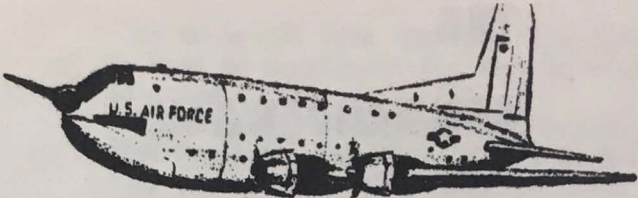


937th



SOONER NEWS

VOLUME 2 NO. 4

937th MAG, TINKER AFB, OKLAHOMA CITY, OKLA

APRIL 1966

TURN OUT PERFECTION (BE TOPS!)



UNIT WELCOMES TWO NAVIGATORS ABOARD

Two new navigators climbed aboard the 937th flying bandwagon during the March UTA and each was welcomed into the unit by Maj Richard E. Miner, ART specialist in charge of the navigator section.

Maj Derry D. Irons, Fort Smith, Ark., locomotive engineer, and Capt Ralph E. Watson, Borger, Tex., chemical engineer with Phillips Petroleum Company, are the new navigators.

Irons has more than 2,800 hours of flying time and was awarded the senior navigator rating in 1962. He has a total of slightly over 24 years military service to his credit.

As an employee of Missouri Pacific Railroad Company, Irons operates and controls locomotives for yard and train operations.

Watson is a graduate of Louisiana Polytechnic Institute where he earned a degree in chemical engineering and a commission in the Air Force through the ROTC program.

MINUTEMAN AWARD GOES TO COL HUFF

The Oklahoma Minuteman of the Year award, highest single military award at the state level, was presented 20 March to Lt Col Harry J. Huff, II, Commander.

Lt Col Huff received the award in Tulsa, Oklahoma, to climax the Oklahoma Reserve Officers Association State Convention, 19-20 March. Approximately 200 officers and their wives, representing the Air Force, Army, Navy, and Marine reserves attended the convention.

The Minuteman of the Year award was in recognition of meritorious and outstanding service to national defense through service in the reserve forces and promotion of the principles exemplified and fostered by the Reserve Officers Association of the United States. Colonel Marvin T. Edmison, State President, presented the award to Col Huff at the annual banquet.

NEXT UTA

16 - 17 APRIL

THE COMMANDER'S COLUMN

THE EMPLOYER

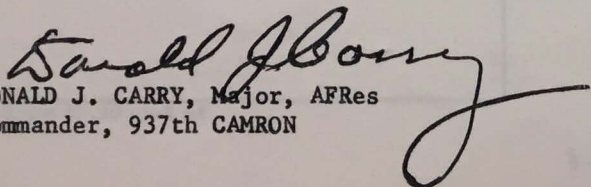
I think many times we tend to forget about this man who is responsible for ensuring that our pay checks arrive on time. Those of us who work for the other man, whether it be Proctor & Gamble, J. C. Penny, or 937 MAG, sometimes take it for granted that the pay check we receive comes automatically with no questions asked. The fact remains that in any organization, whether it be Proctor and Gamble or our own 937 MAG, we must show a profit if we are to stay in business and ensure ourselves that pay checks, we are accustomed to receiving, will arrive on time. In any economy there is only one way for an employer to be sure of making a profit and that is through the employment of loyal and skilled employees.

As an employer you might wonder as to what type of employee you would want in your organization. The following come to my mind: Are you a willing worker? Is your work well organized? Do you observe the rules faithfully? Are you punctual and dependable? Are you reasonably accurate? Do you help others when they are swamped? Do you ignore rumors and refuse to gossip? Do you ever stay a few minutes overtime to finish a task? Are your job skills and speeds average? When you make a mistake, do you readily admit it and try to avoid making it a second time? Can you leave your personal problems at home? Do you get along with others?

All of us might ask ourselves these questions. If your answer is "yes" to all of the above, you are the caliber of person that you would employ in your organization.

If your answer is "no", there might be some doubt in your mind as to whether you would employ yourself.

The 937th has a fine record. Let's increase our profits and share the dividend of being the finest unit in Continental Air Command.


DONALD J. CARRY, Major, AFRes
Commander, 937th CAMRON

SAFETY CORNER

Water Sports

April usually is the start of the water sports season in Oklahoma.

The record for last year and preceding years indicate the seriousness of the accident record generated in the area of water sports.

Year after year we lose valuable, trained people at an unacceptable rate. Swimming, boating, fishing and water skiing fatalities are primarily occurring off base, off duty, where a minimum of supervision is executed.

The fact that almost 90% of fatal accidents in the category of sports and recreation stem from water activities noted above.

