

HISTORY

187th Tac Recon Gp

Dannelly ANGB, Alabama

1 Jan - 31 Dec 1972

MISSION:

To provide tactical air reconnaissance to all friendly forces through an intergrated system of aerial data collection using visual, optical, electronic communications or other sensory devices and subsequent processing interpretation, storage, retrieval, and distribution, of derived intelligence information concerning terrain, weather, and the strength, disposition, movement, and other activity of friendly/hostile forces.

Lt. Col. Clifford E. Singley, Commander

UNCLASSIFIED

Annual History
187th Tactical Reconnaissance Group
Alabama Air National Guard
1 January 1972-73 December 1973

CONTENTS PAGE

LETTER OF TRANSMITTAL	GH-1
ROSTER OF KEY PERSONNEL	GH-2
SUMMARY OF UNIT ACTIVITIES FOR YEAR 1972	GH-3
187th TACTICAL RECONNAISSANCE GROUP HEADQUARTERS	GH-4
DIRECTOR OF LOGISTICS	GH-5
160th TACTICAL RECONNAISSANCE SQUADRON	GH-6
187th SUPPLY SQUADRON	GH-7
187th CONSOLIDATED MAINTENANCE SQUADRON	GH-8
187th COMBAT SUPPORT SQUADRON	GH-9
187th CIVIL ENGINEERING FLIGHT	GH-10
187th TAC DISPENSARY	GH-11
187th COMMUNICATIONS FLIGHT (SUPPORT)	GH-12
187th SAFETY BRANCH	GH-13
SAMPLES OF NEWS COVERAGE FOR 1972	GH-14

ALABAMA AIR NATIONAL GUARD
HEADQUARTERS 187th TACTICAL RECONNAISSANCE GROUP
DANNELLY ANG BASE, MONTGOMERY, ALABAMA 36105

REPLY TO

ATTN OF: IO

27 August 1973

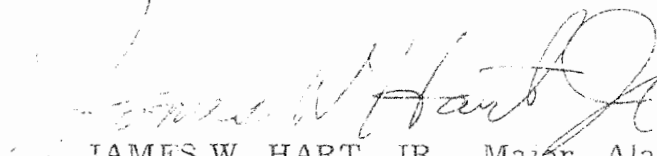
SUBJECT: Group History (1972)

TO: TAG

1. As required by SMD Supplement (Air)-1 to AFR 210-3, attached is the group history of the 187th Tactical Reconnaissance Group, Alabama Air National Guard for the period 1 January 1972 through 31 December, 1972.

2. The information contained in this history is believed to be an accurate account of the activities of the Group.

3. This history is unclassified.



JAMES W. HART, JR., Major, Ala ANG
Information Staff Officer

ROSTER OF KEY PERSONNEL

HEADQUARTERS 187TH TACTICAL RECONNAISSANCE GROUP

LT COL CLIFFORD E. SINGLEY

GROUP COMMANDER

<u>FUNCTION</u>	<u>PERSONNEL</u>
DEPUTY COMMANDER OPERATIONS	LT COL WILLIAM R. TURNIPSEED
INFORMATION	MAJ JAMES W. HART JR
CHIEF OF SAFETY	LT COL HENRY B. CYR
FLYING SAFETY	CAPT GEORGE A. GARZON
DIRECTOR OF LOGISTICS	COL EDWARD D. GILMER JR
COMMANDER 187TH COMBAT SUPPORT SQ	LT COL AZAR L. STEPHENS
COMMANDER 187TH CAM SQ	LT COL THOMAS N. MCELRAITH
COMMANDER 187TH SUPPLY SQ	LT COL JAMES W. WEBB
COMMANDER 160TH TAC RECON SQ	LT COL JAMES E. DANIEL
COMMANDER 187TH COMM FLT	CAPT EMMETT L. MCCUTCHIN
COMMANDER 187TH CIV ENGR FLT	LT COL CLIFFORD S. HENDERSON
COMMANDER 187TH TAC CLINIC	MAJ JAMES N. ANDERSON

DEPUTY COMMANDER OPERATIONS

LT COL WILLIAM R. TURNIPSEED

DCO

COMMANDER 160TH TAC RECON SQ	LT COL JAMES E. DANIEL
OPERATIONS PLANS	LT COL JOHN B. CALHOUN

(DEPUTY COMMANDER OPERATIONS CONT'D)

<u>FUNCTION</u>	<u>PERSONNEL</u>
TACTICAL EVALUATION	MAJ WILLIAM H. SNEAD
GROUP OPERATIONS	TSGT CHARLES E. PEMBERTON
COMMAND POST	TSGT RODGER S. GARRETT
INTELLIGENCE	MAJ JAMES F. SUTTLE III SMSGT ROBERT C. MONK

160TH TACTICAL RECONNAISSANCE SQUADRON

LT COL JAMES E. DANIEL

COMMANDER

OPERATIONS	MAJ TED D. TYUS TSGT MANUEL R. BROWN
PHOTO	CAPT ROBERT C. BOONE MSGT LEWIS SIZEMORE
INTELLIGENCE	CAPT EUGENE T. BEASLEY

DIRECTOR OF LOGISTICS

COL EDWARD D. GILMER JR

CHIEF OF MAINTENANCE	LT COL THOMAS N. MCELRATH
COMMANDER 187TH CAM SQ	LT COL THOMAS N. MCELRATH
CHIEF OF SUPPLY	LT COL JAMES W. WEBB
COMMANDER 187TH SUPPLY SQ	LT COL JAMES W. WEBB

187TH SUPPLY SQUADRON

LT COL JAMES W. WEBB

COMMANDER

<u>FUNCTION</u>	<u>PERSONNEL</u>
1ST SERGEANT	SMSGT ALBERT D. MCQUEEN
EMO	MAJ CECIL G. BRENDLE SMSGT WILLIAM M. WOOD
FUSO	MSGT BERT U. MCCORD
ITEM ACCOUNTING	TSGT WILLIAM H. FINNEY
MATERIAL FACILITIES	2 LT JOSEPH CHASTAIN MSGT RENZO BRYAN
SUPPLIES MANAGEMENT	TSGT LAVERY BRYANT
MANAGEMENT PROCEDURES	1 LT WAYNE L. RAMBO MSGT ERNEST G. DISMUKES
SUPPLY MANAGEMENT STAFF OFF	MAJ NORMAN H. RAHN JR

187TH CAM SQ

LT COL THOMAS N. MCELRATH

COMMANDER

1ST SERGEANT	CMSGT BILLY C. ADAMS
AVIONICS	CAPT WILLIAM H. PHILLIPS SMSGT JOSEPH P. LEFEVERO
ORGANIZATIONAL MAINTENANCE	CAPT GRAYDON R. TOULMIN SMSGT DONALD D. MCINTYRE
FIELD MAINTENANCE	CAPT JOHN T. CULVERHOUSE JR SMSGT JACK QUINN

187TH COMBAT SUPPORT SQUADRON

LT COL AZAR L. STEPHENS

COMMANDER

<u>FUNCTION</u>	<u>PERSONNEL</u>
EXECUTIVE SUPPORT OFFICER	MAJ LONNIE J. SLAUSON JR
UNIT ADMINISTRATION	CMSGT WILLIAM W. HOOPER TSGT WILLIAM MYRICK
BASE ADMINISTRATION	MAJ SIDNEY I. WELLS SMSGT JAMES H. DUNCAN
SECURITY POLICE	SMSGT STRATHUR A. CARMICHAEL
CHAPLAIN	CAPT GERALD H. MADDOX SSGT DAVID INMAN
COMPTROLLER	LT COL EMILE M. BOWICK
FOOD SERVICE	1 LT GLENN B. SYLVEST MSGT JOSEPH S. LAFATA
JUDGE ADVOCATE	SSGT DON E. LAWLEY
PROCUREMENT	MAJ JAMES H. HORNE MSGT WILLIAM T. TURNER
MILITARY PERSONNEL	CAPT KENNETH K. LOTT MSGT JOE H. ADAMS TSGT WILLARD G. HILL
RECRUITING	SMSGT JIMMIE L. O'QUINN
TRAINING	TSGT JOAQUIN CORTES
TRANSPORTATION	1 LT WILLIAM P. RILEY SMSGT THOMAS E. BEAUCHAMP

187TH CIVIL ENGINEERING FLIGHT

LT COL CLIFFORD S. HENDERSON

COMMANDER

FUNCTION

PERSONNEL

CIVIL ENGINEERING

MAJ JOEL A. POTTER
MSGT EDDIE C. ROGERS

FIRE/CRASH

CMSGT CHARLES B. STEWART JR

187TH TAC CLINIC

MAJ JAMES N. ANDERSON

COMMANDER

MEDICAL

MAJ FRANK SPEED
MSGT ROBERT D. BOYLES

187TH COMM FLT (SPT)

CAPT EMMETT L. MCCUTCHIN

COMMANDER

COMMUNICATIONS

CAPT ROBERT L. FICQUETTE
SMSGT SCHUYLER C. EUBANK III

AIR FORCE ADVISORS

LT COL NORMAN A. THOMPSON
LT COL JESSIE OWEN

SUMMARY OF GROUP ACTIVITIES DURING THE YEAR 1972

During 1972 the 187th Tactical Reconnaissance Group worked at completing requirements for becoming combat ready in the RF-4C Phantom II aircraft. A recruiting program was conducted to increase the number of Weapons System Officers. Flight crews were paired for upgrading to combat ready status.

During January the TAC Briefing Team from Langley AFB presented a briefing to all personnel present during the January UTA explaining TAC's broad mission in view of the total force concept. Included in the briefing was an explanation of TAC's organization, relations with other Commands, capabilities and hardware, and future procurement programs. It pointed out how dependent TAC will be upon our reserve forces for assistance in fulfilling all our missions and it provided personnel with a broader understanding of the mission of their gaining command.

