

442^D TROOP CARRIER WING

MOHAWK



APRIL 1959

RICHARDS-GEBAUR AIR FORCE BASE, MISSOURI

SHADES OF DANIEL BOONE

"Ready on the right -- ready on the left, ready on the firing line" With these words members of the Wing drew beads on the far away, little black dots and blazed away. For many it was getting acquainted with the carbine all over again.

A good number of men turned in some fine shooting. Captain 'Chuck' Davis showed that he knows something about fire arms as well as fishing by turning in a target whose bulls-eye was completely missing. I wonder if maybe Harold has been doing some coaching?

For those of us who are not quite that good, every near 'hit' was something to talk about.

If we learned nothing else, most of us know know that a little practice on the firing range would come in handy.

FREE TICKETS

It has become necessary for the base Air Police to give out an ever increasing number of traffic tickets to Air Reservist personnel on operational week-ends. We must remember that Reservists are subject to baseregulations as well as those men who are stationed here.

The number one violation is speeding closely followed by not obeying stop signs. Let us make it a habit of reading and following traffic regulations while on base and cut down the "ticket giving" necessity of the Base Air Police.

Don't have to pay out your reserve pay on traffic fines.

RICHARDS-GEBAUR NCO CLUB SETS DUES FOR RESERVISTS

At the regular meeting of the Wing NCO Council this past operational week end, it was announced that the Richards-Gebaur NCO Club will open its doors to reservists. Passes are being printed and will be ready by the next operational week end. The dues for reservists will be \$2.00 per year.

The promotion board has met on promotions for personnel of the wing and those eligibles passed on will become effective 1 May 1959.

An election of Officers and Board of Governors was held and the present members were unanimously reelected for another term.

Courses for the NCO Leadership School will be submitted and a definite program will be set by the next operational week end.

MSgt T. J. Stafford was introduced to the Council as the new wing Sergeant Major a position which he is filling under the ART program.

AIR FORCE DRESS UNIFORM

Although airmen have been deliberately out of uniform since last January, frequent reminders by the AP's haven't caused him to mend his ways. This month 14 NCO's will be getting together from various commands whose job is displaying a new, optional dress uniform for Air Force NCOs.

The uniform finally adopted will be for formal wear. Men who want it will buy it out of their own pockets. No free ride on this one fellows.

THE MOHAWK is published each month by and for the personnel of the 442d Troop Carrier Wing (M)(Res) at Richards-Gebaur Air Force Base, Missouri, and for the 65th Troop Carrier Squadron (M)(Res) at Davis Field, Muskogee, Oklahoma, and the 305th Troop Carrier Squadron (M)(Res) at Tinker Air Force Base, Oklahoma, under the supervision of the Wing Information Services Officer. THE MOHAWK uses Armed Forces Press Service material. Civilian papers may reprint AFPS news and local news without further clearance. AFPS accreditation as carried in each article is desired. News, features, photographic and art material is solicited from readers but publication depends upon the judgement of the editorial staff. No payment will be made for contributions. THE MOHAWK accepts no paid advertising and is supported without the use of funds appropriated by Congress. Opinions expressed herein do not necessarily represent those of the Air Force.

COLONEL CHARLES D. DAILY
Commander

442d Troop Carrier Wing (M)(Res)

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VOICE WARNING VS. LIGHTS FOR AIRCRAFT TESTED

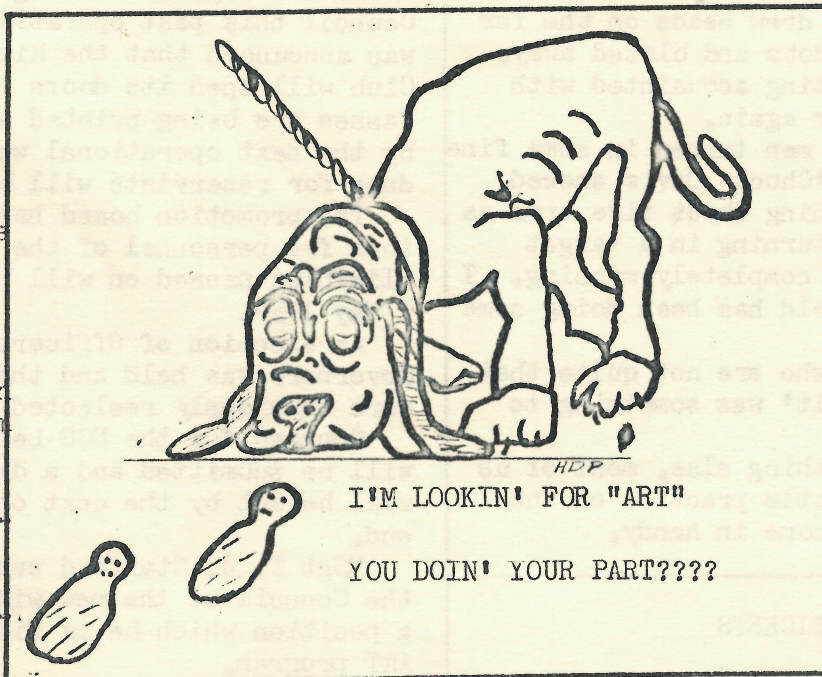
A calm, un-ruffled voice from a small-six pound box may one day sound the warning of a flight emergency to an Air Force pilot -- and then go on to tell him exactly what to do to combat or correct the dangerous situation.

The new, emergency alarm system which would take the place

of blinking lights and blaring horns now used, was developed by the Air Research and Development Command's Wright Air Development Center (WADC), Dayton, Ohio, and is currently being tested.

The "voice" is made up of pre recorded tape messages designed to fit certain situations that may occur on specific aircraft types. As many as 12 separate channels -- each with a different warning or instruction -- can be used to transmit messages to the pilot through his headset.

When triggered by, for example, an engine fire, the correct "warning tape" is picked automatically and is followed by the



I'M LOOKIN' FOR "ART"

YOU DOIN' YOUR PART????

necessary instructions for checking and controlling the blaze.

Each tape channel can hold a 15-second announcement which would give you ample time to read this sentence aloud. (AFNS 1638)

JINGLE - JANGLE

"Idea men" of MATS have cashed in on the Military Suggestion Program to the tune of some \$5,962 during the

period July-December 1958.

From 1,369 suggestions submitted, 298 were adopted. The Government is expected to realize a firstyear savings of about \$350,000, so everybody's happy. (AFNS 1640)

We are like a whirligig -- we go to work so that we can eat so we can have strength to go to work so we can eat so we can work so we can eat so we.....

Tony

GOT A CAR?

