



AFRES announces 71MAPS transfer to Langley AFB

Air Force Reserve officials have selected the 71st Mobile Aerial Port Squadron (MAPS) for relocation to Langley AFB, Va., effective Feb. 1.

The squadron is one of two reserve aerial port squadrons assigned to the 507th Tactical Fighter Group (TFG).

The 71st is commanded by Lt. Col. James McGraw of Denver, Colo.

According to John Kasa, chief of aerial port branch at Headquarters AFRES, the relocation will enhance the manning of the one remaining APS as well as provide a better recruiting environment for the 71st at Langley AFB.

The 71st will be the only Air Force Reserve unit in the area.

From mobile to strategic

Kasa added that the unit would be assigned to the 512th Military Airlift Wing (Assoc.) (MAW), Dover AFB, Del., under 21st Air Force and 14th Air Force (Reserve).

The 71st has 119 enlistees and four officer authorizations.

The unit will be converting from a mobile to a strategic squadron.

Kasa explained that a strategic unit works in a fixed terminal in comparison to a mobile unit, which works in a field location.

Unit to train at Dover AFB

All Unit Training Assemblies (UTAs) will be pulled at Dover AFB, Del., 200 miles from Langley AFB.

Right now, Kasa advised, the squadron will be airlifted to Dover for training.

MSgt. Doris Kitze, CBPO manpower specialist, said, "Thirty-eight of the 71st' reservists have been reassigned to positions within the 507th comparable with their grade.

"Approximately 38 more are on waivers for 180 days to allow them time to find replacement slots with the same grade," she said.



VIP

Before canopies come down, Lt. Col. Roger P. Scheer, group commander, checks to make sure all oxygen hoses are connected and straps strapped before vice commander, Oklahoma City Air Logistics Center (ALC), Brig. Gen. Earl O'Loughlin's back-seat F-105 ride.

Quality Inn South awarded contract

Belmont Quality Inn (South), Grand Blvd. and So. I-35, Oklahoma City, was awarded the new billeting contract for the base recently.

Previously, the contract was at Southgate Inn.

Mr. Ronald Leonard, 507th budget officer, passed along some advice and helpful suggestions concerning your stay at contract billeting.

"Know your status (e.g., mandays, school tour, UTA, annual tour)," he said.

"Reservists should pay their own billeting and file a voucher for reimbursement with their supervisor in all statuses except annual tour and Unit Training Assembly (UTA) days.

The 507th picks up the tab for those stays.

"Category B reservists assigned to the 3rd Air Logistics Center Augmentation Squadron (ALCAS) must pay for their own UTA billeting, without reimbursement, as they only pull a one-day drill period," he concluded.

All check-outs are performed through the base billeting office, Bldg. 5604.

The 507th's new active duty advisory wing made its first trip to the unit for a staff assistance visit.

The 388th Tactical Fighter Wing is stationed at Hill AFB, Utah, and is slated for the Air Force's new F-16.

Lt. Col. Richard LaBarre, team chief, consults with TSgt. Jim Bone, 465th TFS, on command post procedures during the December UTA.



Shop builds stand with their own 'erector set'



Simple and shiny

SSgt. Walter L. Cooper, Jr., uses tin foil to protect an engine part from dust or foreign object damage during repair.

By Capt. Gail D. Anderson

Take six people, one with the idea and plans to construct something special. Add a touch of childhood nostalgia to that group.

Stir in tools and materials like perforated pieces of steel, bolts, plywood and other paraphernalia. Mix in a large work area; then blend with sawing activity for several days.

Yield: a structure that looks like it was built with a giant erector set that Santa gave them for Christmas.

PRACTICAL USE

Actually, a special project prompted the need for the stand.

The structure benefits the jet engine shop of the 507th Consolidated Aircraft Maintenance Squadron (CAMS), a cream-colored building located just southeast of the maintenance hangar.

The six people who experienced the brief moments of childhood nostalgia are all Air Reserve Technicians (ARTs) on the day shift.

