

ON-FINAL



507th Mission: *Recruit, train, equip and retain personnel for deployment and support of DOD peacetime and wartime taskings.*
Vol 17 No 3, March 1997 507th Wing Tinker AFB, OK

ORI: It's Time To Win!!



A special *On-final* report in this issue

"Readiness Is Our Number One Priority"

Commander's Comments

It's time to show we have what it takes

By Col. Martin Mazick
507th Wing Commander

To successfully complete any mission, everyone must be able to do their job as if the entire war rests on their shoulders. It does. It requires every one of us doing our part to make it happen.

You should know that if the 507th was mobilized and activated, as in war-time or national crisis, our normal chain of command which flows through 4th Air Force to Headquarters Air Force Reserve would change. Upon activation, the 507th Wing would report directly to 15th Air Force and Air Mobility Command for conventional response.

AMC's primary mission is rapid, global mobility and sustainment for America's armed forces. Since Air Force tankers can also refuel Navy, Marine and many allied aircraft, they leverage all service capabilities on land, sea, and in the air. Our refuelers also have an inherent cargo-carrying capability — maximizing AMC's lift options.

U.S. forces must be able to provide a rapid, tailored response to intervene against a well-equipped foe, hit hard, and terminate quickly. Rapid global mobility lies at the heart of U.S. strategy in today's environment — without the capability to project forces, there is no conventional deterrent.

This Operational Readiness Inspection (ORI) is our opportunity to prove we are ready and able to take on our part in support of national defense. During the ORI, we will be challenged to

ORI: It's time to WIN!!



demonstrate that we can do our job. Remember, throughout the inspection, ATTITUDE IS EVERYTHING. Our "stay home" teams play just as critical a role as our "deploy" teams. Focus on your individual jobs, remember your training and be a team player. I have total confidence in our ability to do well.

The fighting machine we call the 507th Wing relies on each part — every member — functioning as a team. I'm confident that we will face this challenge as a wing and show the world what the 507th is made of. I have watched you train this past year. We have trained hard and trained on the right things, and I know we have what it takes to win.

"IT'S SHOWTIME!!!"

Chaplain's Corner

By Chaplain (1st Lt.) Dwight Magnus

Well, after months of preparation, the ORI is upon us. I am confident that this unit will do an excellent job during this time of evaluation. I can think back to my college days when finals week came. In most cases, it was the preparation I had put into the course over the entire semester that paid big dividends as finals came. Oh, there was plenty to do, but I relied a lot on the whole semester's work to pull me through. When the test was over, I knew I had done the best I could. There was satisfaction in that. I think when we have completed our mission, we will definitely look back with satisfaction on a job well done.

The Christian also goes through times of testing. Our faith is no good to us unless it is tested. And we can be sure it will be tested. No one looks forward to the trials of life. But at the same time James tells us to rejoice when trials come because they produce perseverance and maturity. Not only that, but those who persevere in a time of trial will bring praise and glory and honor to God. He will reward us as well, saying, "Well done, you good and faithful servant."

So if times are tough, don't lose heart! Persevere and rejoice that God finds you worthy of such a test. It has been said that those God uses greatly He wounds deeply. He wouldn't be putting you through this tough time if He didn't have some great purpose ahead of you.

Contingency Response Center works behind the scenes

Nerve center ensures base continues to function after attack

By Capt. Rich Curry
507th Wing Public Affairs

Located in a secured, windowless room are a small group of key members from different organizations of the deployed Wing forces. Seated in this small room with maps of the air base, surrounded by communications equipment, sit the members of the Contingency Response Cell (CRC).

The CRC consists of representatives from security police, civil engineers, Personnel Support for Contingency Operations (PERSCO), the director and plotter.

These CRC experts are there to make sure the airfield is able to survive an attack. After an attack, they direct resources and prioritize recovery. "The only reason the base exists is to produce combat sorties, which requires planes and air crews and the air base to operate," said Col. Gary Mixon, 507th Support Group commander.

"The CRC is the nerve center for the air base to make sure the planes have a place to operate from — the bottom line reason we're here," Mixon said.

The CRC operates by receiving messages from all over the base about damage received during an attack, which is updated on the map to provide a quick reference for everyone. A status board also shows what is open, and what action has been taken on it.

"If the base comes under attack, the Contingency Response Center spread alarms over radio nets, giant voice and telephones," said Mixon. After the attack, teams go out to see if chemical weapons were used.

"For example, if we have an airfield attack, we'll plot it on a map," said MSgt. Vincent Molzahn, 507th Civil Engineer Squadron's Readiness NCOIC. "Using wind speed, air stability and direction, and a large-scale map, we determine the coordinates and pass pertinent information on to the rest of the unit. We determine what and where the contamination is and whether another attack elsewhere will affect us. With our figures, we can estimate how long contamination will last."

The civil engineers also have a variety of responsibilities directed from the CRC, including the fire department, said Major Renee Lane, Commander of the 507th Civil Engineer Squadron. The civil engineers' first responsibility following an attack, though, is rapid runway repair.

"We have teams that go out and fill in craters. Then we have a team that assembles aluminum matting over the damaged area," Major Lane explained.

It is also possible that bombs will hit the airfield and elsewhere on the base without detonating.

"Sometimes, bombs don't do what they're supposed to do," said Colonel Mixon. "If we are bombed, it is the explosive ordnance disposal team's job to render safe all the bombs that didn't detonate."

In addition to directing runway repairs, the CRC directs repairs to the rest of the base. If there is a problem with communications or radar, the CRC coordinates between the communications commander at the central focal point and the rest of the support agencies. If an attack hits people, the hospital and mortuary affairs representatives could come into play.

The hospital representative coordinates removing casualties to the hospitals and the flight surgeons' triage points. Working with the hospital representative and the mortuary, the personnel representative coordinates replacement personnel requests.

Another support function in the CRC involves handling all fuels and transportation requirements for the unit, ensuring the buses keep running, moving people from

the base to the Toxic Free Area, and fuel trucks keep planes ready for action.

The final support function controlled from the CRC is that of the security police. They are responsible for coordinating base security matters and passing information on to security police teams.

"The security police representative is a conduit between the CRC and the Wing operations center," Colonel Mixon said. With the group commander nearby, keeping track of what's going on at the base and seeing that planes are taking off, he can work with the security police forces to direct air base ground defense efforts.

If attacked, these people are part of the wartime nerve center that directs the recovery of vital support activities that make the base function.



On-final

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A recipe for ORI success

by Lt. Col. Rich Jones
Air Force Advisor

With all the hoopla surrounding the Operational Readiness Inspection, we are overwhelmed with instructions. Not to be outdone, let me list 10 items which will contribute to our success:

1. Smile - Attitude is the single most important contributor to our grade.
2. Be flexible - Don't fight changes - go with the flow.
3. Check your buddy - Wherever you are, whatever is going on, show concern for those around you.
4. Smile - Complaining won't fix anything.
5. Drink - Lots of water even when you're not thirsty.
6. Share information - Flow it up and down the chain.
7. Rest - Whenever you can.
8. Smile - You can do anything for 3 days.
9. Eat - It take strength to hold up your helmet.
10. Smile

PERSCO keeps manpower where it's needed

By TSgt. Stan Paregien
507th Wing Public Affairs

During an operational readiness inspection, personnel specialists from the 507th Military Personnel Flight (MPF), trade their blues and air conditioned offices for battle dress uniforms, helmets, chemical warfare gear, packed web belts and canteens.

All are members of specialized, deployable personnel teams, better known by their acronym PERSCO (Personnel Support for Contingency Operations). PERSCO, among other tasks, are responsible for casualty reporting paperwork, and reporting manning shortfalls, as well as requesting replacement personnel.

"The PERSCO training provides reservists an opportunity to set up and operate a computerized personnel program under field conditions," said Major Tim Collins, 507th MPF chief. "In combat, the team is responsible for keeping commanders at all levels informed about the current and projected status of their forces and to provide a fully combat ready resource."

In preparing for this month's ORI, the team spent many hours in training, Collins said. They trained on how to maintain and operate deployable computer systems which can produce personnel rosters, casualty messages, daily strength reports, and many other products.

Stay-at-home teams work for seamless ORI

By Capt. Rich Curry
507th Wing Public Affairs

For more than a year, Wing members have trained and worked to perfect their war-time skills in preparation for this month's Operational Readiness Inspection.

A reality of any operational deployment is that not every unit member goes to war.

But, just like those who are departing from Tinker, the rest of the 507th Wing has been practicing and refining their skills to help ensure the deployment and inspection goes smoothly. They are the Stay-at-Home teams.

"Getting out of 'town' can be a pretty rugged process," said 1st Lt. Ralph Hawkins, team chief for the Wing Departure and Reception Teams. "We want things to go as smoothly as possible."

Prior to departure and upon return, deploying members must go through processing lines. There, such things as shot records, personnel information, ID badges and dog tags are checked. Members are issued weapons and equipment must be loaded on aircraft and returned to the unit upon redeployment.

