

On-final



Vol 15 No 8, August 1995

507th Air Refueling Wing

Tinker AFB, OK

A 507th KC-135 stands ready for its early morning flight to the Bosnian coastline during the unit's Deny Flight deployment. (Photo by TSgt. Stan Paregien)



507th welcomes new commander

The 507th members will welcome a new wing commander this month, Col. Martin M. Mazick.

Mazick is slated to officially assume command of the wing during a change-of-command ceremony on Aug. 13, at 7:30 a.m. in the main hanger. Mazick will succeed Col. Robert E. Lytle who will assume command of the 926th Fighter Wing, New Orleans, La.

"I'm very pleased about coming to the 507th. It holds a special significance for me as this is my first wing command," Mazick said.

"The people of this unit have done a magnificent job in transforming from the Global Power to the Global Reach mission," he said. "All members of the 507th should take pride in this

accomplishment. The success of this unit's conversion is indicative of the capability the Air Force Reserve brings to the Air Force and national defense. I am looking forward to working with each member," he said.

Mazick previously served as Reserve Advisor to the commander of the Air Mobility Command, and his duties included being a consultant to the AMC staff on all matters pertaining to the formulation and implementation of policies, plans, programs and regulations affecting the Air Force Reserve.

Some of Mazick's past assignments include Deputy Commander for Operations and Commander, 446th Operations Group, McChord AFB, Wa.; Chief of Aircrew Standardization / Evaluation Pilot and Assistant and Deputy Commander for Operations, 445th Military Airlift Wing, Norton AFB, Ca.; Commander, 998th Air Refueling Group, Barksdale AFB, La.; C-141/B Flight Examiner Aircraft Commander, 728th Military Airlift Squadron, Norton AFB, Calif.; and a C-141 A/B Standardization/Evaluation Pilot, 15th Military Airlift Squadron, Norton AFB, Calif.

As a command pilot, Mazick has logged more than 7,700 flight hours on various

aircraft which include the C-141A/B and the KC-10A.

The colonel entered the US Air Force in 1972 after earning his Bachelor of Science degree in Ceramic Engineering from Rutgers University followed by a Master's of Science Degree in Systems Management from the University of Southern California. He is also a graduate of the Air Command and Staff College and the Air War College at Maxwell AFB, Ala.

Mazick and his wife, Mary Jo, from Edgeley, ND, are the parents of two sons, Martin and Mathew.



Col. Martin Mazick

Safety corner

By the 507th Safety Office

There are quite a number of cliché's about what safety is or isn't. The bottom line, how do we as commanders, supervisors, and co-workers convince others to comply with safe practices to avoid accidents or injury?

You may have seen a report about a recent accident on base involving an automobile and one of those Kawasaki four wheel carts. Neither airman in the cart was wearing a seatbelt. The fault of the accident was attributed to the driver of the automobile. The airmen were in the right yet the airmen were the ones to suffer from injury. I doubt there is any question about whether they had been trained to use seat belts. Still they were not wearing them.

As an employer, the 507th ARW is bound by law, both written and moral, to train people how to perform their jobs safely and efficiently. This training is formally documented on an Air Force Form 55. This training however does not guarantee that the employee will do the job safely.

This is the question: **How do we get workers to do things safely, or do the safe thing?**

To give suggestions, call 4-2014; to report problems call 4-2014; if you don't know what a Form 55 is, call 4-2014.

McIntosh sends

*By Brig. Gen. Robert McIntosh
Chief of the Air Force Reserve*

This summer seems to be especially turbulent for the Air Force Reserve. The last round of the Base Closure and Realignment Commission and other force structure changes have hit us and the active force hard. But, we have to keep the big picture in focus: Since the drawdown started in 1987, the active force lost about 35 percent of its officer and enlisted force and 39 percent of its civilians.



Although the Reserve is experiencing some force structure reductions, our slice of the Air Force mission is generally increasing and our op tempo is also remaining high.

While we can't stop the pace of change, there is one thing we can do: Provide quality leadership! Leadership, in the end, is the most vital stabilizing influence in any organization. As Air Force Reserve leaders (to some degree everyone is a leader) we must maximize the stability and constancy of our greatest assets -- the attitudes and morale of our people. While we may not necessarily be happy with all this turbulence, one of our primary responsibilities as professionals is to effectively implement and facilitate change.

I am very confident that the caliber of officer and NCO leaders in this great command will continue to keep us combat ready and constantly improving. Your role as an important Air Force Reserve leader and team member remains key to our execution of the mission -- both now and in the future.

"Okies" can do

*By Col. Robert E. Lytle
507th ARW Commander*

For the past four and a half years, I have had the great opportunity of serving with an outstanding unit.

Since I came on board at the end of 1990, the 507th has faced numerous difficult and trying times. The numerous challenges, set-backs, tragedies and obstacles included ORIs, JCS deployments, QAFAs, camp-outs in open hangars, a conversion, personnel drawdowns, and the loss of valuable members, yet never broke the spirit of the 507th Okies. Through all of these challenges, I watched with great pride as this unwavering spirit for which the Okies are famous, ensured that our unit not only exceeded all expectations, but excelled.

I want to thank each and everyone of the 507th family for the devotion you have given this unit that made it strong and able to stand the tests of the past. I know this same approach will see you through the uncertainties of the future. I would also like to recognize your families for being your foundation and for supporting you and the Wings goals. They are truly the unsung heroes that I/we owe a great deal of gratitude and heartfelt thanks and appreciation.

Once again, I want all of you to know that it has been my privilege and honor to be your commander. The dedication and professionalism exhibited by each and everyone of you has eased the path that would have been a rocky road for others. As Brenda and I prepare to move, we pause to say, "Thank you, Okies." We will always consider our time with the 507th to have been a very special and memorable period in our lives--you are the best!

On-final

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This is your newspaper. Take it with you to share with family, friends and employers. The PA phone number is 734-3078.

The U.S. flag is hoisted on Air Base 125

by *French Air Force Public Relations staff*
AB 125, Istres, France

The monthly Ceremony of the Colors at Air Base 125 took on an exceptional character this past 4th of July.

The American Detachment, which flies the KC-135 aircraft from the base, was given the opportunity to celebrate the anniversary of July 4th, 1776, the official date of publication of the Declaration of Independence of the United States.

After Colonel LeDuc (installation commander) accompanied by U.S. Colonels Pruett (Air National Guard) and Lytle (Detachment Commander--Air Force Reserve), reviewed the troops, including the American Detachment, both flags were raised simultaneously. Both national anthems were then played, while both American and French troops saluted.

Also during the ceremony, a brief memorialization was performed in honor of Marie Bastie. Senior Master Sergeant Annick Charlot, French Air Force, read a posthumous Order of National Recognition commemorating Bastie, France's most renowned female aviator. She died in the crash of a large test-bed aircraft near Lyon on 6 July 1952.

With that solemn reading, the ceremony was concluded.



The U.S. Flag and French Flag flew side-by-side for a special July 4th ceremony held during the 507th Deny Flight deployment. (Photo by CMSgt. Gueniot, French Air Force)

Two four-star officers visit deployed troops

By *Maj. Don Klinko*
507th Public Affairs

Personnel from the 507th and 117th Air Refueling Wings, deployed to Istres, France, as Detachment 3, 100th Air Refueling Wing, were honored by a visit from two four-star officers on Friday, July 7.

Admiral Henry G. Chiles, Jr., US Navy, and General Roger Mathieu, French Air Force, arrived for an inspection tour of the American detachment as it supported the North Atlantic Treaty Organization's Operation Deny Flight. Admiral Chiles is Commander in Chief, US Strategic Command (STRATCOM), based at Offutt AFB, Nebraska.