Seventy-one (71) Air Technicians employed at Dannelly ANG Base were presented Technician Length-of-Service Emblems and Certificates by The Adjutant General on 31 January. Technicians honored represented a total of 1,134 years of service. Also presented were four (4) Outstanding Performance Reports. This was a first for technicians employed at Dannelly ANG Base.

The 187th had an accident-free operation for calendar year 1972 and qualified for the National Guard Bureau's award for Flying Safety.

The American National Red Cross presented the unit a Certificate of Appreciation on 25 February for outstanding cooperation with the Red Cross Blood Program.

A Staff Advisory Assistance Visit was conducted by the 363rd Tac Recon Wing during the period 9-13 February. The report states: "The 187th TRG is a highly motivated unit and the 'esprit de corps' exhibited was commendable. The military courtesy, discipline and airmanship displayed were outstanding. The house-keeping and safety standards being practiced were most impressive. The cooperation extended to members of the team in all functional areas was exemplary and the desire to obtain the maximum benefits from this visit was exceptional." The report further stated, "An outstanding effort has been expended, particularly in the Operations and Material areas, in the RF-4C conversion program."

During the February UTA, the 187th TRG was host to 50 boys from The Alabama Boy's Ranch. The day's activities included a briefing by the Chief of Staff, Alabama ANG and the Group Commander, a meal in the dining hall, and a trip on the C-54 aircraft.

Six Montgomery area black leaders visited Dannelly ANG Base during the March UTA. The purpose of the black leader base tour and briefing was to examine first-hand the Air Guard program in order for them to assist the group in recruiting more blacks.

Annual Field Training was set on a continuing basis beginning 1 July and ending 31 December with three (3) major scheduled periods

for personnel to perform field training. They were: 22 July-5 August, 26 August-9 September and 23 September-7 October. Due to the conversion, Annual Field Training was conducted in place at Dannelly ANG Base.

The first two civilians, one a man the other a woman, took orientation flights in the RF-4C aircraft. Montgomery Mayor Jim Robinson flew on Friday, 21 July. Mrs. Nita Hogg, wife of MONTGOMERY ADVERTISER News Editor Ken Hogg, took her flight on 1 August.

In celebration of the 25th Anniversary of the Air Force the 187th TRG hosted the U.S. Air Force Aerial Demonstration Team, The Thunderbirds, on May 17. All roads and highways to the base were over-flowing with motorists trying to get to Dannelly. Over 20,000 saw the performance at 4:30 p.m. and traffic jams lasting over an hour prevented others from coming. An Open House was held at the base with aircraft on display, a MIA-POW display and a recruiting booth.

On 1 September there was a change of command as Lt. Col. Clifford E. Singley took over command of the group from Col. Henry Fillingim, Jr. who was transferred to the 117th TRW, Birmingham. Lt. Col. James Daniel became Commander of the 160th TRSq.

On 5 September, the 187th scored another "first" when Col. Singley swore the first three black women into the 187th TRG. They were the first black women to become members of the Air Guard nationwide who had not had prior military service.

The 187th TRG Rifle Team won the Henry V. Graham Trophy as winners of the team match competition at the Alabama National Guard Rifle and Pistol Matches held in September at Ft. McClellan, Alabama.

The 187th TRG ended the year on a bright note receiving the Tactical Air Command Unit Achievement Award for its accident-free operation during the period 9 August 1971-8 August 1972.

ANNUAL HISTORY

HEADQUARTERS 187th TAC RECON GP Period covered - 1 Jan-31 Dec 1972

1. The year 1972 was a year of continual change for Headquarters, 187th TAC Recon Gp. Change was due primarily to continued conversion to the RF-4C aircraft. Comparison of this year's history with last year's will show some improvement in areas such as aircraft hours flown, Stan/Eval checks completed, aerial photo missions flown, and etc. During this reporting period, this unit continued to progress in its conversion program and is now on the brink of obtaining a Combat Ready Status.

2. To accomplish its managerial role the Headquarters Group DO function planned, directed, controlled and published three hundred eighty three (383) documents that provided a large portion of the guidance needed by the subordinate units and coordination of higher headquarters to accomplish unit mission objectives. Significant among these documents were twelve (12) Operations Orders to direct the specific activities of unit training assemblies and annual field training, three (3) Operations Plans and three (3) changes and supplements thereto to provide guidance and coordination of group efforts against contingencies. Three hundred sixty five (365) Flight Orders were published to cover two thousand and seventy four (2074) sorties.

3. Stan/Eval.

a. During the period of this report, the 187th TRG was converting from the RF-84 to the RF-4C aircraft. This conversion required many changes in the administrative structure of the Stan/Eval section, ie, a new trend analysis program was initiated, a new ground testing program was instituted plus numerous record keeping changes. These changes were IAW TACM 60-2, Vol I & IV. Group regulation 60-02 was rewritten effective 8 JUN 72, also TACM 55-4, Chapter 7 "Local Operating Procedures" effective 20 NOV 72.

b. The Chief of Stan/Eval for the period was Major William H. Snead with the WSO assigned being Major Alden Webb. Lt Col William R. Turnipseed was assigned as Air Technician for Stan/Eval, also.

c. The 187th TRG/DOV was inspected by the 9th Air Force Stan/Eval Team during the period 21-24 Mar 1972. The overall rating from this visit was marginal. The Team made a follow-up visit 6-8 July 1972 with the result being satisfactory.

Source: 9th AF Stan/Eval Visit Report

d. The following number and types of flight checks were given in 1972.

<u>RF-4C</u>	
Pilot Tactical/Proficiency	31
Pilot Instrument	33
Pilot Proficiency	22

WSO Proficiency	8
WSO Tactical/Proficiency	17

<u>T-29</u>	
Instructor Pilot	1
Co-Pilot	1
Flight Engineer	2

Source: TAC - U66 Report.

4. Tactical Training and Records.

a. All cyclical training items required by AFM 51-44, 60-1 and TACM 51-5 were accomplished.

b. Training record maintenance and administration of Air Crew Flight Records were found to be satisfactory during MEI 3-6 NOV 72.

Source: MEI Report.

c. The following is a recap of Sorties/Events flown for 1972.

- (1) Photo: 1300
- (2) Functional Check Flight: 42
- (3) Air to Air Refueling:
 - (a) KC-97: Day 51, Night 42
 - (b) KC-135: Day 71, Night 30
- (4) Operational Training Sorties: 520

(5) These sorties/events may not agree with total sorties because some were combined i.e., Photo and Air to Air Refueling.

Source: Daily Flying Schedule.

d. The flying allocation program established for 1972 by NGB follows:

<u>AIRCRAFT</u>	<u>ALLOCATED HOURS</u>	<u>HOURS FLOWN</u>	<u>SORTIES FLOWN</u>
RF-4C	3351.5	3351.5	1982
VT-29A	325.0	169.0	57
C-54M	48.4	48.4	32
T-33A	3.9	3.9	3

Source: Flying Time and Allocation Progress Report.

g. Annual Field Training was accomplished at Dannelly Field on a year round basis. For aircrew personnel, primary interest was placed on completing initial check out and qualification training.

Source: Empirical.

5. On 17 MAY 72, this unit celebrated the Silver Anniversary of the USAF, by having the USAF Thunderbirds perform at Dannelly Field in conjunction with an open house.

Source: Phantom Flyer.

6. On 1 SEP 72 there was a change of command. Col Henry Fillingim was appointed as 117th TRW Director of Operations. Lt Col Clifford E. Singley assumed command of the 187th TRG, and Lt Col James E. Daniel assumed command of the 160th TRS.

Source: 187 TRG S.O. A-93, 1 SEP 72; S.O. A-94, 1 SEP 72.

7. A T-29 crew consisting of Major Ted D. Tyus, Capt. Joseph Van Lindert, TSgt Charles H. Spraggins, and TSgt Lawrence D. Thomas flew a burned patient on a mercy flight to Charleston, S.C. on 27 DEC 72.

Source: Daily Flying Schedule.

8. On 22 JAN 72 T-33, 53-4985 was transfered to Shaw AFB, S.C. On 7 APR 72 C-54, 44-9100 was transfered to 117th TRW in Birmingham, Ala. On 9 MAY 72 this unit received VT-29A, 49-1944 from Maxwell AFB, Ala.

Source: Daily Flying Schedule.

9. This unit received a TAC IG MEI on 3-6 NOV 72 results being satisfactory.

Source: TAC IG MEI Report.

10. Unit aircrew strength as of 31 DECEMBER 1972 was as follows:

	<u>PILOTS</u>	<u>WSO</u>
Hq 187th TRG	<u>9</u>	<u>1</u>
160th TRS	22	20
187th CAM Sq	1	0
187th Cmbt Spt Sq	<u>1</u>	<u>0</u>
Totals	33	21

Source: 5 ANG V1 Report.

ANNUAL HISTORY

Director of Logistics
Headquarters, 187th Tactical Reconnaissance Group
1 January - 31 December 1972

The logistics section is composed of two officers and two noncommissioned officers. One of the noncommissioned officers, Chief Master Sergeant Thomas E. Rist, was selected as the 187th Tactical Reconnaissance Group airman of the month in July 1972.

Throughout calendar year 1972 the logistics function continued to direct its efforts toward the Group objective of attaining a combat ready status in the RF-4C aircraft.

Although the skill level of both maintenance and supply personnel continued to increase, manning in the maintenance activity remained the most critical problem at years end. While 42 qualified technicians transferred from the U. S. Air Force to the 187th CAM Squadron under the Air Force Palace Chase program, numerous critical vacancies still existed.¹

The Log Plans section, under the direction of Major Randall K. White, devoted its efforts throughout the year to the completion of a Group Mobility Plan. The initial OPLAN 400 was completed and published on 12 June 1972. A new issue of TAC Manual 400-1, Mobility Planning, dated 15 August 1972 was received in September 1972. Because of the numerous changes incorporated in this new issue, it was immediately obvious that the Group Mobility Plan would require a complete re-write. An Office of Primary Responsibility (OPR) was assigned for each Mobility Operating Procedure and the re-write was begun in October 1972. At the years end the re-write was approximately 90% complete and publication was anticipated for early 1973.

