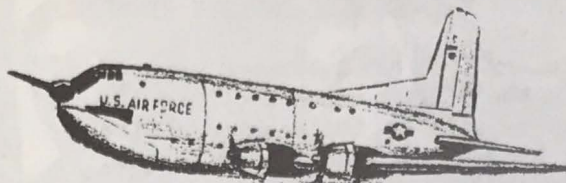


937th SOONER NEWS



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937th Military Airlift Group Res. Tinker AFB, Okla.
Continental Air Command

January 1968

EXECUTIVE COMMITTEE MEETS

An executive committee meeting on the 937th Reserve Officers Association has been called for January UTA and will be held at 1245 hrs. Saturday, 13 Jan 67 at Adair's Cafeteria in Midwest City. Plan to ATTEND.

UTA -- JANUARY 13-14

SSGT MAX A. PAUL NAMED AIRMAN OF QUARTER

SSgt Max A. Paul, NCOIC of the Flight Surgeon Office, has been named Airman of the Quarter for the 937th MAG. He was cited by Col Harry Huff, group commander, in commander's call during the December UTA.

SSgt Paul, a public relations man for a soft drink company, resides with his family in Van Buren, Ark. and commutes to Tinker for regular meetings.

He has been assigned to the 937th since he entered basic training in June, 1963. His active duty time has consisted of basic training and a course in the Medical Service Specialty Corps, ABR 90230.

Because of his work in the flight surgeon's office, SSgt Paul has had to become proficient in a second career field, 901.



SSgt Paul is congratulated by Col Huff.

1 JAN 68 MARKS DATE FOR NEW PAY SYSTEM;
NEW STREAMLINE METHOD WILL IMPROVE SERVICE

On 1 January 1968 an automated system for paying the 55,000 members of the Air Force Reserve will be implemented at the Air Force Accounting and Finance Center, Denver, Colorado.

This culminates a long and coordinated effort to streamline and improve pay service to members of the AF Reserve.

Under this new system, each reservist's pay record will be maintained on magnetic tape at AFAFC. This basic information has already been entered on tape as an advance preparation for the 1 January 1968 implementation date.

Changes to the information presently contained in your pay record and reports of attendance at Unit Training Assemblies (UTA's) will be transmitted to AFAFC through the use of punched cards.

The inactive duty (UTA) payrolls will be computed and paid monthly, using the updated magnetic tape as the basis for all computations.

The heart of this new pay system will be your Consolitated Base Personnel Office (CBPO). Data submitted from the CBPO to AFAFC in Denver will be used to update payroll information on the magnetic tapes.

In order to play their role well, personnel working in the CBPO need your assistance and cooperation.

To do your part you should:

1. Be sure your records at the CBPO are correct.
2. Give accurate information to the CBPO as your pay status changes.
3. Keep the CBPO apprised of your current address.

Your CBPO will convert this information to punched cards and transmit those cards to AFAFC.

Having done your part properly, you can expect the new pay system to do some things for you. First, you will be paid monthly instead of quarterly for inactive duty training. In addition, you will receive an earnings statement which shows you how your pay for the month was computed.

These earnings statements will be distributed monthly through your CBPO, and these self-explanatory statements should enable you to determine whether your pay was correct.

WINTER FLYING CAN BRING MANY HAZARDS

It is not too early to begin planning for the coming of winter. Soon it will be that time of year when all the ice we see may not be suspended in scotch and water. While winter flying will not be a great challenge in most of our local areas, we must remember our flying is of a global scale. With such world-wide operation, we can be wearing summer uniforms in the morning and have need for parkas several flight hours later.

To properly prepare for our upcoming winter operation, first we must inventory all personal equipment. Dig into that bag of gear and see if you have adequate gloves, socks, etc. What shape is your parka and winter flying suit in? It is a good time to transfer some of that heavier winter gear that is hiding in the closet and put it back in the old A-3 bag. We want to see everyone properly prepared so you won't have to be chipped out of the ice with an ice--pick the first cold night.