During a nuclear confrontation, many Air Mobility Command tankers, including the KC-135R aircraft of the 507th and 117th, would be "chopped" to Admiral Chiles' command, along with the intercontinental ballistic missiles of Air Force Space Command, Air Combat Command's nuclear-capable heavy bombers, and the US Navy's fleet ballistic missile submarines.

The admiral has had a distinguished naval career, with much sea time aboard both a destroyer and nuclear submarines. General Mathieu is commander of the Strategic Air Force, a French Air Force major command similar in status to the US Air Force's former Strategic Air Command.

The general has held numerous staff positions within the French Air Force, and also served as commandant of the French Air War College and as French air attache in Washington, DC. He has over 4,000 hours flying time, primarily in various models of the high-performance Mirage fighter-bomber aircraft.

After touring the Detachment and being briefed on current operations by Col. Robert E. Lytle, detachment commander, both senior officers expressed very favorable impressions of the Air Reserve Forces' performance in Operation Deny Flight, and offered any assistance their respective commands could provide.

Colonel Lytle responded that both STRATCOM and the French Air Force had already provided superb support in all respects. Admiral Chiles remarked that he was "most impressed that the Reserve and Guard are able to integrate so completely with the active force, and implement this type of operation so immediately. Believe me, I fully understand and appreciate the personal sacrifices you've made to do this."

He added that "Your reputation among your French hosts, and of your Guard and Reserve predecessors, is that of fine guests. All French personnel I've spoken with told me that they thoroughly enjoyed working with you." General Mathieu expressed an appreciation for the Air Reserve Forces ability to "step forward from the civilian world and integrate with the active force."

Deny Flight '95





An EF-111 connects with Det. 3, 100th Air Refueling Wing (composed of the 507th Air Refueling Wing and 117th Air Refueling Wing (Air National Guard)) during this summer's Deny Flight deployment. (Photo by TSgt. Stan Paregien)

Flying high for Deny Flight

*by TSgt. Stan Paregien
507th ARW Public Affairs*

During June and July, over 260 unit personnel deployed to Air Base 125, Istres, France. The mission's purpose was to support the United Nations in the efforts to save lives in the former Yugoslavia. "Operation Deny Flight" involved an international cooperation effort using aircraft from several countries. The ongoing operation keeps Serb aircraft from attacking "safe zones" and other designated areas. The following is an eyewitness account of a typical mission flight from Istres to the area of operation (AOR).

3:45 a.m.: I rolled out of bed and propped open my eyes with toothpicks

4:15: Dressed and headed out to the base (25 minutes). The fog hung low over the land as I made my way down the French highway at 100 kilometers (60 miles) an hour. "This is a beautiful country and the morning is so peaceful. It is hard to believe we are going to leave this and fly to an area where a war is raging and people are being killed," I thought on my way to work. The mission loomed ahead. This would be a real world situation; it was not an exercise, not practice. Our pilots and crew have spent years preparing for this mission. The recent shootdown of an F-16 pilot Capt. Scott O'Grady in the theater of operations gives an added sense of urgency and seriousness to the mission.

4:50: Arrive at the base and check in with French air policeman at gate. "Bonjour," he and I say simultaneously.

4:55: The flight crew comes in from their hotel. Crew members for this mission are Maj. Larry "Jesse" James, pilot; ast Lt. Dan "Bandit" Williams, co-pilot; Capt. Doug "Judge" Planer, navigator; and TSgt. Steve "Break-away Barry" Switzer, boom operator.

5:10: Preflight meeting starts to detail specifics. The crew is briefed on the mission. Our two aircraft will be flying out within 10 minutes of each other -- one at 15,000 feet, the other at 11,000 feet.

The other plane is scheduled to fly ahead of us and refuel A-10's. We will take care of French Mirages, F-16's from the Netherlands, EF-111's and F-18's from the *U.S.S. Eisenhower*. The total fuel pumped while supporting the NATO mission is projected to be between 50,000 to 100,000 lbs.

5:30: The crew, most in shorts and t-shirts, heads down the hall to the dressing room to put on "the multi-zippered flight suit" as one member described it. While the crew dresses, maintenance personnel work steadily to get the last minute items checked on the aircraft. These men and women have worked all night.

6:01: The sun begins to peek over the French Riviera.

6:02: The crew makes a "pit" stop in the small food supply BX that is popular with all the troops. Beanie weenies, candy, sodas and other essentials are purchased to take on the trip.

6:06: Everyone heads out to the plane.

6:20: Switzer shuts the bay door and

6:35: The sun is now shining brightly over the French tarmac. Troops outside scurry back and forth working on other projects. Other KC-135s in the maintenance area have their fuel booms drained from a mission the night before.

6:38: Anticipation grows as the engines whine. Switzer brings me up front to sit in the "jump seat" with a clear view out the window.

6:44: Williams taps on an oil gauge and it responds, indicating the pressure.

(Continued on next page)

Flying high.....

(Continued from previous page)

6:47: The crew continues their checks on fuel, charts, maps, radar, DNS (doppler navigation system), etc. All four engines are checked and approved.

6:50: James opens his left window and adjusts his seat. He grips the throttle and the engines roar. The plane begins to roll forward. The cool, sweet smelling French air floods the cockpit as the plane taxis down the runway. On the headset, the voices of our co-pilot, a translator and the control tower are heard bouncing back and forth.

"Le Tube 4 D- take off intercept. ITR 175; Channel 104"

A translator checks in with the tower and tells them we are ready. Back in our cockpit, I hear:

"Windows closed, heat on. Takeoff



Maj. Jessee James

ready and check...and pointers at 30 degrees."

"Clear to takeoff"

"GO"

"Hands on throttle."

"90 knots."

"We're going. Rotate. Nose up 197."

"Left turn when you're ready. 0-38

Bring flaps up...2,000."

The plane leans hard to the left and we head for the coast.

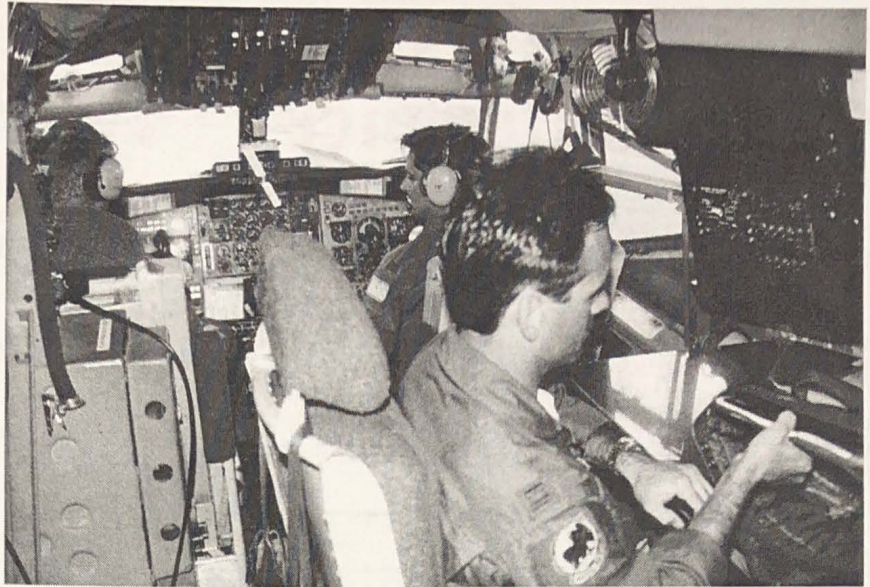
Williams: *"Why do we have such a high AOA (angel of attack)?"*

James: *"Because of the heavy weight and we were in a turn."*

Williams: *"Sierra Tango Papa."*

James: *"190 and climbing; 95 degrees."*

7:05: We are flying straight toward the sun and light floods the cockpit. Sweat



The crew prepares for it's early morning takeoff in support of Operation Deny Flight.

beads start to form on the back of the co-pilot's neck. James gives control of the plane to Williams and goes to the back. Meanwhile, Williams checks his NATO Secret document to confirm the mission. *"Condition Green,"* he calls out.