If you have to use your own car in performing essential official business, the Air Force feels you're entitled to be paid for the expense. This is not a new policy line. Ample authority for such a view is contained in AFR 77-9 and AFM 173-40.

Apparently, though, some individuals have been absorbing the cost of using their own private vehicles rather than trying to buck rigid controls imposed by local authority.

In a recent TIG Brief, the Inspector General noted that many commanders may not be aware that authority does exist for such reimbursable payments. Other commanders, he added, should consider the local conditions and "re-evaluate their policies relative to the reimbursement for official business travel."

Where local bus or taxi service is lacking or inadequate, civilian or military personnel can be reimbursed for use of their privately-owned vehicles if this use is deemed "advantageous to the Government."

Another point brought out by the TIG Brief article is that in line with Air Force policy the use of military-operated vehicles for off-base administrative purposes is not justified when commercial transportation at reasonable rates is available. (AFNS 1639)

AIR FORCE ABBREVIATIONS

All Air Force personnel should familiarize themselves with the Air Force's new manual of standard abbreviations (AFM 11-2) and a new AFR 39-36 which tells where and when to use them. Some new abbreviations include: CMSgt (for Chief Master Sergeant), SMSgt (for Senior Master Sergeant), MSgt (for Master Sergeant), TSgt (for Technical Sergeant) and SSgt (for Staff Sergeant). A/B through A/1C keep the slash.

PUT IT IN PRINT

Fiction writers, new to the art or not, are invited to send their best works to the editors of the Armed Forces Writer's League for consideration for inclusion in an upcoming collection of short stories to be published by the League later this year.

Authors whose stories are selected for publication in the book will share in the

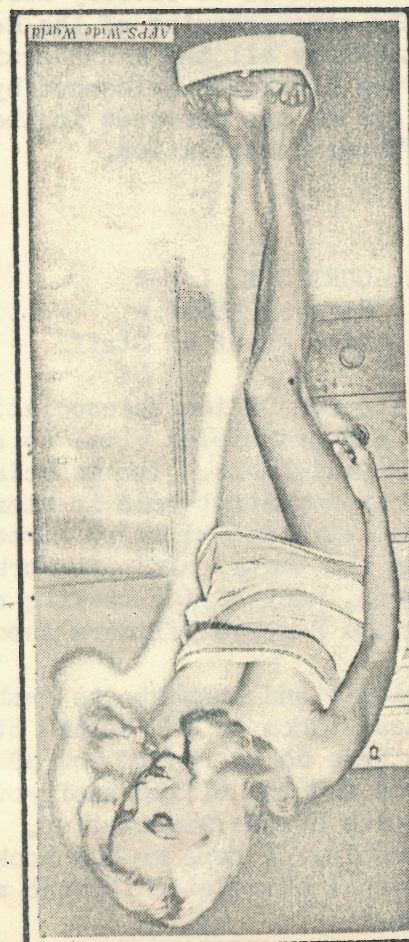
advanced royalties. Full details may be obtained by writing to: The Armed Forces Writers League, 4306 Knowles Ave., Kensington, Md. Membership in the League is open to all military and civilian authors connected with the Armed Forces.

Wouldn't it be nice to see your name in print -- on a royalty check???

U. S. AIR FORCE-AEROSPACE POWER FOR PEACE

A successful mission is one in which the bird returns to the roost with all her feathers intact. Good insurance against incidents involving lost hardware is complete understanding of all standard instructions and procedures coupled with a constant awareness of even the most minute and routine details. Check those fasteners! The few extra minutes expended on this chore will prove well worth the effort and will help to eliminate "assume" from your maintenance vocabulary.

REMEMBER



PLAY IT COOL-STOP AND THINK

SAFETY IS EVERYONE'S BUSINESS

SUPPORT OF THE RESERVE OFFICERS ASSOCIATION

Reproduced here, in part, are letters received from Tenth Air Force Headquarters, in line with the ROA.

FROM: ROBERT E. L. EATON
Major General, USAF
Commander

"Attached are copies of letters from General LeMay and General Hall pointing out the strong support ROA has consistently given to the United States Air Force and to the Reserve Forces, and urging that all officers, Regular and Reserve, support the Reserve Officers Association."

"I heartily agree that ROA has done much to advance the interests of the United States Air Force and the Reserve Forces, and certainly warrants our support. Request that you take action to bring this letter to the attention of all officer personnel, regular, active duty and Reservists, within your command."

s/ROBERT E. L. EATON

FROM: WILLIAM E. HALL
Lieutenant General, USAF
Commander

"Attached is a letter (copy) I recently received from General LeMay in which he urges that all officers support the Reserve Officers Association."

"Since ConAC is so closely associated with Reserve officers and has as its special interest the strengthening of the Reserve Forces, we should make a very strong effort to support ROA by all the means available to us. In view of the outstanding efforts on behalf of the Air Force evidenced by ROA in the past year, I especially hope that ConAC will lead all of the commands in the percentage of officers holding membership in the Reserve Officers Association."

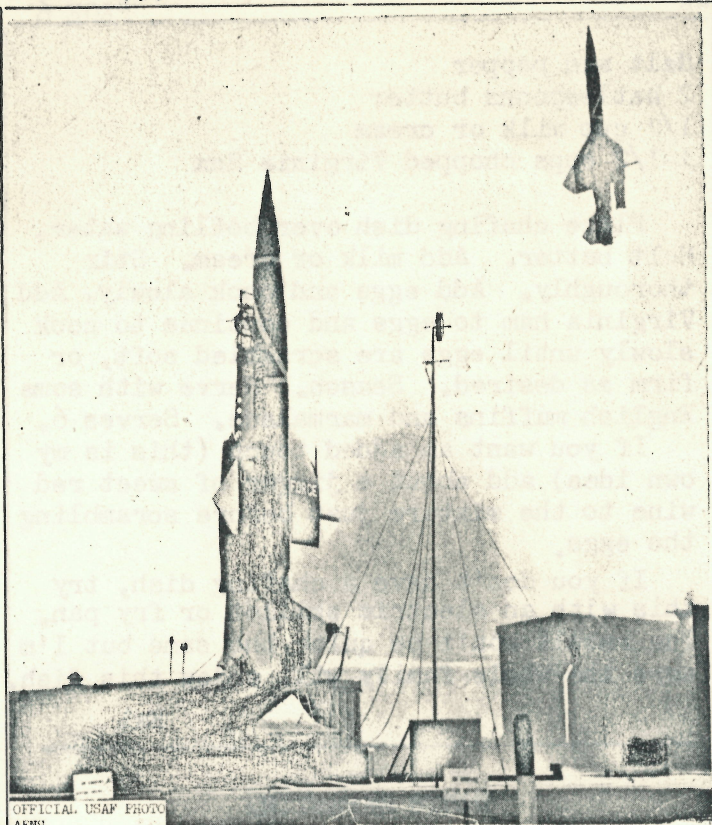
s/WILLIAM E. HALL

FROM: CURTIS E. LeMAY
General, USAF
Vice Chief of Staff

"The Reserve Officers Association of the United States has consistently pursued objectives and principles vital to national security and important to members of the Military Establishment. The Association has been a persuasive force in Congress and has played an important role in alerting the American public to the need for an adequate and well-trained military force. Because of the forward-looking program of the Association and the significant work of the group in issues of paramount interest to the Air Force, many of the ranking commanders and officials have become members and are giving the Reserve Officers Association their full support."