Teams will prepare and issue more than 2,400 meals, help move personal baggage, operate a transportation shuttle fleet and clean weapons upon force redeployment.

"We have been working hard to get all this detail work coordinated so our ORI warfighters can concentrate on their primary jobs," Hawkins said. "Everyone who doesn't deploy has a crucial job to do right here at home."

Think of safety during the ORI

By TSgt. Wayne Smith
507th Wing Safety

The ORI is here. There are probably still a lot of things left we need to do. Equipment has to be prepared for shipment, pallets built up, ammunition and weapons will be picked up and transported from one destination to another. These things bring to mind something that all too often is easily overlooked - Safety: The safety of ourselves and others.

Our personnel are the greatest asset we have. Without them, the planes do not leave the ground or get fixed, especially when we have people get hurt. Everyone keeps saying that they don't have enough people to do the task at hand these days. If that's the case, imagine doing the job with one less person just because someone did something that was unsafe.

During the RAV, I noticed several individuals handling materials for pallet build up without steel-toed boots or leather gloves. Sadly, their supervisors were standing right there watching. We know the job needs to get done, but we still need to do it in a safe manner. I have seen personnel loading and unloading materials with a forklift with no spotters. This is also a hazard, especially when we are hurrying to get the job done.

We need every person to get the mission accomplished, so before, during, and after the ORI, let's pay a little more attention to doing the job safely so that no one is injured. Let's all watch out for each other and help ensure that everyone is safe.

Inconvenience is small price to pay for security

By Capt. Rich Curry
507th Wing Public Affairs

Terrorism is a criminal activity and terrorists, like criminals, come from a variety of national, religious, ethnic and racial origins.

The political and philosophical motives which drive them also are varied. What they do have in common are the means and commitment to further their objectives. They recognize no geographic or political boundary and they don't believe in noncombatants or the Geneva Convention. A terrorist does believe that he can achieve his goals by striking fear into the hearts and minds of his enemy. He attacks seemingly safe and secure targets, trying to undermine the confidence of people in the ability of their government to protect them. Like the criminal, the terrorist's success depends, in large part, upon the overconfidence, apathy, and ignorance of his or her intended victim.

According to comments in recent Operational Readiness Inspection planning sessions, Wing members should anticipate a certain amount of "terrorist-type" activity during their deployment. "Never assume an area is 'safe' simply because you think it is a 'no-play' area," said Lt. Col. Rich Jones, 507th Advisor.

Jones said the potential does indeed exist for the "terrorist" scenario to be played out in the Toxic-Free Area (TFA). Jones advises unit members to always stay alert and question



suspicious activities. "All we need to do is look at recent events at the Kobar Towers in Saudi Arabia to see the types of threats we should be aware of," Jones said. "Members should be aware of suspicious people, unattended vehicles or packages at all times."

What's the THREATCON?

To help protect military people, facilities and equipment from terrorist acts, four Terrorist Threat Conditions, THREATCONs Alpha, Bravo, Charlie and Delta, were established.

Each THREATCON represents an increased level of possible terrorist activity in the local area. THREATCON Alpha means the possibility of terrorist activity exists, but the threat is low. THREATCON Delta is the highest level and is declared when a terrorist attack has occurred in the local area or is highly likely.

Each THREATCON requires implementation of specific defensive measures designed to respond to varying levels of terrorist threat and reduce the vulnerability of people and property to attack.

The effectiveness of these measures depends on the awareness and cooperation of everyone: military people, civilian employees and family members. Many actions implemented under these THREATCONs may only involve a particular organization or segment of the base population, but there are some measures that will involve and affect all of us.

One of the most obvious signs of increased threat is the tightening of base entry control procedures.

When a THREATCON is implemented, whether actual or exercise, you will see signs posted at base gates displaying the current THREATCON. You will also notice the Security Police posted at these gates taking added precautions in identifying incoming people.

The degree of these precautionary measures is based on the THREATCON in effect at the time.

As with every plan, the measures required for each THREATCON must be exercised regularly to ensure their effectiveness. At times, you may find many of these measures inconvenient, but inconvenience is a small price to pay for the safety and security of your family and way of life.

Civil Engineers keep the base going

By Capt. Rich Curry
507th Wing Public Affairs

Whether it's making sure a base's buildings are habitable or dealing with emergency repairs in the aftermath of an enemy attack, the men and women of the Civil Engineer Squadron (CES) do it all. CES is a lead team, organizationally divided into three flights:

Readiness, Operations and Fire Protection. With a total manning of more than 130 members, the squadron trains and equips engineering teams for worldwide combat support.

"The role of Civil Engineering is pretty diverse," said CES commander Maj. Renee Lane. Lane said her squadron's reservists are trained to perform rapid runway repair, structural bomb damage repair, fire fighting and crash rescue.

"Our squadron also handles all unit-wide training for chemical threats - teaching decontamination procedures and proper wear of personal chemical gear. We help the entire 507th Wing's ability to survive and operate within a chemical warfare environment and support the base capability to recover from attack and natural disasters," Lane said.

More than 24 squadron members are fire fighters responsible for crash rescue as well as fire protection while a majority of the squadron consists of civil engineers whose wartime mission includes rapid runway construction, facility operation such as electrical, heating, plumbing, or air-conditioning issues and maintenance as well as construction management.

"We can build a base from the ground up and, once built, maintain those needed services to keep it going," said Major Lane.



465th Air Refueling Squadron...

The point of the spear

The 465th Air Refueling Squadron is more than the flying arm of the 507th Wing - it is the point of the spear when talking about the unit's war-time capability.

The Squadron provides worldwide in-flight refueling for strategic bombers, strategic airlift and fighter aircraft of the United States and its allies. It also maintains readiness to satisfy national requirements of the Single Integrated Operational Plan (SIOP).

"The focus of an Operational Readiness Inspection, just like during a war, rests on operations and how well it is supported," said Squadron Commander Lt. Col. (Col. Sel.) Dave Ortman. "It's got to. We know we can't operate in a vacuum. We need the efforts of every maintenance and support person down to the last message runner. But if we can't fulfill our part of the mission to destroy an enemy's ability to make war as well as retaliate against enemy forces, we have all lost. It's that simple."

The 465th is authorized 68 officers and enlisted members. Aside from the pilots, navigators and boom operators, also assigned to the squadron are life support, scheduling, and support personnel.

Some of the pilots assigned to the squadron are combat veterans. As civilians, most are employed by the airlines. As reservists, they are required to fly the same number and type sorties as their active-duty counterparts to remain proficient and combat ready.

By helping each other come to know the KC-135R like the backs of their hands, and what it takes to fight and win, the 465th is proving it intends to keep its spear razor sharp.

We identified weak areas and talked to other units that had endured the ORI. We identified the tasks we would be charged with executing and the equipment needed to insure success.

We played "what if" scenarios to further identify problems with the chain of command and to sharpen communications between sections of our unit. Lower ranking members (SSgt. and below) were given supervisory tasks to ensure they were capable of taking charge in the event they were the only ones left, based on the actions of the ORI judges.

However, desire and determination in conjunction with attitude and action enabled the 72nd Aerial Port Squadron to exceed all expectations of the ORI judging staff. As a result of our success, combined with other actions, we were awarded the Air Force Reserve Aerial Port of the Year for 1995. The men and women of the 72nd APS wish the members of the 507th all the best during your upcoming challenge.



Survive to operate procedures are important

By MSgt. Vincent Molzahn
507th Disaster Preparedness NCOIC

Aircraft spray attacks can be fast, effective and deadly. Spray from aircraft can cover a large area and the effects of the liquid and vapor contamination are similar to those produced by air-bursting munitions.

In the event of a spray attack:

1. Take immediate overhead cover to protect yourself from liquid contamination. If overhead cover is not available, cover yourself with jackets, ponchos, etc.
2. Don protective mask and gloves.
3. Stay under cover until notified that attack is over.
4. Notify unit control center or SRC of any information concerning the attack you may have. (M8/M9 changes, dead animals, direction of attack, etc.)
5. Perform expedient decontamination on equipment that has been contaminated. Expedient decon is only that amount of decon necessary to safely use or operate the equipment: operator controls, handles, and other areas you come in contact with.
6. Remain in protective equipment until alarm yellow has been declared, or until you have been decontaminated at the contamination control area (CCA).



Security police need everyone's help while aiming for success

By Capt. Mary Ruehl
507th Security Police Flight Commander

From the second the cops hit the ground, the physical security of the base and its resources is their mission. Utilizing training almost identical to the Army Infantry, the Security Police evaluate the area of responsibility and place defenses so the Wing's mission can be accomplished without interruption from opposing forces.

Some of the things the 44-person security team does includes building, camouflaging and manning defensive fighting positions; setting up field phones; conducting patrols and controlling entry into the base. In addition, the Security Police can set up ambushes for the enemy, place claymore mines and run concertina wire to funnel the enemy into the "kill zone." Even with these and other tactics, the enemy may still find a way onto the base.