7:23: We fly over the mountains of Corsica as Planer, checks his map. Then on to Rome. Soon, we are over the Adriatic Sea.

James: *"Give me your grease pencil so I can check briefs."*

Switzer turns to me and says, "From here on out, the AWAC's (Airborne Warning and Control aircraft) controls our destiny. On a previous mission, we had just refueled a plane and were waiting for the next hook-up when AWACS called and said to head to a new area to refuel planes that would be needing it sooner."

Various voices and accents are heard over the radio. One British woman: *"All stations. All stations. This is Magic 86. On Guard. Estimated window closing time is 0805. On-Guard calling any bear in the area."*

A pilot: *"57 mm firing surface to 5,000 feet; all aircraft remain clear. Refuel Polly. Check your intentions once you refuel."*

Planer: *"20 degrees right hand turn."*

Williams: *"Coming right. Customer is 25 miles at 11 o'clock. Left 0-3-0. Polly coming up."*

A plane magically appears out of nowhere. It's a French Mirage. After several attempts at connecting, the pilot and boomer lock on and the fuel transfer begins. It takes 4-8 minutes to complete.

Other planes soon appear and take their turn.

We knew that as soon as these planes took on their fuel and turned away from us, they were headed for hostile territory.

5:30 p.m.: Ten hours after our day started, we are back on the ground in France. Other tankers pick up where we left off.

The 507th and 117th ARW personnel were right in the middle of this operation. We were an essential ingredient to the NATO operation. Each person on the ground, in the air and back at Tinker played a role in making this operation a success.



TSgt. Steve Switzer

Photos by TSgt. Stan Paregien

507th hosts world wide conference

The 507th Air Refueling Wing will host the first U.S. Transportation Command-sponsored Worldwide Air Mobility Conference from August 14 to 18 in Oklahoma City.

The conference, a Department of Defense-wide gathering, will involve more than 400 military members from all services and will be held at the Radisson Hotel near Will Rogers Airport.

The goal of the week-long event is to coordinate all DoD airlift and refueling activities for the next fiscal quarter for both active-duty and Air Reserve Component (Air Force Reserve and Air National Guard) units.

"A lot like Wall Street"

"Actually this conference is a lot like Wall Street," said conference coordinator, 1st Lt. Chris Castanon of the 507th. "More than 6,000 airlift and air refueling missions being planned by DoD will be laid out. Units are actually "buying and selling" missions. Everyone will be in the same place at the same time. In the process, all the refueling and airlift activity gets scheduled on the books at one time," he said.

Castanon said the event also consolidates three individual conferences into one, saving taxpayer money.

"This is a very ambitious project. In the past, airlift and air refueling schedulers had to attend 12 separate conferences a year. With downsizing, that meant we had to be away from our jobs virtually 3 weeks a quarter, then hurry back to play catch up on our jobs. This consolidates that to just one conference, one-week per quarter to get the same work done," Castanon said.

Reserve thrift savers can catch up on savings plan

Federal civilians who have separated or entered nonpaying status to perform military service since Aug. 2, 1990, can apply to make up for missed contributions to their Thrift Savings Plan accounts.

These federal employees must exercise restoration rights in accordance with Title 38 U.S. Code Chapter 43 if they want to make up contributions to their TSP savings. Contributions stopped when they went on active duty, but a provision of the Uniformed Services Employment and Reemployment Rights Act of 1994 permits them to make up those contributions.

"The servicing civilian personnel offices mailed notices to eligible employees by June 20," said Judy Perry, an employee relations specialist in the Headquarters Air Force Reserve Civilian Personnel Office. "To apply, they must submit a written request to their servicing CPO by April 26, 1996, or within one year from the date of their restoration to civil service, whichever is later. Civilians currently on active duty should receive notice from their servicing CPO within 60 days of exercising their restoration rights."

Contributions cannot exceed the Internal Revenue Service's annual limit on

tax-deferred contributions and must be made by payroll deduction, Perry said. The limit in 1995 is \$9,240.

Making up TSP contributions especially benefits civilians under the Federal Employees Retirement System because the government makes matching contributions. It's dollar for dollar on the first 3 percent of thrift-plan savings and 50 cents on the dollar for 4 percent and 5 percent.

Under FERS, reservists will receive retroactive agency matching contributions when they make up their contributions. If they do not make up their contributions, they will not receive matching make-up contributions.

Reservists will receive a single deposit, retroactive 1 percent contribution for the entire period missed as a result of military service whether or not they make up their contributions.

Employee relations specialists in servicing CPOs have more information. (AFRES News Service)

Capt. Paul Leeper, 507th chief of current operations and conference co-coordinator, stated the idea to consolidate was brought forward by 507th reservists during the last conference. "The other units liked the idea tremendously. In fact, they pulled us aside and asked us if we would be able to host the first one. We jumped on that, saying Oklahoma City had a lot to offer."

Castanon and Leeper have also expanded the scope of the conference by arranging special events to include KC-135 Stratotanker and FAA modernization briefings, as well as tours of Tinker AFB depot facilities. Local businesses have also been recruited to become "corporate partners" to demonstrate technologies that assist flying units to do their jobs better, Castanon said. "We are incorporating mini trade shows covering communications technology to demonstrate such things as voice mail and multimedia systems, and weather systems," Leeper said.

Another first for any scheduling conference will be an automation program that will simultaneously broadcast mission schedule information to view screens in three separate conference areas. "The program is being supplied by one of our corporate partners, Electronic Data Systems. It should be very similar to the Wall Street screens where everyone will be able to see all the activity going on at the same time. In past conferences all this information was hand written first then validated and consolidated to computer data bases, sometimes requiring weeks of work to finish the schedules. With this program in place, once the trading concludes, all data will be consolidated and verified simultaneously into a finished product that day. That means when everyone goes home, we're done," Castanon said.

Because of the many attractions Oklahoma City has to offer, Leeper said higher headquarters authorized attendees to bring their families at their own expense. "We have gotten a great response from area businesses and entertainment attractions as well as the Oklahoma City Chamber," Leeper said.

"This is one of the largest conferences of its kind hosted by an AFRES Air Mobility Command unit. It's certainly the largest conference the 507th has ever hosted," Castanon said.