Five of them are MSgt. Melvin Dunfee; SSgt. Richard Keene; SSgt. Jack Mahon; SSgt. Jim Mitchell, and Sgt. Ron Ainsworth. That sixth person is credited with the idea and its followup.

SSgt. Walter L. Cooper Jr. suggested the stand based on a larger model he had worked with at Bldg. 3001 on Tinker main base. He thought the stand would help simplify the workload on the special project.

He got the blueprints for the 3001 model, which included measurements and materials used. The 507th's version is one-eighth the size of the base model.

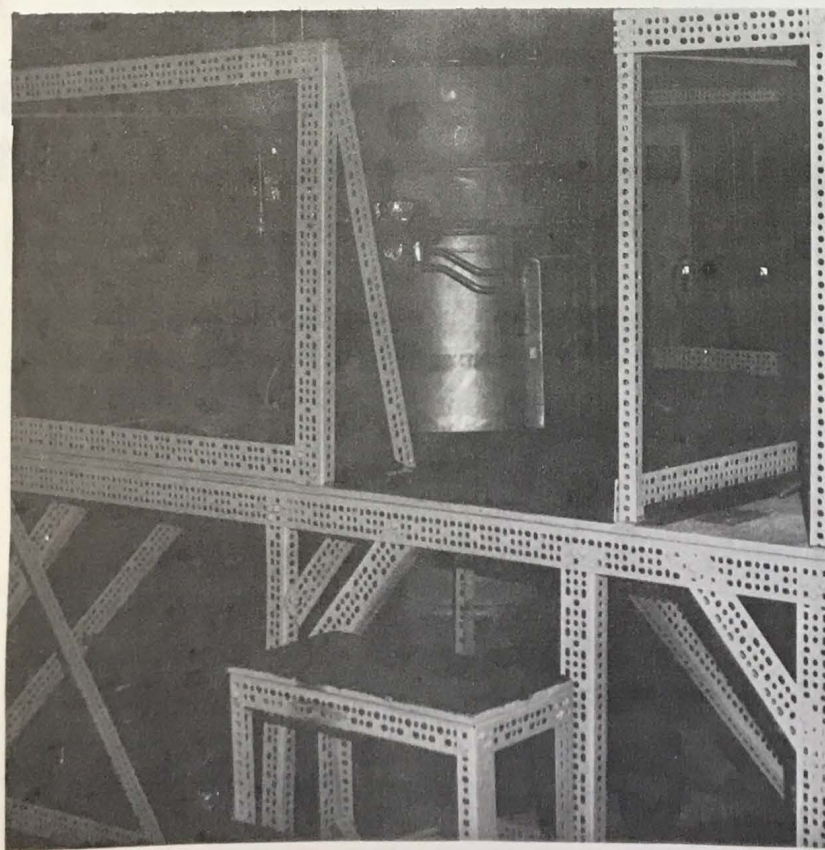
THE 'FUN' PART

Once materials were collected, the six men started construction. For a week, there was the uncommon noise of a circular saw knawing through the perforated pieces.

Now on the third engine, the shop can more easily take care of the special project with the stand. This is done with the regularly scheduled 300-hour phase check on each Thud engine.

