



THE THUNDERCHIEF

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Det 507, 301st TFWg



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Thud Profile

Capt Marty V Case, American Airlines pilot and Thud driver, was #4 man in the first flight of F-105s to fire a shot in actual combat during the SEA conflict. This claim to fame happened while he was assigned to the 36TFSq.

In Feb 65, his unit left Yokota AFB Japan PCS to McConnell AFB, Kansas. Upon arrival, he was sent TDY to Takhli AFB, Thailand to join the 563 TFSq. He was flying in combat from May to Aug of 1965. The 563 TFSq returned to McConnell AFB with the wing and became involved in the replacement training of pilots for SEA. In August 1966, he left the Air Force and joined American Airlines.

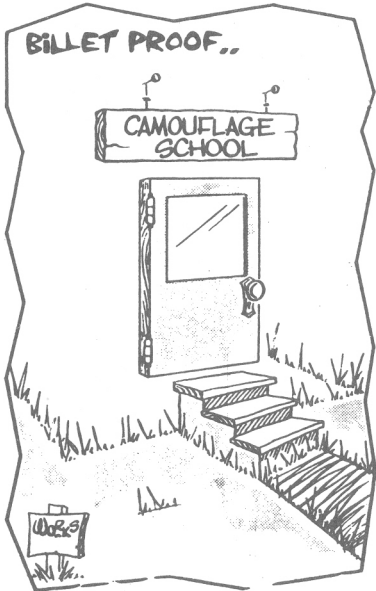
Marty was previously a member of the Kentucky ANG flying F-101s. During his assignment there, he was recalled during the Pueblo crisis and performed TDY in the Panama Canal Zone, Alaska and Itazuke AFB, Japan. The unit returned to Kentucky and was deactivated in June 1969.

With a middle name of Valentine, it is not hard to guess his nickname. He accepts good naturedly all the classic comments his fellow pilots deliver. Most of the nicknames stand on reputation (a fighter pilot without a nickname is like a rebel without a yell.)

Capt Case has been with the unit since May 1972. He is presently the Commander of "D" Flight, 465 TFSq. He has 1153 hours of F-105 time and 44 combat missions.



"VALENTINE"— Capt. Marty V. Case- First in SEA Combat



Thunderchief Staff

Lt Col R. P. Scheer	Det Cmdr
Capt. P. D. Fletcher	Det. IO
AIC R. A. Caram	Editor
Barbara Ann Vessels	Additional Duty IO

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In Brief . . .

Christmas Dinner/ Dance Scheduled

Thursday, December 12, has been set aside for the annual Det 507 Christmas Dinner/ Dance at the Desert Oaks Country Club. Project Officer is SMSgt John Andrews, Maintenance Control, CAM Sq. Tickets will be available approximately 1 December. Prices will be announced at a later date.

New Staffing Specialist Assigned...

Mr Bill Hines, DPCST, Ext 7517, Post 1AF189D, Bldg 3001, has been assigned as the Staffing Specialist for Det 507. He replaced Mr Jim Blue.

507th Sponsors OOM Party.....

Col Chester N Keller, Base Commander, invited the 507th to sponsor the Annual Halloween Party at the Officers' Open Mess on 26 October. Project Officers were Captain Bill Crowley and Barbara Ann Vessels. If you missed it, there won't be another one like it ever!

Civilian Health Benefits "Open Season"

Information and instructions concerning health benefit plan changes to be effective 1 January 1975 will be available during "Open Season", 15-30 November. Due to the paper shortage, brochure distribution will be controlled. For those contemplating no changes, Brochure BRI-41-117 will provide each member with an up-to-date statement of his plan's benefits. If you wish to change your current enrollment or enroll for the first time, contact Major Herbert Acheson, Ext 3488, or MSgt Willis Booker, Ext 6354 for registration forms or health benefit changes.

Mandatory Flu Shots.....

AFRES directs that mandatory flu shots will be given to all aircrew members and those individuals subject to rapid deployment (mobility positions).

Shop

Talk by Msgt W.L. Booker

The NAV Equipment Section is assigned to the 507th CAMSq. Our mission is to maintain all navigation equipment while it is in the aircraft or removing it and completing repairs in the shop.

