

New ORI concept centers around escalated flying and heavy duty mobility

The 507th is the first reserve unit to be tested on the new expanded Operational Readiness Inspection (ORI), surge concept, officials announce.

By Barbara Ann Vessels

Almost 140 aircraft sorties will be flown during a four day period of the unit's first week of summer camp, June 11-25.

A new enlarged Operational Readiness Inspection (ORI) will be conducted by the 12th Air Force inspection team, Bergstrom AFB, Tex., in an effort to pump more realism into the flying and mobility portions of a deployment under threat of attack or heightened world wide tension.

MORE REALISM

Under this new ORI criteria of employing more realism in determining a unit's combat readiness, the flying has been doubled and the mobility tripled says Lt. Col. Roger P. Scheer, group commander.

As summer camp opens on a Saturday, a no-fly day has been declared in order to prepare for the gigantic mobility exercise which kicks-off Sunday at 7 a.m. Capt. Jackie D. Ogden, group resource plans officer, explained that in past ORI exercises, the inspectors random selected the equipment and personnel to be mobilized.

MOBILITY TRIPLED

Under the new test concept, the tasked units, primarily the 465th Tactical Fighter Squadron (TFSq) and the 507th Consolidated Aircraft Maintenance Squadron (CAMSq) have to determine what personnel and cargo they will need to support the flying mission, which begins on Monday.

Over 350,000 lbs. of cargo will be marshalled - enough to fill 12 C-141s or more. Previously, 125,000 lbs. of cargo were usually tasked.

Capt. Ogden also said, "Approximately 380 people will be processed for deployment compared to 125 normally tasked for an ORI. Under the realism concept, maintenance will be allowed to draw spare aircraft parts only from the War Readiness Spare Kit (WRSK).

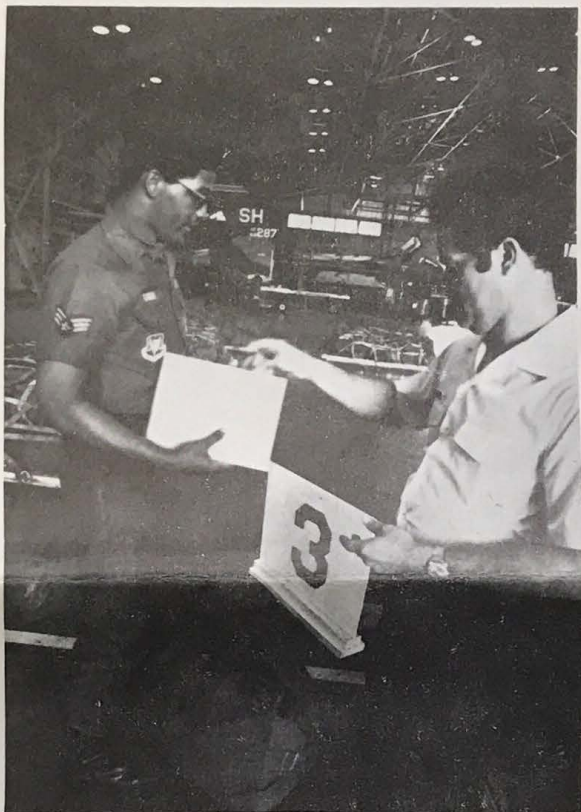
One of the prime evaluations, will be to determine how well the WRSK supports the flying mission. When the actual flying begins on Monday, the deployed location will be simulated. No running back to home station for that spare tire or tool box you forgot to marshal."

FLYING DOUBLED

Flights of up to 40 aircraft per day begin at 6 a.m. Monday and the last landing takes place at 6 p.m. each day. The surge continues through Thursday. This thrust swings a big pendulum as reservists wind up four, 12-14 hour days.

Inspectors evaluating the flying portion will be looking at how we utilize sorties to get our training says Lt. Col. John J. Closner, III, 465th TFSq commander.

"Not just the top gun or hot shot pilots will fly the missions, but a complete cross section of everybody, primarily those who are short on sortie time for a six month period," he said.



HEY! I got this down pat

SSgt. Sidney Carter, Combat Support Squadron (CSSq) manifests, briefs and prepares to load the baggage of Sgt. Richard W. Cook, Weapons Systems Security Flight (WSSFlt) on support aircraft during the unit's Operational Readiness Inspection (ORI). Station three is the air passenger terminal check point. (USAFR Photo by SSgt. Ben Gardner)

You're important

We have a very important mission in our country's national defense..BEING READY and BEING PREPARED for a national emergency.

You are very important to us. 'People Power' means 'Ready Power' and your reasons for selecting this unit for your reserve assignment are just as important as our unit needing you. Putting your reasons and the needs of our unit together will provide the personal motivation for keeping the Air Force Reserve full of challenges and opportunities.

