

THE MOA NEWSLETTER

The Maintenance Officer Association (MOA) is committed to enhancing the USAF mission by improving the maintenance world. Although comprised primarily of USAF maintenance officers, MOA is not associated with the United States Air Force or any other organization.

ISSUE NO. 2

AUGUST 1982

MOA UPDATE

The MOA has doubled in membership since the last newsletter. There were 107 members on 11 August when this edition of the newsletter went to print.

The 100th MOA member was Col Karl Berroth (81 TFW/MA) who signed up on 27 July. The MOA returned Col Berroth's check for the 1982 membership dues in honor of his being our century member. That is Col Berroth's picture on page 3 of the Maintenance Magazine (Jul/Sep 82 edition). No, that is not an award from MOA he is shown to be receiving. The trophy being presented is the 1981 Daedalian Trophy presented to the DCM of the unit selected as the best maintenance organization in the Air Force--which he is and they were.

Speaking of membership rolls, a list of the MOA members is included on pages 7 and 8. After you have read it to see who is on it, please look at it again to see who is not on it. The professional maintenance officers missing from the list who come to your mind probably have not been nominated for membership. Invariably, when I am TDY and run into MOA members, they offer me some names they have "been intending to submit for membership." Since it is unlikely that I will be able to jog the memory of each member personally, it would be easier for each member to jot down the names right now and send them to MOA. Handwritten nominations are fine. Include the individual's organization of assignment (if you know it) to aid identification. As we said in the first newsletter, there is no membership goal established. I do not know how many professional maintenance officers there are. I will bet that the number is more than 107.

A couple of our members felt that the first news-

letter had an anti-OPs slant. That was definitely not the intent. The MOA is interested in maintaining the proper maintenance/operations balance. However, the MOA is not anti anything. The article on page 5 by B/G Curtis, the USAFE LG, states the idea better than we obviously did the first time around.

We also asked L/G Chain, the Air Force Deputy Chief of Staff Plans and Operations, for a newsletter input (see page 10). For those of you who have not been lucky enough to spend a tour in the Pentagon recently, that may sound strange. The Air Force XO? Shortly after arriving at the Pentagon, I attended my first DCS/Logistics officers' call. Gen Chain (then M/G Chain, Director of Operations and Readiness) was the guest speaker. He presented a briefing he had given numerous times to a variety of audiences, both military and civilian. The bottom line of the briefing: we better be putting money and management attention into logistics and get things balanced because that is what readiness is all about. Everyone in our business should get a chance to hear that briefing. For now, though, we will just leave our invitation open for future contributions from Gen Chain.

Speaking of contributions, we intend to publish the next newsletter in approximately 60 days. We are considering changing the frequency to six times annually instead of quarterly. Our longer-term plan is to publish monthly. However, that plan is dependent upon the size of the membership rolls (money) and newsletter submittals from the members (hint). With a little experience behind us, we have determined that we can handle the administrative end of publishing monthly. But we need your inputs.

THE MOA MOUTH

DO-DAs, SUCK AN EGG, AND BEDBUGS

You are buried in paperwork. You cannot see over your in-basket. That sounds familiar because it is a common lament. The paperwork problem is especially critical for many maintenance people, for often the in-basket/out-basket/waste basket drill is separate from, in lieu of, or on top of the "real" job. When you are "shuffling papers, you are not stomping the ramp."

The Do-Da, Suck an Egg, Bedbug Theory says that a certain percentage of that pile in your in-basket serves no useful purpose; it is simply the bureaucratic equivalent of "occupant" mail. This type correspondence warrants little of your time and, more importantly, none of your mental powers. I am not suggesting you start throwing away the higher echelon suspense items--that could lead to short tenure. I am suggesting that expending your intellectual energy in responding to "administrative Muzak" is not productive. The insidious nature of some of this correspondence warrants further discussion. Although I use letters as the examples, the theory applies to all types of correspondence.

Do-Da, Do-Das

Do-Da letters float through the bureaucracy expounding on universally-accepted theories (motherhood and apple pie virtues). The Do-Da letter serves as an organizational self-stroking function--and little else. The Do-Da, Do-Das are provided by the choir, as in "preaching to the" Often great care and precision go into responding to the Do-Da letter. However, the only possible benefit from even the perfect Do-Da response will be a minor volume adjustment to the choir.