¹ CBPO Records

ANNUAL HISTORY

160th TACTICAL RECONNAISSANCE SQUADRON

Period Covered - 1 Jan - 31 Dec 1972

1. GENERAL: During this reporting period, the 160th Tac Recon Sq progressed toward combat ready status. Because the conversion from the RF-84F to the RF-4C added the requirement for Weapons Systems Officers, the WSO was the major addition to squadron strength. There was also a significant increase in the Photo Processing Section because the RF-4C carries more sensors than the RF-84F.

a. PERSONNEL: The Squadron Commander through August was Lt. Col. Clifford E. Singley who subsequently became Commander of the 187th Tac Recon Gp. ¹ Lt. Col. Singley was replaced as Commander by Lt. Col. James E. Daniel who had served as the Squadron Operations Officer under Lt. Col. Singley. ² Major Ted D. Tyus became Operations Officer effective 1 September 1972. ² The growth of the squadron from an authorized strength of 96 and an assigned strength of 86 as of 1 January 1972 to an authorized strength of 153 and an assigned strength of 145 as of 31 December 1972 reflected maturation toward combat ready status in the RF-4C. ³ Pilot gains were as follows:

(1) Captain Paul R. Bertolami	15 January 1972
(2) Captain Bernard S. Jacobs	16 October 1972
(3) Captain Thomas A. Kincaid	21 November 1972

Weapons Systems Officers added were:

(1) Captain Donald T. Sheridan	15 January 1972
(2) Captain Ronald C. McDermitt	11 January 1972
(3) Major Kenton B. Creuser	15 March 1972
(4) Major Charles F. Gosser	2 March 1972
(5) Captain James A. Harris, Jr.	15 March 1972
(6) Major Virgil A. Shewbart	30 March 1972
(7) Major William J. Hobbs, Jr.	17 March 1972

1. S.O. A-93 dtd 1 September 1972
2. S.O. A-94 dtd 1 September 1972
3. File copies, personnel gains and losses, 1972

(8) Major Raymond T. Jankura	17 March 1972
(9) Major Nesbit B. Shearouse	17 March 1972
(10) Captain Thomas W. Chamberlain	23 March 1972
(11) Major Rudolph Viener III	6 April 1972
(12) Captain Michael W. Killworth	1 November 1972
(13) Captain James L. Yeargan	1 December 1972

Ten of the WSO's were gained from Reserve and Guard units whose change in aircraft made navigators unnecessary. These officers made a smooth and quick transition from C-124 aircraft to the Mach 2 RF-4C and into a new mission. Captain Killworth was gained under Operation Palace Chase.* Unit aircrew strength on 31 December 1972 was 22 pilots and 20 WSO's. + 2nd Lt. Byron H. Mills, Jr. graduated from UNT 9 May 1972. Three officers were gained as pilot trainees:³

(1) 2nd Lt. Jimmy Shehee	5 April 1972
(2) 2nd Lt. Max W. Linker	2 August 1972
(3) 2nd Lt. James D. Shannon III	9 August 1972

Two officers were gained as navigator trainees:³

(1) 2nd Lt. Roy E. Payne, Jr.	17 April 1972
(2) 2nd Lt. Woodward D. Lamar, Jr.	9 August 1972

A significant loss was that of Major Edward C. Lee who had received the Combat Readiness Medal four (4) years in a row.^{3,4} Major Lee left the squadron 8 December 1972. Other pilot losses were:³

(1) Captain Clois E. Williams
(2) Captain James W. Fincher
(3) Captain Ernest C. Hughes
(4) Captain James C. Morgan

* Operation Palace Chase releases active duty personnel to the Guard, requiring two years commitment to the Guard for each year of obligation to the active duty forces.

4 Unit History, 1970, 160th Tac Recon Sq.

+ Source 5 ANG VI Report

b. ECI COURSES: ECI courses completed during this reporting period:⁵

(1) Air Command and Staff School was completed by Captain Joseph F. Marlar in February and by Captain Alden (NMI) Webb in May.

(2) Squadron Officers School was completed by 2nd Lt. Allen Q. Thames in August.

(3) Officers Preparatory Course was completed in October by 2nd Lt. Carson L. Gay.

3. INTELLIGENCE: All intelligence training requirements were met by all aircrew members. Fifty aircrew members were given intelligence training in the area of Collection and Reporting, Enemy Military Capabilities, Visual Recognition, Escape and Evasion, and current Intelligence Mandatory Tech School was begun for 20 airmen by the Photo Processing Section since Tech School quotas were not available in existing schools.⁶

4. OPERATIONS: During this reporting period, assigned and attached aircrews flew 3,354 RF-4C hours without a major or minor accident.⁷ Unit aircrews took thirteen hundred (1300) aerial photographs in meeting their annual flying training requirements. One hundred and ninety-four (194) refueling sorties were flown composed of day/night KC-135 and KC-97 missions. Aircrews flew five hundred and twenty (520) operational training sorties.⁸

5. STAN/EVAL: The 160th Tac Recon Sq was inspected by the 9th Air Force Stan/Eval Team during the period 21-24 March 1972. The overall rating was marginal. The team made a follow-up visit 6-8 July 1972 and the result was a satisfactory rating.⁹

6. FLIGHT CHECKS: The following number and type of flight checks were given in 1972 in the RF-4C:¹⁰

a. Pilot Tactical/Proficiency	31
b. Pilot Instrument	33
c. Pilot Proficiency	22
d. WSO Proficiency	8
e. WSO Tactical/Proficiency	17

5 Officers Records

6 PPIF Records, Training Records, 1972

7 Safety Branch Annual History 1973

8 Daily Flying Schedule

9 9th AF Stan/Eval Visit Report

10 TAC U66 Report

7. TACTICAL TRAINING AND RECORDS:

a. Training was accomplished by our personnel attending schools and by instructors coming to us for brief periods of time. Our trained personnel in turn trained others.

b. All cyclical training items required by AFM 51-44, 60-1 and TACM 51-5 were accomplished.

c. Training record maintenance and administration of aircrew records were found to be satisfactory during MEI Inspection 3-6 November 1972. ¹¹

8. ANNUAL FIELD TRAINING: Annual Field Training was accomplished at Dannelly ANGB on a year-round basis. Aircrews were upgraded and proficiency was advanced during intensive training by flights during this time. ¹²

9. USAF THUNDERBIRDS: On 16 May 1972, the squadron aircrews informally entertained the USAF Thunderbirds in the squadron area. On the 17th, the Thunderbirds performed at an open-house celebrating the Silver Anniversary (25th) of the USAF.

10. TAC IG MEI: This unit received a TAC IG MEI on 3-6 November 1972. The results were satisfactory.



JAMES E. DANIEL, LT COL, ANG
Commander, 160th Tac Recon Sq.

11. MEI Report

12. Empirical

The Commander of the 187th Supply Squadron, Lt Col James W. Webb, received his promotion to Lieutenant Colonel in June.¹

The 187th Supply Squadron had an authorized strength of ten (10) officers and ninety-five (95) airmen.² Assigned strength as of 1 January 1972 was five (5) officers and eighty-six (86) airmen.³ As of 31 December 1972, assigned strength was seven (7) officers and ninety-four (94) airmen, representing 96.1% of authorization.⁴

The transfer of Major Frank W. Jones, Jr., in December 1972 to State Military Department Headquarters⁵ created an Equipment Management officer vacancy which was filled by the reassignment of Captain Cecil G. Brendle, the Assistant Equipment Management Officer.⁶ The assistant EMO officer position remained vacant as of 31 December.⁷

Three officer vacancies were filled during 1972. In May 1972, 1Lt Vida Ann Crum was commissioned and assigned as squadron Executive Support Officer.⁸ In October 1972, 1Lt Wayne L. Rambo and 2Lt Joseph J. Chastain, Jr., were commissioned from within the squadron⁹ and were assigned respectively as Management Procedures Officer and Material Facilities Officer.¹⁰

1. Alabama State Military Department SO 162M, 30 June 1972.
2. 187th Supply Squadron Unit Manning Document, December 1972.
3. Personnel and Training Status Report, December 1971.
4. Personnel and Training Status Report, December 1972.
5. Alabama State Military Department SOA-265, 19 December 1972.
6. Ibid.
7. 187th Supply Squadron Unit Manning Document.
8. Alabama State Military Department SO
9. Alabama State Military Department SOA-183, 27 October 1972.
10. 187th Supply Squadron Unit Manning Document, October 1972.

Supply training received maximum attention during 1972, and a formal training for all 64XXX personnel was begun in September.¹¹

The Effectiveness of the squadron training program is reflected by the increase in EOC pass rate to 95%¹² from the prior year rate of 82.9%.¹³

Improvements were also noted in the TAC Standing Skill Level Manning which was 82.1% as of 31 Dec 1972¹⁴ compared with 81% the previous year.¹⁵ Re-enlistment was also up from 16.6%¹⁶ for 1971 to 71.4% for 1972.¹⁷

The squadron continued to furnish logistical support to the 232nd Mobile Communications Squadron, 280th Communications squadron (Special), 115th Tactical Control Flight, and Headquarters, Alabama Air National Guard.¹⁸ BEMO and Warehouse personnel operated under a split UTA with a small detachment performing drill during the 232nd UTA to support equipment and supply requirements. Demand processing, delivery unit and fuel service personnel were rotated to meet requirements established by flying schedules.

11. Intvw Lt Col James W. Webb, Cmdr, 187th Sup Sq, Dannelly ANG.
12. Personnel & Training Status Report, December 1972.
13. Personnel & Training Status Report, December 1971.
14. Personnel & Training Status Report, December 1972.
15. Personnel & Training Status Report, December 1971.
16. Ibid.
17. Personnel & Training Status Report, December 1972.
18. Intvw, Capt Cecil G. Brendle, Base Equipment Management Officer, 3 March 1973.
19. Intvw, Lt Col James W. Webb, Cmdr 187th Sup Sq, Dannelly ANG, 3 March 1973.

