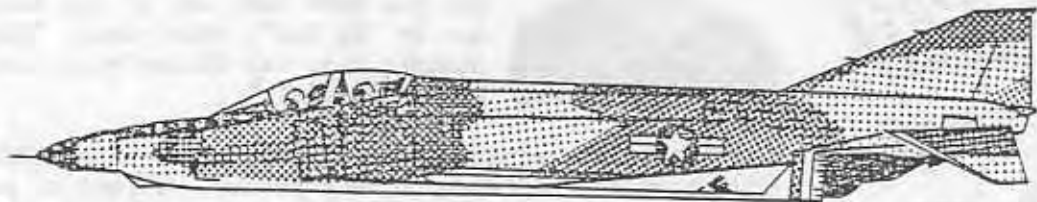




THE PHANTOM'S EYE



123d Tactical Reconnaissance Wing
Standiford Field (ANG), Louisville, Ky. 40213

VOLUME 5 NUMBER 9

SUNDAY, SEPTEMBER, 12, 1982

123d SCORES AGAIN: The recently held 12th AF Standardization/Evaluation rendered the unit an overall EXCELLENT rating. Seventeen different areas were evaluated involving the stan/eval program and aircrew performance. Areas receiving top scores included: flight evaluation, emergency procedures, aircrew examination, trend analysis and unit stan/eval board procedures. The aircrew performance examinations saw aircrews posting OUTSTANDING scores in Boldface Testing (automatic reactions to emergency procedures) and General Knowledge Testing. EXCELLENT marks were given for flight evaluations and threat knowledge testing.

Special comments were written up concerning the unit's procedures for preventing DNIF (duty not involving flight) aircrew members from performing inflight crew duties and egress training and facilities.

BEAN SOUP REWARDS: Last year's Bean Soup Festival proceeds has found its way into the hearts of 21 handicapped and economically deprived children. Camp Green Shores accomodated the children this past summer and provided an experience they could not otherwise have enjoyed.

The Bean Soup is an annual event with all proceeds going to the Kentucky Easter Seal Society. Last year's donation was \$1440.

Alan D. Kelley, Director of Camping and Recreation for the Easter Seal Society recently forwarded a letter of appreciation to the KyANG on behalf of the children.

CIVIL ENGINEERING NEWS: Busy as usual is the beginning description of the 123 Civil Engineering Flight, responsible for all repairs and new construction throughout the base. LTC Seiber describes some of the projects now under way and some that are still in the planning stages; the O&T building is now 100% complete; projects now out for bid include: sealing all asphalt pavements throughout the base and re-striping areas; repair or replace roofs on the motor pool, rocket storage building, and partial roof repair on fire station; replace drainage grates in the aircraft parking area. Currently under design is a Fire Detection and Supression System that will include almost every building on base. Also a new Weapon Security Support Flight building with ground breaking ceremonies expected as early as next spring. As an in-house project CE will soon be constructing a building for chemical warfare training. The O&T building is a fine example of the thorough job done in planning a job and seeing it to a successful end. Our thanks to Civil Engineering.





DEPARTMENT OF THE NAVY
NAVAL AIR FACILITY
WASHINGTON, D.C. 20390

From: Commanding Officer, Naval Air Facility, Washington, D.C. 20390
To: Commander, 123rd Tactical Reconnaissance Wing, Louisville, KY 40215

Subj: Letter of Appreciation

1. Your unit's participation in the recent Third Annual World Famous Open Class Photo Derby is greatly appreciated. This year's competition at NAS Fallon, NV was hindered by inclement weather. This caused a marked increase in pilot workload and required a highly professional performance in order to navigate in the low level competitive environment. Your aircrews performed superbly. Your intelligence and maintenance teams are to be congratulated on their outstanding performance. All hands can be proud of keeping this year's competition a safe and orderly evolution.

2. I recognize and appreciate the amount of preparation and effort involved in your participation and wish to thank all personnel involved. We look forward to your participation in future competitions.