Suck an Egg

Suck an Egg letters are the classic examples of turf struggles. The Suck an Egg letter talks about (and around) a particular problem or issue without ever addressing the problem or issue itself. The bottom line, invariably, is "You are on my turf, in MY business, and I don't like it. Suck an Egg!" Do not be fooled by the common Suck an Egg ploy that the author uses of requesting additional information/justification, usually voluminous in nature. If the central issue does not warrant your attention, ignore the temptation to rejoin. Round file it! If the problem does require resolution, one of the best approaches I have seen starts with a profuse apology for blundering into the wrong territory. Then offer your assistance in any way possible to help the Suck an Egg author with the problem over which he has just acknowledged ownership (OPRship).

Bedbugs

The name for Bedbug letters comes from the following story. A salesman decides to break the monotony of his travel schedule by taking the night train sleeper coach from New York to Chicago instead of his normal airline flight. He awakens in Chicago to find his entire body covered with bedbug bites. Following considerable on-site commotion, the salesman fires off a real blaster to the president of the railroad.

Approximately two weeks later the salesman receives a lengthy personal letter from the railroad president.
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MOUTH

[Continued From Page 2]

After expressing both his personal chagrin and the company's embarrassment, the president outlines the corrective actions taken: the porter has been fired; the conductor disciplined; all the bedding on the train, from engine to caboose, has been destroyed; and the specific car the salesman occupied has been put in the overhaul facility to be stripped to bare metal and totally rebuilt. Additionally, the president itemized a newly-established comprehensive quality control inspection program to preclude recurrence. The letter closed with a plea for the salesman to give the railroad company another chance.

The only problem with the letter was an inter-office memorandum that had inadvertently been left attached. Obviously a note from the president to his secretary, the memo said: "Rose, send this asshole the Bedbug letter. J. B."

Bedbug letters may be the hardest type of administrivia to confront because there are no standard solutions. However, rest assured that a well-thought-out, carefully-worded response to a Bedbug letter probably will not work. There is inevitably a Bedbug Number 2 available.



Larry Matthews
Lt Col, President

NOW IT'S MY TURN

If anyone is thinking about an intermediate aircraft maintenance officers' course for senior lieutenants or junior captains to further their management skills, I would like to recommend that the course include Civil Engineering procedures on how to justify work orders and projects, Personnel on how to get 2095s through the system, Supply and Procurement procedures so they can better obtain parts, spares, and equipment, and MWR procedures to assist in bettering the lives of the hard-working kids. To be a truly successful leader in this tough career field, you have to know how those other outfits work that support maintenance.

Col Ronald Hoelzer
HQ AFMC/LOA

Regarding The MOA Newsletter, I would like to suggest the inclusion of lead projects/ideas from such

agencies as LMC, AFIG, AFMPC (officer and enlisted sides), AFTEC, etc. We field-level guys just don't get the news via circulars and this limits our professional exposure and thought. Our development is keyed to a flow of information and all attempts (i.e., Maintenance Magazine, MPC Newsletter, Air Force Times, Air Force Magazine) have been unable in my view to feed the pipeline sufficiently. I am especially worried about our MO tendency "to talk about it but not to think and write about it." Professionally I sense this to be a key void in our community.

LTC Ed Moitza
36 TFW/MAM

THANKS TO MAJ DAVE CSINTYAN FOR SUGGESTING "NOW IT'S MY TURN." THIS COLUMN IS INTENDED TO VOICE OUR MEMBERS' COMMENTS AND OPINIONS.

PROJECT RIVET READY: Does It Really Change Anything at the Unit Level?

By Captain Neighan Chisholm
HQ USAF/LEYN

Rivet Ready is an opportunity for change. The actual changes will depend largely upon how the MAJCOM staffs handle the many new options. What, then, could change? Virtually everything. For instance:

- > Next year AFRs 66-1 and 66-5 will disappear. In their places will be a new command regulation that will have all the "how to" maintenance management guidance for units.
- > Unit organizational structure (wiring diagrams) may be changed.
- > Organizational names could change.
- > The Quality Control program may be different-- maybe totally different.
- > Safety program requirements are likely to be consolidated.
- > Vehicle and equipment authorizations are likely to be adjusted for peak usage.
- > Hand tool quality will improve significantly as the warranted tool program expands.
- > Look for significant tech data improvements in the long-term future, depending upon the mission equipment.
- > Manpower authorizations may well be adjusted.
- > Duty hour limitations will be set by MAJCOMs--not by Headquarters USAF.
- > Ancillary tasks and training requirements may be reduced.
- > AFSC structures and formal technical/qualifica-

tion training will undergo modification.