Get in there and know your job..hold your own.. give it your best shot..become a leader!

ROGER P SCHEER, Lt. Col., USAFR
Commander, 507th Tactical Fighter Group

Reservists honor airman's memory; collect \$225

By Sgt. Mike Brown

A Healdton, Oklahoma airman who lost his life in service in 1950 was honored by the unit during base memorialization ceremonies.

MSgt. James O'Neil Archerd is one of nine enlisted

honorees from Oklahoma who was memorialized at Tinker, June 4.

During the May Unit Training Assembly (UTA), members of the unit donated \$225 to pay for a 16x20 inch, aluminum plaque which will be mounted on the front of Bldg. 5902, the

transient airman's quarters.

Maj. Norman E. Ress, project officer, explained that persons entering that building will be met by base personnel.

"It will be their job to inform each person about Sergeant Archerd and the 507th and its mission," Maj. Ress said.

"The 507th is the first reserve unit to be selected to sponsor an individual for memorialization," Maj. Ress proudly pointed out.

Sergeant Archerd's family will be present for the ceremony at Bldg. 5902.

As an Army Air Corps flight engineer, he was assigned to the 33rd Bomber Squadron in Okinawa, Japan.

When his aircraft was forced to ditch at sea, Sergeant Archerd drowned before he could be rescued.

His decorations include the Distinguished Flying Cross with one oak leaf cluster, the Silver Star, the Air Medal with nine oak leaf clusters and the Purple Heart.

Sergeant Archerd had been selected to attend West Point but was killed before he could accept.

Another Benefit

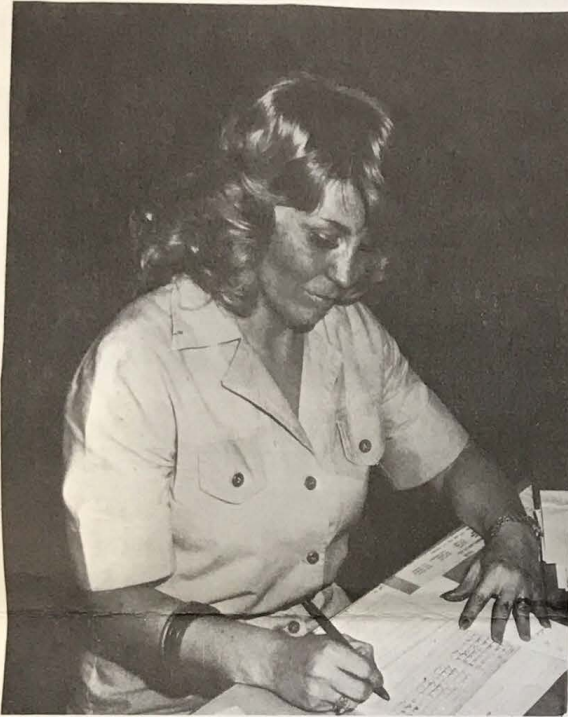
BX entrance rule relaxed; families now shop together

The House Armed Services Committee has now authorized all dependents of reserve members to accompany the member at the time he exercises his exchange privileges says Lt. Col. Roger P. Scheer, group commander.

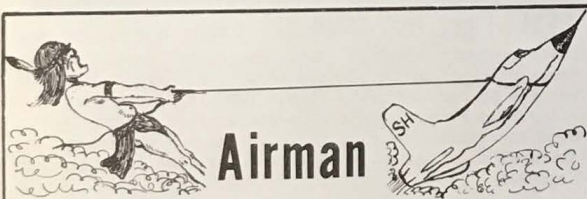
This restrictive 'dependent entrance' has now been lifted and a reservist is

permitted to shop with his family so that proper selections and fit of clothing and other items could be made.

According to Colonel Scheer, BX privileges have been expanding since 1974 commensurate with the total force policy.



A CHANGE IN PAY, AND THIS TIME IT'S ONLY PERSONNEL. Sandy Staten is the official banker for the unit. She processes over 2,100 pay actions a month in the pay section. She quips, "I'm here in your interest..." (USAFR Photo by Sgt. B.J. Berry)

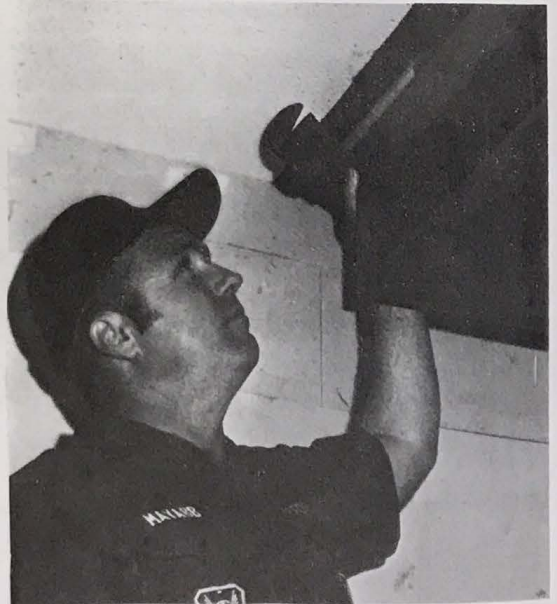


Airman Thunderdust says....