The navigation equipment we are responsible for include the "Doppler" navigation system, the TACAN (Tactical Air Navigation System), the "ILS" (Instrument Landing System), and the "IFF/SIF" (Identification Friend or Foe/Selective Identification Feature).

Doppler is a self-contained radar nav system capable of providing the pilot course and distance information to any destination on the globe. It also gives the pilot accurate ground speed and wind drift read-outs continuously.

TACAN is a radio nav system which uses information from a ground or ship based TACAN station. It provides bearing and distance information to the pilot from the station tuned-in. It is widely used in the Continental United States for flying the "airways".

ILS is also a radio system used to provide a method to safely land an aircraft in poor weather conditions when the pilot cannot see the ground until just prior to reading the runway. Basically, the pilot keeps his aircraft "on the beam" by centering his ILS needles in the cockpit. With this system in an F-105, our pilots can crack a 100' ceiling with visibility less than one mile.

IFF/SIF is a system whereby a ground radar controller can positively identify any aircraft which has the system on board. On his radar scope, the ground controller sees not only a blip, but a "coded blip" that only that individual aircraft has.

The proper operation of all this navigation equipment is essential to a safe flying operation in this day and age. Our men are proud of this part in maintaining the combat readiness of the F-105s of Detachment 507.

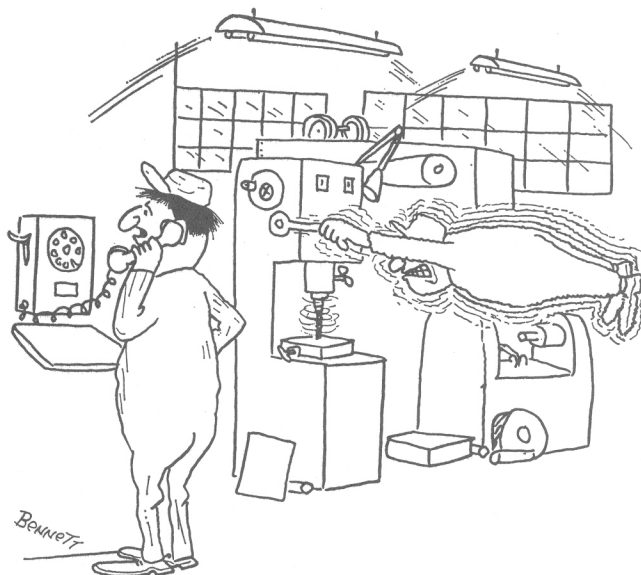
December UTA 7,8

105s Leave SE Asia

WASHINGTON (AFNS) - The last F-105 Thunderchiefs in Southeast Asia will begin departing Korat RTAFB, Thailand, on October 30.

The 12 F-105G fighters and approximately 300 support personnel to be returned are assigned to the 17th Wild Weasel Squadron. The aircraft will be transferred to the 35th Tactical Fighter Wing, George AFB, Calif.

This reduction brings the total to 250 aircraft and 8,300 U.S. personnel that have departed Thailand since March 29. Approximately 350 aircraft and 27,000 U.S. military personnel remain in Thailand.



"When you get time, send a man over; Charlie thinks we have a short in the drill."



507 MCS FLT REENLISTMENTS.....Left to Right: SSgt Wesley L Wietelman, SSgt Jack B O'Neal, TSgt Roger L Evans, SSgt Patrick T England are sworn in by their Commander, Maj Jim Young

"Max Beak " Speaks

by Capt Jerry Wrucha

Every airplane has fasteners to keep doors and panels securely closed. Some birds have more than others, but they all seem to have at least a gillion - or is that jillion? Anyway it's a bunch. And they are pesky things, a real nuisance to the guy who has to remove and replace one of those big panels with all those fasteners. But they are important and any maintenance guy worth his salt is going to make sure every single one is in good condition and properly fastened. Then how come...

1. Only three of 24 10/32 screws were installed in the right rudder servo panel of a T-38? The panel separated, of course.

2. A couple of fuel specialists failed to make a 781A entry for five screws they removed from a trailing edge assembly? They entered the fact that they had removed the leading edge assembly to trouble shoot the right pylon fuel switch. When the bird was buttoned up, the five screws were left unbuttoned and were not caught during either the dash 6 or dash one preflight. During flight the assembly got bent all out of shape.