Annual Field Training was conducted at Dannelly ANG Base from 1 July 1972 through 31 December 1972 utilizing the "Texas Plan" under which individuals were permitted, consistent with unit requirements to select the 15 day period most convenient to them. The largest increments of Supply personnel attended AFT during the months of July, August, and September 1972.²⁰

Several Supply personnel attended formal supply resident training programs during 1972. Two Officers completed the Supply Systems Management course at Lowery AFB, Colorado, and one Officer completed the Supply Operations Officer course.²¹

20. Intvw, SMSgt Albert D. McQueen, First Sgt, to 187th Supp Sq, Dannelly ANG Base, 4 March 1973.

21. Ibid.

The principal assignments for the Squadron are:

Commander, Lt. Col. James W. Webb

Supply Staff Officer: Major Norman H. Rahn, Jr.

Executive Support Officer: 1Lt. Vida A. Crum

First Sergeant: SMSgt Albert D. McQueen

Management and Procedures Officer: 1Lt. Wayne L. Rambo

Management and Procedures NCOIC: MSgt Ernest G. Dismukes

Item Accounting Officer: Vacant

Item Accounting NCOIC: TSgt William H. Finney

Material Fac. Officer: 2nd Lt. Joseph J. Chastain

Material Fac. NCOIC: MSgt Renzo C. Bryan

Supplies Management Officer: Capt James R. Fraser

Supplies Management NCOIC: TSgt Lavert Y. Bryant

Equipment Management Officer: Capt Cecil E. Brendle

Equipment Management NCOIC: SMSgt William M. Wood

Fuels Management Officer: Vacant

Fuels Management NCOIC: MSgt Bert U. McCord.²²

ANNUAL HISTORY
187th Consolidated Aircraft Maintenance Squadron
Period Covered - 1 Jan 72 - 31 Dec 72

The 187th CAM Sq had three of it's members selected to serve as the 187th group airmen of the month. They were; MSgt James T. Hornsby - April 72, MSgt William D. Posey - Aug 72, and TSgt Ansley L. Cotton - Dec 72. They were presented two tickets each to the annual Blue/Grey football game played in Montgomery, Alabama during December 72.

MSgt Ronald L. Jones, 187th CAM Sq was selected as the outstanding airman of the 187th Tactical Reconnaissance Group. MSgt Jones was also selected to serve on the 187 TAC RECON Gp Airman Grievance Council.

TSgt Ansley L. Cotton, 187th CAM Sq, received a state incentive award certificate and \$200.00 for a deflector chute he designed for loading photo flash cartridges aboard the RF-4C aircraft.

TSgt L. J. Rushing Jr, 187th CAM Sq, placed third in the 300 yard rapid fire match for the M-16 rifle during the third army rifle matches held at Ft Benning, Georgia.

SSgt Donald R. Walker, an Avionics Instrument Technician was an honor graduate of the Magnetic Compass Calibration course conducted at Little Rock AFB, Arkansas during May 1972.

Captain Graydon R. Toulmin was assigned to the 187th CAM Sq as Organizational Maintenance Officer during May 1972.

299 members of the 187th CAM Sq performed annual field training during 1972. The three main camp periods were: (1) 21 July - 5 August (2) 26 Aug - 9 Sept, (3) 23 Sept - 7 Oct 72. During the encampment period

for these personnel strong emphasis was placed on proficiency training on the RF-4C aircraft and related ground support equipment.

The 187th CAM Sq received a Management Effectiveness Inspection during the period 3-6 Nov 72.

The 187th TRG Rifle team captured the Henry V. Graham Trophy during the National Guard Rifle and Pistol Matches at Fort McClellan, Alabama during Oct 72. The 187th CAM Sq team members are: SSgt Gerald M. Shaw, MSgt William H. Atkins Jr, Sgt Jerry L. Russell, and TSgt L. J. Rushing Jr.

SSgt Clyde A. Parker and Sgt Marvin J. Ennis, 187th CAM Sq, completed a 32 hour course on disaster preparedness in Aug 72, conducted by the 187th TRG base disaster preparedness branch.

TSgt Ernest E. Beasley graduated from the ANG NCO Academy in November 1972.

The 187th CAM Sq transferred its C-54 support aircraft in May 72 and received a replacement, T-29 aircraft, serial number 49-1944, on 11 May 72.

The 187th Tactical Reconnaissance Group programmed 3,546.0 flying hours during CY72. The 187th CAM sq personnel launched 1,914 RF-4C sorties, logging 3,354.1 flying hours with a flying hour accomplishment of 94.6% and an average operational ready rate of 57.5%.

The C-54 aircraft was flown 50.7 hours from January 72 until aircraft was transferred in April 72. The VT-29A aircraft was flown 140.0 hours by this unit in 1972.

ANNUAL HISTORY - 187TH CMBT SPT SQ

The 187th Combat Support Squadron continued to give satisfactory support to the 187th Tactical Reconnaissance Group during the period 1 January 1972 to 1 January 1973. Lt Col Charles D. Kelley served as commander of the 187th Cmbt Spt Sq through September 1972. At that time Lt Col Kelley was assigned to the State Military Department, Director of Personnel Management. Lt Col Azar L. Stephens was appointed commander of the 187th CSS to replace Lt Col Kelley.

The Consolidated Base Personnel Office, 187th CSS, processed three hundred seventeen new members into the Group and discharged two hundred twenty-six men. The Inspector General, Hq, Tactical Air Command, conducted a Management Effectiveness Inspection during the period 3 Nov 72 to 6 Nov 72 and the following comments concerning the personnel branch: "The management of the CBPO was adequate. Satisfactory service was being provided to all assigned personnel. The CBPO was designated to convert to the Base Level Military Personnel System (BLMPS) in August 1972 with a projected load date of March 1973. This new system involves satelliting the CBPO via remote terminals to the B3500 Computer at Maxwell AFB. This conversion involves the training of all CBPO personnel in the BLMPS system and eventually the computerizing of approximately 1600 personnel records. SMSgt Jimmy L. O'Quinn was transferred from the CBPO section and assumed the full time duty of a recruiting-retention NCOIC. This gave much needed attention to the recruitment and retention of qualified personnel.

The Accounting and Finance section continued to support the group in a satisfactory manner. The maintenance of AF Form 623 (OJT Folders) received a commendable rating and recommended to be used as a example for other sections. All personnel in formal training advanced to the next higher skill level.

The Chaplain's section received a satisfactory rating during the year. Effective 30 Jun 72 the Chaplain's Section came directly under Hq TAC/HC,

Langley AFB, VA.

During 1972 the Base Personnel Services Section was changed to the Director of Special Services. Capt Steve Crum was assigned as the OIC of this section.

The Disaster Preparedness Section completed OPlan 355 in accordance with current directives and published the plan 13 Jul 72. Maj Sidney I. Wells and TSgt Charles Baker attended the second phase training for Disaster Preparedness personnel at Lowery AFB, Colorado in June 1972. Under the supervision of the Disaster Preparedness section the Disaster Preparedness Mobility Team (DPMT) was assigned and received thirty-two hours of training.

During 1972, the Food Service section continued to support the Group in a satisfactory manner. In May 1972 the Food Service requested and received advisory assistance from Shaw AFB.

Maj John Carter of the Security Police Section was promoted and assigned to the State Military Department, Director of Disaster Preparedness. The Security Police accomplished all support functions in a satisfactory manner during 1972. Moral remained high in Security Police and as a result six personnel re-enlisted.

The Transportation Branch provided the 187th TRG with sufficient, well maintained vehicles. A satisfactory rating was achieved by the branch during the Management Effectiveness Inspection. Capt Joseph Young was transferred to the Accounting and Finance section and 1LT William P. Riley became OIC.

The entire group mourned the passing of CMSgt James F. Wilkinson 12 June 1972. His leadership, knowledge and untiring efforts greatly contributed to the consistently outstanding rating this group achieved for its on-the-job training and general military training.

The 187th CSS had several personnel cited for outstanding achievement and service. MSgt Joe Adams, TSgt Jimmy D. Bradford, and SMSgt Ralph C. Worthington from the 187th CSS were selected as Airman of the Month. CMSgt James F. Wilkinson and TSgt Willard G. Hill were presented outstanding Technician Performance Certificates. In addition, TSgt Hill was named an honor graduate of the Base Level Military Personnel System Course held at Keesler Air Force Base, Mississippi. Amn Lawrence Wayne Hooks was commended for being the outstanding marksman in his Security Specialist Course at Lackland AFB, TX. SMSgt James Duncan and TSgt Joaquin Cortes and Willard Hill received Commendation Certificates from the National Guard Bureau in recognition of Special Achievement as an Air National Guard Technician.

SSgt Don Roberts was named an honor graduate of the Phase II Procedures Course at Keesler AFB, Mississippi.

ANNUAL HISTORY

187th Civil Engineering Flight
1 January - 31 December 1972

The 187 Civil Engineering Flight began the year understrength with 3 officers and 67 airmen assigned of 4 and 76 authorized. Lt Col C. Shields Henderson, Alabama ANG, was in command with Captain J. Allen Potter, Alabama ANG, as Civil Engineering Staff Officer and Lt Curtis G. Pemberton, Alabama ANG, as Prime Beef Officer.

Final inspection and acceptance of the BAK-12 Arresting Gear installation in January gave the flight the additional responsibility of operating and maintaining these systems. Special intensive training was conducted to acquaint the Power Production section personnel with these requirements. That they learned well in regularly conducting the extensive monthly inspections was attested by the first emergency aircraft engagement on the night of 12 June, which was completely successful. Two other emergency engagements were also successful in later months.

As the OIC of the Prime Beef Team, Lt Pemberton prepared and conducted most of the very extensive individual training required for all personnel. Annual certification of training in 16 areas is required and a year round program was established with some phases of the required subjects offered on each UTA weekend.

