy" should they need blood anytime during the year.

We have approximately 1200 members in the 507th. Besides saving lives, what will donating accomplish for the unit?

If we collectively donate 300 units of blood, we cover the entire unit, including those not eligible to donate.

Since we expect 45 units per drive, this means we only need to donate an extra 120 units. I am sure that we donate much more than this during the year, but

we forget to ask them to credit it to Group 13.

We will also sponsor drives on May 30, August 29, and October 24. Since we are having four drives this year, as a bonus on our last one, all participants will get a T-shirt.

Each year thousands of lives are saved because of the kindness of

other Americans to donate their blood.

Please help replace blood that is continuously used up. Who knows, you may be the person that desperately needs it one day.



FAT FABLES



REDUCED TO DENYING THE TRUTH