

BUT WE'RE ONLY (SLOBBER) HERE
TO (DROOL) HELP!

CEVG ARRIVES

hassle over

for 1979



Although many people attended the "Formal" CEVG critique on 28 June, EVERYONE has been waiting for the real results to come out in CDG. Well, since the 38th is one of the very few squadrons in the USAF with a real mission, and since we've been real busy lately defending truth, justice and the American way, our trained analysts have only now been able to bring you the true CEVG story. It may sound familiar.

2 ACCS stepped on it, 38th & 343rd (treated as one unit for this eval) stepped on it, CSA muddled through (because 2 year olds could do their job) and 1 ACCS skated because nobody in CEVG knows anything about E-4's. There is some doubt that the folks in CEVG know much about their own job, either.

2 ACCS had two pilot's bust on a flight eval; performance data apparently was the key to success and they were locked out. The ACCS also had two go down the tube on the EP tests; one person had already distinguished himself on the aforementioned flight eval and the other busted the BOLDFACE. (We won't mention who she was though, cause she is in Stan/Eval)

The 38th became famous for fuel panels. Two IP's failed to open all the tanks prior to landing. There was a big debate over where prior to landing was however. It seems two CEVG evaluators can't standardize it. One thinks that it means 200 feet in the air, the other thinks it is in the flare. They will settle on an answer before next year though. One co-pilot also went down on this little musical comedy. No 38th personnel failed the written exams. One 38th Stan/Eval crew would have flown a perfect Eval, with all CREWDOGS receiving an "H" except for one individual not getting an "H" on his closed book exam. Congrats to Messrs. Bible, Beaulieu and Flynn and a nice try to John Boyle. Maybe next year.

Overall, the 55th came out SAT due mostly to some flaky CEVG calls. Still, we have to play by their rules. 200 feet in the air is "prior to landing". So is 200 miles out enroute to the fix. So is 2 inches in the air.

Comedy highlights were provided by the Recon CEVG crew, Pete Mangum arriving unqualified in the airplane and getting a check from Jim De Shields; Rick Bender arriving with his brain in suspended animation from the cold at Shemya; the whole bunch arriving when most of Stan/Eval was TDY or on leave; Jim Deshields panicking in the face of some poor weather during air reueling rendezvous and later getting caught by the AP's while trying to hot wire the assigned CEVG truck; and, lastly, Burr Paul and Rick Bender winning the 55th Standardization award for their interpretations of "prior to landing".

The whole show was nothing to be proud of on either side of the fence. Reggie still bought the beer, an honor the CREWDOGS certainly did not earn. We are in his debt folks; don't kid yourself. We are capable of a far better performance and he deserves it.

If the Ayatollah Winstead was still running the mosque, heads would be rolling; yea the very taxiways would be rivers of blood. Repent, O ye abominable ones; Regis will soon get stars in his eyes and a new leader will come amongst us. Be-seech Sac that it will be an understanding one, one that knows Recon also. Nuff said.

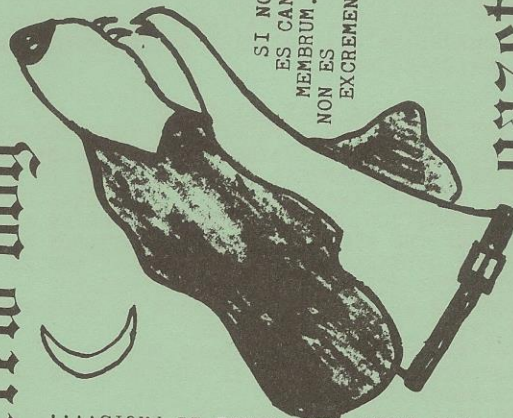
I JUST LOVE
ASTIR BEACH
IN THE MOONLIGHT
IF ONLY THE
CREWDOGS DIDN'T
SLOBBER SO



SI NON
ES CANIS
MEMBRUM....
NON ES
EXCREMENTUM!;

Gazette

crew dog



THE TRUTH UNRETTERRED BY FACTS!!!!

