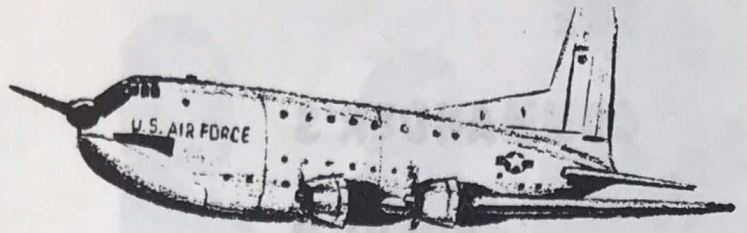


937th



SOONER NEWS

VOLUME 2 No. 2

937 MAG, TINKER AFB, OKLAHOMA CITY, OKLA

FEB. 66

TURN OUT PERFECTION

(BE TOPS!)

SGT TRAVIS RECEIVES MEDAL

For outstanding performance as an O.J.T. Supervisor TSgt Hershel L Travis was awarded "The Air Force Commendation Medal". Travis is assigned to the 7th Detachment of the 22nd Air Force which is commanded by Lt Col Edward Planta. Planta presented the medal at the 937th's Commanders Call during our January U.T.A. Travis is our loadmaster advisor and a real good one. The 937th is fortunate to have such a fine NCO aboard.



NEXT UTA

FEBRUARY 12 - 13



AF NAVIGATOR ADVISOR WELCOMED ABOARD

Capt Samuel Homich, Cranford N. J. native, was assigned to the 937th Air-lift Group during the last quarter of 1963 by the 22nd Air Force advisor to the 937th's navigator section.

Capt Homich is a 12-year veteran of the regular Air Force and served in Scotland and Spain on overseas tours. He is directing the training of the navigator's section of the 937.

Before being assigned to the 937th as an advisor, Homich and his family were located at EASTAF headquarters with the 21st Air Force.

He and his wife, Ivy, are the parents of three children; Sharon, Jim and Debbie. They live at 3304 Mockingbird Lane, Midwest City.

"We are quite pleased that Capt Homich has been assigned to our unit and we know that our navigator's section will benefit greatly from his presence," Lt Col Harry J. Huff, II, commander of the 937th, commented.

THE

COMMANDER'S

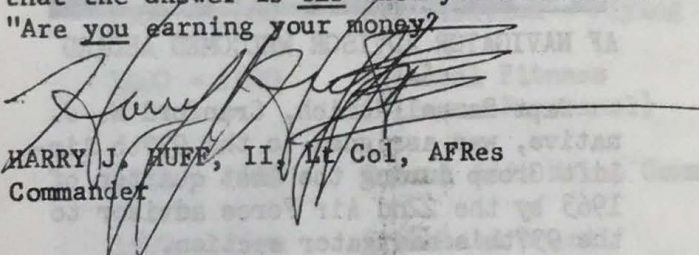
COLUMN

ARE WE EARNING OUR MONEY?

I don't think that any reserve organization has a priority on problems. The things that the 937th concerns itself with are similar to the things other reserve organizations worry about.

I have noticed that the difference between an average unit and one that is outstanding is very slight. It usually involves good use of time. Whether we are in business, going to school, or working as reservists - we must make good use of our time.

The Air Force pays us a day's pay for four hours of duty time. If we spend a part of that time at the BX or standing in a mess hall line, or loafing, then we aren't giving full value for the money we earn. In reality, we are stealing from ourselves because our tax dollars pay for our program. We all must make the most of our UTAs so that the answer is YES when you are asked: "Are you earning your money?"


HARRY J. HUFF, II, Lt Col, AFRes
Commander

The SOONER NEWS is a unit newsheet published jointly by the Information Section and the Administrative Section of the 937th MAG for personnel of the SOONER GROUP.

Lt Col Harry J. Huff, II, Cmdr 937 MAG
Lt Col Herschel V. Harden, Jr., Pers Off.
Captain Don D. Kinkaid, I.O.
Captain Jean E. Cotton, I.O.

The SOONER NEWS is published on the third Tuesday of every month. Opinions expressed herein do not necessarily represent those of the USAF.