Officially and through its membership, the Reserve Officers Association has been of great assistance to the United States Air Force. As such, it merits your support. My purpose here is to remind you of the importance of this organization and to recommend that you and the officers of your command lend full support to the growth, aims, and principles of the Association. Regular as well as Reserve officers are eligible for membership. I hope we can look to a substantial increase in the number of Air Force personnel associated through membership, as I am, with the Reserve Officers Association."

s/CURTIS E. LeMAY



BOMARC ON THE GO!

This unusual view shows an Air Force BOMARC (IM 99) interceptor missile being fired while in the foreground another is poised for launching. The surface-to-air missile was aimed at intercepting a maneuvering QF-80 jet drone flying at a high altitude more than 100 miles out over the Atlantic Ocean. Later, the interceptor missile in the foreground was fired at a QF-80 drone flying nearer at a lower altitude. Both of the BOMARC shots took place at the Air Force Missile Test Center, Cap Canaveral Fla.

The midwest and Pacific coast chain of Air Force ICBM sites is to be strengthened with the addition of three more locations to house the powerful Titan and Atlas strategic missiles.

An Atlas launch site will be built near Schilling AFB, Kansas, and the Titan -- a strategic bombing vehicle that can be launched from underground -- will be situated near Ellsworth AFB, S. D. and Mountain Home AFB, Idaho.

The naming of the three new sites brings to ten the number of strategic ICBM sites that the Air Force has announced it will construct.

The Atlas, capable of deep penetration strike at high speed, will also be placed in launch sites near Warren AFB, Wyo, at

Vandenberg, AFB, Calif.; Forbes AFB, Kan.; Offutt and Lincoln AFBs, Neb.; and Fairchild AFB, Wash.

A launch site near Lowry AFB, Colo., previously announced by the Air Force, will be used for the Titan, which has a range of more than 5,500 miles. (AFNS 1640)

BEEN TO PACIFIC?

If you were one of the hardy band "left behind" when the rampaging Japanese forced American troops to withdraw to Australia early in World War II, author John Toland would like to hear from you.

He's writing a book.

He would like to contact anyone who worked with guerrilla groups, ground forces or carried out subversive activity behind the line in the Philippines or any of the Pacific Islands.

Write to: Mr. John Toland, 233 Maple Ave., Red Bank, N.J. (AFNS 1640)

FAREWELL FANFARE

Air Force members deserve the best of treatment, and that goes up to and including the final act: retirement. The word from headquarters is that when a man retires after a long and honorable career, he is to get a suitable retirement ceremony, together with a letter of appreciation.

However, this doesn't mean such honors are going to be handed out like bird seed.

AFR 35-9 specifically says "no letter" -- or honors -- for anyone who is retiring to escape demotion, to avoid being forced out, or as a result of other administrative actions. Such as avoiding overseas. Also, a spotty record and mediocre service means the Air Force will not be standing on ceremony when you are handed exit papers.

(AFNS 1640)

I met a lassie sweet and young;
With joy I SPRING, I sprang, I've sprung.
When she was near my brain would waltz
And my poor heart turn SUMMERSaults.
I thought, "I'll FALL upon my knee
And tell her she AUTUMN marry me."
I did. She did. I'm telling you:
I wooed her and I WINTER too!

-Anon

THINK FLYING SAFETY

REACH PARDNER!

Hq ConAC is conducting a small arms small boare and pistol match, by mail to assemble teams composed of Ready Reserve personnel to attend the "All Air Force Matches" at the Lackland Air Force Base, Texas, 8 thru 12 June 1959, and the "National Matches" at Camp Perry, Ohio during August 1959.

Personnel firing in the pistol-postal match will fire an NRA National Match Course with the 22 cal., 38 cal., and the 45 cal. pistols. Targets have been furnished for this purpose and, after completion, targets will be mailed to Hq. ConAC by 1 May 1959. Reservists may utilize their own weapons and ammunition, and if available, Government weapons and ammunition. NRA rules will govern this postal match.

Personnel firing in the small bore match will fire 60 rounds with the 22 cal. rifle, 40 rounds at 50 yards and 20 rounds at 100 yards. Military weapons and a 50-100 yard range is not available at this base. Course may be fired at any range meeting the NRA specifications.

Targets and more detailed information may be had by contacting T/Sgt Ronald L. Baker, Training NCOIC at extn. 326, room 201, bldg. 710.

So....if you "Have Gun-Will Travel" at Government Expense, and feel that you are one of the 15 "crackshots" in the Ready Reserve program.....old lady Opportunity is Knocking.

HEY GALS

Got a chafing dish? Why not give the old man a treat one of these nights when he comes home all hot and tired after a hard days work of doing something or other? Here is one of my favorites that I like to fix myself (whenever I can drive the little woman out of the kitchen) and I'm sure that with a little extra time, you could really whip this easy dish up for him for supper. First though, a poem which goes with the dish:

Flirt while you bubble,
An simmer the stew.
His mind's on the dinner,
But his heart is with you!

EGGS SCRAMBLED WITH VIRGINIA HAM

6 eggs slightly beaten

Salt and pepper
2 batlespoons butter
1/2 cup milk or cream
1-1/2 cups chopped Virginia Ham

Place chafing dish over boiling water. Melt butter. Add milk or cream. Stir thoroughly. Add eggs and cook slowly. Add Virginia ham to eggs and continue to cook slowly until eggs are scrambled soft, or firm as desired. Season. Serve with some English muffins and marmalade. Serves 6.

If you want an added touch (this is my own idea) add about a jigger of sweet red wine to the mixture just before scrambling the eggs.

If you don't have a chafing dish, try this with an electric skillet or fry pan. The result won't be quite the same but I'm sure the whole family will enjoy this dish.