> Maintenance officer and enlisted selection criteria are being examined. Changing the selection criteria may result in getting people with better aptitudes in the future.

> Numerous AFRs and OO-series tech orders may be significantly simplified.

> Supply requests for issue procedures will be simplified.

> Maintenance will retain control of "high flow" reparable items.

> Operating procedures are likely to be modified to be more effective for survivability and in NBC environments.

> New ADP capabilities are being sought for unit-level support (for example, hand-held minicomputers for engine-tracking, MMICS inputs, etc., that can transmit data from the shop, flightline, or aircraft location).

> Look for changes in the DCM staff organization.

> Also expect a new look (again, depending upon MAJCOM approach) to the operations/maintenance planning and scheduling process.

Yes, Rivet Ready can change much at the unit level. To a great degree, the impact on your organization depends upon the MAJCOM and the innovations adopted. With more resources focused on direct production, your unit-level maintenance environment can become less complicated.

KEEP THE FAITH

AIR FORCE SPECIALTY CODES

**By Major Dave Csintyan
AFMPC Classification Branch**

Have you ever thought that next to your social security number your Air Force Specialty Code (AFSC) is probably the most important number in your Air Force records? It is the code that identifies your specialty, reflects your qualifications, structures your training, and controls your assignments.

Air Force Specialty Codes are managed by the Classification Branch at the Air Force Manpower and Personnel Center. Captain John LaDieu, an Aircraft Maintenance/Personnel Staff Officer, and MSgt Jack Sato, a Personnel Technician, are the occupational analysts who are DPR for the 32XXX, 34XXX, 39XXX, 40XXX, 42XXX, 43XXX, 46XXX, and 40XX AFSCs. Together they work as a team to combine maintenance and personnel expertise in designing, developing, and maintaining maintenance AFSCs that meet Air Force needs and still provide you with an interesting career progression path.

Twice a year, in April and October, their work is reflected in the changes which are made to AFR 39-1, Airman Classification, and AFR 36-1, Officer Classification. These changes usually take one of two forms. The first is complete career field restructures, such as the forthcoming changes to the Maintenance Management (39XXX) AFSCs in October 1982. The second involves specialty description updates which add or delete duties or change specialty qualifications, such as the forthcoming changes to the 40XX specialty descriptions in AFR 36-1. Because classification changes have far-reaching implications, some take up to two or more years to develop and implement. Many proposed changes never make it into print at all. Because the Air Force is so dynamic, you can expect to see substantial changes in the future as the classification structure evolves to meet new skill requirements for future generation aircraft and new maintenance concepts. How long has it been since you read the specialty description for your AFSC in AFR 36-1? Since it prescribes specialty-wide duties and responsibilities and not individual job requirements, you may be

surprised to find out just how much the Air Force expects of you.

Requests for information about the content of specialty descriptions or structure of an AFSC can be referred to HQ AFMPC/MPCRP02, Randolph AFB, TX 78150, or you can call either Captain LaDieu or MSgt Sato at Autovon 487-5921/5678.

WANT THE BEST? THEN BE THE BEST

**By M/G Lewis G. Curtis
HQ USAF/LS**

Someone reading this would expect me to say something profound. I have not been noted for doing that, but I do have an observation, probably critical of those in the senior ranks though it may be a result of changes in our society. I become more and more aware of our junior and field grade nonrated officers walking around with chips on their shoulders because they feel they deserve something better--better opportunities should come their way. The feeling is that our rated comrades get all the breaks and the nonrated are relegated to the leftovers. The feeling is misplaced in a service such as the Air Force where the function is to put aircraft, aircrews, and missiles in the air. Nothing is given; it is worked for. The good maintenance jobs, the good logistics jobs go to those who work hard. If you think the good deals come through tenure, then you have misread the tea leaves. There are a few people who are very good at launch and recovery or maintaining ready status. Some have never made it happen and some cannot. Those who put forth the very best will be rewarded in time. These are the people who will be key to the maintenance and readiness success during the critical period between now and 1986. It will require the best from maintainers, rated and nonrated. It matters not which you are, but what you do.