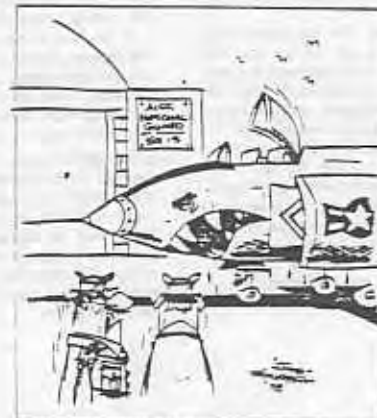
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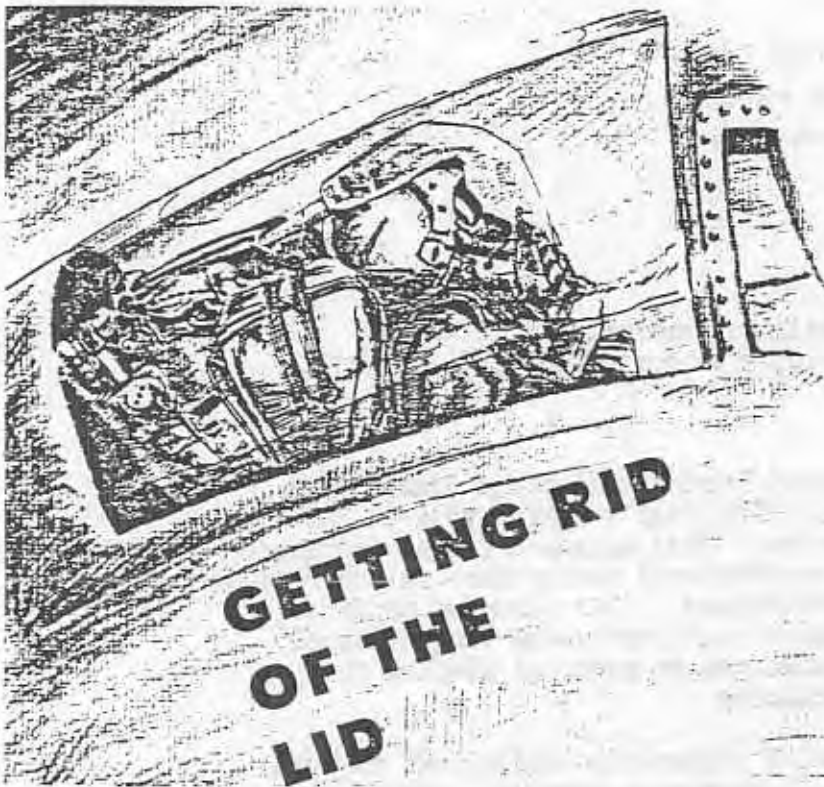
The Phantom's Eye is an official newspaper published monthly by and for the personnel of the 123rd Tactical Reconnaissance Wing, stationed at Standiford Field, Louisville, KY. Opinions expressed herein do not necessarily represent those of the USAF, National Guard Bureau or the Kentucky Air National Guard.

Brig Gen Carl D. Black...Commander
Maj Edward Tonini.....PAO
Capt Jeff Butcher.....Editor
TSgt Larry Farr.....Staff
TSgt Bobby D. Mullins....Staff
Sgt Linda F. Swan.....Staff
TSgt Linda Swink.....Photographer
SSgt Terry Lutz.....Illustrator

1982 DINNING IN: Now is the time for all ANG officers to make their advanced registration for this year's annual get-together with our Army counterparts. The price tag for the event to be held at the Fern Valley Holiday Inn on September 24 is \$15. The guest speaker is the Honorable U.S. Senator Wendel Ford.



"WE NEED NEW PLANES. THESE ARE GETTING SO OLD, THEIR TEETH ARE FALLING OUT."



By MSgt William T. Smith
165 TRS Life Support Supervisor

F-4 Phantoms have a long history of losing their canopies in flight. But in a recent accident, the opposite problem occurred: a WSO had trouble getting rid of his unwanted canopy when he tried to eject. Perhaps it's time to take a look at the F-4 canopy system, review the Dash One procedures, and try to end this unhealthy trend before the pendulum can swing too far in this direction.

The incident aircraft was an RF-4C on a low-level recon mission. At about 1,000 feet above the ground and 480 knots, the crew heard a loud thump, which was followed by left engine fire warning and overheat lights. Zooming the aircraft to a safer altitude, the pilot moved the left throttle to idle and then off. Within seconds the right engine fire warning light illuminated. All electrical power was lost, including intercom. When the A/C moved the second throttle to idle, the plane started an uncommanded roll to the right, which could not be controlled by stick or rudder inputs. Heat and smoke were starting to enter the cockpit when the pilot signaled to eject.