ORSOLINO IS FIRST NAV ASSIT. OPS OFFICER

My Dear Mister-a Urschler,

When my lil'a nephew, Giovanni Orsolino was a-tella me you was da Capo de Tutti Capos inna da 55th I tought you wasa a gonna be a easy man to deala wit. I didina tink it would take-a you so long to see my Giovanni wasa not lik-a da rest of da boys. I wasa a very sad we hada show you why you shoulda give him a beddera job. But Johnny tells-a me dat you have-a make-a him an assitant Operations Officer inna da 38th an now he is-a very happy. I'ma atill not-a happy. Arounda here, an assitant isa one of-a da boys who do-a alla a da dirty work like-a make da cement over-a shoes anna nail-a da kneecaps-a to da floor. I tink you shoulda give-a him a beddera job-a still. I promise-a dat you wone wake up inna you bed with a P-a 51-a propellera inna you bed again. I also willa tell you where you Mother is anna my "assistants" will bring her home-a now. (By da way, da boys says she is a gooda dice trower-a.) She is-a very nice-a lady. I hope-a shelike her stay witha us. I wone a-bother you again unless little Giovanni getsa unhappy. I tink maybe we should suggest you fine him a bedder job but-a he says-a no. Dose lilla orange tings on his-a collar looka like a spaghetti stain though. Do you tink you canna get him a different color? Maybe silver? His mother worries so much-a bout how his shirts a-look. For me, huh? Capo to Capo, huh? I know you are-a reasonable man. I hope-a you swim-a good too.

Tanka you,
Anthony "Tuffy" de Luna

EDITORS NOTE: The above letter was found pinned to the desk by a twelve inch stiletto and a suggestion that we print it or never start our own car again. Although CDG bows to no one, we decided to print this anyway.

38 SRS
OFFAL AFB, NE
JUNE 79-VOL I NO. 4
\$* NO CHARGE FOR CREWDOGS

DASH 1 CHANGE

-1 cont

Did you know that each new page to the Dash 1 cost about \$8000? That being the case, CDG has been asked to distribute the latest change to the V Dash 1 since our costs are much lower than that. This change only affects V models that are equipped with the new electric Pilot and Copilot seats. Eventually, all of our aircraft will have them; at the present only 357 is so equipped. Anyway, here's the change.

DUE TO PROGRAMMED MODIFICATIONS OF THE RC 135 V SEAT MECHANISM TO ELECTRICAL OPERATION THE FOLLOWING EMERGENCY CHECKLIST WILL BE USED UNTIL INCORPORATED INTO THE 1C-135(R)V-1.

RUNAWAY SEAT CHECKLIST

PRIOR TO ANY CORRECTIONAL PROCEDURES THE DIRECTION OF SEAT RUNAWAY MUST BE DETERMINED. THE COPILOTS SEAT RUNNING AWAY APT MAY APPEAR TO THE COPILOT TO BE THE PILOTS SEAT RUNNING AWAY FORWARD. THE FINAL DETERMINATION OF DIRECTION OF SEAT RUNAWAY WILL BE THE RESPONSIBILITY OF THE NAV 1 SINCE HE IS USUALLY NOT ENGAGED IN OTHER DUTIES ABOARD THE AIRCRAFT AND IS USUALLY WATCHING THE PILOT AND COPILOT CLOSELY.

1. CONFIRM AND VERIFY DIRECTION OF SEAT RUNAWAY-P,CP,N1 (TWO MUST AGREE)
2. NOTIFY NEAREST SAC COMMAND POST-P "OUTOF CONTROL, THIS IS SAXSUK 69 WE HAVE A RUNAWAY SEAT"
3. IF SEAT RUNS AWAY RAPIDLY, THE BALL BEARINGS IN THE SEAT MECHANISM MAY BECOME OVERHEATED. THIS INFORMATION WILL ALSO BE RELAYED USING THE SAME FORMAT.. " OUTOF CONTROL, SAXSUK 69 WE HAVE A RUNAWAY SEAT AND HOT BALLS."
4. UPON HEARING THE CODE WORDS "STANDBY", PROCEED TO NEXT CHECKLIST.