Airman of the Quarter, SSgt. Deborah J. Willis, 72nd Aerial Port Squadron, comments on her privileged F-105 ride:

..."totally different, everybody should do it...they just swoop right down on a dive bomb pass and bring it right back up...they gave me four empty barf bags and I returned them all EMPTY...egress training makes you see that you will be responsible for yourself should you eject...I'd go again if they'd ask me....pilots learn to respect the aircraft - they know how it can hurt you...a very deserving reward for being selected.. I'd give up 2-days pay to go again...I wish I could have had the helmet as a souvenir."

Sergeant Willis was flown in the backseat of an F-model and piloted by Maj. James K. Webster, who had the best bomb scores in the flight. Other members of the flight were Maj. Ronald K. Williams and Capt. Robert R. Klabzuba.



SrA. CARL D. MAYABB, 38, heating systems specialist in Civil Engineering Flight (CE Flt), was named Airman of the Month at the technical school he attended recently at Sheppard AFB, Tex. Airman Mayabb, married and the father of three, is the first from the 507th Tactical Fighter Group to receive this distinction. He is a sheet metal worker in Oklahoma City and has been with the unit one year. (USAFR Photo by Sgt. B.J. Berry)

Mission Essential



TROUBLESHOOTING AN F-105 is all in a day's work for Sgt. Gary Foster. The jet engine mechanic is assigned to the engine shop of the Consolidated Aircraft Maintenance Squadron (CAMSq). Sgt. Foster, 25, will soon complete his fifth year in the 507th. He is a field service mechanic for an Oklahoma City machinery firm. He attends Unit Training Assemblies (UTAs) from Blanchard, Okla. (USAFR Photo by SSgt. Ben Gardner)

Wrucha and Froess put on new major leaves

By Sgt. Mike Brown

Sporting new oak leaves at the June Unit Training Assembly (UTA) were Maj. Jerry A. Wrucha, group safety officer and Maj. Richard H. Froess, commander of communications flight.

Both officers were promoted last month to the rank of major to fill unit vacancies, so announced Maj. Norman E. Ress, chief, consolidated base personnel office (CBPO).

Normally, a captain must spend seven years in grade before promotion to major. However, according to Maj. Ress, under the unit vacancy procedure, an eligible captain can be promoted in only four years.

"If a captain has four years in grade and is in a job category authorizing a grade of major, he can be recommended by his commander for promotion," Maj. Ress explained.

Also promoted to major but no longer assigned to the 507th Tactical Fighter Group were Capt. John Hopper, former chief of maintenance, and Capt. Bobby L. Gonshor, former chief of CBPO. Also promoted was Capt. David Maril, former resource officer.

Hopper, Maril and Gonshor were promoted to unit vacancies in their new assignments.

Millington notes Reserve career positive experience

By Sgt. Mike Brown

"Hanging them up" this month after 24 years with the Air Force Reserves is Lt. Col. Clayton B. Millington.

At his retirement, he has served both as vice commander, as well as plans and programs officer, for the 3rd Air Logistics Center Augmentation Squadron (ALC) in Stillwater, Okla.

Colonel Millington began his Air Force Reserve career after graduating from Oklahoma State University (OSU) in May 1951.

After brief tours in Okinawa and England, the colonel was discharged from active duty in 1953. He maintained his Reserve status in two ways.

One way was through correspondence courses, while the other was by participating in a non-pay unit in Stillwater.

While meeting drills there, the unit was designated an area reconstitution site under the Air Logistics Command (ALC) in 1965.

Through these years, Colonel Millington continued to get promoted in the officer ranks.

Then in 1971, he lived in Washington, D.C. to fulfill his Reserve duties while assigned to the Pentagon.

In 1972, Millington returned to his old unit in Stillwater which had now been redesignated the 3rd ALC Augmentation Squadron. Also this year, he was promoted to lieutenant colonel.



Colonel Millington's civilian job is professor of economic education at OSU.

He is also the director of the OSU Center of Economic Education.

In the past, he was director of the College of Business extension service. He presently serves as executive vice president of the Oklahoma Council on Economic Education.

The colonel received a Master of Science degree from OSU in 1956. He earned his PH.D. from Michigan State University in 1974.