3. Safety wire was not reinstalled when it was cut to open the aux air door on an F-4? The door was lost.

4. The crew chief and crew preflights and taxi and last chance inspections did not detect any unfastened Dart tow accessory door on an F-4D? The door departed during takeoff roll.

Makes you wonder, doesn't it?

Brute Force. . .

The control stick in an F-4 froze in the full right position during a 30-degree bomb pass. By using both hands, the pilot forced the stick back to neutral and regained control for a straight-in approach and landing. The problem was caused by the jam nut assembly in the aileron control system coming loose from the spring cartridge and the jack screw actuator. When aileron input was commanded, the spring cartridge fully extended out of the barrel and jammed. Brute force by the pilot reinserted the cartridge.

An electrician was asked to assist with an operational check of the T-37 canopy jettison access door by mistake and pulled the jettison handle. The initiator fired, sending gas pressure through the canopy jettison hose which was disconnected and safety capped. The safety pin did not prevent the firing because the straight portion was in the annular groove on the sleeve and not through the hole which would have placed it in the annular groove of the initiator. The pin was improperly installed by a student pilot and the egress specialist didn't catch the error during the basic post flight.



TSgt Larry A Goodale was selected as Maintenance Man of the Month for November. He is a Crew Chief assigned to "B" Flight, Organizational Maintenance. He now competes with other monthly winners for consideration as the unit's nominee for AFRES Maintenance Man of the Year.

ORI Ethics Defined

The unit has received notice from 12AF that the ORI/MEI has been scheduled for 7 and 8 December. Be business-like and knowledgeable in all your dealings with the inspectors. Remember, you are dealing with professionals - treat them that way. Make them welcome. We all work for the same Air Force. Confidence will automatically be generated if you and your area look sharp. Poor appearance reflects poor attitude. Poor attitude results in unsatisfactory ratings. Use the following "Quickie Checklist" to further promote a successful ORI. PERSONAL APPEARANCE, GROOMING AND HOUSEKEEPING STANDARDS; AVOID ANY AND ALL ARGUMENTS; RADIATE ENTHUSIASM AND, MAINTAIN DIRECTIVE AND POLICY ORIENTATION.

"Job Well Done"

During our 18-24 October MSET inspection, several weak areas were uncovered which will require concentrated work and improvement. However, a lot of hard work did go into preparation for this inspection and several areas reflected the results.

Areas receiving laudatory comments were Production Analysis and Munitions Maintenance Supervision. Notable areas were the Avionics and Field Maintenance Branches which received overall Satisfactory ratings of 93.6 and 88.4, respectively. Our congratulations to SMSgt Donald Anderson and CMSgt Shirley Moore for a job well done during the MSET inspection.



A CHIP OFF THE OLD BLOCK.....Lt William D Seitz, 465th Tactical Fighter Squadron, proudly displays the "tiny" flight suit the squadron presented him on the arrival of his new son, David.



Helmich Serves 507th

A former radarman with the U. S. Navy during World War II has been assigned as Chaplain of Det 507.

Chaplain Helmich is presently Baptist Superintendent of Missions, Muskogee, Okla. Before coming to the unit, he served as the Wing Chaplain of the 137th Air Defense Wing of the Oklahoma Air National Guard.

Chaplain Helmich was born in Minden, La., where he also graduated from high school. He received a BA degree from Baylor University, Waco, Tex., and a BD degree from Southwestern Baptist Theological Seminary, Ft. Worth, Tex.

The new chaplain served in an enlisted capacity as a Radarman in the U.S. Navy during World War II, all of which was in the South Pacific. He participated in six major campaigns there and received the Presidential Unit Citation for service aboard the USS Save Island, CVE-78.

Chaplain Helmich has been treasurer of the Conference for Directors of Missions, Southern Baptist Convention for three years and is presently a member of the "Singing Churchman" of Oklahoma. He has also held numerous positions with the Baptist General Convention.

Before his superintendency in Muskogee He held the pastorate of the First Baptist Church, Pauls Valley, Okla., from 1965-70. Other pastorates include the First Baptist Church in Yukon and Spiro, Okla.

He is married to the former Martha Jean Dowd and they have three daughters, Paula, Phyllis and Robbie.