With only 44 security troops to protect the entire base 24 hours per day, owner/user security is the key to beating the enemy. For example, if someone in the area is unfamiliar to you, ask them for identification.

If someone is in a restricted area without a restricted area badge, it is YOUR responsibility to stop that person and challenge him. It could be that person just forgot to display the badge. Or it could be the enemy trying to damage one of the aircraft or other resources in the area.

War Tips for ORI success

During the ORI, wear WAR gear (i.e., BDU's) under your chemical suit unless the "no-fatigues" option is announced. Do not wear personalized t-shirts or shorts. No unit baseball caps are authorized.

* Do not forget to answer the phone using only "Unsecured line. (Your LAST name--NO RANK) speaking." For example: "Unsecured line. Smith speaking."

* Facility managers are reminded to remember proper reporting procedures for unexploded ordnances and casualty and damage reporting. Inspect your facilities after an attack. Mark off all UXO's and report them immediately. Even if there is no damage, negative reports are required.

* Don't make excuses for deficiencies. Be positive and take corrective action where required. Along that same line, don't point fingers, either within or outside of the organization. Be a good listener. You can learn from the inspector.

* Probably one of the first items noticed by inspectors is compliance with military uniform and personal appearance standards, AFI 36-2903. During the exercise, no unit (baseball-style) caps are allowed. Uniforms must have the proper insignia.

* Proper military courtesy is another point to remember during the inspection. Salute when appropriate. Proper use of rank when speaking to others is also necessary.

O-R-I: Three dreaded letters

By TSgt. Larry Wilson
72nd Aerial Port Squadron
Public Affairs Representative

We need not dread the letters ORI (Operational Readiness Inspection) but diligent preparation pays off handsomely. The 72nd Aerial Port Squadron had an ORI in July of 1995 and made it a smashing success.

We prepared for it for almost two years, through exercises, classroom work and fly away trips. We set up tents and ate MREs, wore the gas mask (chemical warfare equipment) and sweated in the chem warfare ensemble. Life was hard, and each UTA had its own set of challenges. Our officers and top NCOs planned the exercises and our supervisors executed the plans.

Heat stress poses dangerous challenge to mission

by MSgt. Vinny Molzahn

As military members on mobility status, we must be aware of the possibility of being sent anywhere in the world. Because of our work, we must be adaptable to weather challenges. One of the most dangerous environments to work in, while wearing a chemicle ensemble, is a warm or hot area.

Combat capability is, to a large extent, contingent upon a unit's ability to adapt to the environment. Our aircraft and support equipment are designed to operate efficiently in almost any climate and temperature imaginable.

Unlike our equipment, the ability of people to perform combat duties varies quite a bit with the environment to which they are subjected.

"One of the most debilitating environmental factors is the effects of heat stress," said MSgt. Vinny Molzahn. "This is because the human body can survive only at a narrow range of core temperatures; that is, the temperature which is measured deep within the body. Core temperatures that vary more than 2 or 3 degrees from the normal 98.6 degrees impede mental and physical performance, and variations of more than 5 or 6 degrees can be fatal.

Fortunately, the human body has a system that constantly monitors and controls body temperature and tries to keep it within safe range. This system, called, appropriately enough, the thermoregulatory system, controls the inner temperature of the body by coordinating body activities to produce or dissipate heat. It is normally quite an effective mechanism. However, if overtasked, it can cause serious, or life threatening problems.

The regulation of body temperature is controlled by a thermostat in the brain. It reacts to temperature changes in the body by stimulating responses from receptors in the skin. In warm weather, sweat

glands release perspiration. The evaporation of sweat on the skin cools the blood near the surface which is then circulated through the body. There are three major disorders which result from the overtasking or failure of the thermoregulatory system.

Heat exhaustion results from failure to replace water lost through prolonged sweating. The main symptoms are thirst, dizziness, and fatigue. Treatment and prevention are the same—plenty of water. In extremely hot weather, it may be necessary to drink up to 10 pints of water per day. A lack of salt can also lead to a form of heat exhaustion, but the typical American gets more than enough salt in a normal diet.

Heat syncope occurs when people who are not acclimated to heat perform strenuous work. The symptoms are giddiness and fatigue. It occurs in spite of ample fluid and salt intake. The victim usually recovers rapidly when he lies flat in the shade and is reassured.

Heat stroke is always a life threatening condition. It usually occurs when the body (core) temperature climbs above 105 degrees. At this temperature, the system simply quits. The only first aid is to cool the victim as soon as possible by placing him in the shade and spraying with water. Call for medical attention immediately. The best prevention of heat stroke is to not place strenuous duties on persons who aren't acclimated to the heat.

The effects of heat stress are not restricted to the more dramatic characteristics such as heat stroke.

Variations within the extremes have a more subtle effect on physical and mental functions. Most heat stress encountered by flight crews occurs while on the ground during preflight and taxiing. This is particularly true during combat exercises and heavy flying days when fighters are lined up at the end of the runway for quick check and arming. It is

not unusual for a flight crew to spend over an hour in high temperatures from the time they step to their jet until takeoff.

Consider the following scenario: Six minutes into the mission, a pilot noted that the cabin temperature control had gone to full hot. When he could not adjust the temperature, he immediately turned back to the base. After 17 minutes, he contacted the tower. The controller noted that the pilot was experiencing an inability to concentrate and understand standard radio and aircraft procedures, as he kept repeating himself. Fortunately, he made an uneventful landing. Investigation of the incident revealed the pilot was exposed to temperatures exceeding 140 degrees for 25 to 30 minutes.

Fortunately, the human body has the ability to adapt to heat stress. However, the amount of time it takes for a person to acclimate varies with the severity of the environment and from person to person. Most people acclimatize within a few weeks. Some require only a few days, while others may never adapt. It depends on the individual's physical condition.

It is interesting to note that some people have many more sweat glands than others, and people who are raised from infancy in a hot climate have more sweat glands than those raised in a cold climate. During adjustment, the normal sweat response gradually becomes more efficient, allowing better evaporative cooling. Additionally, there are changes in circulation. For example, the amount of blood is increased, providing more heat loss through the skin without depriving the normal body functions.

How do you prevent heat problems? Plan low altitude missions early in the day. Avoid flying combat turn missions with crews that are not yet acclimated. Drink plenty of water prior to hot weather missions. (Thirst is a poor indicator of the body's need for water). It is important to remember, tolerance can be significantly reduced by dehydration. Maintain good physical condition through a sensible exercise routine. Open canopies well in advance of flight. Heavy aircraft should have ground air conditioners to cool off the flight deck at least 30 minutes prior to crew show.

March Schedule of Events

ORI TIME! Many of you are scheduled to work 8-9 March in annual tour, manday, or rescheduled UTA status. Keep in mind the Wing's primary UTA dates are still 15-16 March. Check for rescheduled, cancelled, and special activities.

Date/Time	Meetings, Etc.	Location
Sat, 08 Mar 1300	ORI Stay-at-Home Teams Mtg	Bldg 1115 Prime Beef
Sun, 09 Mar 1300	CDC/PME Course Exams	Bldg 460, Rm 213
Fri, 14 Mar 1300 1400	Pre-UTA Cmdr Staff Mtg Pre-UTA First Sgt Mtg	Bldg 1043 Conf Rm Bldg 1043 TNET Rm
Sat, 15 Mar (Primary UTA) As Designated by Unit	Sign In	As Designated by Unit
0730-0930	Newcomers In-Processing	Bldg 1043, Rm 201C
0800-1600	Ed&Tng Open/Walk-in Service	Bldg 1043, Rm 206
1000-1500	Newcomers Orientation	Bldg 1030, Classroom 1
1050	First Sgts Meeting	Dining Hall, Sun Room
1300-1400	IG period w/Col Pillar	Bldg 1043, Room 6
1500-1630	Newcomers Ancillary Tng Ph I	Bldg 1043, TNET Room
As Designated by Unit	Sign Out	As Designated by Unit
Sun, 16 Mar (Primary UTA) As Designated by Unit	Sign In	As Designated by Unit
0730-1200	Newcomers Ancillary Tng Ph II	Bldg 1030, TNET Room
0730-0800	Protestant Chapel Service	TBA
0730-0800	Catholic Chapel Service	TBA
0730-0930	Ed&Tng Closed for In-House Tng	Bldg 1043, Rm 206
0830-0930	Enlisted Advisory Council	Bldg 1043, Conf Rm
0930-1630	Ed&Tng Open by Appt x47075	Bldg 1043, Rm 206
1300	CDC/PME Course Exams	Bldg 460, Rm 213
As Designated by Unit	Sign Out	As Designated by Unit

HOT TOPICS.....

