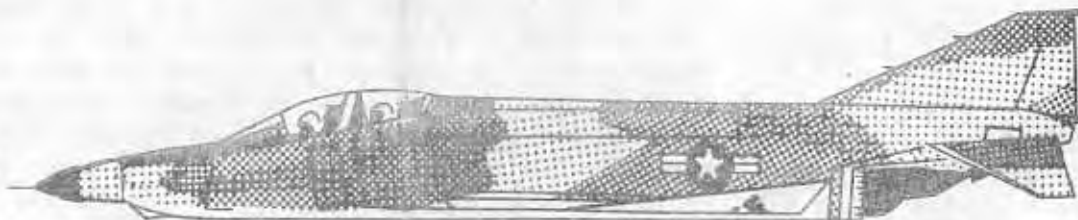




THE PHANTOM'S EYE



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

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AT COMMANDER'S CALL

EIGHT GUARDSMEN HONORED

Col. Eugene F. Kinnaird, Jr. led the list of eight Air Guardsmen honored yesterday at Commander's Call. He was awarded the Air Force Legion of Merit medal upon completion of 40 years of service. Col. John L. Smith and Maj. Richard H. Jett received the prestigious Air Force Meritorious Service Medal.

Five Guardsmen were awarded state commendations. Wing Vice Commander Col. Carl D. Black headed five who were awarded the Kentucky Distinguished Service Medal. Others were Capt. Paul W. Arnett, MSgt. Stewart W. Ray, MSgt Melvin W. Richardson and TSgt. James F. Salley.

The entire unit salutes the identified individuals and expresses appreciation for their recognized contributions.

INSTANT RECONNAISSANCE PHOTOGRAPHY TESTED: An electronic airborne camera system that can provide reconnaissance photography for interpretation 30 seconds after the aircraft passes over the target was flight tested at Eglin AFB, Fla., recently.

Developed by the Air Force Avionics Laboratory here, the electronic solid-state wide-angle camera system transmits photography electronically to a ground-based film recorder.

Within the recorder facility the photos are received, recorded on dry silver film with a helium neon laser beam recorder, dry processed, and displayed as a continuous strip of black and white film on a light table for viewing within 30 seconds after taking.

In tests of the system, an RF-4C flew at altitudes of 200 to 3,000 feet at a speed of ear 550 miles per hour. The aircraft could fly about 50 miles in any direction from the ground-based recorder facility while transmitting.

CHAPLAIN WILLIAMS DISTRIBUTES CHRISTMAS CONTRIBUTIONS: Four hundred and thirty dollars worth of good will and Christmas cheer was distributed by our chaplain Lt.Col. Robert Williams. Thirteen large food baskets were purchased and distributed to needy families in the name of the men and women of the Kentucky Air National Guard. In addition, 12 youths, ages 12-17 from the Shelter House on First Street were treated to a tour of our base, an all-you-can-eat lunch at the King's Table, and each received a small Christmas gift. The Shelter House, a home for troubled youth, is sponsored by the YMCA.

FOR SALE: Officer's Mess Dress Uniform, size 38 regular, a real bargain at \$60. Interested, call Lt Col Joe Kottak at on base 71.

MARCH OF DIMES WALKATHON: The 1979 March of Dimes Walkathon will be held on Saturday, April 7. Over 5,000 men, women and children from the Louisville area will be walking a 15-mile course to earn money pledged for this worthy cause. The Kentucky Air National Guard has once again volunteered to support the event by providing safety and traffic control functions. One hundred and ten unit members are needed. Each volunteer will receive credit for a UTA. If interested, call Lt.Col. Bob Byrd (OB 97).

UNIFORM PHASE-OUT DATES: You can bid farewell to your old 1505 uniforms. It was officially phased out effective Sept. 30, 1978. If it's any consolation, they make good painting uniforms. The dull satin finish colonel's (O6) grade insignia was also phased out effective Dec. 31, 1978. Men's top coat/overcoat, Air Force shade 1084 and 1085 will be phased out on June 30, 1979.

ROLLING STOCK: (a feature story by TSgt. James F. Salley)

An RF-4C Phantom II has four tires. Two little ones up under the nose, and two big ones on struts under the wings.

You don't hear much about tires or the people who take care of them, and Col. Carl D. Black, Air Commander, thinks that isn't right.

"A pilot sees the crew chief regularly, knows his name and whether his kid is sick," the colonel says. "Few people know the troops in the tire shop.

"You don't worry about tires when you're flying, because they're tucked up inside the airplane. They are no problem when you're parked, and no particular problem when you taxi. But there are a few seconds on every ride when they become critical - takeoff and landing. You've got your machine careening along at about 150 knots and a tire failure then would tend to captivate a man's entire interest."

Colonel Black is interested in tires, so MSgt Kenneth L. Franklin, section supervisor over the tire shop, is interested in making sure that the tire situation does not additionally come to the command's attention in an unpleasant way.

The main tires on an RF-4C, Franklin says, are good for about 46 landings. The smaller nose tires should average 40 or more landings.

That's provided nothing goes wrong. As Franklin describes it, a lot of bad things can happen to an airplane wheel. Although most pilots don't worry about tires while the planes are parked or taxiing, Franklin says.

"The air pressure in the main tires ought to be close to 265 pounds per square inch," Franklin says. "If you taxi the airplane when that pressure is too low, it can damage the wall of the tire and cause it to delaminate. By the same token, if the pressure is too high, damage to the wheel may occur."

Before the tire shop gives a tire to a crew chief to put on an airplane, they pump it up to 280 pounds of pressure for a leak-check period of 12 hours. If it doesn't hold that pressure within tolerance, they usually condemn the tire.

MSgt Joseph Shaughnessy, SSgt John Hourigan, SRA Bobby Blair and SRA Glynn Rice work in this important area. They know the tires must be right for a 22 ton Phantom to land on them.

Reconnaissance pilots sometimes say "kick the tires and drop the flares." When Colonel Black and the 165th TRS pilots fly, they can concentrate on dropping the flares. MSgt Franklin and his personnel have taken care of the tires.