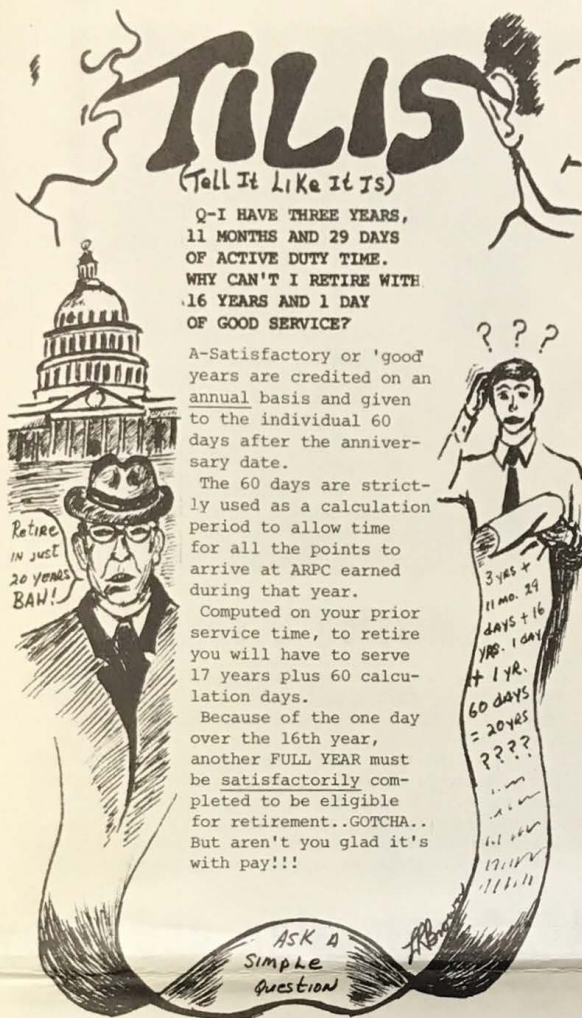
The low speed compressor --which weighs about 4700 pounds--is removed from the horizontal engine. It's placed in a vertical position on a movable platform.

The compressor is wheeled into the stand. Again, the engine shop adds their skills to keep 'em flying in the 507th!



LEFT: Maintenance stand provides walk-around ease for mechanics while repairing the low speed compressor. Part of the stand breaks away so that the huge compressor can be rolled into position.

RIGHT: A giant cream separator? Actually, it's the compressor which Sgt. Cooper is inspecting before returning it to the engine.



Army re-up bonus may have far reaching effects

AFPS - A new Congressionally approved \$5 million reenlistment bonus test for selected Army National Guardsmen and Reservists begins Jan. 1 and terminates Sept. 30, 1978.

The Department of Defense is conducting the test to determine what effect reenlistment bonuses will have on keeping men and women in the Reserve forces beyond first term enlistments.

A total of 3,300 bonuses will be available to qualifying individuals.

In implementing legislation passed in late October (Public Law 95-111), DoD stressed the test nature and strict limits of the program:

ONLY ARMY GUARD AND RESERVE SELECTED

The test period is for those qualifying (PL-95-79) whose enlistments expire between Jan. 1 and Sept. 30, 1978.

It applies only to the Army Guard and Reserve, not to Reserve components of the other services, since the Reserve manpower problem is most severe in the Army.

Only selected Army Guard and Reserve units will participate in the bonus program in order to measure the effect of this first bonus incentive program offered to Guard and Reserve units.

The Army National Guard in seven states will participate: Kansas, New Jersey, Michigan, Georgia, North Dakota, Oregon and West Virginia.

The three participating units in the Army Reserve are: 96th ARCOM; 76th Division and 94th ARCOM; and the 205 Infantry Brigade.

Those qualifying can receive up to \$1,800 for agreeing to reenlist for another six years, or \$900 for three years.

Half of these amounts are offered as a lump sum on the date of reenlistment, with the balance in \$150 annual payments after each year of satisfactory service.

Secretary of Defense Harold Brown stressed that the reenlistment bonus program is only a test to determine if the incentive works.

Egress: When your're in and out of the thick of it

"EMERGENCY...F-105 landing runway 17/35...smoke in the cockpit."

There are juicier emergencies, but to share the egress story, how does the pilot safely get away from the oxygen, ejection seat and fuel on board under

such conditions?

Egress - simply the art of escape - is taken more seriously than Houdini's underwater trunk act.

The Fire Department is the first up that ladder and to the pilot that silver-clothed figure looks better

than a St. Bernard.

The firemen help the pilot shut down the throttles.

His parachute is then disconnected from the ejection seat because of an explosive charge in the chute.

Next, the lap belt is un-

hooked and two hoses disconnected which make the ejection seat inoperative.

If the pilot is unconscious, the fireman's job is a little tougher, but that's why the hoses are so long to make room for the notches for all the good guys they've saved.



ABOVE: F-105 pitot boom in the foreground, firemen pull up beside an aircraft to begin an egress exercise.