The WSO initiated a dual sequenced ejection by pulling the upper face curtain. While waiting to be catapulted from the burning aircraft, the backseater watched in surprise as the pilot's canopy and seat

left the plane out of sequence. (The rear seat should go first.) With his canopy still on the aircraft, the WSO released the face curtain and pulled the lower ejection handle—still nothing happened. By now, the aircraft was rapidly losing airspeed and the zoom had turned into a dive. Trees were beginning to fill the view out the windscreen, and the plane was rolling inverted. Reaching to his training, the nav maintained his grip on the lower handle with his left hand, and activated the normal canopy opening lever with his right. The canopy immediately departed the aircraft and allowed the aft seat to function as advertised without further coaxing. Seconds later, the burning Phantom impacted the mountainside as both crewmembers safely parachuted into the forest.

What caused the aft canopy to fail to jettison during the ejection attempt? Let's take a look at the F-4 canopy system to get an idea of how it works, and then the answer to this question will be more easily understood.

The canopy has two independent pneumatic systems that provide air pressure to operate the canopy, and it has three types of controls to activate the mechanical locking devices that hold the clamshell assembly closed. The normal air system uses compressed air from a storage bottle in the right wing root to apply reduced pressure to the canopy actuating cylinder when the normal control lever is pushed to the open position. A manual control handle is provided to unlock the canopy when the normal air system is depleted and unable to open the canopy. To jettison the canopy during the ejection sequence or during emergency ground egress, the emergency air system provides 3,000 psi air pressure from a storage bottle located behind the front ejection seat for the pilot's canopy and in door #16 in the belly of the plane for the aft canopy. This pressure, when released, causes a rapid opening of the canopy and subsequent failure of the hinge shear pins, allowing the canopy to depart the airframe. The emergency air system is activated by the seat-mounted initiator during ejection or by the bulkhead-mounted initiator when the canopy jettison handle is pulled. So, in all, the aircrew has three ways to open the canopy: normal, manual, or jettison.

In the case of the stubborn aft canopy, an inflight fire caused explosion and heat damage to the aft canopy emergency air system, depleting it. When the WSO initiated the ejection, the system functioned normally until the rear canopy failed to jettison, preventing the rear seat from firing. After the proper timed delays, the front canopy jettisoned and the pilot's seat fired okay. Since there was a canopy malfunction, the backseater's pulling the alternate ejection handle did nothing to clear the problem. Only when he pushed the normal canopy opening lever, did the canopy unlock and depart into the wind stream. Releasing the face curtain did cause some minor entanglement between the handle and the personnel chute.

A quick look at the Dash One shows that this problem is addressed quite thoroughly. For ejection it simply states to assume the proper body position and pull either the upper face curtain or the lower ejection handle. If the canopy fails to separate, it says to continue holding the ejection handle with the left hand and move the normal canopy control lever to the open position. [Ed. Note: The Dash One warns that once the face curtain has been activated it should not be released.] If that fails, hold the ejection handle with your right hand and pull the manual unlock handle with your left. Next, change hands again and pull the jettison handle with your right hand. If none of these actions work, put negative Gs on the aircraft and firmly bump the canopy with the heel of your hand. As a last resort, cut a hole in the canopy with the breaker knife and make a manual bailout.

During agress training, aircrews often ask the question, in the event of a canopy failure, why waste time with the normal lever; why not go to the jettison first? Simply put, we're going with the system with the best odds first. When you eject, the seat initiator has already put a demand on the emergency air system to jettison the canopy. By pulling the jettison handle, you're asking the emergency air system in another way to do the same thing it's already once failed to do. Since the normal system is independent of the emergency system, chances are much better that it will open the canopy. If the normal system doesn't work, the manual unlock method probably will. However, remember the normal lever must be in the open position before the manual unlock will unlash the locks. Once the canopy is gone, the interdictor pin and interlock block will be removed from the seat firing mechanism, allowing the seat to function normally.

So now we can see that the folks who write the Dash One do know what they're talking about when they devise these emergency procedures, and that shortcuts probably will only get us in trouble. Before you find yourself in an emergency, know the procedures, know the systems, and always be smarter than your canopy or it could become your coffin lid!

MSgt William T. Smith of the 165th TRS received special recognition and a T-shirt this morning for authoring the above article reprinted from the TAC Attack, Sept. 82.



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ENLISTED ASSOCIATION NEWS: The 11th annual EANGUS Conference was held at the Opryland Hotel in Nashville, Tennessee, September 4-9.

The conference was, as usual, successful under the direction of CSM Jim Garretson of Paducah, Kentucky, who is the National president. Business sessions were very informative, and social events were exceptionally entertaining.

Guest speakers at the business sessions included Senator Sasser, Tennessee Congressman; Sonny Montgomery of Mississippi; and Congresswoman Marjorie Holt. Guests at the social events included Grand Ole Opry stars Jan Howard and Charlie Walker; Country music stars Tom T. Hall and Charlie Daniel, all of whom performed, and TV's "Sky King."