A sample several years ago of the swimming ability among Air Force personnel revealed 11% of the officer and 22% of the airmen personnel would have difficulty in surviving any water mishap occurring 20 yards or more from a point of safety. Figures are indicated below:

ABILITY (swimming)	Officer	Airman
less than 20 yds	6%	9%
20 to 100 yds	28%	36%
100 to 500 yds	28%	23%
500 yds or more	32%	19%
can't swim	5%	12%

It was only a step from this finding to reason that, in addition to those who could not swim, there are those acts of indiscretion and poor judgement which often makes drowning victims of the strongest swimmers. These factors, in conjunction with the contrasting geographic and climatic conditions throughout the world-wide Air Force operations, exposing personnel to a variety of water hazards, underscores the need for water safety indoctrination of personnel.

So this year why not make a concerned effort to avoid being a water fatality. Last year this organization lost an NCO who drowned while fishing in a nearby lake. For this reason, we in this unit should be doubly alert to all the rules, guides and hazards of water recreation.



Civilian fireman Alfred Piatt, Tinker civil service worker, explains hosing procedures of the 750A Structural Pumper Truck, to trainees of the 937th Fire Fighting crew.

**937th FIRE FIGHTERS PREVENT FIRES;
TRAIN FOR PROFICIENCY IN ALL AREAS**

Fire protection is the broad term applied to all phases of fire protection engineering, fire prevention, fire suppression and aerospace vehicle rescue operations.

To be effective, it requires the organization, provision and maintenance of equipment; training of personnel in the application and use of such equipment; and effort to prevent, control, or suppress fires and perform rescue.

The execution of the Air Force Fire Protection Program is primarily a command and base level function and each base has a broad leeway in influencing the effectiveness of its own program.

As a result of the step up in the fire prevention program, fire fighters of the 937th MAG are training for proficiency in all areas.

The Fire Protection and Aircraft Crash Rescue Section of the 937th Civil Engineers find their UTA duty assignments in Fire Station #1, east of the Base Administration Building.

Twenty-eight airmen train for perfection in saving lives and property through intensive OJT programs. All training activities are in conjunction with the base civilian firemen.

Actual training is concentrated in two areas: structural or building fires and aircraft fires, and is executed at the Fire Station or at the Crash Station on the 937th flight line. *CONT'D.*

As to actual fire fighting, the force is used to supplement the regular civilian crew.

Under the direction of Capt. Rouser, Fire Marshall, and NCIOC MSgt Otto Medlin, the section will reach the ready mark in time for this year's summer camp.

SSgts Willis Tillman and John Pena handle the OJT Administrative duties of testing and maintaining records for the section. Only one Airman -- A2C Armer of Oklahoma City, continues his duties as a professional fireman as a civilian occupation.



ALWAYS PREPARED !



**937 PERSONNEL TRAINING ON
FIRE STATION # 1 TRUCKS**

UNIT PROMOTES EIGHTEEN IN MARCH

Eighteen promotions are announced to be effective as of 1 March 66. Listed according to their new rank, they are: MSgt Manual Witt, TSgt James E. Whitehead, SSgt Ronald L. Likes, and SSgt Charles R. Lindsey.

Also, A1C James U. Thompson, A1C Shelby L. Thompson, A2C Donald H. Allen, A2C Raymond B. Arnold, A2C Richard E. Blochowiak, A2C James W. Dorney, A2C William R. Hamilton, A2C Larry D. Hughes, A2C Michael P. Mulligan, and A2C Harold D. Newby.

Others are A2C Samuel R. Offutt, A2C Larry R. Oliver, A2C John R. Simpson, and A2C Sidney C. Smith.

937th TACTICAL DISPENSARY ADDS TWO MORE;
CEREMONIES PREFORMED AT 10,000 FEET

The 937th's Tactical Dispensary got two new members and a promotion for its commander in high flying ceremonies conducted in the unit's C-124 aircraft at about 10,000 feet above Tulsa.

Two new nurses, Barbara Oleman and Karen Baucom, both RN's at Tulsa's Hillcrest Medical Center, joined the unit and F.L. Perry, dispensary commander, was promoted from Capt to Maj.

Lt Col Harry J. Huff, 937th Commander, conducted the special ceremonies which included the swearing in of the nurses as second lieutenants and Perry as Maj.

The nurses both hail from the state of Missouri, both received their training as nurses at Hillcrest and both were recruited by Maj Perry who is a resident doctor at the same hospital.

Also aboard the aircraft during the ceremony were several other RN's from Hillcrest and about 20 student nurses from other Tulsa hospitals.

The dispensary commander said the 937th is launching a drive to obtain more RN's and medical corpsmen to fill vacancies in the unit's newly organized Air Evacuation section.