THINGS ARE GETTING BETTER

By Major John Edenfield
HQ USAF/LEVM

Things will get better--trust me! Heard that one before? I am sure you have, and at times it has been loud, depending upon who is talking. I cannot guarantee that things will get better soon, but trust me--things are changing now.

Several years ago the cry went out, "We need more stripes on the flight line." And we got them--a one-striper at a time. Not acceptable you say? Maybe not entirely, but there is a method to this madness which may be quite interesting to you and to those who work for you.

Approximately two years ago we approached the MP community contending that maintenance did not have its fair share of grades. That is to say, when comparing actual authorizations (determined by funding levels) to computed requirements (LCOM, manpower standards, etc.), maintenance was getting shortchanged. The result, of course: not enough stripes on the line. To our surprise the response was, "We know and we have a fix." The fix was AFSC restructuring, better known now as career progression guidelines (CPG). Some of you have worked this area and may not be enamored with its impacts. But to the nonbeliever, keep one point in mind: at the time we yelled about fair share, our percentage of total enlisted authorizations in the top six grades (compared to computed requirements) was 65%. We were offered 66%, and the battle ensued; we negotiated at 69%. During Round 2 we were offered 70.5%. Round 3 is coming and there should be more refinements. But the key is this: we have improved almost 6% and are now a little better than the Air Force average (some non-maintenance skills pay the difference).

At the same time the restructuring "negotiations" were occurring, our MP counterparts were on a crusade of their own. This one was aimed at increasing the career force objective or the total top six authorizations, if you prefer. It is sort of like betting on the future--we want more top six grades because we

think we can keep people to fill them. The MP won and maintenance benefitted to the tune of approximately 1,200 additional top six grades.

Keep in mind that during the same time frame the Air Force was in a "force build" mode of operation. We have enjoyed authorization increases in FY 80, 81, and 82. Additional increases are programmed in the FY 83 budget and, with luck, the minor growth in the FY 84 POM will survive. For those who like numbers, maintenance authorizations have increased 7.4% since September 1980 (better than 9,000 in raw numbers). The largest improvement was at the 7-skill level (plus 17.8%). That's progress no matter how you define it!

Enough about spaces. Let's get down to the gut issue: faces. The story is different but perhaps not what you would expect. Improvement is there, depending upon one's measure. Potential is the key. There appear to be some anomalies in this area but maybe I can explain them away.

Our maintenance inventory (i.e., actual faces) has improved 11.7% since September 1980 (about 14,000 folks). The sad news is that 3-levels are up 39.2% while 5-levels are down 3.9%. "How can that be?", you say. "I thought we had turned the tide on retention."

Let me preface the response with this: we are in a force build mode for the first time since the late 1960s and we don't know how to do it very well. In addition, we entered this mode AFTER a large portion of our experienced personnel had said goodbye and another group was scheduling farewell parties.

Reenlistment rates are up and they are up in near record proportions. I said, the RATE is up. That means percentage. The year groups now becoming reenlistment eligible are small (from the era of force reductions). When you add to this the fact that the cross-trainees under CAREERS are credited to the gaining skill and not counted against the losing skill, it gets clearer. A smaller group eligible minus "non- [See BETTER, Page 9]

BETTER

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chargeable" losses equals a small denominator. One-half reup and what do you get in the next column? Higher reenlistment rates but declining total inventory.

No, we haven't changed the method of keeping score, but we also cannot change previously accessed year group size, and policies such as CAREERS are under review. Yes, some are trumpeting the higher reenlistment rates and ignoring the inventory; but some are not, and you need to know what is being done to help.

Force builds are tough, especially when your experience is gone or going. When you add authorizations in large numbers, you do so at all grades, all skills. But the primary source for actual bodies is the non-prior service recruiting pool--3-levels. With this in mind you concentrate on keeping what you have, promoting what you have, and trying to bring back those who got out. That is exactly where the emphasis has been placed.

Two years ago we had only a handful of skills drawing a selective reenlistment bonus. The annual dollar amount approached \$1.2 million. Today, 39 of 42 sortie-producing skills draw a bonus with a total annual price tag of almost \$60 million. Our MP counterparts have pulled the stops and bent some rdles; they want the rates up, too. Although in the early study stage, they are also considering reapplying proficiency pay to some of the more critical skills (critical in terms of retention).

Another change took place recently, this one in the area of promotions. We now have a two-tiered promotion system that has a higher selection rate for eligibles in AFSCs where critical shortages of career personnel exist. Right now, it remains on paper as a three-year test, but only time will tell.