- ✓ **Newcomers Orientation AND Ancillary Training will be in Bldg 1043 Basement, TNET Room, this month.**
- ✓ **Yes, Newcomers Ancillary Training is BACK ON...i.e. UNcancelled!**
- ✓ **Location for Protestant and Catholic Chapel Services on 16 March – to be announced.**
- ✓ **CDC Testing will conducted on Sun, 9 March AND Sun, 16 March.**
- ✓ **Taking the Course Exam on a Mandatory CDC? Bring your Training Record to testing room with all VRE score sheets signed by you and your supervisor, or you will not be permitted to test!**
- ✓ **Get your seat! Next NCO LDP course starts 2 April. Check page A3 to find out how to sign up. Time is running out....**

Training Planner

..... Long Range Schedule

Mar	
10-14	RS Self-Inspection (Each office)
10-16	Operational Readiness Inspection
30	EASTER ☩
Apr	
2-6	NCOLDP 97A Phase I
5-6	Off-Station UTA Eng2/Crew3
12	UTA Blood drive
18-10	WICP-A Trng/UTA CF/CSM
19-03May	AT-CLASS B1 & Eng1/Crew1
28-02May	NCOLDP 97A Phase II
May	
1-4	4 AF/CC Conf
02	NCOLDP 97A Graduation
02	SPS-Camp Gruber MXXX Trng
2-4	SAV Med Sq
3-4	Off-Station UTA Eng2
17-18	Off UTA B1/Eng1/Crew1
26	MEMORIAL DAY ☩
June	
7-21	AT-72 APS (Dover)
7-21	AT-B52 Team (Minot)
7-8	465 ARS Combat Surv Trng
7	UTA Blood drive
14-28	AT-Eng2, Supply/Trans
21-27	AT-CF/CSM
28-29	Off UTA-135A&B Teams
July	
4	INDEPENDENCEDAY ☆
7-11	NCOLDP 97B Phase I
12-13	465 ARS Water Survival
13	513 ACG Anniversary/Picnic
19-01Aug	AT-72 APS (Travis AFB)
28-01Aug	NCOLDP 97B Phase II
Aug	
01	NCOLDP Graduation
01-TBD	465 ARS Denmark Deployment

FY 97 UTA Schedule

15-16 Mar 97	12-13 July 97
12-13 Apr 97	02-03 Aug 97
03-04 May 97	13-14 Sep 97
07-08 Jun 97	as of: 28 Feb 97

April Schedule of Events

Date/Time	Meetings, Etc.	Location
Fri, 11 April		
1300	Pre-UTA Cmdr Staff Mtg	Bldg 1043, ConfRm
1400	Pre-UTA First Sgt Mtg	Bldg 1043, TNET Rm
Sat, 12 April		
As Designated by Unit	Sign In	As Designated by Unit
0730-0930	Newcomers In-Processing	Bldg 1043, Rm 201C
0800-1600	Ed&Tng Open/Walk-in Service	Bldg 1043, Rm 206
1000-1100	3A0X1 Info Mgmt Tng	Bldg 1030, CLSS ConfRm
1000-1500	Newcomers Orientation	Bldg 1030, Classroom 1
1000	Mobility Rep Meeting	Bldg 1043, TNET Rm
1030	First Sgts Meeting	Dining Hall, Sun Rm
1300-1400	IG period w/Col Pillar	Bldg 1043, Rm B6, Basement
1400-1500	Training Improvement Council Mtg	Bldg 1043, ConfRm
1500-1630	Newcomers Ancillary Tng Ph I	Bldg 1030, Classroom 1
As Designated by Unit		

Sun, 13 April

As Designated by Unit	Sign In	As Designated by Unit
0730-0800	Protestant Chapel Service	Bldg 1030, Classroom 2
0730-0800	Catholic Chapel Service	Bldg 1043, TNET Rm
0730-0930	Ed&Tng Closed for In-House Tng	Bldg 1043, Rm 206
0730-0930	MPF Closed for In-House Tng	Bldg 1043
0730-1200	Newcomers Ancillary Tng Ph II	Bldg 1030, Classroom 1
0830-0930	Enlisted Advisory Council	Bldg 1043, ConfRm
0815-1115	HAZCOM Tng	Bldg 1030, Classroom 2
0900-1000	3A0X1 Info Mgmt Tng	Bldg 1030, CLSS ConfRm
0930-1330	Ed&Tng Open by Appt x47075	Bldg 1043, Rm 206
1000-1200	Human Resources Dev Council	Bldg 1043, TNET Room
1200-1600	EO 2000 Training	Bldg 1030, Classroom 1
1300	SORTS Mass Briefing	Bldg 1043, ConfRm
1300	CDC/PME Course Exams	Bldg 460, Rm 213
1300-1400	507th Silver Anniversary Mtg	Bldg 1043, TNET Rm
As designated by Unit	Sign Out	As Designated by Unit

Ancillary Training

Newcomers Ancillary Training

Newcomers Ancillary Training Phase I & II are conducted **monthly** in Bldg 1030, Classroom 1 (Room 217). **Unit training managers are responsible for ensuring their new personnel are scheduled to attend** within 90 days of their first UTA. If you have any questions, contact the Education and Training Flight at x47075.

Phase I	Time	Subject	OPR
Saturday	1500-1600	Human Relations	SA
Saturday	1600-1630	Local Conditions-Traffic	SE
Phase II			
Sunday	0730-0800	Base Populace	CEX
Sunday	0800-0900	Drug and Alcohol	SG
Sunday	0900-1030	UCMJ/Ethics	JA
Sunday	1030-1130	Counter Intel/Protection from Terrorism	SP
Sunday	1130-1200	Security Awareness (C4 SATE)	CF

UCMJ Briefing

All enlisted personnel are required to have the UCMJ briefing within two UTAs of their first reenlistment. This briefing is held during Phase II of the monthly Newcomers Ancillary Training at 0900 on Sunday of the UTA in Bldg 1030, Classroom 1.

Ethics Briefing

All reserve personnel are required to have the DOD Ethics Briefing within 90 days of reporting for duty. This briefing is held in conjunction with the UCMJ briefing during Phase II of the monthly Newcomers Ancillary Training at 0900 on Sunday of the UTA in Bldg 1030, Classroom 1.

Disaster Preparedness

Units may schedule Chemical Warfare training, by-name, throughout the year by calling the DW office at x45249, NLT one UTA prior to requested class date. Ensure all personnel bring their "go-bag," including gas mask and chemical warfare ensemble to all classes. It is imperative that classes start on time. Anyone arriving late will be reported as a no-show.

IMPORTANT NOTE: Bring gas mask eyeglass inserts if you have them. In addition, please be aware that contact lenses can not be worn during this training.

Going to a Military Formal School?

All members attending formal military schools away from home station must outprocess through the MPF before departing; and must inprocess upon return. This includes ARTS attending in-resident PME in civilian status. If you have any questions, please contact TSgt Unger, Chief, Relocations, at x47493. Remember, all members must meet weight standards prior to departure.

FY 97 NCO LDP Class Dates

The AFRES NCO LDP is targeted to the SSgt-TSgt population; however, MSgts and SrA (who have completed their course 00001) may attend. Graduates will **earn 2 semester hours** of management credit from Central Texas College which can be applied towards the Leadership, Management, and Military Studies requirements for Community College of the Air Force degrees. The credit may also be applicable towards a civilian college degree.

Class 97A
phase I: W-Su 2-6 Apr 97
phase II: M-F 28 Apr-2 May 97

Class 97B
phase I: M-F 7-11 Jul 97
phase II: M-F 28 Jul-1 Aug 97

NCO Academy In-Residence

Listed below are the current FY 97 NCO Academy class dates. Staff Sergeants with 8 years satisfactory service, and Technical Sergeants are eligible to attend. Please contact your Unit Training Manager to initiate your application.

Class	Dates
97-4	12 May 97-19 Jun 97
97-5	22 July 97-28 Aug 97
97-6	15 Sep 97-23 Oct 97

This publication is brought to you by your friendly Education and Training staff. If you need assistance or have suggestions for how we can improve our service to you, please call us at (405) 734-7075, or stop by our office in Bldg 1043, Room 206.

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TSgt Sharon Lochman, NCOIC, Schools and OJT (ART)
TSgt Jason Yocum, Education and Training Advisor
SSgt Scarlet McCloud, Education and Training Advisor
Mr. John Baker, Education and Testing Services Advisor

BAQ Recertification Deadlines

If your SSAN ends with a 4 or 9 you have until 30 April 1997 to recertify your BAQ or have it terminated. Please see your Unit BAQ monitor to complete the AF Form 987. 507th Pay sends the list to Unit BAQ Monitors who must return the list complete with all recertifications to the Military Pay Section. **NOTE:** If you don't have dependents, you do not need to recertify.

Military Pay

File for pay by:	Receive Direct Deposit by:
04 Mar	12 Mar
06 Mar	14 Mar
11 Mar	19 Mar
13 Mar	21 Mar
18 Mar	26 Mar
20 Mar	28 Mar
24 Mar	01 Apr
03 Apr	11 Apr
07 Apr	15 Apr
10 Apr	18 Apr

TRAINING MANAGER TELEPHONE LISTING

"Why is this list important to me?"