August Schedule of Events

<u>Date/Time</u>	<u>Meetings, Etc</u>	<u>Location</u>
Fri, 11 Aug 95		
1400	Pre-UTA 1st Sgt Meeting	Bldg 1043, Conf Rm.
1415	Ldrshp Dev Prog Graduation	Bldg 1048, Brief Rm
Sat, 12 Aug 95		
As Designated by Unit	Sign-in	As Designated by Unit
0730-0745	Sign-in for Physical Exams	Base Hospital
0745-1130	Refresher DP Tng	Bldg 1115
0900 -1015	Newcomers Orientation	Bldg 1043, Rm 201C
1015	Escorts Pick up Newcomers	Bldg 1043 TNET Rm
1030	First Sergeants Meeting	Dining Hall, Sun Rm
1200	Farewell BBQ for Col Lytle (Need Prepaid Ticket to Eat)	Bldg 1030, Hanger
1300	Sexual Harassment Sens Tng	Bldg 3333, S., Ent
1300-1400	IG complaint Period W/ Lt. Col Despinoy	Bldg 1067 CC Office
1300-1400	Immunizations	Bldg 1068, Chute Shop
1430	Farewell Presentations to Col Lyle	Bldg 1030, Hanger
As designated	All Personnel in Place NLT 1420 Sign-out	As designated by unit
Sun, 13 Aug 95		
As designated	Sign-in	As designated by unit
0700-in place	Wing Change of Command	Bldg 1030, Hanger
0730-start	!! Mandatory Formation !!	
0830-1200	Refresher DP Tng	Bldg 1115
0900-1000	Add'l Duty Safety Tng	Bldg 1030, Com Flt
1300	Sexual Harrassment Sens Tng	Bldg 3333, S Ent
1300	CDC Course Exam Testing	Bldg 460, Rm 213
1400-1500	3AOX1 Training	Bldg 1043, Conf Rm
1500-1630	MPF Closed for In-House Tng	Bldg 1043, MPF
As designated	Sign-out	As designated by unit

Training Planner

Planning Guide '95

August

- 1 OG SCHEDULING MTG
- 5 PATRIOT EXPRESS TINKER/SALINA KS 5-12
- 7 VEH OPS/VEH MIX AT TO 62TS-MCCHORD AFB 7-22
- LEADERSHIP DEVELOPMENT PROG PHASE II 7-11 AUG
- 12 GOING AWAY RECEPTION (INFORMAL) 1430 UTA 12-13
- Mobility Support
- 72 APS A/C EXERCISE SCHED 12-13 AUG
- CHAP JACK POE - OKC POLICE DEPT 1500
- 13 CHANGE OF COMMAND CEREMONY 0730
- 14 AMC REFUELING/AIRLIFT CONF 14-18
- 25 ICELAND (STRIP ALERT) 25-31
- 26 LEADERSHIP DEVELOPMENT PROG PHASE I 26-30 AUG

September

- 1 ICELAND 1-10 SEP
- 2 72 APS AT TO KADENA AB 2-16
- 6 OG SCHED MTG
- 16 UTA 16-17
- 507th FAMILY DAY
- CLSS DINING OUT - FAMILY DAY - MOBEX
- SEN INHOFF VISIT
- 22 JOLDS (JUNIOR OFFICER LEADERSHIP DEVELOPMENT) 22-24

October

- 13 507 CF UTA AT CANNON AFB NM 13,17,15
- 14 NON-AVIATION UTC MOBILITY EXERCISE UTA 14-15:
- 15 TOP 3 MEETING
- 22 72 APS A/C EXERCISE SCHED 22-23 OCT
- 30 ORE (DEPLOYED) 30 OCT-2 NOV (TENTATIVE)

'95 Family Day is Next Month!

The '95 Family Day Picnic will be held on Saturday, 16 Sep, at the 38th EIW compound. To get there from Tinker, go southbound on Douglas to 59th St. Turn left onto 59th and the main gate will be on the right side. There will be food, beverages and games. Come out and support your picnic.

AMN/NCO/SNCO of the Quarter/year: Nominations are due EOD, Saturday of the following UTAs: Quarter-June, September, December 95. Year-Dec 95 -contact DPMPE, MSgt Fuqua, 734-7494.

BAQ Recertification Deadlines

If your Social Security Number ends with a 1 or 6 you have until EOM August to recertify your BAQ or have it terminated. The reserve payroll office has sent the list to the unit BAQ Monitors. The BAQ Monitors are to return the listing complete with all BAQ recertification to the Reserve Payroll office. Please complete AF Form 987 located at your unit. NOTE: If you don't have dependents you do not need to recertify your BAQ.

September Schedule of Events

<u>Date/Time</u>	<u>Meetings, Etc</u>	<u>Location</u>
Fri, 15 Sept 1400	Pre-UTA 1st Sgt Meeting	Bldg 1043, Conf Rm
Sat, 16 Sept As designated by unit	Sign-in	As designated by Unit
ALL DAY 0730-0745 0730-0930 0900-1015 1015 1030 As designated	Family Day Activities Sign-in for Physical Exams Newcomers In-processing Newcomers Orientation Escorts Pick up Newcomers First Sergeants Meeting Sign-Out	38th EIW Base Hospital Bldg. 1043, Rm 201C Bldg. 1043, Rm 201C Bldg. 1043, TNET Dining Hall, Sun Rm As designated by unit
Sun, 17 Sept As designated by unit.	Sign-In	As designated by unit
0745-1200 0830-0930 0900 0900-1000 1000-1100 1300-1400	Refresher DP Tng Enl Advisory Council Mtg Newcomers Anc Tng Ph I Supervisor Safety Tng Unit Career Advisor Mtg IG Complaint Period w/ Lt Col Despinoy	Bldg. 1115 Bldg. 1043, Conf, Rm TBA Bldg. 1030, Com Flt. Bldg. 1043, Conf Rm Bldg. 1067, CC Office
1300 1300 1300 1400-1500 1500-1630	Sexual Harassment Sens Tng Newcomers Anc Tng Ph II CDC Course Exam Testing 3AOX1 Training MPF Closed for In-House Tng	Bldg. 3333, S Ent TBA Bldg. 460, Rm 213 Bldg. 1043, Conf Rm Bldg 1043, MPF

The following dates are for the 507 ARW's FY 96 UTA Schedule:

14-15 Oct 95	13-14 Apr 96
18-19 Nov 95	18-19 May 96.
09-10 Dec 95	08-09 Jun 96
20-21 Jan 96	13-14 Jul 96
10-11 Feb 96	10-11 Aug 96
09-10 Mar 96	14-15 Sep 96

Ancillary Training Information

Disaster Preparedness Information

All personnel who normally wear contact lenses, attending Chemical Warfare training, will not wear them during training. Bring your new mask, and spectacles if you have them. Personnel are to be on time for all classes, or they will be reported as "no-show's". Ensure all personnel bring their Go-Bags with them to all classes.

Supervisors may schedule Chemical Warfare training through out the year by calling the DW office at 45249, NLT 1 UTA prior to class requested. Units must report names of personnel requiring training when scheduling.

In order to utilize the go-to-war MCU-2A/P protective masks for training, TQT, ORE's and deployment; notify 507 LSS at 45871. Two weeks prior to your need, let them know your need for masks and the quantity of each size your organization requires. Specify when they will be returned to Base Supply. Personnel retrieving masks will sign an AF Form 1297 (hand Receipt) for all masks received. An MCU-2A/P guidebook will be provided to everyone signing for masks. The guidebook will cover the fitting, donning, cleaning, sanitizing, and inspection of the masks.

UCMJ Briefing

All enlisted personnel are required to have the UCMJ briefing within two UTA's of reenlistment. This briefing is held during Phase II of the quarterly newcomers Ancillary Training at 1315 on Sunday of the UTA in Bldg 3333.

Ethics Briefing

All reserve personnel are required to have the DOD Ethics briefing within 90 days of reporting for duty. This briefing is held during Phase II of the quarterly Newcomers Tng at 1230 on Sunday of the UTA in Bldg 3333.

More What, When, Where

MPF Customer Service

Hours of Operation

Primary UTA Weekends
Saturday 0730-1630
Sunday 0730-1500

Closed Sunday for In-House Training
from 1500-1630

Weekdays
Monday-Friday
0730-1630

Closed Thursdays for In-House Training
from 0730-1230

Phone Numbers

DPM Management, 47494
DPMPS...Customer Service, 47492
DPMAE...Personnel Employment, 47493
DPMPE...Career Enhancement, 47494
DPMAT...Training & Education, 47075
DPMAR...Personnel Relocations, 47493
DPMZ...Information Management, 47494

TDY & Reassignment Out-Processing

Personnel Relocations (DPMAR) is standing by to help with relocation processing, but they need your help.