Recall, if you will, the increased career force objective. That increase means more grades, thus more

promotions. All skills get a share of the additional promotions, but the chronic critical skills get a larger share (31 of our 42 skills qualify). In terms of impact in the last E-5 promotion cycle, we gained an additional 578 promotions and that, too, is progress in anyone's book.

The MP community is also beating the bushes for those no longer in maintenance. MP has instituted an aggressive prior service recruiting campaign (doubling the maintenance target) and is soliciting volunteers to return to maintenance jobs they previously cross-trained out of.

No, I'm not a 7316, just a crusty maintainer. And I do not get kickbacks from MP. But having worked these issues for several years, I felt that possibly you did not have the full story. We are not well, but prescriptions are being administered. The get-well date is still some time ahead. We have called for help and have recommended changes; and the MP community has played ball. We do not always agree, but we are working the problem. Despite what some say, we are not all communists up here.

VITAL STATISTICS

Capt Wiley Mahan, HQ USAF/LEYM, has assumed the position of Treasurer upon the reassignment of Maj John Edenfield to ACSC. For MOA's financial standing, see the Treasurer's Report on page 12.

The list of our current MOA members [see pages 7 and 8] has been formatted on a single sheet so that it may be extracted from the newsletter and kept for future reference.

* * * * *

Lead us not into temptation. We are doing fine by ourselves, thank you.

TAKE A LOGGIE TO LUNCH

By Lt Gen John T. Chain, Jr.
HQ USAF/XO

When I took over the Directorate of Operations in the spring of 1980, one of the first things I did was to have a meeting with my generals and colonels and told them our operational capability was only as good as our logistic support. Therefore, I wanted to have a very strong relationship with the LE community. To do that, they had to get to know the people in LE and understand their problems and issues so that we might give them full support in the boards and councils in the Air Staff. I concluded my remarks by saying, "Take a Loggie to lunch." And I meant it in the most positive sense of getting to know someone on professional and personal terms.

My understanding of and appreciation for logistics did not start until 1972 when I was thrust--no notice--into the LG position in a fighter wing when the then-LG was selected to become a wing commander at another base. Later I had a second opportunity to be in LG when the incumbent left, on short notice, after a failed ORI. The logistics experience and learning opportunities were fantastic. The best part was having

the opportunity to work with and get to know the people throughout the maintenance and supply complex. No group in the Air Force has more responsibility or dedication. I thoroughly enjoyed my stint in logistics and will always have a very warm spot for maintenance people. The job you do is so important and very self-satisfying.

I am pleased that you as maintenance officers have formed an association. Properly oriented, I think it will serve our Air Force well. I caution you to remember, however, that a cube has six sides and most of our problems are cubes. So be careful to recognize that there will be times that what is in the best interest of the maintenance officer community may not be in the best interest of the overall Air Force. Therefore, make sure you remember that you are an Air Force officer first; keep your logic pure and view issues from what is best for the country and the Air Force before you get to your maintenance concerns.

As XO, I have continued our policy of having a very strong relationship with the LE community and will continue to remind the operators to "take a Loggie to lunch"--it's in our own selfish best interest!

MOVERS

- LTC [Col sel] Fred Aultman, formerly the 21 TFW/MA (Elmendorf), is now assigned to ALC at McClellan (MAN).

- Maj Bob Bishop has been reassigned to the career broadening program at SA-ALC (Kelly). He was the Executive Officer for the AFLC/MA.

- LTC John Covi has departed the 4235 STS, Carswell for HQ SAC/LGMQ. Maj Pete Larsen is John's replacement.

- B/G Lewis Curtis is now in place as the HQ USAF/LG. His previous assignment was as the HQ AFLC/MA.

- LTC David Dietsch has moved from his position as AFLMC/LGM into academia at AWC.

- Col Jack Elle recently left D. C. to be the assistant DCM for the 57 at Nellis.

- Col Ron Hoelzer turned in his brick as the 18 TFW DCM at Kadena. Col Hoelzer is now the Director of Aerospace Systems (LOA) at HQ AFLC.

- Capt Fred Hudson has moved from Keflavik to Davis-Monthan. Fred, could you be a little more specific?

- Capt Wiley Mahan replaced Maj John Edenfield in HQ USAF/LEYM. Wiley was previously in HQ SAC/LGMQ.

