

On-final



U.S. AIR FORCE

507th Air Refueling Wing - 513th Air Control Group

Tinker Air Force Base, Oklahoma

JANUARY 2008 Vol. 28, No. 1



Angel Tree gifts. More photos on page 7.



507th ARW
Commander's Column
By Col. Jeffery R. Glass

Time to get back to work

Happy New Year to all! Kim and I hope each of you had a very enjoyable and safe Holiday Season. Now it is time to get back to work. Sunday of the UTA we will have another wing-wide exercise emphasizing ATSO and Command and Control. We received another shipment of chemical gear so if you need something let your UDM's know what you need. Cargo increment monitors need to be current and qualified. The attitude I have seen from the entire wing has been tremendous and the progress we are making is great; just keep up the good work.

I want to also emphasize SAFETY, we have already seen some pretty strong winter storms and winter just started a few days ago. We all know more is coming. Use ORM when dealing with weather, give yourself more time to travel, make sure you have plenty of space between you and the car in front of you. Last year most of our lost time injuries came during December and January, so please be safe in all you do.

Our next AEF cycle is underway and numerous wing members are deploying to include most of our security forces. If you get the chance to see them before they leave thank them for their service and wish them luck. All of our deployers are going into harm's way. So good luck and God bless to all. Remember if you are deploying we are still here to support you and your families. If you or your families need anything please let us know. The new name for family support is now Airman and Family Readiness and they are here to support you.

The 137th will be moving a large number of maintenance personnel over in the next month. I want to thank all who have made sacrifices in accommodating this move. I know with all of the construction that has and will be happening it has caused numerous units to be uprooted and moved into new locations. The one thing I want you all to remember is the guard are the ones changing bases and aircraft, our people's inconveniences might seem large but do pale in comparison to theirs. Please make them feel welcome.

Lastly, I want to touch on PME. We just completed sending in our candidates for the upcoming major's board and over 3/4ths of the candidates did not have SOS completed virtually sealing their fate as a passover and for some not being able to make it to retirement. PME is a must for all; I know it's a hassle but something we expect from all Airmen.

Shirt Column

A New Year's Resolution

by Master Sgt. Walter Simco
507 MOF/CCF

The tradition of the New Year's Resolutions goes back to 153 B.C. Janus, a mythical king of early Rome was placed at the head of the calendar. With two faces, Janus could look back on past events and forward to the future. Janus became the ancient symbol for resolutions and many Romans looked for forgiveness from their enemies and also exchanged gifts before the beginning of each year.

From Wikipedia, a New Years Resolution is a commitment that an individual makes to a project or a habit, often a lifestyle change that is generally interpreted as advantageous. The name comes from the fact that these commitments normally go into effect on New Year's Day and remain until the set goal has been achieved, although many resolutions go unachieved and are often bro-

ken fairly shortly after they are set.

Funny enough, is your resolution quite similar to the resolutions you made the years before. What exactly goes wrong?

A first; there are too many goals. People usually do not come up with only one resolution; they come up with a list. A long list of resolutions can be confusing.

A second is underestimating the challenge. We often do not realize how much effort it is going to take to reach the goals. The fact that we perform a bad behavior almost automatically reduces our awareness of its occurrence. We only find out how often we perform this bad behavior when we try to stop it.

A third is we usually formulate goals very abstractly. For example if we plan to exercise we usually do not specify when or how we are going to do it.

Winning strategies is to reach one goal at a time. Pick one goal out of your list of New Year's resolutions and start

working to implement it. Your goal should be clear and unambiguous. Also, your goal should have the right level of difficulty. It should take effort to reach it, but not be unattainable.

Reaching your goal is going to be tough. Therefore you will need a good plan. Start with formulating your goal concretely. Research has shown that it is easier to reach your goal if you have set yourself realistic goals. For example, if you want to exercise, formulate where you are going to do that, when you want to do it. Most importantly, make a backup plan for times in which you can not obtain this. What are you going to do if you have to do something on your exercise time? Make sure you have enough arguments to persuade yourself to not give in to temptations at these moments.