---from Reserve Forces Newsletter

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.

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The SOONER NEWS is a monthly publication and opinions expressed herein do not necessarily represent those of the United States Air Force Reserves.



PARACHUTE JUMPERS, SSgt Hill, SSgt Davis, and TSgt Allen, join the trophy line-up.

NO MATTER HOW YOU LOOK AT IT
SSGT FRED M. HILL IS ALWAYS UP IN THE AIR

SSGT HILL HOLDS TROPHY won during meet.

If someone described SSgt Fred M. Hill to you as a "guy that's always up in the air about something," they wouldn't be joshing—he's just been crowned Oklahoma's state champion sky diver for the second consecutive year.

Hill, a member of the 937th's parachute shop, won his second title in Stroud, Okla. during the competition in early December. He won over 90 contestants from Oklahoma, Texas and Kansas.

Members of the Oklahoma Sport Parachute association meet quarterly throughout the year and compete on a point basis and the individual with the highest total at the year's end is declared champion.

The jumping is done from a small passenger aircraft and the sky divers attempt to hit a bulls eye target on the ground.

Another member of the 937th, SSgt Cliff Davis, joined Hill in the "team" category to win first place. During the December event Davis was elected an OSPA director for 1968 and Hill was named the organization's secretary.



Chaplain's Column

by Arthur A. Preisinger

On New Year's Eve we sense that every moment of our life is unique and unrepeatable, that it will never return again, and that our time runs on and one day will run out.

We sense that we are finite, and we always carry out this knowledge of the end around with us, even when we are not conscious of it. I say, for example, without thinking much about it, "I must hurry," or "I have no time." And yet when I say this I am saying that I shall not live endlessly, that I must therefore divide the limited time I have. I can only make the best of it, but I can never prolong it.

Probably many New Year's Eve sprees, with their alcoholic dulling of the consciousness, have their origin in our desire to drown out this sound of time which suddenly grows louder at the turn of the year, and our effort to get these signs of our finitude out of our sight.

In other words, there is a kind of joking that covers up and represses a deeper anxiety or an unsolved problem in our life. Every one of us has had the experience of being depressed or even in despair and saying to ourselves, "Well, there's only one thing for me to do -- I'll have to find something to make me laugh." And we went to a movie which we were told was really sidesplitting. And we really did laugh at some of the comical situations. But, lurking in the background, never entirely forgotten, the sadness and the unsolved problems remained. And hardly had the lights gone on again when they came back, quite unchanged.

Real joy comes only when I am in harmony with myself and with the meaning of my life from the inside out. I understand very well the people who go into a service of worship on New Year's eve, who want to hear a word that comes from eternity, who are impelled to pray. It would be stupid

COL JOHN R. MANEY NAMED PROJECT OFFICER FOR CONAC DURING UPCOMING HEMISFAIR '68

Colonel John R. Maney, commander of the Fourth Air Force Reserve Region headquartered at Randolph AFB, Tex., has been appointed Continental Air Command project officer for Air Force Reserve Day at HemisFair '68.

Air Force Reserve Day at HemisFair '68 will be observed on May 26, 1968, the 52nd anniversary of the activation of the First Reserve Aero Squadron, recognized predecessor of today's Air Force Reserve.

HemisFair '68, to be held in San Antonio, Tex., April 6 through October 6, 1968, will be the first international world's fair to be held in the southwestern United States.

As outlined by Continental Air Command headquarters, the objectives of Air Force Day will be to:

1. recognize the great part Air Force Reservists have played in past wars,
2. create a better understanding of the Air Force Reserve and its relationship to the civilian community.