- Col Tom Ringley passed the DCM reins of the 20 TFW (Upper Heyford) to Col Larry Grimard. Col Ringley is now attending AWC.

[See MOVERS, Page 11]

LESSONS LEARNED

(Name Withheld at Author's Request)

The DCM's job is the best position in the Air Force. We have been at it for five months and the pace so far has been absolutely lunatic.

When we arrived, the Wing King was trying to micro-manage maintenance to the point that maintenance morale was at an all-time low. Most senior NCOs were about to cave in. To top things off, the DO had a four-channel brick with both the maintenance and munitions channels. He was directing maintenance--i.e., bag drags, engine cuts, etc.

Within two weeks, I got control of maintenance and possession of the brick. Morale is improving and so is our flying effectiveness. Only six late sorties out of 190 last month. That compares to a 20 per cent late rate when maintenance was directed by Wing King and Dippity DO. Believe it or not, some senior NCOs have pulled retirement papers and the young officers are now charging.

After a flying-only ORI, I told the assembled air-crews and wing staff that if I ever heard them bad-mouthing maintenance I'd rip their f_____ lips off. That statement hit the ramp and shops in a microsecond and won 1,100 grunts over to my side. To be brief, this place was a disaster but we got it together now.

In 50 days we had DNA, the ORI, MSET, and a major Wing Security Evaluation--the last two simultaneously, and that is a no-mix situation. I think someone is trying to find my breaking point. Anyway, we passed all and we're now letting maintenance people do their thing.

I am blessed with some super NCOs and officers. The way to be successful in maintenance is to gain their support and then let them have the freedom to operate. Keep the faith!

THIS COLUMN IS INTENDED TO PROVIDE A CROSS-FLOW OF INFORMATION FOR MOA MEMBERS. SEND US BOTH YOUR IDEAS THAT WORKED AND THOSE THAT DID NOT. CONTRIBUTORS SHOULD INDICATE IF THEIR NAMES MAY BE USED.

MOVERS

[Continued From Page 10]

- Maj Jim Sonnenberg is en route from HQ TAC/LGB to the 8 TFW at Kunsan.
- LTC [Col sel] L. D. (Red) Stewart is now the assistant DCM in the 51 COMPW at Osan. He wore the same hat in the 1 TFW (Langley).
- LTC Frank Todd has departed HQ USAFE/LGMP for National War College. [We double checked!]
- Capt Dick Wagner, formerly in OO-ALC, is now an IGer (AFISC/IGBM).
- LTC Neil White was reassigned to the ammunition depot at McAlester, Oklahoma, upon graduation from ANC.

SPEAKING OF ROSES

Although we were not exactly deluged with names for our newsletter, a few of our interested readers took time to write.

THE MAINTAINER
THE SORTIE PRODUCER
THE EXCEPTIONAL RELEASE

MOA NEWSLETTER (One cynic thought we should stay with the original name since the acronym, MOAN, was most appropriate.)

We also received a few suggestions for a motto: "Doing MOA with less." "I couldn't love you MOA." Bet you are glad we did not get any MOA suggestions. Next newsletter will have MOA. Enough of that! If you have a preference, let's hear from you, particularly since our editorial staff is split down the middle.

CHARTER UPDATE

Col Bob Dundervill has volunteered to serve as the MOA legal advisor. He is assigned to the Quality Engineering function at Defense Logistics Agency (Cameron Station in northern Virginia) and is a member of the Virginia Bar Association.

Developing the MOA charter has proven to be more complicated and time-consuming than we anticipated. Presently a draft charter is being reviewed by Col Dundervill for adequacy relative both to state law and IRS regulation. The charter is a key factor in gaining IRS nonprofit determination. We now hope to forward a proposed charter to the charter members for their comments/inputs by the end of August. When finalized, each MOA member will receive a copy of the charter.

SOCIAL EVENTS OF THE SEASON

Col Jim Wakefield's DCM complex at Fairchild will be having a maintenance-only Dining-Out on 28 August for 225 to 250 officer and enlisted personnel and their wives. Guest speaker for the evening will be B/G Gordon Masterson, Air Force Director of Maintenance and Supply.

The first MOA cocktail party for members and spouses in the Washington, D.C., area was hosted by Larry and Marian Matthews. Even among MOA members, not everyone knew everybody, which was a refreshing change from partying with the "same old crowd." We are more and more impressed with the professionalism and dedication of our members.