WHY AN AIR FORCE RESERVE?

The primary reason for any type of reserve force is to insure our national security. Secondly, it is a well established fact that a backup force can be maintained at 1/10th the cost of an active duty unit. I am not for one second advocating we replace the active military establishment with reserve forces. But I am saying that a well balanced regular and reserve forces enables this country to stretch your tax dollars thus providing maximum defense.

The mission of the 937th Military Airlift Group is to train personnel and augment flights for the United State Air Force and we are directly under that command, serving to support a strong national defense.

Some of you over the past year have heard or read about certain individuals in the Pentagon proposing a merger of The United States Air Force Reserve with the Air National Guard. Had these individuals been successful the results would have been devastating to our armed strength, but thanks to Congressmen Rivers and Herbert they have been temporarily stalled.

A One Air Reserve Force concept might have merit, but please tell me why The Governors of the various states should be the Commander in Chiefs of these units? It is true constitutional law provides that each state shall maintain a militia to enforce law and order within their respective boundaries and this is as it should be. However if you can show me where a state governor in order to carry out his law enforcement responsibilities requires the use of Field Artillery, Rocket Launchers, Global Military Cargo Aircraft or Super Sonic Fighters then you must be in the enviable position to prove his need for Aircraft Carriers and Sub-Marines as well.

Cont'd next page.

The Air National Guard here in Oklahoma has the same Military Airlift mission that our Sooner Group has except they are under the handicap of flying a much smaller aircraft. They further have state political influences that can promote unqualified persons to high places thus reducing their efficiency. A further problem is the Guard Bureau in Washington that can interfere in the MAC mission by causing Air Guard Units to be given special privileges, even over active duty units, thus slowing up that commands airlift efforts.

Do we as tax payers want this un-healthy situation to continue or even grow into an even larger unworkable giant by this proposed merger which in reality would place the Air Reserve Forces under the command of the Guard Bureau and the Governors. I think not and I urge you as citizens if you feel so inclined, to write your personal feelings on this matter to your Senators and Congressmen Today.

Captain Don D. Kinkaid.



COL HUFF RECEIVES AWARD

Col Stanley Rush, Wing Commander presented Lt Col Harry J Huff II, Group commander with the 1,000 hour award in the C-124 during our January UTA. Col Rush then addressed the men of the 937th and praised their fine efforts and predicted we would be the 1st A. F. Reserve Unit to reach C-1 rating.



937th ASSIGNED NCO ADVISORS

The 937th Air Airlift Group is rapidly approaching the C-1 readiness and three men lending a guiding hand are making sure flight engineers, loadmasters and maintenance personnel meet the high standards of Military airlift Command.

TSgt Hershel L. Travis, MSgt Richard L. Dalrymple and MSgt Edward T. Herman are now assigned to the 937th as advisors in their specialty.

Travis, who lists McCrory, Ark. as home, was assigned to the 937th six months ago and since has been responsible for marked improvement in the unit's loadmaster section.

"I am responsible for acquainting the loadmasters with procedures used on the flight line by active duty units," Travis said of his new job.

Travis and his wife, Armatha, are the parents of three children; Roxanne, Colleen and Reeda, and live at 9309 N E 14th, Midwest City.

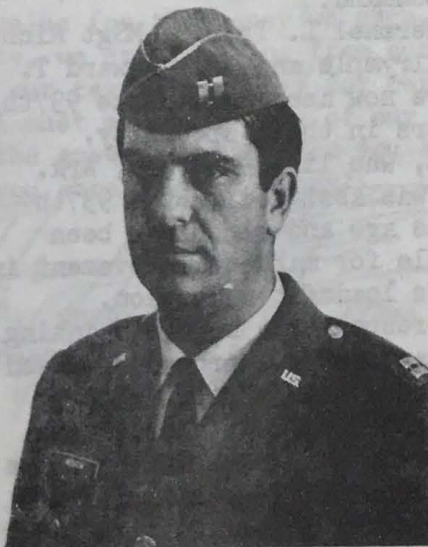
His counterpart in the flight engineering section, MSgt Richard L. Dalrymple, is a 22-year veteran of military service.