Hal

WORTH REPEATING

The United States Air Force lost 612 members in privately owned motor vehicle accidents in 1956. The facts that surround these deaths follow a definite pattern. Knowledge of these facts may help you to avoid a fatal accident.

Charts compiled over years indicate the periods, places, and conditions most conducive to fatalities. Avoiding such conditions will not necessarily save your life but it may help.

WHEN - Between midnight Friday and 0200 on Sunday. During summer months and mid-winter holiday seasons.

WHERE - Within 25 miles of the driver's home station. In a rural or suburban area. On open, straight, dry, roadways in good weather conditions.

HOW - Driving too fast for existing conditions. Speeding. Fatigue of the driver. Use of intoxicants. Striking a fixed object.

STAY ALERT
STAY ALIVE

-The Airman
Oct 1957

Let the sun shine on you; it will burn out the rubbish!

-anon

E D I T O R ' S P A G E

Your editor will forego the privilege of presenting his editorial in this issue of the MOHAWK in order to bring you the following vitally important article on a situation of utmost importance to all the American people today, especially those who are members of the United States Air Force.

ARE YOU READY FOR BERLIN?

Are you ready for what might happen within the next few days, weeks, or months in Berlin?

As you know, the Soviet Government has announced its intention to enter into a peace treaty with its East German puppet regime, which would break agreements previously made with other World War II Allies. At the end of World War II our announced purpose and that of our wartime associates was "the pacification and eventual unification of Germany under freedom."

"It quickly became evident", says President Eisenhower, "that Soviet leaders were not interested in a free, unified Germany, and were determined to induce or force the Western Powers to leave Berlin".

"As a matter of principle", says the President, "the United States cannot accept the right of any government to break, by itself, solemn agreements to which we, with others, are parties. But in the Berlin situation, both free peoples and principle are at stake."

Our Government has decided that instead of giving in to the Soviet threat, forgetting our rights, and deserting the free people of West Berlin, we shall stand firm. Our position, says the President, is this:

"We shall not retreat one inch from our duty.

"We shall continue to exercise our right of peaceful passage to and from West Berlin.

"We will not be the first to breach the peace; it is the Soviets who threaten the use of force to interfere with such free passage.

"We are ready to participate fully in every sincere effort at negotiation that will respect the existing rights of all and their opportunity to live in peace."

As members of the United States Air Force, our responsibilities in this critical period are clear. We must keep ourselves informed of each new development and take time also to learn the background that led to this crisis. And we must be ready at an instant's notice to move into action if we are called upon to do so by our Country.

AFNS Editorial 59-3

Ed's Note -

After reading this editorial I am reminded by the statement made by Huxley on world ignorance - he said, "In the natural world ignorance is visited as sharply as

Continued

ED'S NOTE - Contd.

wilful disobedience; incapacity meets the same punishment as crime..... Nature's discipline is not even a word and a blow and the blow first, but the blow without the word. It is left to the sufferer to find out why the blow was given."

If we, in this modern day of hustle and bustle, could just take time to find out about the why's and wherefore's of all the world problems and differences, I'm sure we could resolve any problems which would arise over who could go where, who could and should say what, and above all, why all men can't live in harmony with his neighbor.

Hal

NEW E.C.I. COURSES

The Extension Course Institute, USAF, activated two new courses for both Regulars and Reservists:

COURSE NO. 5 - Leadership and Personnel Management for Airmen: Enrollment in this five-volume course is encouraged for each officer, airman, and civilian who now holds a supervisory position or who aspires to such a position.

Mechanical Accessories and Equipment Repairman Course (4241): This is a four-volume course and the fifth in the aircraft accessories maintenance area.

Check with your training NCO to find out about enrollment in either of these two excellent courses.

BACKGROUND ON BERLIN

What has brought about the so-called Berlin Crisis?

Here, in the words of our Commander in Chief, is a brief background explanation of the situation involving a city 110 miles inside Communist East Germany.

"How did we get there in the first place? What responsibilities do we have in connection with it and how did we acquire them?

"Why has there developed a situation surrounding this city that poses another of the recurring threats to peace that bear the stamp of Soviet manufacture?

"Let's begin with a brief review of recent history.

"We first acquired rights and responsibilities in West Berlin as a result of WWII. Even before the war ended, when the defeat

and capitulation of Nazi Germany were in sight, the Allied Powers, including the Soviet Union, signed agreements defining the areas of occupation in Germany and Berlin which they would assume.

"As a result, Germany and the City of Berlin were each divided into four zones, occupied by American, British, French and Soviet troops.

"Under the wartime agreements I have mentioned, the Western Allies entered into occupation of West Berlin and withdrew our armies from the Soviet zone. Accordingly, the boundary of the Soviet Zone, like our presence in Berlin, was established upon the basis of these same agreements.

"Also by agreement among the occupying powers, the Western Allies -- the United States, the United Kingdom, and France -- were guaranteed free access to Berlin....

"At the end of World War II our announced purpose and that of our wartime associates was the pacification and eventual unification of Germany under freedom.

"We jointly agreed to undertake this task. Ever since that time, the United States has continuously recognized the obligation of the Allied Governments under international law to reach a just peace settlement with Germany and not to prolong the occupation of Germany unnecessarily.

"The public record demonstrates clearly that such a settlement has been frustrated only by the Soviets. It quickly became evident that Soviet leaders were not interested in a free unified Germany, and were determined to induce or force the Western Powers to leave Berlin.

"Ten years ago Sen. John Foster Dulles, now our great Secretary of State, called attention to the basic purpose of the Soviet government. He said that purpose was 'no less than world domination, to be achieved by gaining political power successively in each of the many areas which had been afflicted by war, so that in the end the United States, which was openly called the main enemy, would be isolated and closely encircled.'

"The current Berlin effort of the Soviets falls with the pattern of this basic purpose." AFNS Feature 13-59

U.S. AIR FORCE .. AEROSPACE POWER FOR PEACE



PCS TIGHTENED

Stateside airmen ticketed for a permanent change of station in the ZI on or after 15 April, who will have less than 12 months remaining on their enlistment after reporting for duty at the new base, must either reenlist, extend their enlistment, or sign a statement barring them from reenlistment for 91 days after discharge.

A similar set of rules apply to reassignment or separation of overseas returnees ordered PCS to the zone of interior on or after 1 Nov.

This is the gist of a four-page letter from Hq USAF, sent out at mid month, telling commanders of the new retainability criteria for airmen on PCS. The intent of the letter is to build a new retainability criteria for airmen on PCS, and to build a hard core of professional airmen committed to an Air Force career, Air Force personnel officials said.