RUNAWAY SEAT-HOT BALLS CHECKLIST

1. AWAKEN NAV 2-P,CP,N1
2. PULL ELECTRIC SEAT CIRCUIT BREAKER LOCATED BETWEEN FORWARD COFFEE JUG AND PORNOGRAPHIC MAGAZINE RACK-N2
3. IF N2 IS UNABLE TO LOCATE C/B OR CANNOT BE AWAKENED, HAVE N1 PULL ANY C/B AT RANDOM SO CHECKLIST WILL NOT BE DELAYED

* CAUTION *

EMERGENCY PROCEDURES AT THIS TIME WILL BE MONITORED CLOSELY. A RAPID RUNAWAY SEAT TO THE FRONT ON THE PILOT OR COPILOT SIDE COULD BE EXTREMELY CRITICAL AND COULD RESULT IN SEVERE DAMAGE TO PERSONAL EQUIPMENT IN THE EVENT THE SEAT AND OCCUPANT ARE IMPALED ON THE CONTROL COLUMN.

NOTE

COPILOTS SEAT MAY NOT BE AS CRITICAL IN THIS CASE, SINCE COPILOTS DO NOT USUALLY HAVE EXCESSIVELY LARGE "PERSONAL EQUIPMENT".

4. IF THE CREW MEMBER IS IMPALED ON THE CONTROL COLUMN, COMMAND POST WILL BE NOTIFIED AS FOLLOWS:
"OUTOF CONTROL, SAXSUK 69 WE HAVE A RUNAWAY SEAT, HOT BALLS AND A CRUSHED STICK." COMMAND POST WILL ACKNOWLEDGE WITH CODE WORD "STANDBY."
INDICATIONS OF CRUSHED STICK WILL BE ACTUATION OF INDIVIDUAL CREWMEMBER WARNING SYSTEM WHICH IS A SHRILL SCREAMING SOUND EMITTED BY IMPALED CREWMEMBER

cont' on top right

THE OLD PHILOSOPHER ON FUEL RESERVE--
"The only time you have too much fuel is when you are on fire."

RUNAWAY SEAT, HOT BALLS, CRUSHED STICK CHECKLIST

1. INSERT SEAT CUSHION BETWEEN CONTROL COLUMN AND CREWMEMBER-P OR CP

WARNING

THIS STEP MUST BE ACCOMPLISHED AS RAPIDLY AS POSSIBLE AND WILL BE CONSIDERED AS BOLDFACE. EARLY RECOGNITION OF FORWARD SEAT RUNAWAY IS CRITICAL AND CORRECTIVE ACTION CANNOT BE DELAYED BY ANY CREWMEMBER OBSERVING THE RUNAWAY. IF CORRECTION IS INITIATED TOO LATE, THE CUSHION SHOULD BE INSERTED AS FAR AS POSSIBLE BETWEEN CREWMEMBER AND YOKE.

NOTE

RUNAWAY SEATS IN THE VERTICAL DIRECTION WILL BE HANDLED IN THE SAME MANNER AND SEAT CUSHIONS WILL BE STUFFED BETWEEN HEAD AND CEILING OF THE COCKPIT. PILOTS OR COPILOTS SEAT RUNAWAY IN THE VERTICAL DIRECTION IS NOT CONSIDERED TO BE CRITICAL BY SAC HQ SINCE TESTS HAVE SHOWN THAT PILOTS HEADS DO NOT SUSTAIN ANY NOTICABLE DAMAGE ON CONTACT WITH ANY HARD SURFACE. DAMAGE TO EQUIPMENT MAY RESULT, HOWEVER.

Well, there it is. Cut out this change and have it with you when ever you fly 357.



ROGER RECON!!!
TAKE YOUR HANDS OFF
ME! WHENEVER YOU READ
CDG IT TURNS YOU
INTO AN ANIMAL!

WANTED: Information leading to arrest of spy that told John Orsolino when CEVG was coming. Also would like name of person who authorized 30 day leave for INU prior to our arrival. Write 1 CEVG. All information regarded as confidential.

WANTED: Partners for get rich quick scheme. Plan involves moving out of your present house to a new, much more expensive one and renting your old house for big bucks. Some minor details still to be worked out. Get in on the ground floor. Call Craig McFall, there is a slim chance you will be glad you did.

FOR SALE: Near new barbequed chicken. At least 80 lbs available for use as house pet, coffee table curi or whatever. Also have foolproof plans for catering 2 day parties. Call TEX-WOP, Inc.

PROFESSIONAL DATSUN WRECKERS, INC.- Need your Z car destroyed? Call C. McFall or J. Nolan for quick, low cost wrecking guaranteed to raise your insurance rates. Can make it look like the other guys fault if desired. Ditches our specialty, head-ons considered. No job too small; call anytime.