Special training for the team as a whole was organized by Col Henderson. The entire flight, less the Power Production Section, was deployed to Eglin Air Force Base for four days on 12 February with Lt Pemberton as OIC and Captain Potter as liason and observer. While at a remote site on Eglin, the Team participated successfully in a test of its ability to prepare an encampment for 600 personnel, with all shelters, mess tent, latrines, power and water supply and a revetment protected steel planked parking area for a squadron sized unit with lighted runway. The test was monitored by a Regular Air Force Team who also provided the very active aggressor forces requiring constant perimeter defense. Blank M-16 ammunition and light charges of explosives provided the realism for the exercise. Airlift to and from Eglin was provided by the 187th TRGp assigned C-54.

Annual Field Training for the Flight also provided very realistic training. Col Henderson negotiated with the National Guard Bureau to supply a part of the assistance requested by the Base Engineer at Ramey Air Force Base, Puerto Rico for facility repairs. The Flight departed Dannelly ANG Base on 29 July on an Ohio ANG C-121 direct to Ramey.

While at Ramey, the Flight members assisted in constructing a berm around the local firing range, roof repairs and alteration work on barracks and in the installation of a BAK-12 Arresting System. A proper reconnaissance was also conducted in the San Juan area during the middle weekend. The deployment was commanded by Captain Potter with Lt Pemberton. Col Henderson remained at Dannelly with two airmen who were prevented by medical reasons from making the deployment. The 160 Tac Recon Squadron was conducting its AFT at Dannelly during the same period. Extensive flying operations required regular BAK-12 arresting gear maintenance and Col Henderson performed this with the two airmen assisting.

The Flight returned to Dannelly on 12 August by Georgia ANG C-124. Acceptable evidence of their visit was supplied by the quantities of coconuts and straw hats unloaded with tool boxes and baggage.

Captain Daniel S. Percival, Alabama ANG, with an extensive background in Army and Air Civil Engineering, was assigned in early June and also participated in the deployment. He took over the responsibility for monitoring the skill training program of the flight, updating training records and establishing a program of sectional on-the-job training which had required emphasis.

The packaging and preparation of the Prime Beef mobility equipment had been nearly completed prior to July, but a directive was received in early August from the NGB requiring complete repack according to a fixed plan applicable to all ANG Teams. Work began on this in September and continued thru the year.

The twice yearly bivouac training required for the Prime Beef Team was accomplished in a joint exercise with the Army National Guard. Col Henderson accepted a call for assistance from Col T. E. Sullins, Alabama ARNG, to provide rehabilitation work on the Army NG NCO Academy site on Fort McClelland, Alabama. Following a visit to the site, he organized an overnight bivouac and training work project for the November UTA. The Flight, again less Col Henderson and the Power Production Section, departed Dannelly on ARNG "Huey" helicopters to Pelham Range Training Site near Fort McClelland. A bivouac area was established in a hilly, wooded area and the personnel moved by truck to the ARNG site on Ft McClelland. During the two days available, they installed gas heaters and supply lines in four barracks, replaced valves on equipment in a latrine, and began rehabilitation on a BOQ building. Return to Dannelly on Sunday afternoon, 12 November, was in the troop carrier pod of an ARNG "Sky Crane" helicopter.

Since the 187 TRGp had received the RF4C aircraft in June of 1971, CMSgt Charles B. Stewart, Fire Chief, had conducted an extensive training program in fire/crash protection for this aircraft. Since this was a completely new aircraft to the ANG, none of the assigned personnel, ANG or civilian City firemen, had knowledge of it. Col Henderson, with the concurrence of Sgt Stewart, requested the assistance of the Air Force Civil Engineering Center in sending a USAF Aircraft Crash Rescue Field Assistance and Evaluation Team to evaluate the capability of the 187 CE Flight Fire Protection Section. Major Joseph Raphael, USAF, with three professional assistants arrived on 7 September for a four day evaluation.

The entire operation of the Fire Department was inspected and tested in such depth and severity we had not anticipated. The written report of nine pages was quite revealing. The major observation indicated a deficiency in the ability to remove injured aircrew from the aircraft following a simulated crash exercise. The observation was valid and highlighted the need for Group support in providing instructors qualified to provide information on the aircraft, the seat ejection, the life support equipment and fully equipped aircrew members. The need was recognized by the Group Commander and a program was immediately implemented at his direction that a proper training environment be established on a continuing basis. This provided the conditions for Sgt Stewart to train all his people with commendable results in a December exercise.

The evaluation revealed also that the other activities of the Fire Department were satisfactory to excellent and Sgt Stewart was personally commended by the Team Chief for an overall outstanding operation.

During the year, the Fire Department responded to 511 alarms of various natures. Fifty-six of these were military and fifty-eight were civilian aircraft emergencies. They covered five USAF Air Evacuation operations, assisted in 19 civilian off-base emergencies and one attempted skyjacking.

In spite of extensive efforts at recruiting, and the enlistment of many new and prior service airmen, the unit was still understrength at year end with 4 officers and 65 airmen assigned. A high degree of morale prevailed and Flight members were often heard to state that this Flight can do anything an Air Force outfit can do, only better.

ANNUAL HISTORY

187th TAC Dispensary

1 Jan-31 Dec 1972

The month of July brought a new commander to the 187 TAC Dispensary - Dr. James N. Anderson. He replaced Dr. Duncan, who resigned to attend a residence program in ophthalmology. As a civilian, Dr. Anderson is an experienced thoracic and cardiovascular surgeon.

Subsequently, two dentists, Drs. Harris and Reeder, were assigned to the dispensary. Soon after their assignment, all of the dental equipment was installed and made operational. Accordingly, the TAC Dispensary can now accomplish necessary dental work.

During the year of '72 the 187 TAC Dispensary was among the first squadrons to enlist females into its ranks. Since the initial enlistment of Susan R. Chesnutt, three more females, Jessie M. Lee, Annell Wyatt, and Kathleen M. Shaw, have enlisted.

With the aid of enlistments, re-enlistments, appointments, and transfers, the 187 TAC Dispensary has, in the year of '72, attained an unprecedented number of personnel.

With the arrival of the RF 4C aircraft, the 187 TAC Dispensary has the additional task of supporting all night flying and all EQT week-ends.

Sgt Lanthrip, one of the full-time technicians, attended a 70 day tech school in preventive medicine at Brooks AFB, Texas.

ANNUAL HISTORY

187th Comm Flt (Support)
Period Covered - 1 Jan - 31 Dec 72

1. The 187th Communications Flight (Support) started the year with 24 airmen and 2 officers for a total of 26.
2. During the first Quarter of 1972 manning in this unit dropped to 18 airman.
3. This unit received an unsatisfactory rating on its Federal Inspection in March due to under manning.
4. TSgt Gerald Hidle was employed 02 Apr 72 as another full time technician making a total of two full time employees in this unit.
5. By june this units manning had reached 100% full strength again.
6. Capt E.L. McCutchin attended the Commanders Conference at Gunter AFB.
7. The Univac DCT 1000 was declared operational on 23 Aug 72, and approximately 450 messages are handled each month.
8. All personnel had selected a date for SFT and all had completed their two weeks by Dec 72.
9. Sgt Bobby Christmas received the Air Force Commendation Medal in December for performance of his duties while on active duty.
10. 1972 was a satisfactory year.

ALABAMA AIR NATIONAL GUARD
HEADQUARTERS 187TH TACTICAL RECONNAISSANCE GROUP
DANNELLY ANG BASE, MONTGOMERY, ALABAMA 36105

REPLY TO
ATTN OF: SE

12 February 1973

SUBJECT: Annual History (Safety Branch)

TO: C-CSS

1. The following Annual History of the Safety Branch is presented IAW SMD Supplement (AIR)-1 to AFR 210-3 and your letter of 6 January 1973. This history encompasses the period 1 January 1972 through 31 December 1972.

2. GENERAL: During this reporting period, this Unit continued to progress in its conversion program and is now on the brink of declaring Combat Ready. This conversion, from the RF-84F into the more highly sophisticated RF-4C, has required increased supervisory and individual efforts in all areas of training and mission accomplishment. Since the beginning of this conversion, we have not had a major or minor aircraft accident nor have we had a serious flight incident.

a. PERSONNEL: The Safety Branch had major turn-overs in officer and airman personnel during this reporting period. We lost SSGT ROBERT E. WRIGHT our Safety Specialist when his position was declared EXCESS. He could not re-enlist. We also lost SSGT WILLIAM N. HARRELSON, our Admin. Specialist. He threw in the towel after years of commuting from Atlanta, Georgia to our UTA's and did not re-enlist. He has been replaced by Airman ROY M. BROWN from Union Springs. SSGT RONALD A. NELSON, our Clerk/Typist did re-enlist during this period. We have also had numerous adjustments with our officer staff.

LT HUBERT P. GAVIN, JR, our Ground Safety Officer accepted a position as a Physicians Assistant in New York and had to leave our Unit. Several applicants for his position are presently being processed. CAPT GEORGE H. GARZON, our Flying Safety Officer was re-assigned into a Majors position as the Base Operations Officer. Several applicants are presently under consideration to fill his vacated position. The present Safety Branch roster (31 December 1972) is:

- (1) Lt Col Henry Bruce Cyr, Chief of Safety (Air Technician also).
- (2) VACANT - Flying Safety Officer
- (3) VACANT - Ground Safety Officer
- (4) TSgt James C. Robertson, Ground Safety NCO (Position has been declared EXCESS).
- (5) TSgt Richard F. Davis, Explosives Safety NCO
- (6) SSgt Ronald A. Nelson, Admin. Specialist
- (7) Amn Roy M. Brown, Admin. Specialist

b. FORMAL SCHOOLING was completed by the following personnel during this reporting period:

- (1) Capt Garzon completed ECI for Air Command and Staff School.
- (2) Lt Gavin completed ECI for Squadron Officers School.
- (3) TSgt Robertson completed ECI 0006, Management for Air Force Supervisors.