Maybe your supervisor has just appointed you as a trainer. Then again, you may have been a supervisor for years, but aren't sure if you are up to speed on the latest, (seemingly constant) changes in training documentation. Your unit training manager is your point of contact for assistance. He or she can help you get the answers you need to: establish a plan to satisfy specialty qualification and skill-level upgrade requirements, track career development course requirements, integrate training into day-

to-day operations, or request an in-resident PME or AFSC-related school. On top of all that, the Training Manager sets up and delivers the "Air Force Training Course" you need to qualify as a trainer, and conducts formal and informal workcenter assistance visits.

Get to know your unit Training Manager if you don't already. The partnership you form with this person can make life a little easier for you, the training manager, and the individuals you train and supervise.

UNIT	TRAINING MANAGER	PHONE NUMBER
507 LG/MS/LSS/AGS	MSgt Gary Burkhardt TSgt Cindy New	4-5508
72 APS	TSgt Carol Bow	9-2081
507 CLSS	SMSgt Beverly Farr	9-5375
507 CES	MSgt Treva Ragland	4-7428
507 MEDS	MSgt Tony Mitchell	4-4445
507 SPS	TSgt William Miller	4-7849/5206
507 OG/OSF/465 ARS	MSgt Sheila Russell	4-3269/7430
507 WING	TSgt John Koban	4-5101/5102
507 MSS	TSgt Sharon Lochman	4-7075
507 CF	TSgt Pandaro Tadeffa-Everitt	4-7567/3742
513 AGS/MS	MSgt Lynda Witty	4-4863
513 ACG/OSF/970 AACs	SrA Frank Deitchman	4-3539/3541

PROPOSED TRAINING SAV SCHEDULE

UNIT	SAV DATE(S)
72 APS	3-4 May
507 OG/OSF/ARS	7-8 June
CES	12 July
SPS	13 July
MSS/SG	2-3 Aug
CF	6 Sep
Wg HQ	7 Sep
MEDS	Oct UTA
513 OG/MS	Nov UTA
507 LG Units	Dec-Jan UTA's

(MS/AGS/LSS/CLSS)

Wing Education & Training will coordinate with unit commanders to firm up this schedule.

ORI: It's time to WIN!! A special *On-final* report

Hypothermia: A silent killer

By TSgt. Wayne Smith
507th Wing Safety Office

As we head into our Operational Readiness Inspection keep in mind the potential of cold weather hazards.

One of the dangers associated with the winter is hypothermia. When a person gets so chilled that his or her body cannot warm up, it's called hypothermia. It's most common in cold temperatures, but some people (such as infants and the elderly) can suffer hypothermia when it's as warm as 70 degrees F. Hypothermia can be fatal. But its risks can be avoided and its effects can be less serious if you take care and use first aid quickly.

In both winter and summer, hikers, iceskaters, swimmers, boaters, hunters, and others, are at risk for hypothermia. Water cools your body temperature 25-30 times faster than air, so falling into a 40 degree lake can result in death within minutes.

The body temperature is usually about 98.6 degree F. As body temperature drops, symptoms go through stages.

In the first stage, people may have a hard time doing things like lighting a match, tying a knot, or buttoning clothing. Next, speech becomes slurred. Victims may stumble, seem confused, or deny that they are cold or need medical attention. They may seem weak or tired. At this point shivering may stop.

Breathing may be shallow and the pulse hard to find. As the body gets colder, muscles become stiff and the heartbeat becomes uneven. Unconsciousness sets in. Then DEATH.

Fast-acting first aid can be the difference between life and death. Shelter the victim from any wind, rain, or snow and keep the head covered. In case of more severe hypothermia, get medical help as quickly as possible. Do not rub or massage the victim or place the victim in hot water. Give warm beverages (not alcohol or caffeine) if the person is conscious.

A technique I learned in a Hunter Safety Course, was to remove all clothing (except underclothing) from the victim and yourself and wrap the victim and yourself in blankets with your body next to theirs. The purpose of this method is that your warm body temperature accompanied with those blankets will bring their body temperature up faster than with blankets that are just as cold. It could save their life!

Prevention is the best protection from hypothermia. Whenever you go outdoors, especially in cold weather, think about how to prevent exposure to the cold. Dress warmly, stay dry, and bring along extra dry clothes, if possible.

Always have a buddy with you or let someone know where you'll be and when you expect to be back. Carry blankets, matches, first aid kit, and flashlight. If you fall into cold water, make sure you are wearing a floatation device and layers of clothing, huddle with others, or if you're alone, curl into a ball.

Above all, keep an eye on your friends and neighbors. Hypothermia is a silent killer, but there are warnings.

Keeping an effective information flow and using good communications tactics are a primary key to winning the war.

According to Capt. Rich Curry, 507th Wing Public Affairs, "In the 'heat of battle' there may be a lot of reporting going on, but members need to insure that the information gets to the Contingency Response Cell (CRC), or wing operations center, through the proper chain of command. Just as important is the need to insure the information is understood. Communications breakdowns can occur in stressful times such as seen during an airfield attack."

Curry said good communications requires both parties understand the message intended. Practices such as rephrasing the information and repeating it back can help eliminate confusion. If unsure, ask for clarification on conflicting information. Be specific: if a building is on fire, specify exactly where the damage has occurred. These tactics, while taking a few seconds longer could mean the difference of spending several extra hours in condition black until an error is discovered and corrected. "It's everyone's job to help avoid poor communications," Curry said. "Bad reporting procedures can lead to major mistakes that take personnel and resources away from the mission."

Everyone plays a key role in the mission. For example, if a UXO (unexploded ordnance) isn't found after an airfield attack and reported properly to the CRC, the unit may find itself staying in condition black until it's found and that information appears on the CRC board. It's very important that everyone does their job and they follow up on reporting procedures.



By the 507th Wing Public Affairs staff

March 1997

On-final

"Readiness Is Our Number One Priority"

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Maintenance:

Keeping the fleet flying requires their best

Keeping a fleet of KC-135R "Stratotanker" aircraft flying is no small task. During an Operational Readiness Inspection, that task is complicated by extreme working conditions such as airfield and ground attacks, and performing hard labor while wearing chemical warfare gear for hours.

The men and women of the 507th Logistics Group meet that challenge with flying colors.

"We're here to provide Operations with mission-ready aircraft, on time, ready to fly, loaded with fuel, equipment and people to meet or exceed air refueling/transportation requirements," said Col. William Martin, 507th Logistics Group commander.

Accomplishing that task, the colonel said, demands initiative and leadership from every member.

He said the success or failure in meeting an air tasking order hinges on the efforts of every maintenance member working together as part of a team.

"I've been impressed by the dedication and abilities of everyone involved, working together, to get the job done," he said. "We've got a good team. They know what needs to be done, and they do it."

The 507th Logistics Group is the largest group within the 507th Wing with more than 450 members assigned.

The mission of the maintenance teams includes performing virtually all maintenance activity required to ensure the 507th's fleet of KC-135R aircraft remain fully mission capable.

The Aircraft Generation Squadron has the responsibility for the aircraft launch, service, on-equipment repair, inspections, preflight, basic post-flights, through-flights, aircraft recovery, and ground handling.

The Maintenance Squadron performs heavy aircraft maintenance (phase inspections and extensive aircraft repairs), aerospace ground equipment maintenance, munitions maintenance, fuel systems maintenance and aircraft and equipment sheet metal corrosion control.

The 507th's KC-135R fleet consists of aircraft built in 1958-1963. Maintaining these aircraft takes a lot of tender loving care. For approximately every hour of flying time it takes on an average of 40 man-hours for maintenance.

The Logistics Support Squadron is responsible for managing supply items, transportation, aircraft maintenance control operations and provides the Logistics Group commander and Maintenance Squadron commander with training, budget, facility, plans and programs and aircraft scheduling support.



A-Bags...take what you need

Many people are asking how they're supposed to fit all the required personal gear (i.e., uniforms, t-shirts, etc.) into the A-Bags for the ORI deployment.

The Air Force has changed their policy on personnel adhering to the Minimum Personal Clothing list that appears inside everyone's Mobility Processing folder.

For short exercises, such as the March ORI, you are allowed to take less gear. IG teams no longer search through "10 percent" of everyone's bags to make sure they have everything on the list. That list is now intended to give you an idea of how much gear you should take for long deployments of months or years.

For the sake of the ORI, take only what you feel you will need for the few days. Do NOT try to deploy with everything on the clothing list.

Reporting Helping Hand incidents is important

The following instructions are provided to help report Helping Hand and Covered Wagon incidents.

1. Detect incident: Be alert for and detect unauthorized people in your area, acts of sabotage and/or presence of foreign object (bomb package) in your area or around your aircraft.
2. Sound Alarm: Shout "HELPING HAND" repeatedly, wave your arms to attract attention if loud noises won't let your shouting be heard. If in a vehicle, blow your horn or blink your lights. If you have a whistle, blow it; a flashlight, blink it.
3. Call CRC: Use any phones in buildings, check points, etc...or radio equipped vehicles, to relay message to CRC.