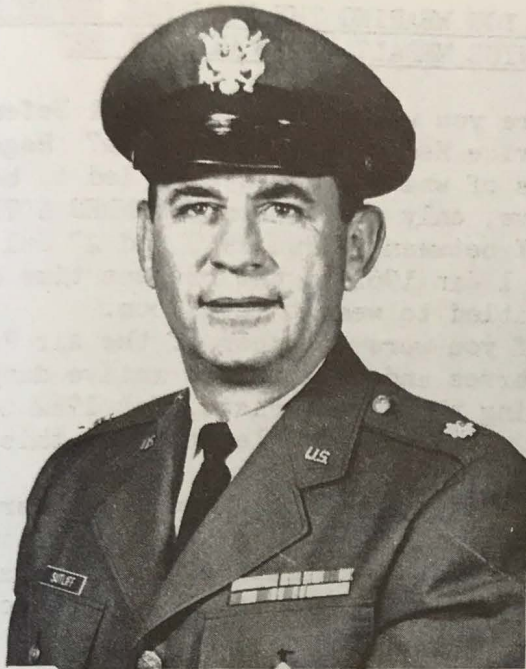
to think that these people are pessimists who are always crying the blues, whereas the people with the popguns and noisemakers and the champagne corks are the optimists who affirm life.

The people whom New Year's Eve drives to reflection are seeking joy, too, except that they seek it in another direction.

They know that our mortality, our finitude ceases to be a source of anxiety when we are safe in the hands of the Lord of time, when we are at peace with Him.

He sets it all straight. What lies ahead of me---the three hundred and sixty-five days to come---I accept from His hand. And nothing can happen to me, nothing can touch me that has not first passed His inspection and proved to be for my best welfare.

For us the turn of the year should be a red light that makes us stop, look and listen, and then asks us where we are going.



MAJ JACK W. SUTLIFF

NEW PARACHUTE NOW BEING TESTED

A gliding parachute that might be able to carry bailed-out fliers from enemy territory will be tested by Department of Defense.

A member of the Armed Services Committee, Rep. Richard Schweiker said DOD has assured him the self-inflating device -- called the Para-Foil wing -- will be tested at the Joint Parachute Testing Facility, El Centro, Calif.

"With the Para-Foil, a flier bailing out at 5,000 feet can glide about four miles in the direction he chooses to escape the enemy," the Congressman said. Today's parachute enables fliers to glide only one-half mile, he added.

The Para-Foil was first considered for spacecraft landings and aerial cargo delivery.

MAJOR JACK SUTLIFF ELECTED ROA PRESIDENT

Major Jack Sutliff, 937th Logistics Staff Officer, has been elected president of the Chapter 66 Reserve Officers Association.

Active in the reserve program, Maj Sutliff has a total of 19 years service and has been with the 937th since 1963.

The Major recently attended the ROA regional conference in Biloxi, Miss. and he will attend the mid-winter conference in Washington, D.C. early in 1968.

Sutliff is principal of the West junior high school in Ponca City.

Flying Safety

STATUS OF CONSTRUCTION

The over-run on the south end of runway 17-35 has been completed. The approach lights and strobe lights have been completed and are in operation. The entire runway is now open. The south end of taxiway 11 is almost completed. Until this taxiway is opened, we will be required to use taxiway 13. The rest of taxiway 11 remains closed for construction. After the contractor finishes taxiway 5, he will take out and replace the north run up pad.

Runway 12-30 is now available for use, wind permitting. We still have vehicular traffic crossing this runway, but the tower has contact with a flagman stationed near the GCA shack.

Extreme caution must be exercised at all times while taxiing. If you are not familiar with taxiway numbers, ask the tower or ground control for progressive taxi instructions. The current construction should be completed near 28 Feb 68.

COL EDGAR L. PEWITT NAMED FULL-TIME DIRECTOR FOR MATERIEL FOR 512th WING

Colonel Edgar L. Pewitt has been named full-time Director of Materiel for the 512th Military Airlift Wing by Brigadier General John W. Hoff, Commander of the Air Force Reserve unit.