NCO's Are Important

The following article has been extracted from the Air Force Policy Letter for Commanders, Office of the Secretary of the Air Force, Washington, D. C., 1 September 1974, and is fully indorsed by the 507th Commander, Lt Colonel Roger P Scheer:

"THE IMPORTANCE TO THE AIR FORCE OF THE NCO was emphasized by Maj. Gen. Arthur G. Salisbury, Commander, U. S. Air Forces Southern Command, in a talk at the 1974 Air Force Sergeants Association Convention in Washington on 18 August. He said:

'Early in my military career I learned to trust the NCO, to have faith in his abilities. Every time I flew, I placed my life in the reliable hands of my crew chief. Today, many more lives are involved when one relies on a sergeant's advice. Over the years, I have not lost one bit of confidence in his ability to give the right advice at the right time. In today's Air Force society we see a need for leadership that can only be exercised by the NCO. The problems are all around us -- they will not
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Worships Services

Sunday

08:30 to 09:15

"OLD"

OPS Briefing RM.

WHY SHOULD YOU STAY IN?

Many years of effort on the part of the National Guard Association of the U.S. and Air Force Reserve, not to mention Rep G.V. Montgomery of Mississippi who introduced the bill, bore fruit when Public Law 93-289 opened the door for the full-time insurance coverage. Previously Reservists had been covered only during and while on the way to and from UTA, and while on active duty or active duty for training, and even then for only \$15,000 maximum.

The higher coverage, says Veterans Administration officials, automatically went into effect for all military members May 24th, even for those who had opted for less than the \$15,000 ceiling available under the old part-time system. The VA noted that servicemen, including Reservists, who want to reduce coverage below \$20,000 will have to specify their intent.

For the first time, Guardsmen and Reservists now have a form of "survivors' benefits" through the full-time \$20,000 Servicemen's Group Life Insurance, made available May 24 when President Nixon signed H.R. 6574 into law.

"Retired Guardsmen and Reservists in the underage-60 twilight zone face a premium rate that varies with the insured's age. For those under age 40, the rate is \$6 per month for \$20,000; for those between 40 and 49, the premium is \$8 per month and for those 50 and above the rate is \$10 per month. The age 50 rate

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disappear -- we must concentrate all our efforts toward their solution. The results of these efforts will inevitably impact on each of you.

"No longer will anyone be able to do just enough to get by. The NCO who gets ahead will be the one who uses all of his skills and abilities to the utmost. He will lose the security of being just one of the masses. However, to accept the responsibility of leadership today is to give of your time, efforts and intelligence wholly; a state of complete dedication. Everything else must be secondary. You must inspire people by actions, examples and integrity. An NCO must have followers to be a leader....

is good, however, until the individual Guardsmen or Reservists receives the first increment of his retired pay after reaching age 60.

Application forms for retired Guardsmen and Reservists are being printed and mailed by the Defense Department. A VA spokesman said applications also would be ready by the end of this month.

The "survivors' benefits" angle applies to Reservists who have compiled at least 20 years of service for retirement purposes, but have not yet reached age 60. Those "twilight zone" retired Reservists are covered for the first time ever, at slightly higher premium rates than their UTA counterparts, for the full \$20,000. That coverage provides, in effect, a sort of survivor annuity for dependents of Reservists who die after "making" their 20, but before reaching age 60 for retired pay.

Premium rates for active Reservists are \$3.40 per month for \$20,000 coverage; \$2.55 for \$15,000; \$1.70 for \$10,000 and \$.85 for \$5,000. To be eligible for this coverage, Reservists and Guardsmen must attend a minimum of 12 UTAs/drill periods per year, scheduled in advance. Partial coverage, available only during or while traveling to or from actual training periods, may be had by "mob des" types who don't meet the 12-UTA criterion. The premium for this part-time coverage is \$2 per year for the full \$20,000.

"All Air Force members have a responsibility to improve the public's understanding of the Air Force. Noncommissioned officers have a particularly great responsibility for this task, and for several reasons: NCOs have the most immediate contact with our young airmen. NCO provide the daily supervision so necessary to accomplish our Air Force mission. NCOs are the sight and sound contacts for the thousands of young men and women who join our Air Force annually, and the equal number who leave our Air Force annually to rejoin the civilian community.

Think ORI