Dalrymple is responsible for maintaining and coordinating general activity of the 937th's flight engineers. He works closely with On-the-Job training.

A native of Gadsen, Ala., Dalrymple and his wife Joan, have three children; Sharon, June and Richard the III. They live at 2524 Murray Drive, Midwest City.

Contd. on page six.

Our personnel Section should be given a real Pat on the back for their efforts in recruiting and processing some 210 new airmen since September. Col Harden's staff of SMSgt Royce D Melton and TSgt Joe Burnett, MSgt William A Young put in a total of 160 extra man hours in accomplishing this fine record. One of the immediate results of this effort is that during the month of February we will send a total of 70 of these new airmen to Lackland A.F.B. Texas for their Basic Training. This sections devotion to duty should be a standard bearer for the entire unit for they have made it possible for us to be fully manned in the Non Prior Service area. Congratulations on a job well done.



CAPT MORROW

The 937th Aero Port Flight has a new Commander, Capt. Gordon J. Morrow. Capt. Morrow comes to us from the 929th at Davis Field where he was assigned in the same capacity. After entering the Army in 1956 the Captain served at Fort Sill, Okla. and with the 7th Infantry Division in Korea.

Captain Morrow makes his home in Muskogee, Okla. and is self employed in the abstract title business.

SAFETY CORNER

WINTER DRIVING COMING ON

In winter your automobile needs to be in extra fine condition. Brakes, lights, windshield wipers, tires, muffler and tailpipe must all be capable of doing the job for which they were intended

Here are a few driving tips:

1. Getting started requires new methods, i.e. start slowly on ice and snow, don't spin the wheels, and rock back and forth slowly to gain traction.
2. Drive with increased distance between vehicles, reduce speed to match road conditions, don't make sudden steering changes.
3. Use snow tires or chains, they reduce stopping distances, pump the brakes rather than using sustained pressure on the pedal, slow down well ahead of intersections.
4. Sand, metal traction mats, a shovel, battery boost cables and a tow chain or strap should be carried in your car trunk.
5. Ice scraper and/or windshield de-icer should be carried. Clear all windows before driving.

Snow tires give 28 percent better traction on glazed ice and reduce stopping distance 21 feet at 20 miles per hour. Chains increase traction 190 percent and cut stopping distance from 195 feet to 99 feet depending on speeds.

In snow, regular tires will permit you to stop 60 feet after touching brake at 20 miles per hour. Snow tires will do the job in 52 feet, regular tire chains in 46 feet, and re-inforced tire chains in 38 feet.



Col. Rush and Lt Col Hester on recent visit to the 937th.

ARE YOU SOFT-SOAPING SAFETY?

Duz you Dreft along with the Tide? Vel,
ow is the time for All to Cheer up. If
ou want real Joy during the coming year,
the Trend is to Breeze along to a better
Safety record. Too many Wood-Bury their
heads and not look for their own faults.

Be a Handy-Dandy—you can drive
safely with Les-Toil if you try. Don't
trust to luck—you may have to send
out an SOS or wind up in an Ivory palace
Up yonder so, don't rush like a Comet
through intersections; it could mean your
Life-Buoy.

Keep your record Spic and Span—
Pledge yourself to Safety; take Pride in
your record, it will put new Zest in your
life.

Mr. Clean Record.



CAPTAIN REDMAN ASSIGNED

Serving as the new Maintenance Control Officer for the 937th is Capt William A Redman who has come to the unit from the 65th TCS at Muskogee.

He and his wife, Judy, are the parents of three children; Andy, David and Mike, and make their home in Muskogee.

Capt Redman has served a total of over 15 years in the military including assignments in Japan and Korea.

Capt Redman supervises the control section which coordinates all maintenance work accomplished on the 937th's C124C Globemaster aircraft. He joined the Sooner Group in late November.

PROMOTIONS ANNOUNCED

Over 65 men of the 937 Military Airlift Group were issued promotion orders as of 1 January 1966, which far exceeds any one month since just after coming off our active duty tour. According to new rank, they are listed below.