The Kentucky delegation, with 28 members and spouses, was successful in its bid to hold the 1987 EANGUS National Conference in Louisville.

The EANGKy state conference will be held October 22-24, 1982 at the Holiday Inn North, Lexington, Kentucky. Registration forms and Hotel reservation forms will be printed in the September Citizen Soldier, and additional forms are available from Bob Denton at 466.

Membership in the Air Guard is falling far behind the Army. We have many members who have not renewed for the 1982-83 membership year July 1, 1982 to June 30, 1983. If you have not renewed, please contact your unit representative, the EANGKy representative in the snack bar Sunday between 0900 and 1400, or call Bob Denton at 466 for applications and information.

FOD POSTER CONTEST: The FOD sign which stands by the entrance to the KyANG base will be changed soon. However, not until a new one is created. Everyone is invited to enter the FOD Poster Contest. Your entry should be on an 8 1/2 x 11 sheet of paper and in color. They must be submitted no later than September 12, 1982. The winning entry will be selected on the basis of originality and ability to convey F.O.D. awareness. When the winning poster has been selected it will be painted on the base sign and the winner will be given an exciting ride in an RF-4. Send entries to LTC Greene, ATD/MA. The last winner was TSG Peggy Scully.

106th ARRS Members Rescue Seven Near Jamaica

Seven fishermen left afloat in a liferaft when their trawler sank some 100 miles west of Jamaica were rescued by members of the Air National Guard's 106th Aerospace Rescue and Recovery Squadron, West Hampton Beach, N.Y.

While returning from a mission to Puerto Rico, members of the 106th ARRS flying in their HC-130 Hercules were alerted to join a search for the missing vessel, Lady Blythe II. When the survivors were found floating in the raft by the 106th crew members two pararescuemen were dropped from their HC-130 Hercules to give first aid. Survivors and the rescue crew were picked up by the Ambassador, a ship answering the call for help, and taken to Grand Cayman Island.

The rescue brings to 131 the number of lives saved by the 106th Aerospace Rescue and Recovery Group since it converted to the rescue mission in 1977.



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NATIONAL HISPANIC HERITAGE WEEK

President Ronald Reagan has proclaimed the week of Sept. 12-18 as National Hispanic Heritage Week. Today's Hispanic Americans, like those before them, meet their challenges with dignity and a creative spirit, the president said in the proclamation. "In times of peace, the accomplishments of these Americans in science, technology, politics, the arts and other important fields have greatly enhanced our way of life. In times of war, Hispanic Americans have defended our nation with pride and courage." Thirty-nine Hispanic Americans received the Medal of Honor, America's highest military decoration. "This is a higher proportion of such heroes than in any other group, and we salute their sacrifices and bravery. Their determination to participate fully in the American dream bring strength and inspiration to us all," the president said.

123 TRW RECEIVES NATIONAL SAFETY COUNCIL AWARD: The 123 TRW has been selected to receive the National Safety Council Award of Honor for the calendar year 1981. The award is for safety and accident prevention in all areas of the unit. The award will be presented at the NGAUS Conference on September 20-23, 1982

Congratulation have been received from LaVerne E. Weber, LG, Chief, National Guard Bureau and MG Billy G. Wellman, Adjutant General, Kentucky National Guard.

WOMEN'S EQUALITY DAY: President Ronald Reagan recently signed a proclamation declaring August 26 of each year hereafter to be Women's Equality Day. In his speech he said, "we celebrate today not only the achievements of the past, but also, our continued commitment to build an America in which all our citizens will share equally in the rights and responsibilities of our nation."



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AIR WAR COLLEGE CLASSES: Air war college classes will begin September 30 and meet one night per week until completion. The air war college study group leader for the Louisville area is LTC Guy A. Jolly. Officers interested in taking advantage of the class should enroll immediately. LTC Jolly's phone number is:
Bus.-502-634-1511, ext. 276
Hcm.-502-239-8848

NEWLY DESIGNATED KC-135E STRATOTANKERS DELIVERED

The Arizona Air National Guard's 161st Air Refueling Group has accepted delivery of the Air National Guards first KC-135E. The stratotankers have been modified by replacing the original jet engines with new JT3D-3Bs. These more modern engines will reduce noise and emissions, save fuel, improve maintainability, improve takeoff performance and improve fuel offload capability. Other changes in the aircraft include additional flight instruments, an improved horizontal tail, yaw damper, brakes and anti-skid controls.