Colonel Pewitt formerly held a position with General Service Administration in Fort Worth, Tex.

As a senior on-base reservist, Colonel Pewitt's duties will include the overall management, direction and supervision of aircraft maintenance for the Carswell-based unit and two detached groups.



SEAT BELT SAVE

You only use seat belts on a trip?

Read this, It was extracted from the I.G. Ground Safety News Letter.

Driving approximately one mile to work at Offutt has been an uneventful experience until the morning of 10 Aug 1967, On that morning I departed my home at 2509 Wayne Street, Bellevue and headed for work at Building C. I pulled my 1966 Volvo out of the driveway and turned on Wayne Street to follow my usual route to work.

I made it only as far as the corner of Wayne and 25th, less than a block from home. In the intersection, I was struck in the right side, the impact pushing my car over on its left side and propelling it some 15 feet on the left side into the curb; where the car righted itself and stopped moving headed the opposite direction of original travel.

The right door and rear panel were caved in against the front seat, the left front panel, door and rear panel were scraped from sliding on the left side and the transmission linkage was broken. No windows were broken.

I have, in the last few years, driven some one hundred thousand miles all over the United States and in several foreign countries without an accident and then I find myself in an accident less than one block from my house.

I walked away from this accident without a scratch because I was wearing a standard Volvo three-point shoulder and lap belt. Although lap belts are a great help I feel that my three-point equipment is superior.

The accident demonstrates several facts of driving and everyone who reads this would do well to learn them. Accidents can happen to me, first person singular. Accidents happen very close to home at slow speeds and can be serious. Seat belts save lives and prevent or lessen in-

ARE YOU WEARING THE NATIONAL DEFENSE SERVICE MEDAL? -- SHOULD YOU BE?

Are you wearing the National Defense Service Medal on your uniform? Regardless of what you have been led to believe, only persons on EXTENDED ACTIVE DUTY between 27 Jun 1950 and 27 Jul 1954 and 1 Jan 1961 to the present time are entitled to wear this ribbon.

If you were a member of the Air Force Reserves and recalled to active duty during the Cuban crisis, Oct 1962 to Nov 1962, you are entitled to wear this ribbon.

Reserve personnel, however, ordered to active duty for short periods of time to attend basic training, service schools, serve on a board, etc., cannot wear this ribbon.



NATIONAL DEFENSE SERVICE MEDAL

juries. I developed the habit of wearing seat belts long ago as it was encouraged by the Air Force in Europe. My experience of 10 Aug 1967 will only serve to reinforce that good habit.

...Thanks to Capt Jerold P. Hubbard, Hq 3 Wea Wg, for his testimony.

SATURDAY - JAN UTA

0630-0730 Staff Meeting, Bldg 761

0730-0800 Sign In, Group Commander's Call (Support, Supply, COM), Theatre
All Others, Orderly Room

0830-1000 Rifle Range - 10 from CAM Sq, 4 from 305 MAS
Pistol - 4 from 305 MAS

1015-1200 Rifle Range - 20 from Spt Sq, 4 from 305 MAS
Pistol - 5 from Spt Sq, 4 from 305 MAS

1030 First Sergeant's Meeting, Mess Hall

LUNCH

1100-1140 CAM Sq
1140-1220 305 MAS, Supply Sq
1220-1300 Support Sq

1300 Support Sq Officer's Call, Bldg 761

1230 Flying Physicals, Hospital

1230-1400 Rifle Range - 20 from Spt Sq, 4 from 305 MAS
Pistol - 5 from Spt Sq, 4 from 305 MAS

1400 OJT Supervisor's Meeting, Bldg 761

1400-1600 Rifle Range - 20 from Spt Sq, 4 from 305 MAS
Pistol - 5 from Spt Sq, 4 from 305 MAS

1500 SKT Counselling, Room 205A, Bldg 1030

1645 Retreat, CAM Sq, East Ramp

1700 Officer's Call, Officer's Club