TDY to school or reassignment out-processing can only be initiated through DPMAR during the times listed below:

Monday thru Friday: 0730-1530
UTA Saturday: 0800-1530

The schedule is for your convenience; times noted assure your access to agencies with processing responsibilities. Your cooperation in complying with this schedule is greatly appreciated. If you have any questions, please call DPMAR, x47494.

Chapel Service Information

Devine service held Saturday at 1515, Hospital Pharmacy. Sunday service held at 0730, Disaster Preparedness, Bldg 1030, flightline side.
Catholic Mass: Sat, 1700, Sun, 0940, 1220.

Tips for Faster MPF Service

ARTS, or Reservists on Mandays or annual tour can conduct personnel business any week day and avoid contributing to UTA congestion.

Avoid Saturday morning unless you have an appointment. Due to In-Processing activities, the Customer Service section is short handed until about noon on Saturday. *Call ahead*, find out how long the wait may be. *Be sure* you bring any required documents with you and avoid the need for a second trip to finish your business.

DD Form 93 Record of Emergency Data

This is the single most important source of information within your personnel record for dependent data and next of kin information.

If data is incomplete or incorrect, the Air Force cannot extend dependent benefits, nor can notification be made in the event you become injured, seriously ill or die while on duty.

You are the only one who can update this record. Remember there are no minor errors on a DD Form 93. Data accuracy is critical. You may be one of the lucky ones and escape injury or illness, but can you risk the alternative?

Check the form in your mobility folder, if it is wrong, come by MPF Customer Service and get it updated.

Hours of Operation for...

Pass & ID

Located in Bldg 460, Room 117 during the week from 0730-1600, and UTA Saturday, 1200-1600, for ID cards, fingerprints, vehicle registration and base decal.

Individual Equipment Issue (IEU)

Located in Bldg 469, is open on UTA Saturday, 0800-1530. Enter door #36 on the south side of the building. Check with your Unit Orderly room before you attempt equipment issue or exchange.

Medical Services Information

Immunization Monitors

Immunizations has been moved to a new location. We are now located in building 1068 in the parachute shop. Our hours are 1300-1430 on Saturday. New shot records will be made at this time as well. Please bring your old shot record with you when having a new one made.

Physical Examinations

Sign in for Physical Exams is at 0730 at the Base Hospital. Attendance is mandatory due to Air Force Reserve requirements, however, reschedules will be permitted due to special circumstances. If you are on flying status your physical must be accomplished no later than the last day of your birth month. It is recommended that flight personnel schedule their physicals 3 months in advance of their birth month. If you are unable to meet an appointment, you must call TSgt Latta, 43151 and reschedule in advance of the UTA.

Random Drug Testing

Drug Testing is conducted at 0900 on UTA Saturdays. The names of those randomly selected for testing are released by Social Actions to Unit Commanders immediately after sign-in on Saturday. If selected, you should consume as much liquid as possible prior to reporting to the lab. You cannot be released until the required sample amount has been obtained. If you have questions about the Random Drug testing program contact Social Actions, x45019.

Military Pay: Ext 45016

File for pay on or before: Receive Direct Deposit by:

04 Jun	13 Jun
06 Jun	15 Jun
11 Jun	21 Jun
18 Jun	28 Jun
25 Jun	05 Jul
02 Jul	12 Jul
12 Jul	21 Jul

Dining Facility

Meal times are shorter, lines are longer: Plan ahead!

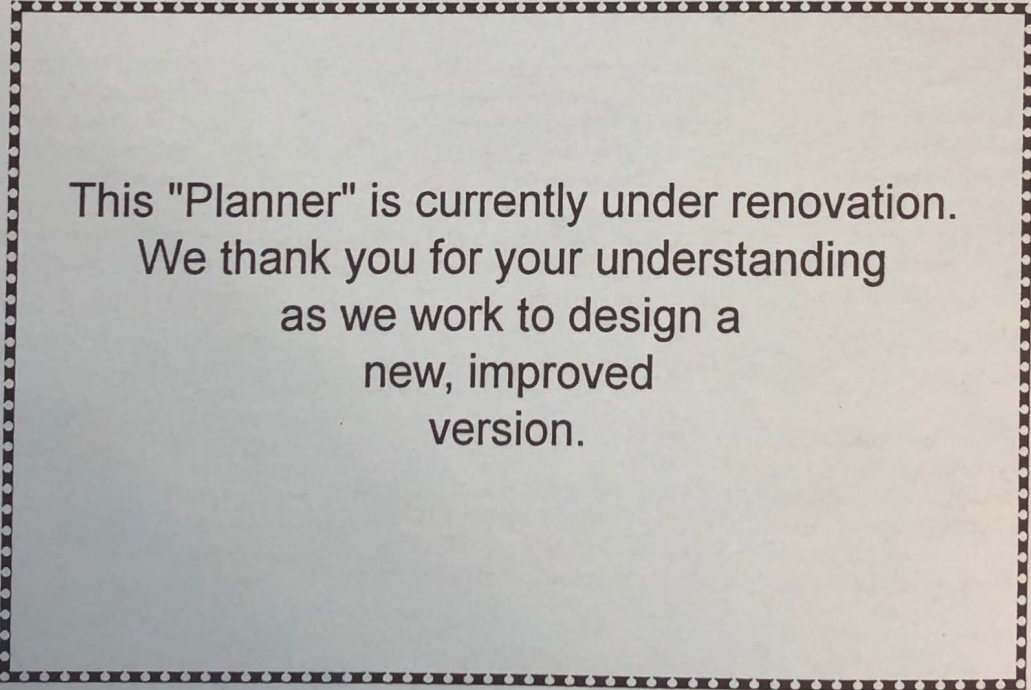
Breakfast	0600-0900
Lunch	1100-1300
Dinner	1530-1800

MANDATORY FORMATION

What: Change of Command Ceremony 507 ARW

Where: Building 1030 (Aircraft Hangar)

When: Sun, 13 Aug 95 In Place 0700 Ceremony 0730



This "Planner" is currently under renovation.
We thank you for your understanding
as we work to design a
new, improved
version.

Crossed Paths, Changed Lives

*By Capt. Chuck Diven
507th Public Affairs*

When Capt. Heidi Gill, 507th Civil Engineer Squadron, began her training as a civil engineer, she wasn't thinking about helping disaster victims half way around the world. She couldn't foresee that her military experience and personal compassion would take her to places like Israel and China, into a world-wide mission of disaster relief. She had the necessary skills and the desire to help, but it wasn't until she crossed paths with two Tulsa doctors that she found her way into a whole new world of service.

Those two doctors, Mark and Betsy Neuenschwander were looking for someone to teach engineering principles in their Disaster Relief School. When they met Capt. Gill in November, 1994, they found in her just the right combination of technical skill and spiritual conviction.

"From the very first meeting, it just clicked," Gill says. "Drs. Mark and Betsy had both left very lucrative practices in 1984 to establish the International Health Services Foundation. The initial thrust of IHSF was to provide health services and training to Third World countries."

Gill said as the doctors gained experience, they realized that it wasn't just medical people they needed.

"Now they bring together teams of medical and non-medical professionals and train them to do disaster relief. My role is to teach the engineering portion, which includes areas like water treatment, waste sanitation, camp and hospital set-up, housing, supply transportation, and the use of personal protective equipment.