"Last year we had four planes and were pretty much confined to air transport duties," Perry explained. "Now we have eight and the group is capable of all types of air support -- transport, air cargo and now aero-medical evacuation."

Two of the 937th's aircraft will be fitted for medical evacuation. The unit's dispensary now has 47 officers and enlisted men assigned, Perry said, noting that he will have to have 24 more persons.

The major demand is for registered nurses and for men to serve as aero-medical corpsmen who work on evacuation flights with doctors and nurses.

Before the groups climbed aboard the high aircraft for the special event, Tulsa Mayor James Maxwell christened the aircraft "Wings of Tulsa."

The unit commander, Lt. Col. Huff, said the group's strength is about 1,200 officers and enlisted men and figures that Tulsa area alone provides about 150 of this total.



MAJ PERRY RECEIVING HIS GOLD OAK LEAVES
10,000 FEET ABOVE TULSA



PROSPECTIVE NURSES FOR THE 937th
ABOARD THE "WINGS OF TULSA"

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.

PERSONNEL ARE PEOPLE

Depersonalization

The word "depersonalization" is frequently used these days. All of you have heard the term, or have read about it. Perhaps you have felt keenly that in your own situation you have already been "depersonalized" to an uncomfortable and unacceptable degree.

With increased technology has come automation, data processing systems, the IBM card and tape, the Social Security number, the area code, the Zip code, and all the rest. We may get a queasy feeling that we have become a number! Even before it was computerized, the personnel record card with all its vital entries, did not tell the whole story about you and me.

Sometimes we may feel that we are little more than a cog in a great machine, a small digit in a very large number, or as we used to say, the familiar little drop in a very large bucket.

Living in modern communities adds to this feeling. People, especially military people, are on the move constantly. We may seldom experience an awareness of neighborhood solidarity or unity. Our friends are frequently not our neighbors, and often our neighbors are not our friends. In the military way of life, we sometimes feel that our tours of duty are too short for us to establish roots in a new community. And we carefully protect our privacy, especially when living conditions are somewhat congested.

Our feeling of "depersonalization" is sometimes compounded also at work. Here the chief concern is the mission and its achievement. Charts and statistics seem all-important.

This is the crux of the problem. It is well delineated by those whose leadership may suggest that the mission should have absolute priority over men, that the mission can and must be accomplished regardless of the human factor. However, how can depersonalizing or de-humanizing be either moral or efficient?

Personnel are people. They will not long submit to circumstances or persons which deprive them of dignity. Well-qualified leaders know how to minimize those depersonalizing forces which seem sometimes to threaten modern man. They respect the personality of their people.



RESERVISTS TRAINING IN BEMO
UNDER INSTRUCTOR BOB FOWLER



COL HUFF PINS GOLD LEAF ON
MAJOR BENEDICT

NEW DRIVER SAFETY EDUCATION COURSE MAY COME ABOUT DURING UPCOMING SUMMER CAMP

Every Air Force Military person under age 26 will be required to attend a 20 hour course in driver safety education.

Airmen will get it at their first permanent duty station. Officers will get it if commanders feel it is appropriate at their first PCS base.

When an Airman changes station, he'll receive two hours of special local training. Of the 20 hours in the basic course, 18 are standard; the other two are produced locally to orient drivers to special laws and hazards peculiar to YOUR base and surrounding communities.

This program does not attempt to teach driving skills. It presumes you have that skill or will receive it during other training. If safety-attitudes can be implanted in the minds of young drivers the result will be significant reduction in tragic and needless accidents. *CONT'D NEXT PAGE...*

DRIVER'S SAFETY Contd.

Special equipment and a specially-trained instructors are needed for this course. The heart of the system is a control center, using a two-track tape recorder. One track contains the voice instruments, questions, and commentary; the other track triggers operation of: a 35mm filmstrip projector, and a 16mm movie projector.

Each student -- up to 40 per class -- has a small "box" at his seat. Mounted on the box are buttons labeled "A, B, C, D, and CLEAR." When he is asked to make a decision about some driving situation he sees or hears, the student pushes a button. His response is logged on electronic counters at the control center. In addition, the instructor sees four gauges which present the percentage of each possible answer to the question.

When the instructor sees a significant number of inappropriate answers he can "stop the music" by pressing a button. Then he can ask questions and clear up misunderstandings. Experience shows that students become deeply interested in what they see and hear -- and are willing to argue their convictions.

Providing facilities are available on base, a limited number of personnel will be scheduled during summer camp.

AIR CREW MEMBERS OF THE 937th GOING THROUGH EVACUATION PROCEDURES AT FAA, DURING MARCH UTA