Airmen in the U. S. selected for PCS without the required 12 months' retainability who decline to extend or reup must sign the following statement:

"I fully understand the following: I have been selected for PCS from _____ to _____ on _____. I must either reenlist or extend my enlistment for _____ months for this reassignment. I decline to reenlist or extend my enlistment. My declination renders me subject to immediate discharge and ineligible to enlist or reenlist in the USAF for 91 days after discharge."

The above statement becomes a part of the airman's Unit Personnel Record Group and appropriate entry will be made on his service records.

Reenlistment after 91 days carries several penalties; among them, loss of reenlistment money, and in most cases, loss of grade. Many reenlistees, regardless of grade held at discharge, will be obliged to accept a reup grade of A/2C. Some, depending on grade and number of dependents, will not be permitted to reenlist in any case.

An airman who refuses to reenlist or extend may be retained at his duty station until his enlistment expires, provided a valid job for him exists on that base. If none can be found, or if the airman's retention is not considered by his unit commander to be in the best interest of the Air Force, he will be separated immediately.

Overseas returnees must have 12 months retainability after arrival at the new duty

station. Those with less must extend, reenlist, or sign the "91 day" statement no later than eight months before the scheduled return.

For example: an individual programmed to return in June 1960 whose enlistment will run out in Dec. 1960 must declare his intentions in Nov. 1959. At this time he will be required to reenlist, extend his enlistment for at least eight months (this allows for 15 days travel to new ZI station, 30 days leave and 12 months retainability), or sign the formal statement of declination.

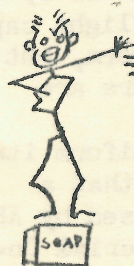
For those returning to the U. S., any failure to reup or extend can result in immediate discharge at the port of entry.

The rules cited above do not apply to airmen holding AFSCs listed in AFM 39-9, Table I, Attachment I. These constitute about one per cent of the Air Force and all are in extremely critical AFSCs.

Airmen in this category are being encouraged to reenlist or extend to meet the 12 month retainability figure. Those who decline may be retained at their duty station until the end of their enlistment. However, the letter gives commanders authority to PCS these men, even if they do not tack additional time on their service, if they will have more than six months' retainability upon arrival at a new station.

Those with six months or less to do will be discharged immediately "for the convenience of the government", but they will not be prevented from reenlisting at a future date, provided they meet standard reenlistment standards and qualifications.

An airman who reenlists or extends to meet retainability criteria will not be reassigned during the first 12 months at the new base without prior approval from Hq USAF, the letter said. (AFNS 1637)



Only free people can hold their purpose and their honor steady to a common end, and prefer the interest of mankind to any narrow interest of their own.

—Woodrow Wilson

442d's TOUR SAGE

On St. Pat's Day, a group of 442d TCW and 2472d people were privileged to make a tour of the SAGE facilities nestled deep in the concrete blockhouse at Richards-Gebaur.

Major Towne, Major Struewing, T/Sgt Dennison, Mrs. Oberly, Mrs. Groff and Miss Lett were conducted through the SAGE plant along with Engineering students from the Finlay Engineering College of Kansas City.

The tour was conducted through the air-conditioned supply building and the utility plant and the main 'nerve center' of the SAGE operation.

Everyone who made the tour spoke very highly of the tour and said that they now had a better insight on our nation's defense. They said, "we are most grateful to the officials of SAGE for allowing us to take part in the tour and we hope that everyone connected with defense will some time be able to make a tour such as the one we just made."

RESERVISTS NEED PROPER UNIFORM
WHEN PERFORMING ACTIVE DUTY

When YOU perform active duty your authorizing orders specifically state you will wear the uniform. As a service to the clothes-conscious, following are a few of the less apparent points which the uniform manual (AFM 35-10) says are required of the correctly-dressed members:

TIES are required with all but some combinations of the summer cotton service uniform (bush jacket, shorts, etc.). Some bases allow tieless wear during duty hours but not after hours.

PATCHES on the shoulder are taboo. For a time the combat AF patches of WWII were optional but the latest manual definitely outlaws them.

UNIFORM COATS (blouses) are required of officers off base after hours.

MIXED MATERIALS are illegal unless specifically authorized. A serge flight cap may be worn with any service uniform, but a serge coat and gabardine trousers are wrong.

LABELS are important. Each uniform item must carry a label noting either that a sample has been inspected and passed by ARDC or that it is approved by Air Material Command. After 1 Oct 1962 optional uniforms without the ARDC label will not be authorized.

Until then, either the ARDC or AMC label is acceptable.

THE FLIGHT CAP is okay with any service uniform but incorrect with any formal type (including the black-tie, service uniform semi-formals). It is never folded and tucked under the shoulder loops.

JEWELRY with the uniform is usually out. Tie pins, collar clips, lapel emblems, etc are wrong. Men may wear tie clips and suspenders if not exposed. Women may not wear earrings, ankle bracelets or other bits or "unsuitable" exposed jewelry.

STRIPES are centered between the shoulder seam and the elbow. Officer rank is worn 5/8 inches from the shoulder seam or one inch from the collar edge.

FIRST SERGEANT DIAMONDS lie flat (longest portion horizontal). The device worn only when an airman is on orders as a first and comes off when he is relieved.

WINGS go 1/2 inch above the left breast pocket or the top row of ribbons, medals, and other badges.

PARACHUTIST BADGES are spotted in the same place unless wings are also worn. Then the wings top them.

THE "U.S." INSIGNIA is centered on the upper lapel not tilted to follow the seam between the upper and lower lapel. No "U.S." is worn on the upper lapel to the short sleeved shirt.

EMBROIDERED ITEMS of insignia are allowed (optional) but they must be on a background of the same material as the uniform on which they are placed.

JACKETS are still allowed either as standard or optional items. All except the bush jacket are scheduled for phase-out eventually but no date has been set.

FIT is prescribed by the manual in detail. The bottom of a uniform coat, for example, should be at fingertip length, sleeves should extend to 1/4 inch from the heel of the thumb and the waist should be "slightly suppressed" but not form fitting.

BUTTONS are to be buttoned.

NEATNESS, and properly designed and fitted uniforms in good condition are ordered by the manual.

BE SMART!!!!

STRIP THAT BUTT!!!!

PERSONALS

Open house scheduled for the May operational week end has been postponed until June. Crowded training periods and extra training assignments forced the up-dating. Additional time will permit planning of a larger and more elaborate program for the June function. Start talking this jamboree up now to assure us a good attendance on the appointed day. Display of aircraft, flying techniques, mechanical processes and many other attractions will make the day worth-while for those attending.