4. Control suspect: Physically control suspect, if possible.
5. Remove suspect from area: After controlling suspect, you and others should remove the suspect at least 20 yards from aircraft or sensitive area to an open space.
6. Attract attention of security forces: Identify the trouble area by waving your arms, blinking flashlights, etc.
7. Meet responding security forces: Report to the responding security force. Maintain control over suspect.
8. Explain what happened: Report the facts.

Ramsaur becomes 970th commander

by TSgt. Melba Koch
507th Wing Public Affairs

When Lt. Col. Jack W. Ramsaur II assumed command of the 970th Airborne Air Control Squadron three months ago, he had big dreams for the squadron. The 970th is the operational flying squadron of the 513th Air Control Group and the newest Air Force Reserve associate squadron. It provides responsive employment of E-3 Airborne Warning and Control System aircraft for surveillance, warning and control in a variety of tactical, strategic and special mission applications.

"We have 40 people now, but I see us with a minimum of six crews, or 150 crewmembers, three years from now," said Colonel Ramsaur. "The growth will be tremendous. We have the experience and capability to be the best at our jobs. We're here to support the wing, provide the expertise, job knowledge, and enthusiasm to complement the Total Force."

Colonel Ramsaur was commissioned through the Air Force Reserve Officer Training Corps program at Louisiana Tech University in Ruston, La., in 1974. He entered active duty following ROTC beginning Undergraduate Pilot Training at Laughlin AFB, Texas, in 1976. Following a tour of duty flying the KC-135 at Barksdale AFB, La., Colonel Ramsaur joined the Air Force Reserve in 1982 as a reservist with the 78th Air Refueling Squadron in Barksdale, La. Colonel Ramsaur is a command pilot with more than 4,950 hours. He has flown the KC-135A, KC-10, T-37, T-38, B-707 and the E-3. As a civilian, Colonel Ramsaur has been working for Federal Express since 1983.

He is a DC-10, FAA designee flight examiner. Colonel Ramsaur is a manager of DC-10 standards for Federal Express and has over 60 linecheck airmen who work directly for him. Three people work on the flight manuals for him, making it possible for 750 crewmembers to have a standardized way to fly the airplane.

Colonel Ramsaur assumed command of the unit last December and seemed delighted with the challenge of working with a unit from the ground up. "It's unique to see it happen again. In a previous job, I helped organize a KC-10 unit from scratch," he said. "Here we're gaining a lot of good people from different places, a lot of expertise out of AWACS. It's harder to take someone off the stretcher from active duty and make them reservists

all of a sudden. When you have someone who has been a reservist for a long time, they understand how the Reserve works. We have a pretty good mix on that.

"Maintenance is doing a super job getting their guys lined up. That's the key there. Maintenance is supporting us and they are self-supporting. When you walk in, there's your sortie. It's enjoyable."

One thing that will help Colonel Ramsaur and his unit get off on the right foot is not having to worry about the little day-to-day things. "We're going to be big, and that's because people like Pat Linze, 507th Pay Office, and MSgt. Lane Jones, 507th Military Personnel Flight, are working hard to help us out. It's fantastic the way they have integrated us into the system--when we show up, we know there will be a room for the night and no pay problems. We're able to concentrate on the job and not have to

worry about the small things. That's the key to the 507th's success: They work hard to support all units and their various missions."

Creating a Family Environment

"Along with support, you have to have respect for rank in the organization, but you also have to have respect for the individual. I think that is another key -- we must make this unit as much a family as anything else. It makes it a lot easier to participate. That creates a tremendous amount of loyalty

when the time comes for us to do the job."

In order to get the job done, Colonel Ramsaur lets unit members take the initiative and he uses the hands off management style. "Unit members are adults. I'll give them all the rope they want. This is the job and we're going to do it. If they are successful, then we all win. If they fail, we'll offer some suggestions. But, people shouldn't change the way they do business just because I'm here. People are people; personalities are personalities. We can't have a bunch of clones running around the squadron. We want a very diverse group of people who build strength into the unit.

"What we want the active duty to understand is we're here to help them, support them, not to take away from them," added Colonel Ramsaur. "We're here basically to help them to help their job better. I think you'll find us more involved in training. I think that's where we're going to be a tremendous asset to the wing--the fact that our people have experience and training."



Lt. Col. Jack Ramsaur accepts command of the 970th Airborne Air Control Squadron from Lt. Col. (Col. Sel.) Kenneth Suggs, 513th Air Control Group Commander, while Oklahoma Senator James Inhofe watches.

C-130 tactical airlift, KC-135 tanker units realign

Air Force Reserve officials here announced plans Dec. 19 to realign its C-130 tactical airlift and KC-135 air refueling aircraft, effective April 1, 1997.

Under the Reserve's new structure, most C-130 units will report to the command's 22nd Air Force at Dobbins Air Reserve Base, Ga., and all of the KC-135 units will belong to 4th Air Force at McClellan AFB, Calif. The C-130 units currently fall under the Reserve's 10th Air Force at Naval Air Station Fort Worth Joint Reserve Base, Carswell Field, Texas, and the KC-135 units are divided between 4th and 22nd Air Forces. Reserve HC-130 rescue aircraft and MC-130 special operations aircraft will remain under 10th Air Force.

The reorganization is the result of an Air Force announcement Oct. 22 in which the service will transfer its C-130 transports from Air Combat Command to Air Mobility Command. This revision places all Reserve transport aircraft under AMC control in the event of war or other national emergency.

In related actions, the 445th Airlift Wing and its C-141 transport aircraft at Wright-Patterson AFB, Ohio, will transfer from 22nd to 4th Air Force. The 701st Combat Operations Squadron at March ARB, Calif., and the Airborne Warning and Control System unit at Tinker AFB, Okla., will align with 10th AF. The 307th Red Horse Squadron, Kelly AFB, Texas, and its Detachment 1 at Barksdale AFB, La., will realign under 4th AF.

"Assigning all C-130 airlift units to 22nd Air Force has several benefits," said Brig. Gen. John Batbic, director of plans at Headquarters AFRES. "It puts all the functional expertise in one numbered air force and cuts staff duplication. The same is true for pulling all the KC-135 units into 4th Air Force. It gives us a single point of contact for management of the aircraft."

AMC gained strategic airlift C-5, C-17 and C-141 units, and AMC gained KC-10 tanker/cargo units will remain distributed between 4th AF and 22nd AF, keeping an east coast/west coast division. Shifting the 445th AW to 4th AF helps balance the

span of control between 4th and 22nd Air Force.

The following KC-135 units will become part of 4th Air Force:
434th ARW, Grissom ARB, Ind.;
927th ARW, Selfridge Air National Guard Base, Mich.; and
916th ARW, Seymour Johnson AFB, N.C.

The following C-130 units will take direction from 22nd Air Force:
94th AW, Dobbins AFB, Ga.;
440th AW, General Mitchell International Airport Air Reserve Station, Wis.;

403rd Wing, Keesler AFB, Miss.;
908th AW, Maxwell AFB, Ala.;
934th AW, Minneapolis-St. Paul IAP ARS, Minn.;
914th AW, Niagara Falls IAP ARS, N.Y.;
302nd AW, Peterson AFB, Colo.;
911th AW, Pittsburgh IAP ARS, Pa.;
913th AW, Willow Grove ARS, Pa.; and
910th AW, Youngstown-Warren Regional Airport ARS, Ohio (AFRES News Service)

CLSS home to Double Ace

by 1st Lt. Waller Jacques
507th Combat Logistics Support Squadron
Unit Public Affairs Representative

It's quite a distinction to be the Honor Grad of any Tech School. This achievement signifies countless hours of dedication, sacrifice, and commitment to the mission.

It's a pretty rare occurrence that a troop can come out of a course as an Honor Grad; not only are the academic standards the highest, but there is a small quota beyond which, even if the grades are there, the graduate still cannot be a distinguished graduate.

Now imagine not just making the highest average in a course, but "acing" the course - perfect, 100 percent scores on all tests, including the final. That's taking things really far. But wait - there's more: One member of the 507th Combat Logistics Support Squadron (CLSS) has not only done that, he's done it twice in a row.

SSgt. John M. Milam of the 507th CLSS has distinguished himself by becoming a double ace, making perfect scores on back-to-back tech schools in 1996. Milam aced the 5-week Corrosion Control Tech School at Sheppard AFB, TX, and then went on to do the same at the 8-week Aircraft Structural Repair Tech School at NAS Memphis, Millington, TN.

But Milam says that "acing" all the tests came only after a lot of work. He put in at least an hour of study every night, and a minimum of five -- but more commonly eight hours -- of preparation before each block test.

Milam, who served on active duty for ten years as a Civil Engineering Structural Technician, was last stationed at Grand Forks AFB, ND. After his active duty time, he went to work for the Air National Guard, which he then left in May of 1996 to join the Reserve. And the 507th CLSS is glad to have him.



SSgt. John Milam

New recruiter helps unit fill gaps

By TSgt. Stan Paregien
507th Wing Public Affairs

The 507th Wing has gone through many changes in the last 10 years. The recruiters have responded to the challenges. A new

recruiter just came on board to assist the unit in the ongoing pursuit of quality people. MSgt. Linda Smith has worked for the military 16 years, including 10 years as a recruiter. She worked as an ART in mission control and was on active duty as an air traffic controller for four years.