TREASURER'S REPORT

Submitted by Capt Wiley Mahan

INCOME

Dues \$2,020.00

EXPENSES

Administrative services	\$234.75
Postage	100.73
Printing (newsletter, May)	130.81
Stationery	183.45
Administrative supplies	35.90
Bank charges	<u>21.07</u>
 Total Expenses	 <u>706.71</u>

BALANCE AS OF 10 AUG 1982 \$1,313.29

CY 82 0-6 PROMOTION LIST

Maintenance officers fared well (again) on the recently released colonels promotion list. Of the AF line first-time eligible, 44% were promoted. The selection rate for nonrated officers as a whole was 43%. However, the maintenance officer (40XX) percentage was 61% (43 of 70 eligible). For you nonbelievers, only 18 of the 43 maintenance officers were rated. Maintenance officers cannot/do not get promoted?

Congratulations to the following MOA members who will be pining on eagles:

- | | |
|--------------|---------------|
| David Butler | Al Schmidt |
| James Flasch | L. D. Stewart |
| Kevin Kelly | Rocco Torre |
| Danny Reid | |



Irony allows you to look at yourself. . . and still get the joke.

POEM

TITLE AND AUTHOR UNKNOWN
(Submitted by LTC Ed Naitza)

Through the history of world aviation
Many names have come to the fore.
Great deeds of the past in our memory will last
As they're joined by more and more.

When man first started his labor
In his quest to conquer the sky,
He was designer, mechanic, and pilot,
And he built a machine that would fly.

But somehow the order got twisted,
And then in the public's eye
The only man that could be seen
Was the man who knew how to fly.

The pilot was everyone's hero,
He was brave, he was bold, he was grand,
As he stood by his battered old biplane
With his goggles and helmet in hand.

To be sure, these pilots all earned it,
To fly you have to have guts,
And they blazed their names in the hall of fame
On wings with bailing wire struts.

But for each of these flying heroes
There were thousands of little renown,
And these were the men who worked on the planes
But kept their feet on the ground.

We all know the name of Lindbergh,
And we've read of his flight to fame,
But think, if you can, of his maintenance man,
Can you remember his name?

And think of our wartime heroes,
Gabreski, Jabarra, and Scott.
Can you tell me the names of their crew chiefs?
A thousand to one you cannot.

Now pilots are highly trained people,
And wings are not easily won,
But without the work of the maintenance man
Our pilots would march with a gun.

So when you see mighty jet aircraft
As they mark their way through the air,
The grease-stained man with the wrench in his hand
Is the man who put them there.

CORRECTION

We previously reported that Col John Nowak and Col [sell] Jay Bennett would attend National War College in Washington, D.C., this fall. We had three out of four right--the two names and the location. However, Colonels Nowak and Bennett will attend ICAF. All those D.C.-area senior service schools look alike to us.

* * * * *

Just because you are paranoid doesn't mean that you are not being followed.

* * * * *

Thanks to LTC Don Shelhammer for reminding us of a saying that emerged "in the dust of Rivet Rally I" in 1972: "Aircraft maintenance is an old and honorable profession; the Wright brothers were mechanics first, inventors second, and pilots last."

NMA STAFF

- LTC Larry Matthews, President/Editor
- Col Ron Walker, Vice President
- Capt Wiley Mahan, Treasurer
- Capt Meighan Chisholm, Asst Treasurer
- Col Bob Dundervill, Counsel
- Marian Matthews, Administrative Secretary

FOR CHANGES OF ADDRESS, ETC., CLIP AND PASTE TO A
POSTAL CARD (13 CENTS POSTAGE).

To: MDA, P. O. Box 2521, Springfield, VA 22152

NAME: -----

CHANGE: [] Rank to -----

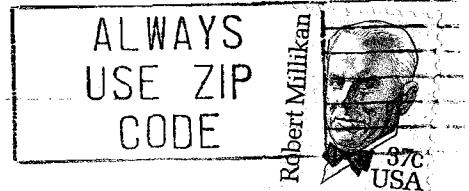
[] Home Address to -----

[] Duty to -----

EFFECTIVE: -----

FIRST CLASS MAIL

MAINTENANCE OFFICER ASSN.
P.O. BOX 2521
SPRINGFIELD, VA. 22152



Maj David Miller
4595 N. Lakewood Dr.
San Bernardino, CA 92407

FIRST CLASS MAIL