Range firing of the carbine for non-rated personnel got off to a good start on Saturday but pulled up lame due to a slow track. However, despite the rain, a fair number of officers and airmen fired, but sad to say, with only mediocre results. Long absence from the range contributed to the poor showing and demonstrated the need for additional training. The fine spirit that was demonstrated by the men, even those who fired in the rain, was commendable. A vote of thanks goes to the Air Police for their cooperation and supervision. The Air Police furnished technical help and instructed in range procedures and safety. Major Jay Danielsen called off firing when a fine mist started falling, making sighting very difficult. Don't go away mad---all of those who failed to qualify or did not have an opportunity to fire may do so later on during an operational week end.

Major Danielsen is still seeking men who have been stationed at Ellington AFB, Texas, scene of this years summer encampment. A little first hand gossip on the recreational possibilities could give our personnel services a running-start on after hours entertainment.

Several projects have been decided on and among these are; scenic tours by bus of the bay areas, daily trips to the beach for swimming, a golf tournament, and several coastal trips by boat plus weekend deep-sea fishing. All of this is to be conducted on the finest beaches on the gulf where deep sea fishing regularly produces record catches. Golf is played on the most beautiful links in the world. Scenery, history, and tradition are much a part of Texas and you will have a chance to see it at our expense.

This part of the country offers so many opportunities it will be hard to know how or when or where to start. We are going to undertake a Junior Prom for the younger single fellows and can assure the guests soft moonlight, southern drawls and the real southern hospitality. So you who qualify for this, bring along the right clothing, for we hope to conduct this as a semi-formal.

All lodges are represented in the area and a current membership card will admit you to most of the club rooms. Do not overlook this chance to see their work performed. Most of us owe this to our various lodges as well as ourselves.

Hq Tenth AF General Orders No. 24, 31 March 1959, reflects information that TSgt William D. Ordway, AF 16259820, who is assigned to Tenth, has been awarded the Air Force Commendation Medal, for the period 10 March 57 to 15 Mar 59.

Bill used to be a member of the 2472d ARFC while we were at Olathe and here at Dickie Goober. Bill was here for about four years and was considered a real top-notch flight engineer by pilots and crews of both the ARFC and the 442d.

GOOD GOIN' WILLIE---KEEP GOING

HAPPY BIRTHDAY..1st Lt and Mrs. Hubert D. Mattson of Keesler AFB has passed on the word that they are the proud parents of an 8 lb. 13-3/4 oz. son, bearing the name of "Matthew John", on 26 March 59.

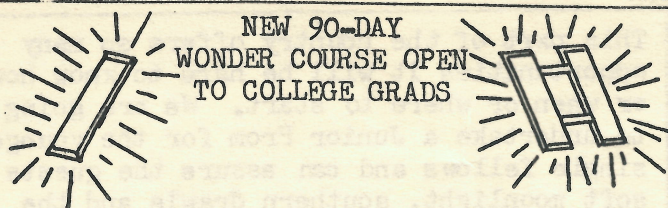
Mrs. Mattson is the former Carol De Broeck who formerly worked in the Admin. section of the 2472d.

The start of all this can be traced to Mrs. Wilda D. Oberley, Maj. Struewing's secretary who introduced the two.

Just heard that Airman and Mrs. Rex Porterfield (Comm. Sect.) presented the world with a fine son, "Michael Allen", on 3 April.

Can't give you too many vital statistics about it but you can bet your bottom dollar, Mom and Pop are sure proud.

The Wing Inspector will hold a personal conference period in Room 221, Bldg 710, from 1300 to 1400 of each operational week-end Sunday, for officers and airmen.



The new Officer Training School (OTS) Program will begin accepting applications from college graduates -- both airmen and civilians -- after April 1 for its first class scheduled to start November 15.

Selected applicants will take a three-month training course at Lackland AFB, and after completing the training will be commissioned second lieutenants in the Reserve.

Those applying will need a degree from an accredited college or university, and be between the ages of 20½ and 27½ at time of application. Civilians should consult an Air Force recruiting station, while airmen on active duty can apply through regular channels. Airmen on inactive duty should apply as civilian applicants.

The program, which was first announced in October 1958, will produce a limited number of officers in required specialties. However, it provides the Air Force with a short lead-time method for acquiring officers in fields where a need might develop suddenly. It also permits college graduates who did not attend a school with an Air Force Reserve Officers Training Corps unit to apply for a commission.

For fiscal year 1960, about 300 officers will be commissioned. The program's effect on other officer sources will be small inasmuch as about 10,000 officers are commissioned annually.

There will be 75 students accepted for the first class to begin in November. Another class starts six weeks later. Applicants will be considered for places in two classes before their applications are returned. If not accepted, an applicant may apply a year later.

The OTS program has tentatively set up needs for officers in the field of navigation, weather, supply, communications electronics, research and development (physical and biological sciences), supply and administrative services. (AFNS 1645)

Forty is the old age of youth; fifty is the youth of old age.

-Victor Hugo

← FAMOUS LAST WORDS: →

"WON'T RESPECT YOU? LISTEN HONEY, I WANT TO TELL YOU HERE AND RIGHT NOW, I WOULD RESPECT YOU LIKE CUR-R-AZEE,..... even if you can't make Crepe-Suzettes."

RESERVE OFFICERS TO GET PROMOTIONS

The Air Force announced on March 19 the selection of 17,325 first lieutenants for promotion to captain, Reserve Air Force, with promotion action to commence on July 1, 1959.

Selections were made under the provisions of section 8366, Title 10, U. S. Code. The officers promoted were selected from 23,342 considered. Deferred from promotion were 6,017. (AFNS 1649)

Few people think more than two or three times a year. You can make an international reputation for yourself by thinking once or twice a week - THINK FLYING SAFETY

WHY MOHAWK??

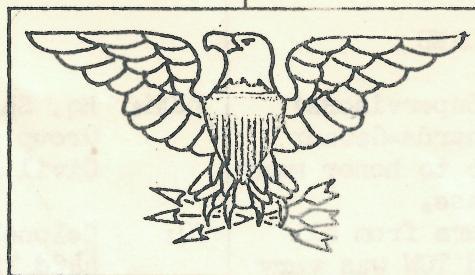
The Mohawk tribe of Indians, according to history, originated in what is now upper New York State. They were a fairly large tribe and fairly peace-loving. A great deal of history surrounds them insofar as the settlement of the original 13 colonies, and the French and Indian war is concerned, but according to all the records they never moved out of New York State, especially never to this neck of the woods.