After retirement from the Reserves, Colonel Millington "plans to devote full time to my civilian job--attempting to increase the economic literacy of the people of our state."

Speaking about his Air Force Reserve career, the colonel said, "It has been a professionally stimulating, positive experience. It's one I would recommend to anyone who feels that the Reserves are important to national defense."



PROJECT OFFICER for the Operational Readiness Inspection (ORI) is Maj. Norman E. Ress, chief, consolidated base personnel office (CBPO). As the main coordinator between 12AF he has arranged for all the billeting of the inspection team, transportation, administrative support and compiled the unit resume for the in-briefing. (USAFR Photo by Sgt. B.J. Berry)

Risks checked with OSHA

The Occupational Safety and Health Act (OSHA) had its beginning over five years ago.

Lately, officials have reemphasized its importance.

Capt. James L. Partington, group flying safety officer, inspects a bead breaker machine in the wheel and tire shop.

Over 3000 lbs. of hydraulic pressure are used to separate the tire from the rim during disassembly.

Capt. Partington inspects the wheel to make sure bolts are installed properly, torqued and safety wired and seals are in proper place.

A red cord shows through the tread when a tire change is due.



CAPT. JAMES L. PARTINGTON, group flying safety officer, inspects a bead breaker machine and tire for

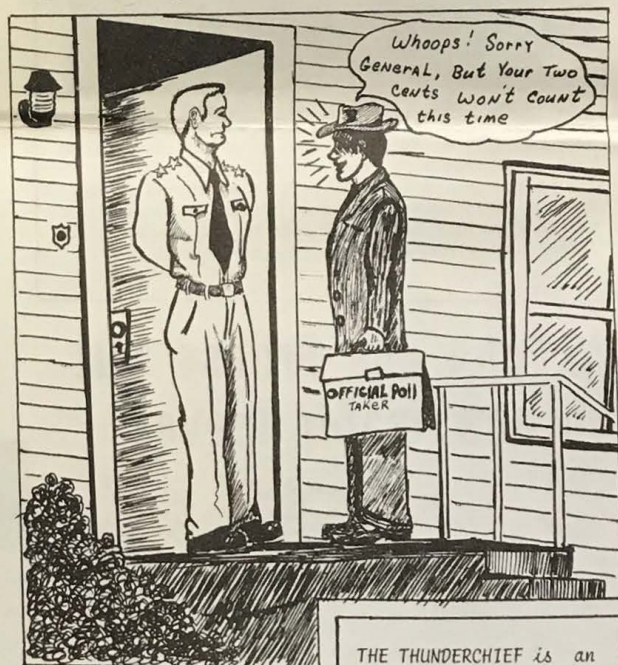
safety compliance. (USAFR Photo by Ellis Young)

Military leadership ranks high in public sampling

People involved in a survey sample were asked how much trust and confidence they had "in the leadership of our Armed Forces." This question scored the second highest of the 18 institutions and groups covered in the survey.

According to the authors of the analysis: "Since this was the first time we had included a question on military leadership, we cannot give any comparisons with past ratings." However, they did believe it was "striking that Americans uniformly expressed a high level of trust in the upper echelons of the Armed Services..."

Potomac Associates, Washington, D.C., conducted the survey and analyzed the results of the 1,071 Americans interviewed in May 1976. They used the technical facilities of the Gallup Organization in Princeton, N.J. Sampling procedure was designed to approximate the total adult civilian population, 18 years and older.



Any score of half or (50) indicates at least a minimum of "a fair amount" of trust and confidence, but anything below suggests a total lack of these two traits.

For more information, see the printed-on-blue "Air Force Policy Letter for Commanders" dated Feb. 15, 1977.

Or you can get a copy of the entire report called "Trust and Confidence in the American System" for \$2.75 from Potomac Associates, 1707 L. Street N.W., Washington, D.C., 20036.

Francis E. Rourke, Lloyd A. Free and William Watts are writers of the report.

	1972	1974	1976
1. American people	n/a	71	70
2. Military leadership	n/a	n/a	68
3. Young people	67	69	67
4. American system	n/a	68	66
5. Mass media	60	60	62
6. State government	60	64	61
7. FBI	n/a	n/a	60
8. Federal judiciary	60	62	59
9. Local government	57	61	57
10. Politicians	58	58	57
11. Federal legislature	62	59	55
12. Federal executive	67	45	55
13. Business and industry	55	54	54
14. Government officials (generally)	n/a	50	53
15. Federal government (international)	66	67	53
16. Federal government (domestic)	61	52	50
17. CIA	n/a	n/a	48
18. Labor unions	47	51	45

n/a= not asked

The range of scoring in the above chart is from 0 to 100. "A great deal" of trust and confidence was given 100 points, while "none at all" got the zero. "A fair amount" earned two-thirds of 100, and "not very much" one-third.

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