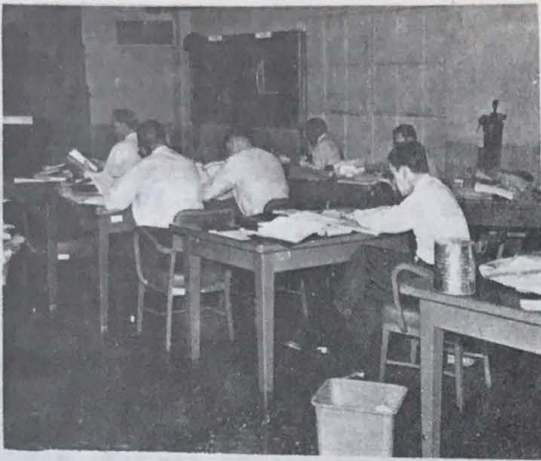
Promoted to CMSGT was William A Young, and Bill E Nelson earned the rank of SMSGT. Six members were granted a MSGT rank: Winifred R. Bledsoe, Woodrow M. Clevenger, James E. Ellis, John M. Herron, Meryl L. Sears, and Sam K. Thomas.

Promoted to TSGT were Jim C. Buchanan, James A. Sherman, Allen G. Jones, and Richard D. Tomlin. Sixteen members earning the rank of SSGT were Robert R. Anderson, Billy G. Baden, L. E. Brewer, Richard N. Ellzey, Grant E. Freeman, Kay E. Grandstaff, Elgan Harrell, Theodore W. Jones, Clifford V. Lowery, Tommy T. Raa, Kenneth D. Smith, Larry D. Smith, Joe F. Steed, Arden Teeter, James W. West, and Dewey A. Wren.

Fifteen airmen were advanced to the rank of ALC: Francis O. Beavers, Robert L. Custer, John G. Frederick, Gilbert R. Gholston, David L. Gray, Jimeel M. Haddad, Elsworth H. Hammer, Gary S. Kesler, Richard H. Lambertz, Denzil C. McDonald, Albert L. Prufert, Gary D. Reid, Ronald F. Rowe, Charles G. Simmons, and Edward P. Spears.

Twenty one airmen were granted A2C classifications: Leon J. Chaufy, Derrel G. Conway, Richard P. Davis, Franklin R. Goldsby, Ronald P. Hopper, Marlin D. Jones, James F. Kapella, Delayne Karber, Russell L. Lackey, Clyde D. McCa-inch, and Russel D. Millican.

Also, John M. Myers, Harold D. Pense, Kenneth E. Perry, Charles H. Sheldon, Eldon K Smith, Larry A. Smoot, Harold W. Taylor, Larry H. Weigand, Tanner R. Williams, and Kenneth L. Young.



PILOTS ATTEND INSTRUMENT TRAINING

During the January UTA, and again this month, the 937th is conducting in it's Ground Training School the "Annual Instrument Refresher for Pilots". The school's commandant Major Jessel V. Williams stated that one class of some 20 pilots have already completed and passed their exams and that another class of about 23 will be held this UTA. The course consists of 12 hours of instruction and is followed with a 4 hour test which requires a minimum passing grade of 85%. The subject matter includes such areas as 1. DOD and AF Publications on Instruments., 2. Navigational Aids: a. VOR, b. TACAM, c. ILS and d. GCA. Further navigational instruction was given on the computers to calculate wind drift and fuel consumption. The Tinker Base Weatherman also covered meteorology problems. Major Williams gave a section on spacial dis-orientation. He stated that this dis-orientation occurs during obscure visability and that the pilots inner ear tells him that he is turning when in reality he is in level straight flight. When this happens the pilot must depend solely on his instruments and not his feel of the aircraft. The Ground School also had classes of instruction in the C-124 simulator at the C-124 school at Tinker. Major Louis L. Sadler conducted this training and explained that this simulator was saving the Air Force many dollars and man hours in its use to train our pilots.

Contd. from page 3

Helping out in the 937th maintenance section is MSgt Edward T. Herman, 208 Blake Drive, Midwest City, who was serving with the 62nd TCW at McChord AFB, Wash. before receiving his new assignment.