RIGHT: SSgt. Bill Medina, egress shop, poses as a pilot as firemen assist in the escape.

Practicing the art of escape

DEAR EDITOR

Recently, there has been much discussion about authority, discipline and obedience. For any organization to be effective, it must be reliable above all else.

We prove our reliability to our superiors and the active duty each time we have an ORI or deployment. We also prove our reliability by performing our daily duties in support of the Group's mission—that of providing highly qualified fighter pilots and fully mission capable aircraft.

Reliability is the sum of many parts—the level of training, quality of leadership, state of maintenance and supply and many more, but its most important component is discipline. The fall from power of nations, organizations and individuals is often preceded by a breakdown in discipline.

We are living in an era when our youth are more outspoken than ever before in demanding their rights at an earlier age; and yet they demonstrate less respect for the old values of patriotism and are less inclined to recognize that along with rights also go duties to the organization of which they are members.

About 500 B.C., Sun Tzu, a warrior-sage wrote: "Soldiers must be treated with humanity. This is a certain road to victory. If, however, you are indulgent, but unable to make your authority felt, kindhearted but unable to enforce your commands and incapable, moreover, of quelling disorder, then your soldiers must be likened to spoiled children, they are useless for any practical purpose."

The 507th has always been at the forefront of any task or endeavor undertaken. This has been accomplished by those in the group who have adhered to the basic ingredients of a good organization.

In doing this, each member becomes a leader and stands head and shoulders above the average person. A slogan once used said, "it's not the number of men that gives the advantage, it's the number of good men."

Based on our past history, we have the advantage of a number of good men. It is up to each of us to maintain our positions as the best fighter group in the Reserves and encourage everyone in the 507th to strive to better our position by participation in goal-oriented activities with patriotism, discipline and obedience.

LOUIS C FERRARO, Capt, USAFR
Deputy Commander
507 Consolidated Aircraft Maintenance Squadron

'77 tally; flying units combat ready

ROBINS AFB, GA.—The Air Force Reserve (AFRES) concluded 1977 with all of its 53 units with assigned aircraft rated Combat Ready (C-3 or better) and capable of meeting their wartime mission.

The AFRES Commander, Major General William Lyon, cited this readiness as a key factor in being assigned more and more important missions by the Air Force as part of the expanding



Mission Essential

ALC Judy A. Cash, assigned to the Field Maintenance Branch of the 507th Consolidated Aircraft Maintenance Squadron (CAMS), is cross-training into the administrative career field.

She was the first woman jet engine mechanic to successfully complete tech school for the 507th. Airman Cash is married to an Air Reserve Technician (ART), in the avionics branch. She enlisted in the unit two years ago and in her spare time rides B-I-G motorcycles and sings and composes country western songs.

AFAF campaign underway

For the first time, reservists are now eligible for benefits under the Air Force Assistance Fund (AFAF)

The campaign is a fund raising appeal to provide financial support to the three charitable agencies dependent upon its support.

They are the Air Force Enlisted Men's Widows and Dependents Home at Fort Walton Beach, Fla.; Air Force Village (for officer's widows and dependents) located in San Antonio, Tex.; and the Air Force Aid Society, an agency for emergency loans and scholarships for Air Force dependents.

Major Norman E. Ress, project officer, explains

that the 507th has a goal of \$1,000 and that all monies collected will be credited to an AFRES account.

Major Ress added that you may designate contributions to the affiliate of your choice.

It has been suggested that enlisted reservists give \$1.00; company grade officers, \$2.00; and field grade officers, \$3.00.

All contributions are tax deductible.

The campaign will begin the January UTA and run through the March UTA.

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Lt. Col. R. P. Scheer..Cmdr
Capt. Gail D. Anderson.10
Barbara A. Vessels.Ed/10

reliance on the Air Force Reserve in the Total Force.

The same combat ready standards applied to the active force are used in determining how AFRES measures up, he said.

"It's gratifying to see that in spite of conversions, recruiting hurdles in an all-volunteer climate, and other obstacles, some unique to the Reserve, we ended 1977 in such a high state of combat readiness," General Lyon announced.