3. FLYING SAFETY: During this reporting period, we flew 3,354 RF-4C hours without a major or minor accident. Our reportable inflight emergencies and results from our Safety Trend Analysis Program are as follows:

a INFLIGHT EMERGENCIES, reportable IAW AFR 127-4.

	<u>DATE</u>	<u>AIRCREW</u>	<u>AIRCRAFT</u>	<u>REMARKS</u>
(1)	07 Jan 72	Gilbert	7758	BLC Failure
(2)	04 Feb 72	Bishop	7756	Drag Chute Departed Acft.
(3)	08 Feb 72	Singley	7759	BLC Failure
(4)	19 Feb 72	Carter	7758	BLC Failure
(5)	17 Mar 72	Gay	0997 BHM	Antenna Broke By KC-135
(6)	07 May 72	Lahm	1055	Utility Hyd. Failure
(7)	23 May 72	Gilbert	7759	BLC Failure
(8)	09 Jun 72	Bertolami	7756	Rt. Gen. Failure
(9)	11 Jun 72	Hall	7756	Rt. Gen. Failure
(10)	11 Jun 72	Thomas	7753	Rt. Gen. Failure
(11)	15 Jun 72	Garzon	7756	Rt. Gen. Failure
(12)	21 Jun 72	Boutwell	1052	Utility Hyd. Failure
(13)	22 Jun 72	Carter	7747	Rt. Gen. Failure
(14)	22 Jun 72	Mintz	7741	BLC Failure
(15)	30 Jun 72	Tyus	7741	BLC Failure
(16)	07 Jul 72	Clark	7759 BHM	Run Away Trim And F.O.D.
(17)	27 Jul 72	Logan	1041	Utility Hyd. Failure
(18)	20 Sep 72	Calhoun	7753	Utility Hyd. Failure
(19)	21 Sep 72	Daeke	7750	Double Gen. Failure
(20)	29 Sep 72	Snead	7758	Rt. Gen. Failure
(21)	25 Oct 72	Robertson	7750	Antenna Broke By KC-135
(22)	16 Nov 72	Bisop	7753	BLC Failure
(23)	17 Nov 72	Clark	7747	Rt. Gen. Failure

b. SAFETY TREND ANALYSIS PROGRAM: Our Safety Office maintains records and statistics on all flight, ground, and explosives accidents and incidents and on any given day can ascertain how many first-aid injuries, UHF failures, auto-pilot failures, INS failures, etc., we have had since we acquired our new aircraft. Dangerous trends or developments are instantly recognized and flagged to the attention of responsible supervisors for remedial actions. During this reporting period we had 117 total aircraft aborts (77 ground and 40 air):

- (1) 23 aborts for Generator failures
- (2) 14 aborts for Hydraulic failures
- (3) 14 aborts for INS failures
- (4) 9 aborts for BLC failures
- (5) Remaining aborts were divided between Air Frame, Engine, Electrical, Flight Controls, Landing Gear, Hydraulics, and Fuel. A complete breakdown and display, by aircraft, is displayed and can be seen in our Safety Office.

c. SUMMARY OF AIRCRAFT ARRESTING SYSTEM (BAK-12)

- (1) 21 Jun 72, RF-4C 1052, Pilot-Boutwell, Utility Hyd. Failure
- (2) 27 Jul 72, RF-4C 1041, Pilot-Logan, Utility Hyd. Failure
- (3) 20 Sep 72, RF-4C 7753, Pilot-Calhoun, Utility Hyd. Failure

4. GROUND SAFETY: We had one reportable ground accident on 9 Sep 72 resulting in personal injury to TSgt WILLIAM S. POWELL. He sustained temporary total injuries to his right arm and right shoulder when he slipped and fell from the top of RF-4C aircraft number 53-7741 while participating in a crew extraction exercise. As a result of the

accident he was attached to the hospital at Maxwell AFB for the remainder of this reporting period. We had no other reportable accident in 1972. We had 20 minor injuries that required first-aid type treatment by our TAC Dispensary, 16 of which were minor cuts or lacerations incurred in, under, or around our aircraft.

a. Vehicles assigned to the 157th TRG operated a total of 138,330 miles in 1972 and by the end of December we have accumulated a proud record of 90 consecutive months without a military vehicle accident or incident.

b. HAZARD REPORT PROGRAM: Safety hazards that are not discovered by our Safety Office are actively volunteered by all personnel in this Unit through the submission of AF Form 457, USAF HAZARD REPORT. In 1972 we received 28 Hazard Reports, 24 of which have been acted upon--investigated and action taken to correct the discrepancy. Action is underway to correct the remaining four reports.

c. In 1972, our FIRE/CRASH Rescue Vehicles responded to a total of 508 emergency calls. This was an increase of 80 over 1971. They were as follows:

(1) Rescue: 2	(9) False alarms: 3
(2) Military emergencies: 56	(10) Grass fires: 3
(3) Civilian emergencies: 58	(11) Line Standby: 93
(4) Assists to City: 9	(12) Air Evacuations: 5
(5) Building fires: 3	(13) Crashes (Civ): 4
(6) Auto fires: 2	(14) Defuels: 7
(7) Fuel spills: 192	(15) Attempted Sky-Jack: 1
(8) Engine starts: 74	

5. EXPLOSIVES SAFETY: We had one reportable explosives incident IAW AFR 127-4 on 8 June 1972. The Aft seat survival kit was being removed from aircraft 63-7741 to facilitate the removal of the seat itself. As the kit was lifted from the seat bucket the piston motor fired. The actuator lanyard of the piston motor caught on the seat structure as the kit was being lifted causing the kit piston motor to fire. SSgt ANSLEY L. COTTON from EGRESS received a State Incentive Award Certificate for submitting a safety device that would preclude this type of incident from ever happening again. All required Monthly Explosives Surveys were accomplished and documented as were all required Bi-Weekly High Hazard area inspections. All were satisfactory.

6. SAFETY PLANS: This Unit has an Accident Prevention Program Plan that outlines monthly programs for Flight, Ground, and Explosive Safety. We also have a Pre-Accident Plan that establishes procedures for attaining the highest possible degree of efficiency in Fire-Crash Rescue techniques and for insuring timely and proper investigative and reporting procedures.

7. AEROSPACE SAFETY COUNCIL. Our Group Commander is President of our Council. This Council is directly responsible for discussion and solving problems or hazards pertaining to Flight, Ground, or Explosive Safety. Each organization, unit, or section assigned or attached to this Group or Base is actively represented on this Council.

8. SELF-SURVEY PROGRAM: This Unit has an Outstanding Self-Survey Program. Each calendar year quarter, some major area of Safety is

thoroughly inspected and reported upon by our Safety Office. In the first quarter we inspect Safety Management; second quarter is for Flight Safety; third quarter is devoted to Ground Safety; and fourth quarter covers Explosives Safety. Each Survey is fully documented and answerable to the Group Commander and BDC utilizing identical formats and procedures as required by USAF Inspection Teams.

9. SAFETY PROJECTS: Our Safety Office has worked very closely with Operations, Maintenance, Supply, and Civil engineering in the development and securing of the following in 1972:

- a. BAK-12 Arrestment System
- b. VASI lighting for Runway 09-27
- c. Ejection Seat Trainer
- d. Hot Brakes procedures and regulation
- e. RSU local operating procedures
- f. Explosives Storage Site locations, licenses, and handling procedures
- g. Explosives Parking Plans

10. CONCLUSION: The 187th Tactical Reconnaissance Group has:

- a. A safety program with a positive command approach and participation in resolving problems.
- b. Current, effective Aerospace Safety Council meetings to resolve flight, ground, and explosives safety hazards.
- c. Positive action and support of the Safety Program by key staff and supervisory personnel.


d. The highest possible trained maintenance personnel to provide safe aircraft.

e. A Standardization/Evaluation Program that stresses the use of accepted and proven methods.

f. An outstanding Self-Survey Program.

g. An effective education and training program for eliminating personnel error.

h. A Safety Program to safely accomplish our assigned mission.


HENRY BRUCE CYR, Lt Col, AL ANG
Chief of Safety

GH-13-8

Thunderbirds To Perform at Dannelly Today

Over Montgomery's Dannelly Field will be buzzing acrobaticists and Super-Phantom II jets Wednesday afternoon.

Invitations by the Alabama National Guard and the Air Force Thunderbirds are being sent to mark the 25th anniversary of the United States Air Force and Armed Forces Day.

Montgomery School's band is expected to provide music before and after the free public show. Activities to include tours of the Air Force support, general aviation, and the Air Force Base.

These activities start at 10 a.m.



—Advertiser Photo by Carl King

Scooping in Low

At near supersonic speed, the Thunderbirds make a low-level pass in tight formation over Dannelly Field Wednesday at an open house air show. A crowd estimated by Air Force officials at 12,000 persons lined Dannelly's mile-long runway to watch the red, white and blue

painted jets perform. It was the 1,674th show for the Air Force's precision flying team. When the streaking jets were not stealing the show, parachutists dropped from the nearly cloudless sky. Police said the show caused traffic jams on South Boulevard and all the way down U. S. 80 to Dannelly Field.



Second Highest

M.Sgt. John W. Owen of Montgomery, left, receives the Alabama Commendation Medal Sunday in ceremonies at the Air National Guard Base at Dannelly Field. Presenting Owens with the state's second highest award is Col. Henry Fillingim Jr., commander of the 187th TAC Recon Group, Alabama Air National Guard. Owens received the medal for his distinguished service with the guard unit from August 1953 to May 1972.

Air National Guard's

Recruiting Again

Alden Thames, 34, said that their job after testing while a lot been in command. When must wait for an opening. Quite a while. Thames, 34, smiled apologetically when asked for the Air National Guard admitted the pilot and Guard.

For several years, the guard open to women, but listed the had long waiting list. The Air National Guard's needs, including flying to get the job. The Air National Guard's needs, including flying to get the job. The Air National Guard's needs, including flying to get the job.

Now they have a waiting list. There are more than 800 in cents that once again the need the Air National Guard now, but prices for a man to win others 15 to 20 are lost every month over to his ship.