Gill's initial involvement was to teach engineering principles in the IHSF's Disaster Relief School. In January, 1995, IHSF brought together 72 people for nine days of intense training at Lake Keystone, near Tulsa.

"We made it as realistic as possible, drawing water from the lake for a water treatment process," Gill said. "We used field sanitation, set up a mock disaster, and taught them how to incorporate work-rest cycles. Many of the doctors were very familiar with hospital procedures, but not with field hospital conditions. The emergency medical technicians knew how to respond to emergencies, but not how to keep track of victims, which you have to do with a disaster. They weren't used to living in field conditions, either."

Among the courses Gill taught were: Base Camp and Tent Set-up, Palletizing for Air Transport, Water/Sewer Organization, and Packing Your Back Pack. She also helped participants learn to deal with disaster fatigue and frustration, in a special workshop, "How to Release Stress and Rest in the Lord".

In addition to her work with the Disaster Relief School, Gill has attended conferences in Israel, and in Shanghai, China, where she presented a paper to the World Conference on Disaster Relief.

Before joining the 507th in 1992, Gill's Air Force background included a wide range of experiences that prepared her for this new role. Her 4 1/2 years as a crew chief on A-10's included training at Forward Operating Locations.

"In that regard, I spent about as much time in the field as I did in CE," Gill says.

By the time Gill left active duty, she had an associate's degree in Civil Engineering. She entered the University of North



Capt. Heidi Gill

Carolina, and at the same time went straight into the Air National Guard.

"At that time, the military did not allow women on the flight line, for my unit's particular mission. They had a slot in what was called Site Development, and that's how I got into CE," she said.

After graduating from UNC in 1985, she transferred to the Will Rogers Air National Guard unit, where she received her commission.

Because of her busy work schedule, she entered the Air Force Reserve's Individual Mobilization Augmentee program, but soon decided she missed the camaraderie of actively participating in a unit. She said as soon as her schedule got a little bit better, she interviewed with the 507th Air Refueling Wing and came on board the Reserve unit in March, 1992.

Gill said working with IHSF has given her the opportunity to combine her military experience and her spiritual convictions.

"As an engineer, military and civilian, going to disasters in various locations, I had nothing to offer these people other than physical assistance. That's an empty feeling. At the same time, spiritual guidance is empty without the physical help," she said.

"It wasn't until 1992, when I moved to Tulsa and got involved with the Victory Christian Center, that I started learning the Bible, not just dabbling with it. Those are two different things. I had been in church, off and on, very sporadically over the years. Now I wasn't interested in just sitting back and being a pew-sitter. If I was going to live my life for the Lord, I wanted to know how," she said.

Gill said she believed her spiritual training complemented her technical expertise, and prepared her for the new challenge in the world of disaster relief. Gill sees her path now as part of a bigger plan, as she says, "When I came into the military, I took an oath that I would serve God and my country, and I meant it. I just didn't know where it would lead. God was in control. Now I see how God orchestrated my whole life, and I didn't even know it."

Lt. Col. Don Shaw retires

The July UTA saw the passing of a virtual institution from the 507th Air Refueling Wing.

During a ceremony attended by his wife, Nelda, son SSgt. Britton Shaw, Brig. Gen. James Wade, many friends, and most members of the 507th Air Refueling Wing, Lt. Col. Donald Shaw relinquished command of the 507th Support Group to Lt. Col. Gary Mixon and retired from the Air Force Reserve after 26 years' service, 23 of which were spent with the 507th.

An Oklahoma native born in Hugo and currently living in Idabel, Shaw's first personal experience with the military occurred when he enrolled in the University of Oklahoma in 1964. At that time, all able-bodied male students were required to serve two years in the Reserve Officer Training Corps (ROTC). Like most of his contemporaries, Shaw completed the mandatory training and withdrew from ROTC.

Deciding that the Air Force was right for him, he reentered the four-year program. After finishing his bachelor's degree, Shaw entered OU's law school for a year before receiving his commission. The colonel noted during his retirement ceremony that he was married on Saturday, 31 May, and commissioned a second lieutenant on 1 June 1969. His first duty was a ten-week school tour in Washington, DC, where he was trained as an Air Force Office of Special Investigation (OSI) agent. "We were billeted at Bolling AFB," he recalled, "but the course was taught in an old World War II temporary building--'Tempo E'--which was located in the middle of the Capitol Mall."

Shaw then reported for a three-year tour of duty as an OSI agent at Hamilton AFB, California. In 1972, plans were being made to turn the base over to the Air Force Reserve. While he didn't really want to stay on active duty, he definitely wanted to remain in the Air Force. The unit at Hamilton AFB wasn't for him, though.

"You have to remember that this was the tail end of the Vietnam War. There were many problems with anti-war protesters in that area, and even in the reserve unit." Then he met Lt. Col. Bob Williams, who had been a member of the 937th Military Airlift Group at Tinker AFB. Williams called Capt. (later Colonel) Bobbie Gonshore, who found

Shaw a position in Accounting and Finance at the 937th.

By the time Shaw signed into the Tinker unit on 31 May 1972, however, the 937 MAG had been inactivated. Two weeks earlier, the 507th Tactical Fighter Group had been activated in its place. Shaw remembers that well.

"Every time there's a conversion, there's so much excitement--and confusion. That's always a tremendous challenge.

It's sad to see people's slots go away, but conversions get units and individuals out of potential ruts." Then Lieutenant Shaw met with then Lt. Col. (now Brigadier General) Jim Wade, the 507th's first commander at Tinker AFB. Extending a huge hand with a grip to match, General Wade boomed "Welcome to the 507th! Are you a member of the Reserve Officers' Association? No? Why not? You're a reserve officer, aren't you?" "Believe me," Shaw remembered with a laugh, "I joined the ROA that same day, and I've been an active member of that good organization ever since."

Shaw's Air Force career with the 507th has been as varied as one could imagine. After working a year in Accounting and Finance, he spent three years as the group's transportation officer, meanwhile finishing his law degree at OU. He then moved to the Combat Support Squadron, where he became training officer after his promotion to major. Following that, he became the chief of the group's Social Actions Office. Shaw assumed his most recent duties in 1990 as Deputy Commander for Resources, which was later renamed Support Group Commander.

It seemed natural to ask an officer having such long service about the greatest changes he has seen. Shaw replied to that by saying, "Lots of changes. There have been tremendous changes in the Air Force Reserve's credibility and capability. We probably always deserved the credibility, but our capability has increased since we've shown the rest of the Air Force what we can do when we're given the most up-to-date aircraft and other equipment.

And the termination of the draft made us a truly all-volunteer force. But the most influential thing I've seen is the Quality training program. The Air Force had had slogan programs' that burned out pretty quickly before: Zero Defects, PRIDE (Professional Results in Daily Efforts), and so forth. It seemed like somebody thought having a slogan would make us better workers. Maj. Gen. Roger Scheer, former Chief of the Air Force Reserve



SSgt. Britton Shaw, left, goes over some last minute details with his father Lt. Col. Don Shaw prior to Colonel Shaw's retirement ceremony last month. (Photo by TSgt. Mitch Chandran)

(and a former Okie himself), realized that the Quality program was something different. He was really the one who jumped on the Quality train,' as he put it. Maj. Gen. Jay Clossner (another former Okie) carried it on when he took over from Scheer, and that's why we're way ahead of the active duty force in establishing a Quality culture. At the local level, Brig. Gen. Larry Turner supported the Quality program when few of us really understood what it was, but Col. Bob Lytle made it high priority here and practically applied it to local problems."