"I left to be a civilian for nine years and worked in the East Texas Chamber of Commerce. I started to miss the military and came back on board," Smith said.

Her job at the Midwest City recruiting office is office manager. "I mainly deal with prior service people who also miss the military team. People get out and three years later they wake up and start missing the security and support they had in the military family," Smith said.

She said her main goal is to make the recruiting job as easy as possible for the other recruiters. "I want to take away as many of the frustrations as possible. I want to pave the way for them to concentrate on a job they enjoy and not have to worry about things like supplies."

What kind of recruits does she like best?

"I love for someone to show up with all their documents and a desire to join. You get some who are just lookers. They come in and never finish the process," said Smith.

Smith pointed out that if you want to be a good recruiter, you have to be self-motivated and give attention to detail, while also dealing with rejection. You also have to really care about people.

She relaxes by reading mystery and science fiction novels, traveling, listening to country music and watching movies. The recruiting job involves paperwork and stress.

"It's time consuming and takes away from family and personal time. You must be people-oriented to do the job. There's usually at least one recruiter in the office on Saturdays in addition to the normal Monday through Friday schedule. You go to a four week recruiting school and the rest you learn on the job. In my first year of recruiting, I learned how to deal with the job beyond the basic do's

and don'ts. My second year allowed me to do more redefining and improvements in my processes. Change and challenges are a constant part of recruiting. You'll sure never get bored in this field," Smith smiled.



SEA Views

by CMSgt. Bob Kellington
507th Wing Senior Enlisted Advisor

The written word is still our most powerful tool to protect our rights and entitlements. There are plans to cut reservists' active duty pay if employed by the federal government. I feel if this happens state and local government is sure to follow suit.

The only way we can protect what has been promised to us is to write our elected officials and constantly voice our concerns. Do not sit back and hope someone will do this for you! You joined the Reserve knowing that if called upon you would fight to protect our country. Part of that protection comes with standing up and fighting/writing to ensure all reservists past, present, and future get a fair shake.

We of the 507th have fought many battles at home and abroad. We have proven ourselves time and time again as the best the Air Force has to offer. There is nothing we can't do if we work together! I encourage you to join the Reserve Officer's Association, Air Force Sergeant's Association, or Non-Commissioned Officer's Association. Tell your relatives friends, and any group that can present a powerful voice for your concerns to our elected officials. But most of all, I again urge you to take an active role in protecting what is yours.

You are all "SH Okies" the BEST!!

Travis C-141 reduction affects full-timers, reservists

The Air Force announced plans Dec. 20 to retire seven C-141 transport aircraft in 1997 at Travis AFB, Calif., which will affect people in some 24 Air Force Reserve full-time and 151 drill authorizations.

These people are assigned to the 349th Air Mobility Wing's 710th Airlift Squadron and related maintenance support units who fly and maintain the aircraft with the host active-duty 60th AMW at Travis. The civilian and reservist positions will be eliminated July 1, 1997.

The aircraft reduction is the result of recommendations from the 1994 Scientific Advisory Board, convened by the Secretary of the Air Force in response to Congressional direction to examine the service life of C-141 aircraft. The board concluded flight beyond 45,000 equivalent flight hours may not be safe.

In 1993 the Air Force began a series of actions to reduce its C-141 fleet, which is scheduled for retirement by 2006.

The personnel losses announced Dec. 20 are in addition to previously announced reductions based on the Logistics Composite Model (LCOM) at Travis. LCOM is a computerized system that sets the logistics requirements in wartime scenario to include projected flying hours, frequency of repair and recurring maintenance. The combined total reductions come to 240 drill and 61 civilian positions. (AFRES News Service)

AETC students get 'bill of rights' card

All students associated with Air Education and Training Command (AETC) will receive a "bill of rights" card re-emphasizing their rights against sexual harassment and discrimination.

The wallet-sized card lists six rights of every AETC resident student attending any initial or follow-on training, or professional military education course and contains numbers students can use to report problems; one chain-of-command number; the wing social actions and inspector general numbers; and the world-wide hotline number (1-800-558-1404 or DSN 487-7849).

The intent of this program is to ensure each student has a card listing the current reporting phone numbers for each of their duty assignments while in formal school attendance, said Brig. Gen. Karen Rankin, AETC Technical Training director. Formal schools in AETC include basic military training, initial technical or flying skills, PME, the Air Force Institute of Technology and all other training students attend for career development.

Students who attend several schools in succession should receive a new card at each location, said Rankin. "This (the Air Force) is a professional organization and we expect professional

behavior. The bill of rights card is a simple tool that informs students of their entitlements and the avenues to take when their rights are violated."

According to the bill, students have these rights:

- Be informed about rules and regulations that affect their training and daily life;
- Receive top-quality skill and military training;
- Work and live in an environment free from racial discrimination or sexual harassment;
- Reject improper or immoral "orders," suggestions, or requests from anyone: instructor, staff, student, officer, enlisted or civilian;
- Be treated fairly with dignity and respect; and
- Report improper or immoral behavior to the proper authorities, through the chain of command or other channels, without fear of reprisal.

Similar cards are scheduled to be issued to Air Force recruiters, who will provide them to potential enlistees, according to command officials. (Courtesy AETC News Service)

Technicians get additional military leave

ROBINS AIR FORCE BASE, Ga. - Air reserve technicians can now use up to 44 days in addition to the traditional 15 days of military leave to participate in non-combat operations outside the United States, its territories and possession.

ARTs began qualifying for the additional leave in February with the signing of the National Defense Authorization Act for Fiscal Year 1996. However, implementing instructions for the new leave category did not become available until September.

While in this military leave status, ARTs are in active-duty status without military pay, receive their civilian paychecks and accrue points towards a Reserve retirement.

They can use this new category of military leave in conjunction with the traditional 15 days of military leave, annual leave, leave without pay, earned compensatory time and credit hours. However, if military duty including paid travel days is performed on an intervening non-workday and traditional military leave is still available, a technician is charged traditional military leave for those intervening non-workdays. For example, if a military tour of duty runs from Friday through Monday and the technician elects to use this new category of military leave on Friday and Monday, then two days of traditional military leave, if available, must be charged for Saturday and Sunday. If traditional military leave has been used up, no leave is charged for Saturday and Sunday.

The new military leave category is available on a calendar year basis and, unlike traditional military leave, leftover balances cannot be carried over to the next year. The 44 days are converted into hours and charged on the same basis as annual leave. ARTs who work 80-hour pay periods, including flexible and compressed work schedules, qualify for a maximum of 352 hours per year.

This category of military leave is charged for workdays only. If an ART uses the leave for a military tour, there's no charge to this category for intervening

days and no civilian pay for those intervening days. Since they are in an active-duty without military pay status, ARTs in this category are:

- * Covered under the Uniform Code of Military Justice;
- * Eligible for compensation due to injury under line-of-duty procedures; and
- * Reimbursed for travel, per diem and lodging on the same basis as their military entitlements. A revised ART timecard handbook due out soon will give more details about the new military leave category. (AFRES News Service)



MSgt. Don Coffey, center, and MSgt. Billy Wright, right, recently received an Air Force Achievement Medal from 4th Air Force Commander Brig. Gen. Wallace Whaley. The duo were part of a 4th Air Force team which won the Chief of Staff of the Air Force's Team Excellence Award for their quality initiative in streamlining aircraft phase processes.

Air Force lodging collect in advance

ROBINS AIR FORCE BASE, Ga. - Individual travelers staying in Air Force lodging must now provide a valid credit card at check in or be required to pay in advance with cash or check for anticipated room charges.

This new policy applies to Air Force reservists in man-day (per diem) status but does not apply to those in agency billed groups, such as unit training assemblies, annual tours, and additional flying training periods. The policy went into effect Feb. 1.

Credit card holders have three options of payment, according to Lynda Mikanowicz, chief of the military support branch in Headquarters Air Force Reserve's directorate of services. Advance payment allows credit card guests to check out without visiting the front desk, unless they have telephone and sundry sales charges.

Card holders who plan to pay at checkout have their credit card number and its expiration date entered into the lodging facility's

computer either at the time the reservation is made or at check in. Travelers sign a guest registration form when they check in, and can pay by credit card, cash or check when they check out.

Long-term guests have the option at check in to pay by cash, check or credit card. If paying by cash or check, they must pay the entire amount for the number of nights they are staying. If paying by credit card, they must pay every 30 days.

"The third option should eliminate concerns about the less than 45-day temporary duty periods where members cannot obtain an interim advance from the accounting and finance office,"

Mikanowicz said. "Regardless of what day of the month they check in, by guaranteeing payment with a credit card, they may elect not to be charged for 30 days." (AFRES News Service)

Reserve forces essential to DoD missions

by Maj. Donna Miles, USAR
American Forces Press Service

During the past year, more than 10,000 members of the Guard and Reserve have been called to active duty to support the peacekeeping mission in Bosnia, and Defense Department officials say that number is likely to increase in the months ahead.