"For a while now, we don't Thames is trying to maintain. have anyone round, except 800 as the guard's membership. those with their own notices. "I think we'd still have a and it's too late to wait," said waiting list if people knew more about the guard," he said.

He said most of the to the army guard in the air and because they don't know it exists.

Thames is a 34-year-old job overland. Thames is a 34-year-old job overland. Thames is a 34-year-old job overland. Thames is a 34-year-old job overland.

Thames is a 34-year-old job overland. Thames is a 34-year-old job overland. Thames is a 34-year-old job overland. Thames is a 34-year-old job overland.

ANG group sets Dannelly training

⁹³ MONTGOMERY — Jets will soar over Alabama beginning Saturday as members of the 187th Tactical Reconnaissance Group, Alabama Air National Guard, begin two weeks of Annual Field Training at Dannelly Field here.

According to Col. Henry Fillingim Jr., commander, the Montgomery based unit, which last year became the second Air Guard unit in the country to receive the super-sonic RF-4c Phantom II Photo Reconnaissance plane, usually deploys to a distant base for summer training.

include firing the M-16 rifle and .38 calibre pistol.

Col. Fillingim added that emphasis will also be placed on recruiting and retention. He said the unit still has vacancies for several career fields which could prepare a young man or woman for civilian employment while training them for an interesting and worthwhile position with the Alabama Air National Guard. Openings also exist for prior servicemen.

The first two weeks of annual summer training will end Aug. 5.

Again, this year, however, with the acquisition of new aircraft, the unit will stay at its home base.

The old Air Guard concept of having all members of a unit train at one time has been changed this year for the 187th. According to the commander, the unit will conduct a series of two week training periods on a year-round basis in order for each individual to receive the maximum training benefits.

Members of the 187th Civil Engineering Flight, which is a part of the 187th Group, commanded by Lt. Col. Shields Henderson, will travel to Puerto Rico and fulfill its two week training program at Ramsey Air Force Base.

In addition to receiving on the job training in their career specialty, members of the unit will also receive military training which will

MONTGOMERY ADVERTISER
JULY 23, 1972

Mrs. Nita Hogg, wife of Advertiser News Editor Ken Hogg, is the first woman to fly in an Alabama Air National Guard jet reconnaissance airplane, according to Guard officials. She is an employee of the Alabama Office of Consumer Protection and serves as secretary of the Alabama Commission on Aging.)

By NITA HOGG
Special to The Advertiser-Journal

Those RF-4C Phantom II jets that streak across Alabama skies are A-Okay. I tried one on last week, thanks to the 187th Tactical Reconnaissance Group of the Alabama Air National Guard. My flight in this magnificent 44,000-horse-powered supersonic plane was the culmination of an intense desire — the realization of an impossible dream.

I was not disappointed.

My pilot was Col. Henry Fillingim, Jr., the group's commander.

My flight instructor was Capt. Al Webb, the weapons-systems officer.

My flight began just after noon at Dannelly Field. I was met by Maj. Jim Hart, who took me on a short tour for introductions and preparation for the orientation session.

After the staff meeting and briefing I was placed in the care of Capt. Al Webb, the weapons-systems officer, and M-Sgt. Jim Walden, who fitted me with flight and G-suits, boots, oxygen mask, helmet, gloves and parachute.

I was placed in a mock-up of the Phantom's back seat and taught the lifesaving techniques of ejection and given other detailed instruction. While traveling at Mach II — that's twice the speed of sound—you don't have time to read the instruction book.

The time I had been waiting for finally came! In my borrowed flight suit and too-big boots, I clomped out to the flight line to meet my beautiful Phantom, No. 45062.

After a short orientation session, we climbed aboard. Fillingim did his preflight chores while Capt. Webb and Sgt. Wainer tucked me safely into the back seat and gave me last-minute instructions.

Then we were off!

Col. Fillingim did a maximum-performance, afterburner climb on takeoff. It was both breathtaking and spectacular.

During our flight, which took us over most of the state, my pilot demonstrated low and high-level reconnaissance maneuvers.

When the flight was over, we landed at Dannelly Field. I was met by Capt. Webb and M-Sgt. Walden, who gave me a tour of the aircraft and a brief orientation session.

My flight instructor was Capt. Al Webb, the weapons-systems officer.

For the next 15 minutes I sat in the back seat of the super jet, a place normally reserved for the weapons systems officer, whose job is to navigate the aircraft and operate its many photo and electronic sensors. These include forward and side-looking radar, infra-red and regular photographic sensors. This plane is capable of taking photographs of enemy activity at night as well as through all types of cloud cover.

The RF-4C Phantom II is

the most advanced jet fighter in the world.

It is a two-seater, with a maximum speed of 2,000 miles per hour. It is also the same type aircraft used by the Air Force Thunderbirds and the Navy's Blue Angels precision flying teams, with one small exception. It has a speed range in excess of Mach II, or more than twice the speed of sound. Its altitude ceiling is over 60,000 feet.

This beauty queen's dimensions are: length, 62 feet, 11 inches; height, 16 feet,

and a wingspan of 37 feet, 10 inches. The Phantom has a 70-hp engine, and you can take one home for only \$2,344,844.

My flight was arranged in conjunction with the Air National Guard's summer training program which ended Saturday.

My long-anticipated flight was the biggest thrill of my life.

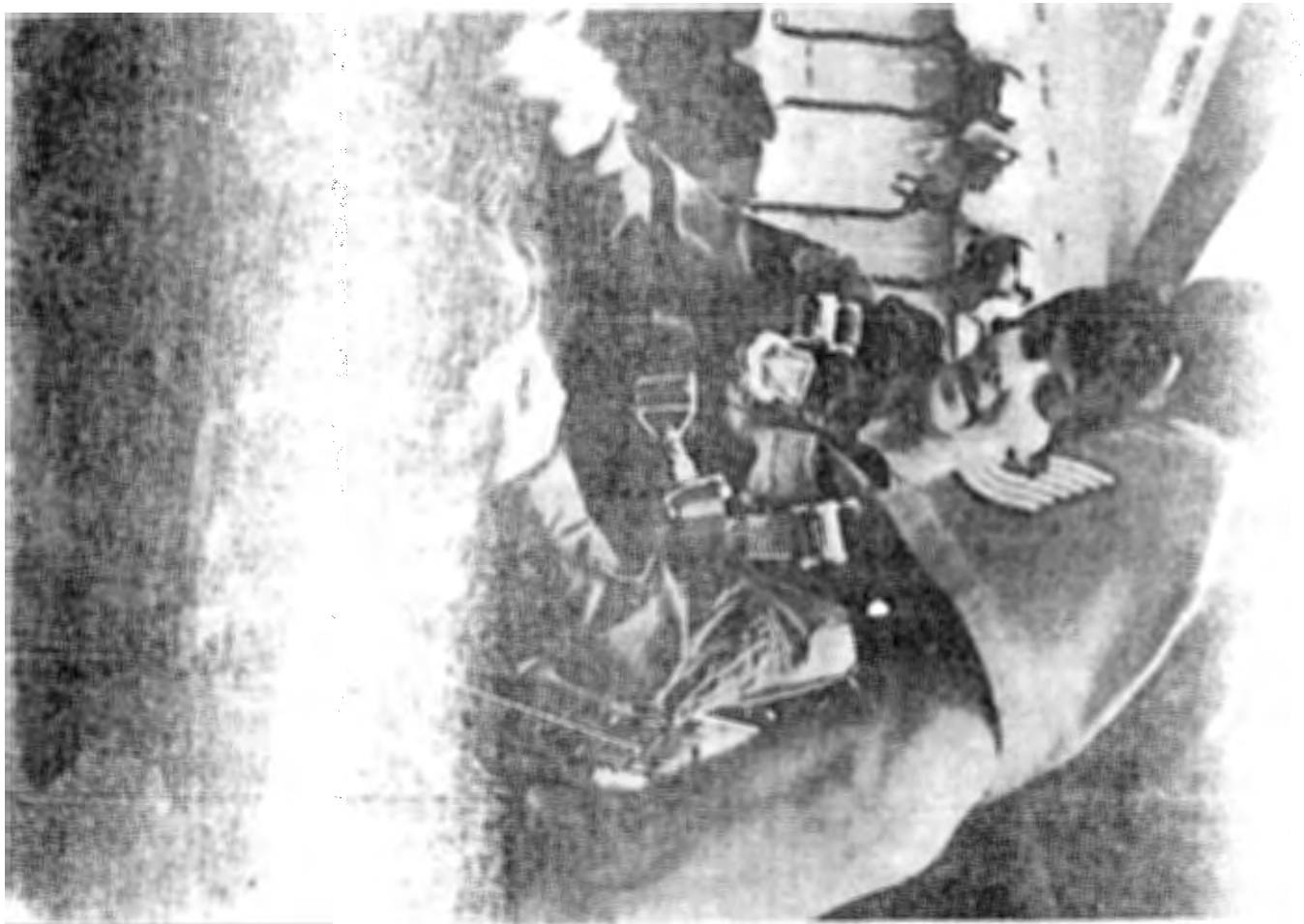
"We danced the skies on laughter silvered wings...

Where never lark nor even eagle flew..."

