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ton takes off (left) from carrier **Constellation**. At right, Lt. (jg) Jerry McKenzie, radar intercept officer, smiles from plane's "rumble seat"

Tags 1,000 for 2nd Tours, as Shortage of Volunteers

Washington Bureau
TON—Although the Air Force has been doing its best on second tours for Vietnam and as long as possible, finally coming for uncommissioned officers, the Air Force said, they will leave for Vietnam in the Spring, it has announced. At present, but undetermined number of officers is expected to go to Southeast Asia for a second time.

Specialties as maintenance (461x0), equipment operation and air-freight (xx) will leave for Southeast Asia in early 1968. Other specialties also exist, civil engineering, portation officers may have to go on other in late 1968.

The impact of second tours, the Air Force said, that it would be men who served in Vietnam to time, unless, of course, they wish to go to

estimate Southeast Asia positions can be filled in 1968 without second tours. This is the first time announced it was to send men to Southeast Asia for second tours, services have been some time in. More than 100,000 men from all services are needed for first and second tours. Manpower shortage in officer and non-officer fields for Southeast Asia is particularly in

the past year, the Air Force managed to hold off on second tours until similarly qualified airmen had served in SEA by making extensive assignment policy changes and through re-training efforts.

In order to meet future requirements, the Air Force said, it was putting the following rotation policies into effect:

Stabilized tours in the U.S. for officers and NCOs without previous SEA duty will be cut in increments of one year or less.

SEA returnees will be used to the maximum as replacements for officers and NCOs withdrawn from stabilized duty posts in the U.S.

Commanders have also been asked to set up vigorous programs to encourage voluntary service in SEA.

The Air Force also said a continuing review of its deferments will continue to be made to reduce the number of men excused from assignment to an absolute minimum.

Army Plans to Test New Khaki Uniform

WASHINGTON (S&S)—Army drill sergeants will test a new and trimmer permanent press, wash and wear khaki uniform next summer which may eventually be authorized starting in the summer of 1969.

Army Chief of Staff General Harold K. Johnson recently approved an Army Uniform Board

recommendation to adapt the short sleeve shirt and trouser combination in khaki shade M1. The cloth is made of a combination polyester and rayon.

If the new uniform meets Army requirements and becomes an authorized item it will be available for optional purchase by officers and enlisted men.

Backseat Driver With a Gift of Gas

USS CONSTELLATION IN THE TONKIN GULF (PAO)— Flying at twice the speed of sound over North Vietnam with the ever-present threat of SAMs, antiaircraft fire and MIGs would appear to be one situation in which someone would not want a backseat driver.

However, for the pilots of the Navy's F4B Phantom II, the fastest jet fighter in the air war, a backseat driver is a mighty handy man to have around.

The man in the "rumble seat" or rear cockpit of the Phantom is not there just for the ride. He is a radar intercept officer (RIO).

Using computerized radar and navigational systems, the RIO has the responsibility of keeping his pilot informed on correct air speed, altitude, range, bearing, hostile contacts and friendly air traffic. He also performs most of the radio communication. An internal communication system allows the men to talk to each other. Thus, from his back seat, the RIO can keep the man at the wheel informed on everything taking place.

The RIO carries out his duties in a space that appears no larger than the backs of a bicycle-built-for-two. His seat is form-fitting—he just steps into it and we're sitting. Sitting in his ejection seat, the RIO is surrounded by switches, buttons, scopes, levers, wires and lights. The forward lip of his canopy, convex mirrors present view of everything behind. When the canopy is closed, it's much like being packed in a suitcase.

"Once you get used to it, it's fairly easy to move about," Lt. (jg) Jerry A. McKee, RIO of a Constellation Fighter Sq. 143 Phantom. "I just about turn complete around in my seat now said.

Bien Hoa Busier Than O'Hare

BIEN HOA, Vietnam (UPI)—Chicago's O'Hare Airport no longer be the busiest world.

According to control and ground control appraisals personnel of the 1877th C Sq., Bien Hoa had 62,494 take-offs and landings in August, 64,390 runway actions in September.

During both months Bien Hoa AB out-distanced O'Hare Airport, which recorded its best month this year during September with 60,462 runway actions.

All of Bien Hoa's landing and take-offs took place on the base's one runway.

15 VC Captured

CAN THO, Vietnam (UPI)—Two Vietnamese Ranger platoons of the 21st Inf. Div. two reserve companies captured 15 Viet Cong in a 100,000 pounds of rice in the region Dan Chi 25 miles south here.



Getting Set for the 'Kickoff'

Inland sailors of the Helicopter Attack (Light) Sq. 3 (Seawolves) maintenance division prepare their sampan for the big race with a craft from the Army's 199th Aviation Co. Det. 2. A pond

near the flight line at Vinh Long AB in South Vietnam's Mekong Delta will be the site of the race, which coincides with the date of the Army-Navy football classic. (USN)

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