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## ORI RUNNING SMOOTHLY

Although it is still early and no official results have been released, deployed Wing Staff officials feel that the general operations are running smoothly in the Gulfport, Miss., portion of the 317th Tactical Airlift Wing Operational Readiness Inspection.

So far, the 317th TAW aircraft at Gulfport have flown 57 missions with only one of these missions having a late launch time.

There were 30 airland missions scheduled for last night at Little Rock AFB, Ark. Fifteen of the aircraft to be used in that portion of the exercise left Gulfport and returned to Pope AFB, N. C., and were loaded with equipment and personnel from the XVIII Airborne

Corps from Fort Bragg, N.C. After loading at Pope, the aircraft from Gulfport flew to Little Rock with 15 aircraft from Pope for the airlands.

A close-out time has

been given for the people and equipment presently at Gulfport. The entire operations at Gulfport are scheduled to be back at Pope by 6 a.m. Thursday.

Just a word of praise for the hard work and long hours put in so far during our ORI. Pope people have banded together in their typically unselfish manner, producing super results.

Operations are proceeding smoothly down at Little Rock AFB, Ark., and at Gulfport, Miss., and our people involved there are doing an outstanding job.

I know your continued effort will earn a high rating. Keep up the good work. THINK ORI!

Col. Duane H. Erickson  
317th Tactical Airlift Wing,  
Commander

## 1ST AES JOINS ORI

The words "Operational Readiness Inspection" are usually enough to make commanders in units break-out in a cold sweat.

The 1st Aeromedical Evacuation Squadron, a tenant unit at Pope AFB, N.C., has been tasked to participate in the 317th Tactical Airlift Wing's Operational Readiness Inspection.

To the 1st AES, the start of an ORI is an on-

going process in their worldwide mission, responding to a contingency and moving patients requiring medical treatment.

Deploying an average of once a month, the 50 men and women of the 1st AES participate in exercises throughout the country and around the world. Their involvements in the past year include Team Spirit,

Bold Eagle, Solid Shield, and Reforger, to name a few.

For Pope's ORI, the squadron sent 39 members winging their way west Monday morning aboard 317th TAW C-130 Hercules aircraft to Little Rock AFB, Ark., and Gulfport, Miss. The three aircraft carried personnel and equipment, including members of Detachment 1 of the 1st AES



# THE LIFE OF A CREW CHIEF

The C-130 crew chief is --to say the least-- a rare breed.

Where else can you find someone who works in the heat of summer or the cold of winter--rain or shine--often times putting in 12-plus-hour shifts to keep an aircraft flying?

In a typical day in the crew chief's life, he (or she--yes there are women crew chiefs, and very good ones too) may be working at his home station or on the opposite side of the world. Even though they do not get flight pay, some crew chiefs have logged almost as many flying hours as the flight crews.

A crew chief's job ranges from changing tires and pumping gas (JP-4 jet fuel) to forms documentation. Although he does

not specialize on any particular part of the aircraft, he must know every inch of the plane--from radome to rudder.

It is not uncommon for a crew chief to deploy with his aircraft, land at a remote base or civilian airport, and have no specialists to fix any problems the plane may have. Then he assumes the rôle of the specialist and fixes the aircraft himself.

At the home station, the crew chief spends most of his time removing panels, assisting specialists and inspecting the aircraft. The aircraft must undergo an inspection before the first flight of the day and after the last flight of the day-- and sometimes in between flights.

"What makes a crew chief tick?" asked this writer,

"Taking pride in my job and knowing that my aircraft is in top condition," commented one crew chief. "Knowing that it is my airplane, knowing that I make it fly," echoed another.

One crew chief summed it up this way, "After working on an aircraft for hours, I can stand on the ramp and watch it on it's take-off roll. Watching it lift-off and climb into the skies, I get a special feeling inside. I know the aircraft is in good condition and I know the lives in that plane are safe."

Sometimes the crew chief has been called a glorified gas jockey. A gas jockey? Maybe. Glorified? Not as often as they should be.

## AES

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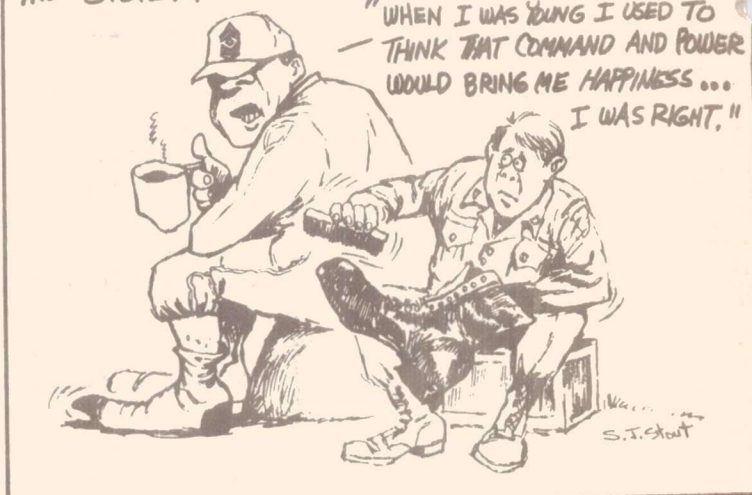
from Scott AFB, Ill., and the 57th AES also from Scott. The members of the 57th AES that deployed with the 1st AES were trained for C-130 operations at Pope.

The people deployed from the 1st AES include Lt. Col. A.D. Lindsley, squadron commander; Maj. C.T. Biliouris, director of operations; Maj. Phyllis Nagle, chief nurse; and flight nurses, medical technicians, medical supply and aerospace equipment personnel, and most of their administrative personnel.

The group has established a Mobile Aeromedical Staging Facility at Little Rock AFB and sent a three-person liaison team to work with the Army at Camp Robinson, Ark. An Aeromedical Evacuation Control Center has been set-up at Gulfport.

The 1st AES will remain on-scene for the duration of the ORI while a skeleton crew staffs it's headquarters at Pope.

### THE SYSTEM



### HERKY HERALD DEPLOYED

Pope Air Force Base, North Carolina  
"Home of Tactical Airlift"

The HERKY HERALD DEPLOYED is an official USAF newsletter published daily for the people of Pope AFB, Military Airlift Command, at Fayetteville and Spring Lake, N.C. Opinions expressed herein do not necessarily represent those of the Air Force.

Col. Duane H. Erickson ....317 TAW Commander  
Col. James N. Hockney ... 317 TAW Commander(Deployed)  
Col. Tom Boe .....Base Support Commander  
Col. Charles B. West ... Director of Operations  
Lt. Col. Fred D. Dailey ....ALCE Commander  
SrA. Bob E. Tobias..Information Officer/Editor(Deployed)  
Dave Davenport.....Staff Artist