Herman has 22 years military service to his credit which has taken him to England, Germany, Japan and France. He and his wife, Helene, have three children; Gregory, Eddie and Susan.

"The addition of these men to our unit will help us immeasurably as we approach C-1 readiness," Lt Col Harry J. Huff II, 937th commander, said about the advisors.

"Their guidance has been felt quite a bit already and our performance in the future will improve greatly because of their leadership".



Maj. Jessel V. Williams in the Link Trainer located at Base Operations.

GROUND TRAINING INFORMATION

All personnel scheduled to take a Specialty Knowledge Test (SKT) during the February UTA will report to Room Nr 205 at 1030 hours, Sat 12 Feb 66 for test counseling. Anyone who may be scheduled for another meeting at the above time will contact Capt Sizemore in Room 205 (Ground Training) for a special counsel period no later than 1300 hours, Sat 12 Feb.

The Air Force Specialty Knowledge Test (AFSKT) will be administered in the following career fields during the February UTA. Airmen will be tested in Bldg Nr 200 at 0800 hours, Sunday, 13 Feb 66. Bldg 200 is located east of Parking Lot Nr 2 which is just East of the flag pole and Fire Station Nr 1.

3 Level: Any career field.

5 and 7 level: 36, 42, 43, 44, 61, 63, 64, 71, 90, 91 and 98.

CDC End of Course Test and the USAF Supplementary Test will be administered the same time and place as the SKT as scheduled above.

The AFSKT will be administered during the March UTA in the following career fields: 20, 24, 27, 29, 31, 46, 47, 54, 56, 60, 62, 73 and 82.

The OJT Supervisor's Meeting will be held in Classroom Nr 1 at 1330 hours, Sat 12 Feb 66. ALL OJT Administrators and OJT Supervisors will attend this meeting. Commanders, Trainers, NCOICs and OICs are encouraged to attend.

All personnel, other than aircrew members, whose birth date falls during the months of October, November or December, will take the Physical Fitness test during the February UTA. The test will be given on the hangar floor (Bldg 1030) as scheduled on the other side:

(OTHER THAN AIRCREW MEMBERS)

12 February 1966

1330 hours	18-24 years old
1400 hours	25-29 years old
1430 hours	30-34 years old
1500 hours	35-39 years old
1530 hours	40-44 years old
1600 hours	45 years and above.

13 February 1966

0830 hours	18-24 years old
0900 hours	25-29 years old
0930 hours	30-34 years old
1000 hours	35-39 years old
1030 hours	40-44 years old
1100 hours	45 years and above.

Flying status personnel are scheduled to take their physical fitness test as scheduled below. You may have taken the test during the past few months but this is a calendar year program and the test is due again. The test will be given on the hangar floor, Bldg 1030.

16 February 1966

1400 hours	18-24 years old
1430 hours	25-29 years old
1500 hours	30-34 years old
1530 hours	35-39 years old
1600 hours	40-44 years old
1630 hours	45 years and above.

NOTE CHANGE OF ADDRESS FORM
ON THE BACK PAGE

NCO COUNCIL MEETS

The 937th NCO Council will be meeting at 1500 hours on the Sunday of each UTA. The meeting will be conducted in one of the rooms in the dining hall. It is requested that personnel of each squadron with problems that he feels should be brought to the attention of the council contact the representative of his squadron.

All problems that affect the morale, welfare, training, discipline and character guidance of members of the 937th should be brought to the attention of this council since it can only worsen if not corrected. All problems are analyzed and recommendations made to the Group Commander.

SECURITY ORIENTATION TEST

There will be a security orientation test Saturday 12 Feb 66 at 1330 in Classroom 2 for personnel who are being granted a security clearance. Notices are sent to unit commanders indicating who will be tested.

DOSIMETER ISSUE

It is mandatory that ALL Personnel (Flying & Non-flying) have in their possession a dosimeter. Persons not having this item will report to B-15, Sunday, 13 Feb, between 1230 and 1630 hours for issue.

NOTICE TO ALL SECTIONS

The "Monthly Accomplishment of Training Schedule", MATS Form 36d, being submitted to management analysis, will no longer be required. Effective Jan 66.