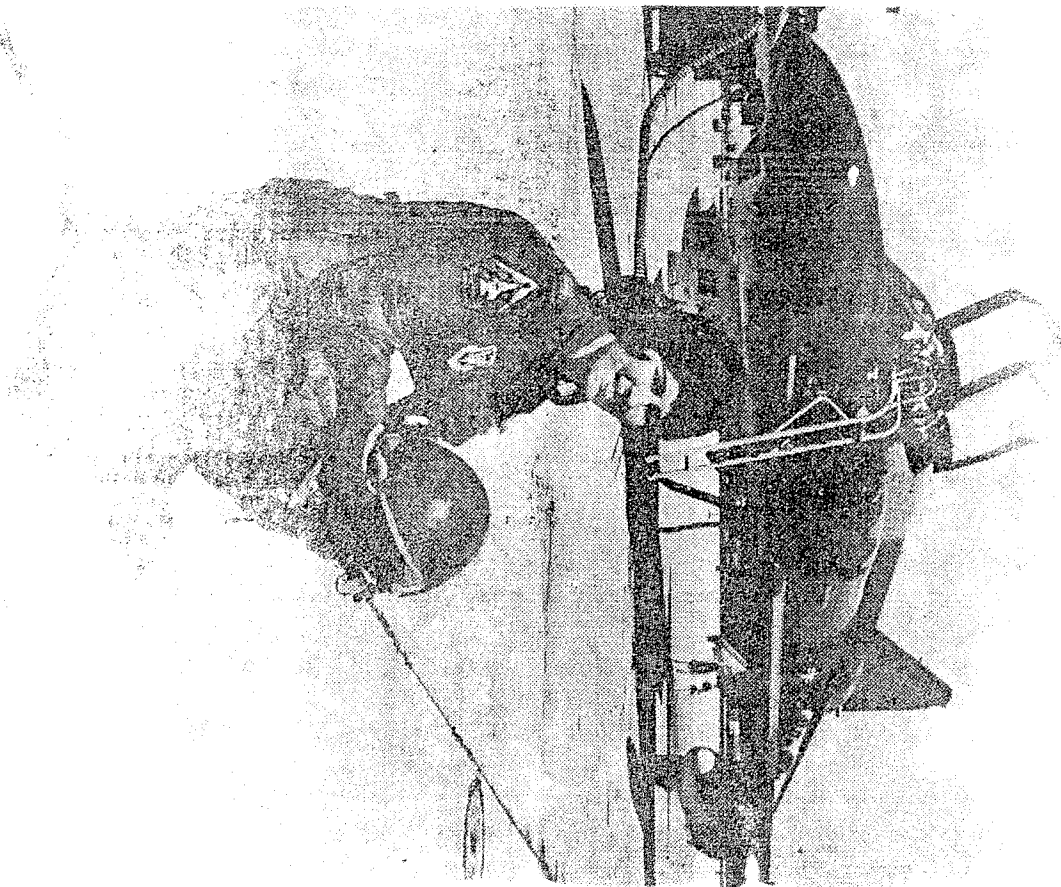
As far as I'm concerned, it's the only way to go.



11-12-40



Mr. [Name] [Name] [Name]



Alabama Air National Guard are attending summer field training at Dannelly ANG Base, working on the supersonic RF-4C Phantom II photo reconnaissance aircraft which the Montgomery unit was the second in the country to receive. The unit is

1st. Tommy Williams of Union Springs cleans the inside of an intake of a jet engine; Airman 1st. Steve Carmichael of Prattville, an instrument system specialist, checks a compass adapter for the RF-4C aircraft.





The first combat ready crew for the supersonic RF-4C Phantom II aircraft in the 187th Tactical Reconnaissance Group of the Alabama Air National Guard. Lt. Col. James Daniel (left), of Atlanta, and Capt. Al Webb, of Montgomery, look over flight plans during summer training at Dannelly Air National Guard Base in Montgomery.

2 pilots first of Air Guard crews to fly Phantom II

MONTGOMERY — A Commercial airline pilot from Atlanta and a Montgomery office worker of the Alabama Air National Guard have become the first combat ready crew for the 187th Tactical Reconnaissance Group of the Alabama Air National Guard to fly the supersonic Phantom II aircraft.

Lt. Col. James E. Daniel, of Atlanta, who is an Eastern Airlines pilot, and Capt. Al Webb, a full-time employee of the Air Guard at Dannelly Field in Montgomery, were the first crew from the 187th to complete 18 flights in the first jet capable of twice the speed of sound.

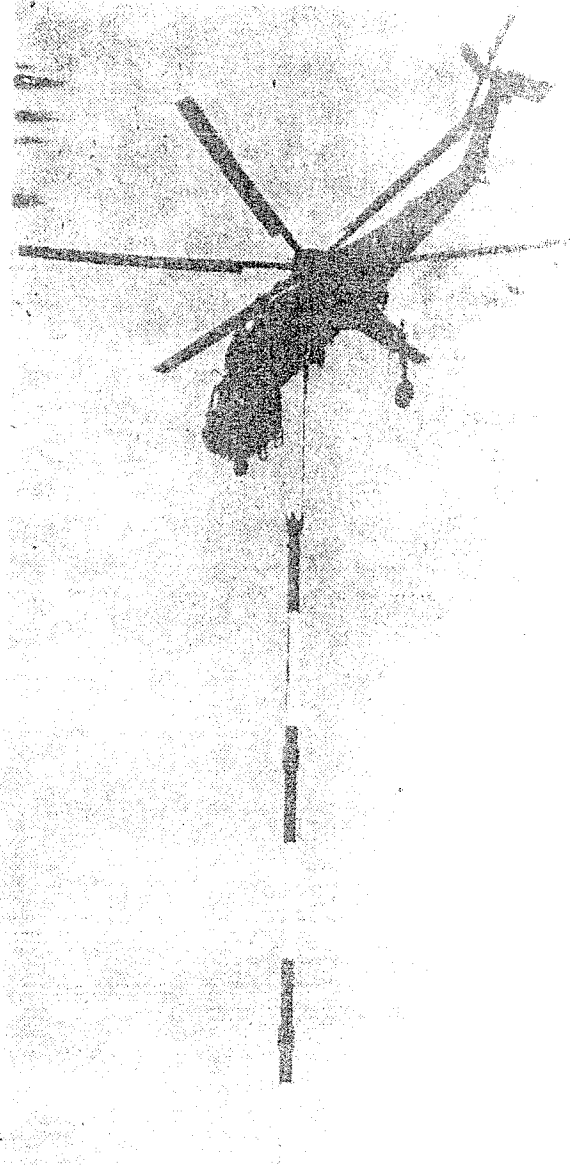
The jet met the same requirements which must be logged

by regular Air Force crews flying the reconnaissance aircraft on missions in Southeast Asia.

Missions required include night flying, day and night aerial refueling, day and night photography and cross-country flights.

The 187th was one of the first two Air National Guard units in the nation to receive the Phantom II aircraft and by mid-October, 18 more crews are scheduled to be in the combat ready category.

The aircraft's crew consists of a pilot and a weapons system officer. The Phantom is the front-line combat reconnaissance aircraft being used by the Air Force in Vietnam.



Sky Tower

An Army National Guard "Sky Crane" is shown moving a section of a water tower at Dannelly Field, assisting the 187th Air National Guard in making way for a new aviators' service the supersonic RF4C aircraft. The tower, the same one from which the Army Sgt. John Bodie fell to his death several years ago, is being flown to Ft. McClellan and reassembled there.



aking the Tour

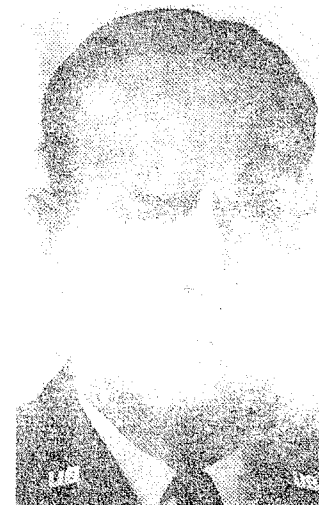
Cub Scouts from Pack 307 in Montgomery took a field trip to the Dannelly Air National Guard Base to view the facilities of the 187th Tactical Recon-

naissance Group. The scouts are from left, David Garrison, Paul Pickett, Wayne Ziegler, John Klein and John Yorks. Cub Scout Pack 307 is sponsored by the Highland Church of Christ in Carriage Hills.

Journal Closeup

CLIFFORD SINGLEY JR.

His mission about 1943 was to fly reconnaissance missions and continue to bring back information on the enemy. He was assigned to the 187th Tactical Reconnaissance Group of the Alabama National Guard, which was later activated as the 187th Tactical Reconnaissance Group.



Early Jet Pilot

Singley attended Auburn University but left in 1941 to join the Air Force. At that time there were no openings in the then Army Air Corps so he took a job with an aircraft company in Nashville, Tenn., until he became an aviation cadet in 1943.

He was a fighter instructor until he went to Japan with the Army of Occupation in 1948. There he was part of the first Far East unit to receive jet aircraft and later when the Korean conflict began, was part of the unit to take jets into combat.

Singley left the Air Force in 1953 to join the Alabama Air National Guard.

He and his wife, Juanita, have three sons aged 21 and 18.

Singley says he enjoys fishing, hunting and building things. He now lives in a house on Lake Martin which he built. — BETTY VEREEN

A black and white photograph of three young people in a room. A young man in a patterned shirt stands in the center, flanked by a young woman in a dark top on the left and a young man in a light shirt on the right. A large, light-colored object, possibly a sculpture or a large pillow, is in the foreground on the left.

The six members of the 1954 Football Team earned places on the 19 member Sports Team, and MSG William Atkins, Jr., MSG, Eddie Rogers, SSgt Gerald M. Sney, TSgt L. Jay Bushing, TS, Gerald L. Hidle, and Sgt Jerr L. Russell.

The first three black women without prior military service to join the Air National Guard were sworn into Alabama's Air Guard Tuesday morning.

—Advertiser Photo By Phillip Sheffield



—Advertiser Photos by D

An Unforgettable Day

For 51 underprivileged Montgomery youngsters, Wednesday was an unforgettable day, a prefiguring vision of the Christmas spirit. The children, ranging

in age from 6 to 12, were selected by the Salvation Army for a special Christmas treat from the 187th Tactical Reconnaissance Group of the Alabama Air National Guard. First on the agenda was a trip to a local department store where each child was given \$13 in shopping money. The fancy of little girls

turned to pretty new boots, while the boys' eyes at more manly things such as footballs. To stave off starvation from the winter shopping spree, the children were taken to a restaurant for lunch. The day was topped off with a special Christmas program at Gayle Plane