



Maintenance support ORE OMS takes big step

Launch reliability is a serious thing with the 317th Organizational Maintenance Squadron's people. In fact, you might say it is their sole purpose for existence here.

But don't let such a small definition give you the idea that these people deal in small ways. On the contrary, when it comes to pre-planning takeoffs or configuring an aircraft to accommodate varying cargo loads and passengers, they take big steps to get it done right the first time.

When an exercise arrives like the ORE on Sept. 25, second changes may be costly for a professional outfit when rigging seats or alternating them for necessary support equipment. It would not be unthinkable for the Crisis Action Team to make a decision on an aircraft mission with only a few minutes notice to the OMS crews.

If such were the case, "We would have to immediately assess and place priorities on additional missions to include refuelings, locks work and configuration to enable those missions to meet an on-time takeoff," said CMSgt. Robert L. Havecock, 317th OMS superintendent.

In addition to deploying 94 people to work at Gulfport, Miss., the base's regular three working shifts had to be switched to 12-hour shifts throughout the exercise. "We can better utilize our people this way to accomplish the mission," added the chief.

Keeping two operations going (at Pope and Gulfport) are evidenced by the squadron meetint on time lauches. Today, however, will find more to come.

Redeployment will mean refueling servicing locks of these
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Augmentation Used

Eight people from the 317th Transportation Squadron were deployed recently to Gulfport, Miss. Other base people were augmented here to help the squadron through Pope's Operational Readiness Exercise, a Transportation official reported.

Four people from the 317th Headquarters Squadron were augmented to drive taxis, aircrew buses, shuttle buses and operate forklifts, according to MSgt. Jackie Scalp, Transportation's vehicle operation operation vehicle operation superintendent.

Transportation people also worked with the 3rd Mobile Aerial Port Squadron processing people for mobility and with the Transportation Management Office loading pallets on aircraft during the initial phase of the exercise.

Others worked in the Mobility Control Enter coordinating transportation problems with the sub pool (minature motor pool) and Transportation Control Point.

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 aircraft and reconfiguring them to meet their next requirement. At the same time, OMS is maintaining the continuous traffic low in and out of Pope. Couple that with the preparation of aircraft for the rotation trip, and I would say, the OMS takes their job in a big way.

FMS deploys too

Many flightline people would classify the 317th Field Maintenance Squadron as a speciality squadron. Their daily duties require them to be proficient in such things as hydraulics, fuels systems of aircraft, welding, sheet metaling and others.

When an ORE hits, they must perform these same functions both here and at the "forward operating base."

"There are about 20 shops in FMS having some function in preparing an aircraft," said Maj.

Robert F. Guy, squadron commander. "In an exercise like this, we also have the responsibility of picking up aerospace ground equipment and deploying with this portable equipment to function at the FOB."

The FMS deployed 88 people to the Air National Guard Base at Gulfport this trip. And, reports the major, all went well.

"My people met the deployment very smoothly, encountered no problems and I am pleased at how smooth the notification and response worked out.

"This type of operation is a team effort. No one person or group can go it alone," he affirmed. Avionics, field and organizational maintenance squadrons become a base team working for the common mission and that's important in an operation of this type.

ORE raise spirits

We deploy specialists to the field with radio, radar, autopilot, instruments, doppler and electric equipment," said SMSgt. Russel A. Ranson, superintendent of the 317th Avionics Maintenance Squadron.

Using this sophisticated equipment, 317th AMS deployed with the Wing to Gulfport, Miss., to maintain and diagnose malfunctions which may occur while a 317th TAW mission is ongoing.

The squadron deployed 35 people with necessities, but because of an unforeseen problem, had to ferry down an additional part for an aircraft at the forwarding operating base. According to the superintendent, these type things happen, but 317th AMS responds in a professional manner.

There are increased work hours with 317th AMS as with other base squadrons.

"Our spirits are high because we are practicing a war-time mission," said Sergeant Ranson. "Our people are well motivated to do an outstanding job and our morale has been high through the exercise.

"Our commander has done a super job, and as much can be said for the base support agencies who have stood by our side.

HERKY HERALD ORE HOME EDITION

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40th, 41st fly for ORE

By Sgt. Larry Nordquest
317 TAW Public Affairs Div

Thirty-two crews of C-130 Hercules aircraft recently deployed to Eglin B, Fla., and Gulfport, Miss., in support of Pope's Operational Readiness Exercise.

The 40th Tactical Airlift Squadron led the crews as the primary squadron, followed by the 41st TAS, according to Lt. Col. Ronnie C. Peoples, 40th TAS commander.

Missions consisting of 16 main stream ships deployed for the exercise. Thirteen single ships dropped container delivery systems over Berma Drop Zone, Eglin, Saturday. Two support aircraft flew to Gulfport and here while two Adverse Weather Aerial Delivery System and Station Keeping Equipment formations of three ships dropped standard air training bundles, which simulated a personnel drop, over Ellis drop zone, Eglin.

Additionally, there were two visual formations of STAB simulating heavy equipment drops. However, this portion of the exercise was canceled due to a low ceiling weather condition and poor visibility.

Other missions included a 13 single ship STAF, CDS load over Ellis Sunday night.

The 16 aircraft and crews will start redeploying back today.

There will be 25 redeployment sorties flown by Pope's TAS's. Additional aircraft are expected to be sent to Gulfport to help bring people and equipment back and some may be tasked to fly second shuttles.



3MAPS does it first

Getting there first is an important duty on an exercise involving a forward operating base. In the case of the present ORE, it means setting the framework that others may successfully carry out their assigned work.

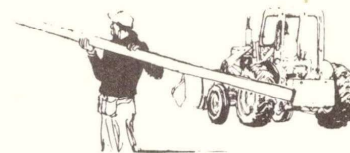
The 3rd Mobile Aerial Port Squadron are the people to set up the FOB and the first ones on the support aircraft to leave Pope.

Among the equipment to go with them are 25-K trackloaders, 10-K allterrain forkloaders and other off-loading heavy equipment. The 78 people deployed under 3MAPS must first off-load their equipment to become ready to off-load the other incoming people's equipment.

Coordination is another important factor with these load crews and the air terminal operating center becomes the hub of this task. Both at the FOB and at Pope, coordination with the ALCE and other ramp services is a key to successful mission completion.

A recovery team at Hurlburt Field, in Florida comes under 3MAPS. There the flying squadrons practice Container Delivery System drops with specially prepared loads and the recovery teams must do just what their name implies.

"Most of the people are new and have never been through an ORE," commented 1st Lt. Robert Eddie, mobility plans officer. With the newcomers getting their first ORE on the job training, he said "Everything went off well."



Eating
on
ORE

The inflight kitchen team prepared 15 boxes and 141 snack meals during the initial stages of the ORE. They also served coffee, kool-aid and water, in addition to placing about 150 sea-rations on the flights.

The six-man team worked a steady 24 hours in order to serve the men and women waiting for deployment.