What will he remember most about his Air Force service? Shaw responded to that question by mentioning memorable deployments to England in 1978, Italy in 1992, and most recently to France for Operation Deny Flight. "Ten years from now, when I look back at serving 26 years in the Air Force, I think what I'll remember most will be the overseas deployments to places I never would have gone to otherwise." And rest assured, Lieutenant Colonel Don Shaw, the 507th Okies will fondly remember you.

Nautilus or free weights?

*By Jay Anderson
Fitness Center West Manager*

"Should I train on the Nautilus machines or use free weights?" is one of the more frequently asked question from patrons using Fitness Center West regarding resistance training.

The answer is to take advantage of both, by blending the use of machines and free weights and develop a routine specific for each individual.

Weight machines and free weights offer different advantages.

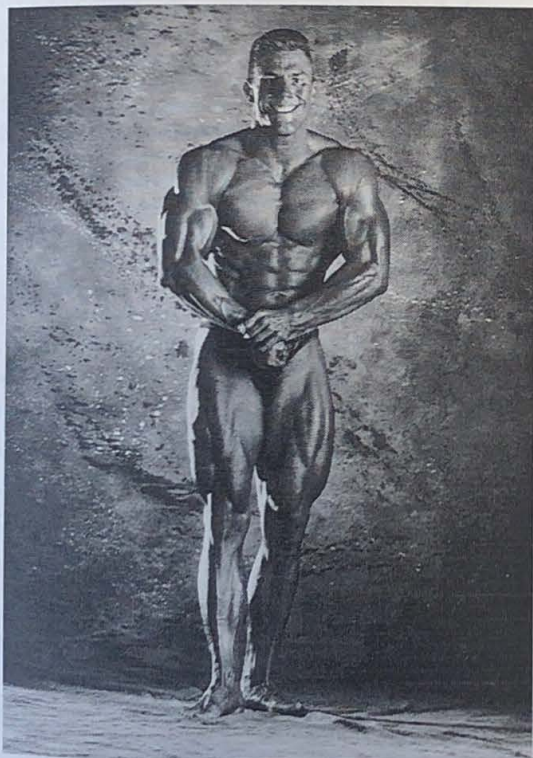
Weight machines are great time savers, allowing rapid changes to resistance by simply moving the selection pin. Another advantage is the machines can be used, for the most part, without a training partner even when using heavy overloads which makes them safer to use than free weights. Weight machines are also great tools to use for targeting a muscle mass for specific training purposes. Considerable research has gone into the design and construction of our machines in order to make them safe and efficient tools for all to use.

Free weights afford some advantages over machines. The flexibility to perform different movement exercises and use

various angles of emphasis is greatly enhanced through the use of free weights. You are not restricted to a specific training position as in a machine but you do need, in most cases, an assistant with you when performing movements in order to keep the weight balanced and positioned properly which aids in the overall development process.

Regardless of which type equipment a person chooses it is important to always use good form and technique when performing exercise movements thus maximizing results and insuring safety. If you want to start a weight training program, let the staff at Fitness Center West help introduce you to their equipment and structure a routine that works best for you.

Most individuals who are interested in the sport of body building or training to specifically gain great bulk and strength will concentrate on using free weights and augment their routine with specific weight machines. Those who are primarily concerned with gaining tone conditions and moderate gains in size and strength to their muscle can usually satisfy this goal with routines emphasizing use of machines like the Nautilus equipment.



SSgt. Kenneth Sarsycki, relocation advisor with the Mission Support Squadron, recently took third place in the heavy-weight division of the Oklahoma Body-Building Competition which was sponsored by the National Physique Committee.

Volleyball to become new fitness offering

A volleyball court should be ready for use in the near future at Fitness Center West.

The volleyball court will be located south of the Center by the parking lot.

According to Jay Anderson, FCW manager, the Center staff had been talking about adding volleyball play as an attraction for some time.

"We realized we had a lot of open space around the Center and felt this would be a great opportunity to expand services for our members," he said.

According to Anderson, "We are working to get a sand bed installed for the court and may have that ready very soon." Anderson also said that, while individuals can check out volleyballs when they want to play, the Center staff will also support any efforts to create league play. "Whatever groups, squadrons, sections, shops, that want to form a team should send a representative to the Center. If we get enough teams formed we can set up competitions."

For more information, members are encouraged to see Jay Anderson at the Center, Bldg 1103 or give him a call at ext. 42227.

507th CE Squadron Annual Tour to Air Force Academy

*By MSgt. Thomas Clapper
507th CES Public Affairs Representative*

It was a hard deployment for the members of the 507th Civil Engineering Squadron this year - as hard as concrete. They pulled their two-week annual tours at the Air Force Academy in Colorado Springs, Colo., laying concrete pads, slabs, parking lots and ramps.

Two teams of civil engineers, each spending two weeks at the Academy, faced environmental and logistical challenges not normally associated with a home base tour. Laying concrete and paving is not unusual for the Prime Beef (Base Emergency Engineering Force) teams since rapid runway repair is one of the unit's wartime taskings. The challenge was in working at the Academy's higher elevations without any hometown advantages.

Elevation sickness affected a number of the unit members and, although the weather remained cool and overcast much of the time, the higher elevation led to quicker, hotter and brighter sunburns.

"We had to learn where everything was, how to get there, how to obtain transportation, tools and other supplies," said CMSgt. Robert E. Carlile, the unit's NCOIC, in discussing some of the logistical challenges he confronted.

Unit members were involved in a number of project. They laid numerous 4 feet by 20 feet concrete pads for propane tanks, added a cement pad in a ballpark bleacher area, laid a glider pad for the Academy's aero club and built a vertical cement wall as part of a loading dock.

The first team was led by Maj. Renee Lane, and the second team by Capt. Heidi Gill.

The tour was not all work. During the weekends, there were organized white water rafting trips, hikes in the Rocky Mountains and even some gliderflying.



MSgt. Steven Blansett, foreground, and SSgt. Tim Givens, 507th Civil Engineer Squadron, prepare a manhole for installation of a communications conduit during the unit's annual tour at the Air Force Academy. (Photo by MSgt. Tommy Clapper)

Lane becomes 507th's first woman commander

*By SSgt. Shawn Sones
507 Civil Engineer*

The July UTA was historical for the 507th Civil Engineer Squadron as Lt. Col. Donald Ritenour passed command of the unit to Maj. J. Renee Lane, making her the first woman squadron commander in 507th.

Ritenour is moving on to become commander of the sole Air Force Reserve Rapid Engineer Deployable, Heavy Operations and Repair Site Engineer (RED HORSE) unit in San Antonio, Tex.

"Never in my wildest dreams did I think I would be commanding the 507th CES," Lane said. "When I joined the unit in 1978, I definitely set goals and knew there would be many challenges ahead, but I never thought I'd reach this pinnacle."

She said that she is a prime example of persevering through many "twists and turns" and that anything is possible and achievable.

Lane enlisted in the Air Force and, after almost six years on active duty, joined the Reserve program at March AFB, Calif., working for Brig. Gen. Jim Wade, a former 507th commander. After three months at March AFB, she came to the 507th starting off as a Civil Engineering Squadron carpenter, before moving into the unit's Public Affairs Office.

She earned her Master of Architecture degree from the University of Oklahoma in 1982.

Lane received her commission in 1983 and has worked as both a Disaster Preparedness officer and Social Actions officer within the 507th before rejoining the Civil Engineering Squadron in 1990.

"I recognize that good people are greatly responsible for me getting to this point, but it also took a little luck," she said.

Lane said, "I hope I can pick up where Col. Ritenour has left off and carry on the

legacy he leaves here. we will greatly miss him, however."