OFFICERS MEETING

The officers in charge of Sections in 937th Support Squadron will meet at 0900, Saturday, 12 Feb 66, in Building 761.

SHUTTLE BUS SERVICE

Beginning with the February UTA, shuttle bus service from building 761 to hangar 1030 will be scheduled every 20 minutes as follows:

<u>Leave Bldg 761</u>	<u>Leave Hangar 1030</u>
0800	0810
0820	0830
0840	0850
0900	0910
0920	0930
0940	0950
1000	1010
1020	1030

During the lunch period from 1030 hours through 1220 hours the bus will leave approximately every 10 minutes each building

1220	1230
1240	1250
1300	1310
1320	1330
1340	1350
1400	1410
1420	1430
1440	1450
1500	1510
1520	1530
1540	1550
1600	1610
	(last run on Sunday)
1620	1630

Passengers will be loaded and unloaded on the east ramp (flag pole side) at hangar 1030, and on the "M" street side (West) of building 761.

Note: the last bus leaving Bldg 761 on Sunday afternoon will be at 1600.

CHANGE OF ADDRESS To make certain you receive your pay check without delay and all other official correspondence, give change of address to Mrs McCoy in Ground Training room, 205, Bldg 1030. It is the responsibility of each individual to keep his address accurate, including Zip code and telephone number.

SCHEDULE OF EVENTS FOR FEBRUARY UTA

SATURDAY 12 Feb 66

0730 - 0800	Sign In (Maintenance) (Sup - Spt - Disp) (All Others)	Hangar Floor Base Theater Orderly Room
0800 - 1000	Commander's Calls Supply Sq, Support Sq, USAF Disp	Base Theater
0830 - 1100	Small Arms Tng (Aircrews)	Base Range
1000 - 1030	Immunizations (<u>Supply only</u>)	Hangar Floor
1000 - 1100	OJT Class For 27150 & 27430	Classroom 1
1030 - 1100	AFSKT Counseling	Room 205
1100 - 1145	Lunch - Support Sq	Dining Hall
1145 - 1230	Lunch - Maint Sq	Dining Hall
1230 - 1315	Lunch - All others	Dining Hall
1230 - 1500	Small Arms Tng (Aircrews)	Base Range
1300 - 1600	Immunizations (Non Flying)	Hangar Floor
1330 - 1500	Security Orientation Test	Classroom 2 & 4
1330 - 1400	OJT Supervisor's Meeting	Classroom 1 & 3
1330 - 1600	Physical Fitness Test (Non-Flying Pers) (See schedule for age groups)	Hangar Floor
1645	Retreat - Support Sq	East Ramp.

SCHEDULE OF EVENTS FOR FEBRUARY UTA

SUNDAY 13 Feb 66

0730 - 0800	Sign In	Spt Sq - Bldg 761 Maint Sq - Hangar Floor All others - Orderly Rooms
0800 - 0900	Commanders Call Hq & 305 MAS	Aircrew Briefing Room
0800 - 1200	AFSKT USAF Supervisory Test CDC End of Course Testing	Bldg 200
0830 - 1100	Physicals	Base Hospital
0830 - 1030	Small Arms Tng (Air Police Pers)	Base Range
1000 - 1100	OJT Class for 27150 & 27430	Classroom 1
1000 - 1100	Management Analysis	Classroom 2
1100 - 1315	Same Lunch Schedule as Saturday	Dining Hall
1230 - 1500	Small Arms Tng (Aircrews)	Base Range
1300 - 1600	Immunization - Flying Pers	Hangar Floor
1400 - 1630	Physical Fitness (Aircrew Personnel)	Hangar Floor
1445 - 1600	Consol Acft Maint Commanders Call	A-C Briefing room
1500 - 1600	Promotion Board NCO Council	Classroom 2 Classroom 1
1645	Retreat - Hq & USAF Disp	East Ramp

Tear Off Here

CHANGE OF ADDRESS		
NAME	AFSN	RANK
NEW ADDRESS	STREET	
CITY & STATE	ZIP CODE	
UNIT OF ASSIGNMENT		
HOME PHONE	BUS PHONE	