They point to Operation Joint Endeavor as a textbook example of the critical role the reserve components play in U.S. military operations.

"We do not conduct any significant mission anywhere in the world today without the reserve forces," former Secretary of Defense William Perry said last November as he wrapped up an around-the-world trip that included a Thanksgiving Day visit with troops in Bosnia. "This particular mission draws heavily on the reserves because the concentration of our civil-military capability is in the reserve forces."

Carrying the brunt of the mission

In Bosnia, reserve component members have carried out the brunt of the civil affairs mission and provided much of the medical, security, psychological operations, transportation, logistics, intelligence and public affairs support.

Many Guard and Reserve members have served in Bosnia or the surrounding areas; others have carried out support roles and replaced deployed active-duty forces in Germany and the United States.

The Bosnia mission demonstrates "the reserve have really come of age. And they

are more essential now, today, to the total force than they ever were before," said Assistant Secretary of Defense for Reserve Affairs Deborah Lee. She said the concept of the "total force" has been talked about for years.

"But I think that now active-duty components have come to view it as ground truth," she said. "They are becoming more and more familiar with reserve capabilities than they ever have been before. They realize that the idea of a total force has moved beyond the theoretical and has become a reality, and a practicality in the defense business."

That wasn't always the case. Lee said she remembers the climate when she was first named the defense secretary's top reserve adviser. "One of the big issues and concerns at the time was access to the reserve components. Meaning, could the president really call them up? Would we get enough volunteers if we needed volunteers for duty? Could we really ask people to go for three or four weeks of annual training, vice two weeks, for joint exercises?"

Four years later, Lee said those questions have all been answered yes. "I do not hear from our leaders anymore about concerns on access," she said.

"The reason, I think, is that the president has called up the reserves when he has been advised to do so. We have gotten superb volunteerism when we've needed to do so. And the reserves have in fact made themselves available for longer, short-duration exercises."

Reserve Component Forces now a key factor in defense planning

With high-profile missions during the past four years in Somalia, Haiti and Bosnia, the reserve components "have been there, and they've performed superbly," Lee said.

Officials working to not over-task

But while the Guard and Reserve have become a key factor in defense planning, Lee said every effort is being made to ensure no units or individuals are called on to carry out more than their fair share of missions.

"My notion has always been that we must not call reserve units in back-to-back years, if we can help it," she said. "For example, we do not anticipate mobilizing units for Bosnia if they were already called to Haiti. "Now there may be individuals who were in both Haiti and Bosnia, perhaps because they volunteered, or perhaps because they changed units. But there should be no units that are called to both missions."

Lee said now that a third rotation of reserve component members could be mobilized for the Bosnia mission, that's becoming more of a problem. Most of the units that have been called to active duty so far to support Operation Joint Endeavor have come from the Army Reserve. An effort will now be made to use more Army National Guard units, when possible, Lee said.

"It's an effort to spread the work around to a larger number of units in order not to tax any single unit or units too much," she said.

Reserve News

Certification of review training required for mandatory CDC testing

A new policy change has taken effect for reservists taking mandatory Career Development Course (CDC) tests.

The changes were made to create greater commander and supervisory participation in the CDC testing process and to create a higher percentage "pass" ratio.

Now, members taking mandatory CDC tests must hand-carry their training folder to the designated testing location. Prior to administering an exam, the test proctor will ensure that all Volume Review Exercise (VRE) review training has been certified by both the supervisor and the trainee.

For those taking a re-test, the documented Commander's Evaluation must be filed in the Training record, along with a letter or AF Form 623a annotation by the supervisor stating the individual is ready to re-test, based on review training results.

Trainees who do not bring their training record, or do not have the above documentation completed will be sent

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 & Vance AFBs, OK.
MSgt. Al Garza
405-734-5331

Midwest City, OK.
TSgt Jackie Stanley
TSgt Eric Glick
405-733-9403

Sheppard, Altus AFBs & Lawton, OK.
MSgt Bob Wright

Sheppard AFB, (Mon/Tues)
817-676-3382
Altus AFB, (Wed/Thur) 405-481-5123
Lawton, OK. (Friday's) 405-357-2784

McConnell AFB, Kans..
MSgt. Terry Gosh, 316-652-4350
MSgt. Lester Shaw, ISR, 316-652-3766

back to their unit, and must be rescheduled for testing.

For more information, contact the Education and Training Flight at ext. 47075.

EAC meets

Members of the 507th Wing Enlisted Advisory Council met last month, discussing the following topics.

Old business:

The 507th has been invited to participate in Base competition for Amn, NCO, and SNCO of the Year. The yearly winners of the 507th Wing will be able to join active duty Air Force and Navy members in meeting a board in March 1997. The luncheon for the winners will be held on March 22, 1997. In preparation for this event, the EAC will secure PME study material from Base First Sergeants.

New Business:

A suggestion was made that anyone meeting a board, *i.e.*, Promotion Enhancement Program (PEP), meet the Weight/Body Fat Standards.

A motion was made that Wing hats, t-shirts, sweatshirts, etc., which will be available soon, be made available to anyone interested in purchasing them. They will have the Osage war shield printed on the front. A portion of the proceeds could go towards fund raising for the Silver Anniversary.

The EAC voted for the 507th Airman, NCO, and SNCO of the Year. Selected were: Airman - SSgt. (then SrA) Kevin Hurley, 507th Mission Support Squadron (MSS); NCO - TSgt. Deborah Kidd, 507th MSS and SNCO - MSgt Terry Tunender, 507th MSS.

Congrats to new Colonels

Col. Martin M. Mazick, 507th Wing Commander, announced February 11, that

three unit members were selected for promotion to Colonel.

"It gives me great pleasure to announce that the following officers have been promoted to colonel," he said.

Selected for promotion were:

Col. (Select) Ken Suggs - 513th Air Control Group Commander

Col. (Select) Dean Despinoy - 507th Operations Group Commander

Col. (Select) Dave Ortman - 465th Air Refueling Squadron Commander.

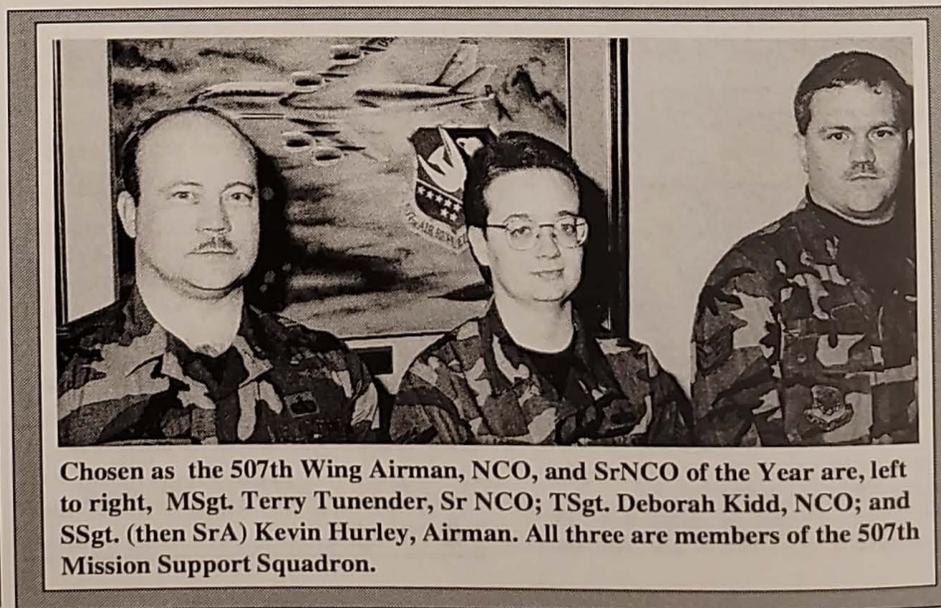
Mazick stated the promotions will become effective based on the monthly incremental sequence assigned by Headquarters AFRES.

ORI parking area set

Those people who are deploying during this month's Operational Readiness Inspection are requested to park their cars in the parking lot next to the mini gym, behind building 1066. Unit officials state the area will be roped off and transportation to and from the hangar will be provided.

Condolences offered

Condolences are offered to the family and friends of SSgt. Allen Rutledge, 72nd Aerial Port Squadron. Rutledge died February 7. "The members of the 72 APS are grieving over his loss," said TSgt. Larry Wilson of the 72nd APS. "Allen never missed a UTA and always worked hard for the unit. We are sure that our fallen comrade was whisked away to heaven on the wings of eagles and will always be with us in spirit. Our condolences to Allen's family. We share your grief."



Chosen as the 507th Wing Airman, NCO, and SrNCO of the Year are, left to right, MSgt. Terry Tunender, Sr NCO; TSgt. Deborah Kidd, NCO; and SSgt. (then SrA) Kevin Hurley, Airman. All three are members of the 507th Mission Support Squadron.