I've been searching around trying to find out why we're called the Mohawk Wing and the only answer I've been able to come up with is that when a name was wanted for the wing, one that would take in the area we are concerned with, the 'Mo' was for Missouri, and the 'hawk' was taken from the Kansas Jayhawk. If this is the case, our name should have been "MO-HAWK".

As long as a bird was used for one part of the name, how come they didn't use the bird of Missouri, or better still, the well known animal associated with Missouri?

Wouldn't that make an attractive combination? Just think of some of the names we could come up with.

Hal

COMMANDER'SCOLUMN

During a recent meeting held at Tenth Air Force Headquarters, our Commander, Major General Eaton, made it very clear to all wing commanders that in his opinion the accidents (not happening) but caused in the reserve troop carrier wings of the Tenth Air Force were due to the lack of proper supervision. I concur wholeheartedly in General Eaton's statement.

Supervision is the most important factor in the prevention of aircraft accidents. Briefings by squadron, flight and aircraft commanders are, in too many cases, inadequate. The definition of the word "Supervisor", as given by Webster is - "one who supervises; an inspector; superintendent", and the word "supervision" is given as - "act of supervising; the direction and critical evaluation of instructions". In industry, the job of the supervisor or manager is to produce for profit. In flying, the job of the supervisor is to accomplish a task or mission in a competent, capable, efficient and safe manner with the minimum loss of life or property.

The planning, analysis of the mission to be accomplished, and the accurate evaluation of the personnel and equipment to be used, is called supervision. Without prior planning, instruction and briefing, there can be no supervision. A pilot must know where he is going, how he is to go and why, when he should arrive, the terrain over which he will fly, radio, navigational aids, along the route, emergency landing fields, the weather enroute, at the terminal and what it will be when he arrives, if he is to accomplish his mission effectively and safely.

Supervision is, in short, "leadership", and the short military definition of "leadership" is referred as commander. To be an effective commander, an individual must be possessed of the ability to plan and direct his personnel, give and receive the cooperation of others, control, improvise, and substitute where necessary, and above all, he must be able to recognize unsafe practices, flaws in planning and any hazardous conditions which may

confront him or jeopardize safety of personnel and equipment. Therefore, if each commander or supervisor properly plans, follows standard procedures, evaluates his personnel and insists on their full cooperation and makes them fully aware of unsound methods, procedures and hazardous conditions, he will, by proper application of these factors, have an excellent Flying Safety Record.

One of the problems that each Commander in the reserve program has to whip is the tendency to go easy on Joe for Joe is, after all, a pretty nice fellow. Commanders who take this attitude are unjust in their treatment of Joe. For, unless the commander insists that Joe comply with the standardization procedures for operating the airplane, unless he insists that Joe know his emergency procedures, properly briefs his crew and flies often enough to keep current and proficient in the unit aircraft, he isn't doing Joe a favor; he is, in fact, letting Joe become so complacent that sooner or later Joe will kill himself and those with him. Now, Joe isn't necessarily the pilot; he can be the copilot, navigator, flight engineer, radio operator, or the man who does the maintenance on the aircraft.

Flying is not considered inherently dangerous. It is like the sea - unforgiving of complacency, carelessness, neglect, or inability. Each commander is urged to evaluate himself, his crews, his mission and demonstrate his leadership ability by self discipline and example, and insist that all members of his command do likewise. No one resents proper supervision; it can and will, if fairly and properly applied, create a high "esprit-de-corps", cooperation, willingness, character, pride and an excellent Flying Safety record. Remember the old saying, "success and pride consist not of getting, but of doing".

CHARLES D. DAILEY
Colonel AFRES
Commander

WING PERSONNEL HONORED

On Thursday, 26 March, a Supervisors' Luncheon was held at the Richards-Gebaur Air Force Base Officers' Club to honor many outstanding persons on the base.

While many other supervisors from all over RGAFB attended, the 442d TCW was very well represented in the persons of Colonel Charles D. Daily, Commander, and his Director of Operations and Training, Major Edward J. Struewing Jr.

Several awards were presented during the luncheon period, including of special interest to the 442d, a "Sustained Superior Performance" award to Mrs. Jacqueline (Jackie) Hertzling, Clerk-Typist assigned to the Administrative Section, and a suggestion award to Mr. Carl J. Oberly, Aircraft Welder both of the 442d.

Major Warren D. Jackson, formerly Administrative Officer of the 2472d ARFC, and presently assigned as Group Operations Officer of the 328th Fighter Group (AD), recommended Jackie for this award; Mr. Oberly, of course, initiated his own suggestion and arranged for necessary pics to be taken to complete it. Our thanks to Major Jackson and to Mr. Oberly for their interest in the Wing and in the Air Force.

COMMUNIST STRATEGY COURSE

The Department of State in it's Foreign Service Institute located at 1018-1028 Wilson Boulevard (Arlington Towers), in Arlington, Virginia, conducts a two-week course on "Communist Strategy". Two Air Force Reservists are being afforded the opportunity to attend this course during the first half of FY 1960 on each of the dates indicated: 13 Jul, 10 Aug; 8 Sept, 5 Oct, 2 Nov and 30 Nov 59. Selection priority will be given to Reservists who are assigned to a mobilization position within the Intelligence Field, particularly to those assigned in the following AFSCs: 2016, 2054, 2064, 2074, and 2216. If you are interested in taking this course contact Reserve Personnel for particulars.

If a task is once begun
Never leave it till it's done,
Be the labor great or small,
Do it well or not at all.

Author Unknown

'NUFF SAID

FROM: Hq. Shawnee Mission Composite Sq.
Group 5, Kansas Wing
Civil Air Patrol

TO: Colonel Charles Daily, Commander
442d Troop Carrier Wing
Richards-Gebaur AFB, Missouri

Dear Colonel Daily:

Several months ago this squadron requested assistance of the 442d Troop Carrier Wing in air-lifting some office equipment from our Wing Headquarters at McConnell AFB, Wichita to Richards-Gebaur AFB, and subsequently to this Headquarters by our private conveyance.

This air-lift was accomplished recently by the 442d, and we wish to express our many thanks for the excellent co-operation and assistance given us during this project. The efforts of your Headquarters and those of the flight crew in our behalf were very much appreciated. If at any time we can be of service to your organization, kindly contact this Headquarters through either of the following sets of telephone numbers: Major George S. McAnany Jr., Sq. Commander, HEdrick 2-0238 or TALbot 2-3051, or Capt. Jack J. Lehr, Exec., Niagara 2-9268 or VICTor 2-9063.