Maj. J. Renee Lane

(Photo courtesy Maj. (Ret.) Robert Lane, USAR)

Logistics Support Squadron works hard in France

by SSgt. Robin Weiler
LSS Public Affairs Representative

507th Logistics Support Squadron personnel went through their own set of challenges during the recent deployment to Air Base 125, Istres, France, in support of Operation Deny Flight.

The operation combined efforts of the 507th LSS, other 507th squadrons and the 117th ARW (Air National Guard).

This mixture provided LSS personnel with an opportunity to work side by side in a team effort with others from various backgrounds. Several LSS members were also able to work directly with French personnel on the base, which provided lessons in overcoming communication barriers to complete a mission.

POL (fuels) personnel were on hand to refuel the KC-135Rs using the French hydrant equipment, provide diesel fuel for filling rental vehicles and perform lab samples on a weekly basis. Because fuel on the base was provided by French contractors, POL teams had frequent contact with the French fuels personnel.

SSgt. Joe Shrock dealt often with Rene, the civilian fuels manager, "Trying to break the language barrier was great and fun to work with. Their equipment was different and I enjoyed the experience."

POL did have two familiar refueling units to work with but the primary vehicles used were the French hydrant hoses trucks.

MSgt. Mike Tabor said, "The equipment was old but it was reliable. It was a fantastic trip. Once we interfaced with the French POL and learned how everything was run it went really well."



TSgt. Cindy New, a maintenance supply liaison supervisor with the 507th LSS, works supply issues at her station during Deny Flight. (Photo by



SSgt. Joe Shrock, 507th LSS, left, TSgt. Eugene Merryman, 507th Maintenance Squadron, SSgt. Robin Weiler and TSgt. Arnold Schones, both of LSS, chat about unit requirements during the Deny Flight deployment. (Photo by TSgt. Stan Paregien)

The transportation section worked hard in various areas. They often worked up to 15 hours a day. Forklifts were on site for loading and unloading aircraft. Transportation had their own tools to repair a variety of vehicles to include a Mercedes van, a French Hydrant hoses truck and a French tow vehicle. When parts were needed they were ordered from RAF Mildenhall, England. On occasion TSgt. Kenneth Mars was able to communicate with the French Motor Pool for needed parts and the French welding shop for repairs.

Along with helping to load and unload aircraft, SSgt. Caesar Latimer also ran the BX, took over TMO paperwork, transported vehicles to and from the airport and also assisted Public Affairs by taking photographs as a staff photographer. When aircraft returned from their missions, maintenance would determine if anything was needed for repairs. Supply determined if the necessary part was on hand or if it needed to be ordered from Mildenhall. If a part could not be obtained from Mildenhall it had to be ordered from depot supply back in the states. Computers used for supply were already on hand but supply specialist, SSgt. Steve Easley said, "...computers may not always be available. If that is the case or if the computers are down, we are prepared to look up parts manually."

SMSgt. Art Martin, also of Supply said, "We were our own base supply. We had to do our own ordering, turn-ins and shipments." Martin's view of the deployment from the supply side was, "It was excellent training with real world situations. It drew on all of your experience."

Logistics Support provided support throughout the deployment to France. Other LSS members such as MSgt. Ken Keesee took care of planning and scheduling and kept track of maintenance and flying times on the aircraft. TSgt. Arnold Schones took care of maintenance analysis and debriefed the flight crews upon their return from missions. Both were also responsible for dispatching people to various jobs. MSgt. Keesee said of the deployment, "It was a great trip. We had high visibility and people learned a lot. We performed our duties as well as active duty personnel."

LSS commander, Maj. William Morgan said, "The goal of LSS is to provide logistics support anytime, anywhere. LSS successfully completed its mission in France due to the outstanding skills and dedication of all members involved. Their excellent teamwork abilities and cooperation with other units and personnel on foreign soil added to the cohesiveness of the squadron and our Wing."

Reserve News

Basic trainee grads to get report cards

Airmen who begin basic military training at Lackland AFB, Tex., will receive a report card when they graduate almost six weeks later.

Responding to requests from Air Force technical training officials to know more about the trainees, military training instructors will now complete report cards on all graduating airmen. The program went into effect July 24.

Now, when a basic trainee graduate reports to technical school they will be carrying their Lackland AFB Form 205, Basic Military Training Student Performance Summary.

The form includes both objective and subjective measures. Section I is objective and covers such issues as membership in an honor flight or reasons for a recycle in training. Section II records the end-of-course test and physical conditioning scores. Subjectivity rests in Sections III and IV, where military bearing, discipline, motivation and attitude are rated. The last section offers space for instructor comments.

With this key information, officials stated they will be better prepared to work with the students academically. Officials also stated the form isn't considered a lifetime stamp on the student's record.

Earning the title for life

Air Force Chief of Staff Gen. Ronald R. Fogleman recently urged all Air Force people to remember that military retirees from every service deserve to be called by their military rank. Accordingly, each member should be treated with respect and courtesy.

"The retired officers and noncommissioned officers of all services earned their ranks through hard work and determination. They endured hardships, made sacrifices and often risked their lives in serving our country. We owe these dedicated professionals, who have given so much to our nation, the courtesy of using their rank they earned. I encourage it because it accurately reflects the esteem with which we hold our retirees," said Fogleman.

Military court reaffirms fraternization policy

A military court has "reaffirmed" that Air Force officers who fraternize with enlisted members, even those outside their command or supervisory channels, can be court-martialed. "In essence, the court of appeals has said the Air Force does have such a custom based on military history dating back thousands of years, and officers who violate that custom are subject to disciplinary action," said Loren Perlstein, Associate Chief of the Air Force Military Justice Division, Bolling AFB, D.C.

Operations earn humanitarian medals

Air Force members who distinguished themselves and directly participated in certain operations may be eligible for the Humanitarian Service Medal, according to Air Force Military Personnel Center officials. The operations are:

Joint Task Force Support Hope: Inclusive dates are July 20 to Oct. 7, 1994;

Joint Task Force Safe Haven: Inclusive dates are Aug. 26, 1994 to March 3, 1995; 1994 Northridge, Calif., Earthquake Relief Operation: Inclusive dates are Jan. 17 to Feb. 25, 1994;

Joint Task Force Suriname: Inclusive dates are Aug. 19 to Oct. 31, 1994.

Direct participation means being physically present at the designated location, and having directly contributed to and influenced the action. Military Personnel Flights have more information.

Military career saw many changes

by SSgt. David C. Ellison
507th CES

SSgt. Betty J. Worley brought to a close, a rewarding, memorable, 20-year military career on June 5. Worley started out with the United States Navy in May 1959.

She exited the military in 1970 and received a B.A. in education, then joined the U.S. Air Force Reserve in 1977. The sergeant was a member of the 72nd Aerial Port Squadron and served as mobility NCO for eight years.

Worley joined the 507th Civil Engineer Squadron in May, 1993 and cross-trained into Disaster Preparedness. Sergeant Worley was presented with the certificate of retirement and the Air Force Commendation Medal at the ceremony.

Worley was also presented with an engraved plaque for appreciation of 20 years military service, and a few humorous gifts from members of the 507th CES.

Refer a friend for a career future!

There are still positions available within the 507th. Help out unit recruiters by providing them a name or contact one of the following recruiters:

Tinker AFB - MSgt. Brasher
405-734-5331

Midwest City - TSgt. Weld
405-733-9403

Lawton - MSgt. Wright
405-357-2784

McConnell AFB, KS - TSgt. Tubbs
316-652-3766



Still read world-wide

From Oklahoma rural homes to the beaches of France, you never know where you'll find a copy of On-final.

Make sure you get your copy monthly. (Photo by TSgt. Stan Paregien)