Sincerely Yours,
s/JACK J. LEHR
t/JACK J. LEHR
Captain, CAP
Executive Officer

TOUR NOTES

Just got back from a briefing session at Ellington AFB and if things continue to shape up as they did while we were down there, we're going to have a real good tour this year.

The recreational facilities, the clubs and all of the base personnel are top notch. Everyone there is looking forward to the tour and those of us who attended the briefing are certain of a really beneficial and rewarding experience.

The NCO and Officers Clubs are excellent and the swimming pools will offer a welcome relief from the heat. There are three or four good snack bars, and then theres the

TOUR NOTES - Contd.

Houston and Galveston.

The barracks have been modernized and in some cases air conditioned. The work facilities are excellent and convenient to the living area.

Will have an information board set up here in 710 real soon with pictures of the base and its facilities so that you'll be able to see what is what. The brochure will be ready in about a month so you'll have plenty of advance info about Ellington.

Hal

DURABLE "ORANGE"

Nikita Krushchev laughed when the U.S. finally got Vanguard I into space, and likened it to an orange. Last week, the 3 $\frac{1}{4}$ pound satellite soared into its second year in regions where huge Russian satellites have long since died. Vanguard's orbit, which climbs up to 2500 miles, has hardly ever changed. Vanguard I has traveled something over 132 million miles. Its clear radio voice, powered by solar batteries is still chirping as cheerily as ever, is expected to hold out for at least 200 years.

Vanguard has proved so regular, and its orbit can be charted so exactly, that it has been used to plot, with an accuracy never before possible, the exact position of oceanic islands. As a result, points on Wake, Guam and Kwajalein have been found to be almost one mile out of position. The islands are being replotted with a maximum possible error of less than 50 feet.

SET SENIOR AND CHIEF MSGT
TIME IN SERVICE REQUIREMENTS

Candidates for promotion to Senior MSGT (E-8) and Chief MSGT (E-9) must have eight and ten years of enlisted service, respectively, to qualify for upgrading, the Comptroller General has ruled.

The Comptroller stated in Decision B-138826, March 10, 1959: "It is our view that active service as a commissioned or Warrant Officer may not be credited in determining the eight and ten years cumulative enlisted service required for promotion of Regular Army and Air Force enlisted members to the grades of E-8 and E-9, respectively."

Enlisted service is defined as cumulative time and can be a combination of active

duty and active reserve service.

While the number is believed to be small, undoubtedly some members were promoted to E-8 in the initial upgrading cycle last September without the required enlisted time. Action to rescind promotion orders in these cases was deferred, as was the issuance of promotion orders in a few doubtful cases in the March 1 cycle, pending a ruling by the Comptroller.

Now, with the decision at hand, Hq USAF has issued detailed instructions in an all commands message (AFPMP 166861, Mar 22) aimed at smoothing out any rough edges created by the original misunderstanding.

An important provision of the wire instructs commanders and finance officers not to attempt to recover any overpayment, resulting from the erroneous promotions. Reasoning behind this is that all parties concerned acted in good faith and overpayment constitutes a legitimate mistake, vulnerable to no recovery action.

However, date of rank will have to be adjusted in some promotions made in the September go-around in the case of members shy of the minimum eight years' enlisted time. New orders cancelling out the original ones will show date of rank as of the day the incumbent attained the time needed.

For example: An E-7 upped to E-8 but lacking three months for eight years, as of September 1, will be issued new orders which will show the corrected date. In this case, November 1 will be date of rank.

In the March 1 cycle no promotions were made in doubtful cases, pending word from the Comptroller. Therefore, no revocation is necessary. Now with a clear-cut definition of the time criteria, commands have been told to promote those eligible and to select alternates, in like AFSC who had the needed service on March 1.

In these cases promotions will be effective on the date of the promotion orders but date of rank will be March 1.

The decision by the Comptroller eliminates any chance or error in the upcoming promotions of E-8 to E-9, scheduled to be made December 1. While no firm figures have been reached, Pentagon personnel planners expect a quota of about 4,200 for E-8 and 1,700 for E-9, in December.

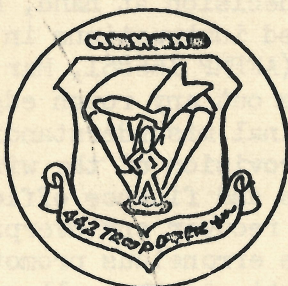
(AFNS 1644)

In flying safety, a friendly refusal is better by far than an unwilling promise.

OFFICE OF INFORMATION SERVICES
442d Troop Carrier Wing (M) (Res)
United States Air Force
Richards-Gebaur Air Force Base
Missouri

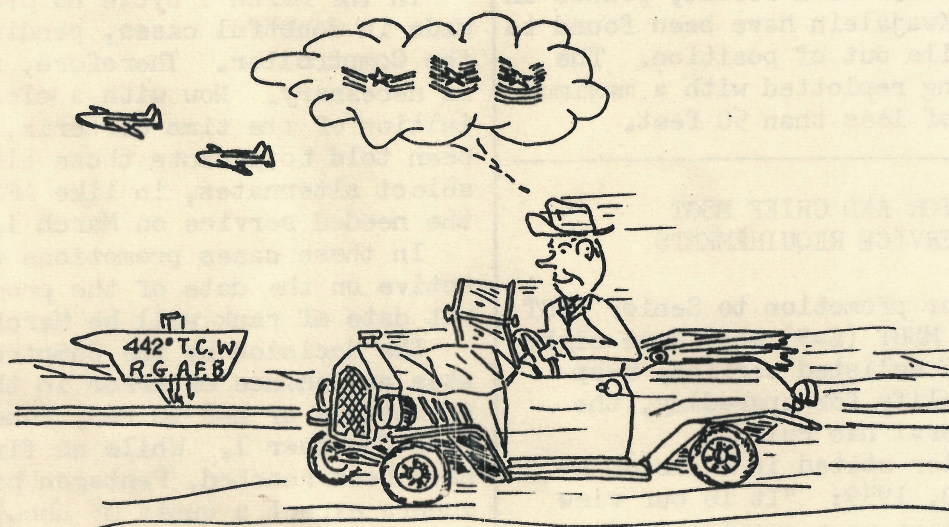
* * * * *

OFFICIAL BUSINESS



MOHAWK

POSTAGE AND FEES PAID
DEPARTMENT OF THE AIR FORCE



COME ON BABY YOU JUST GOT TO MAKE IT.
THEN I CAN TRADE YOU IN ON A NEW CAR.
THAT I MAKE EXTRA WITH MY (RESERVE)
PAY.

Abbott