Make sure that your road to goal attainment goes step-by-step. Set subgoals for yourself. This would make you feel

Chapel Corner**Celebrating a new year**

By Wing Chaplain
(Maj.) Dwight Magnus

As we stand at the portal of 2008, I am aware that for many this year will bring a lot of personal and professional challenges. In the midst of these challenges, it can be difficult to see God's hand. I came across a poem that talks about the mystery of God's plans and the importance of placing our trust in His hands.

My life is but a weaving, between the Lord and me.
I cannot choose the colors; He worketh steadily.
Oft times He weaveth sorrow, and I in foolish pride
Forget He sees the upper, and I the under side.
The dark threads are as needful in the Weaver's skillful hand.

As thread of gold and silver, 'neath the pattern He has planned.

Not 'til the loom is silent and the shuttles cease to fly
Will God unveil the canvas and explain the reason why.

- Author unknown

This year, may God bless you and keep you. May He make his face shine upon you and be gracious to you. May the Lord turn His face towards you and give you peace.

(cont.) A New Year's Resolution

like you have accomplished something, but make sure when reaching your subgoal you do continue to pursue your original goal. Keep in mind that you only have made a small step towards your final goal, you are not there yet!!

You must set yourself rewards, punishments and distractions. But make sure you do not punish yourself too hard. Choose tasks you do not like doing but must be completed as a punishment. By applying such punishments you will penalize yourself when you do not comply with your plans. This might reduce the guilt you feel over not being able to execute your plan.

For distractions, provide yourself a list of things you can do when you have difficulty sticking to the plan. Distractions are especially useful when you have to quit a habit that you usually perform at home. When you quit smoking make sure that you have a book to read or some candy to eat, when you long for a cigarette. Distracting yourself during difficult times will make the attainment of your goal easier.

Finally, reward yourself! When you manage to fulfill your subgoal you should buy yourself a present, treat yourself. It is important to realize that you're on your way to success before you try to reach the next subgoal. If you want to lose 20 pounds, do not expect yourself to be able to do that in a short period of time, but reward yourself for every two pounds you lose. However, do not reward yourself by allowing yourself to perform the habit you try to overcome!

By sticking to strategies you will achieve those goals that you have made for yourself. You might even find yourself having a hard time making up New Year's resolutions, for all your goals of the past year might be implemented already. Good luck!

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All photographs are Air Force photographs unless otherwise indicated. **Copy deadline is NOON on UTA Sunday for the next month's edition. If you need more time, please call us at 734-3078.**

This is your news source. Take it home with you to share with family, friends, and employers.

507th ARW Mission: Man, train, equip, and sustain an Expeditionary Reserve Force in support of DoD peacetime and wartime taskings.

513th ACG Mission: Citizen-airmen extending America's Global Power operating the world's best airborne battle management, warning and control platform.

72nd Aerial Port Squadron trains in a big way

By Senior Airman Zach Anderson

To simply call the C-5 Galaxy a “big airplane” is like referring to the Grand Canyon as a “big hole.” It’s a bit of an understatement, to say the least. With its almost 223-foot wingspan and length of over 247 feet, the C-5 is a hulking beast of an aircraft. Towering over 65 feet above the flight line and boasting a cavernous cargo compartment, the C-5 is capable of transporting up to 270,000 pounds of cargo and is the largest air lifter in the U.S. Air Force inventory. “Big airplane” indeed.

While such a massive aircraft provides incredible air mobility capabilities, it also presents a unique challenge when it comes to loading and unloading for deployment operations. For that reason the 72nd Aerial Port Squadron spent a large portion of the December UTA conducting valuable real-world deployment exercises on a C-5 Galaxy. For the Airmen of the 72nd APS, it was a rare opportunity to train on the actual aircraft.

“A good portion of our squadron has very limited or no experience on the C-5 Galaxy, so having the aircraft allowed us to show our troops how things actually work on the aircraft,” said Master Sgt. Michael S. Hapgood, Assistant NCOIC of Ramp Services for the 72nd Aerial Port Squadron.

“Having the actual aircraft also allowed us as trainers to have new people operate various types of vehicles up to the aircraft. This was essential because it allowed new folks to take their time pulling up to the airplane without having to worry if the plane will be loaded in time for departure,” Hapgood said.

Of course, getting the C-5 to Tinker Air Force Base in the first place was no easy task. The aircraft itself was actually requested

from the 4th and 10th Air Forces by Senior Master Sgt. Nathaniel McGuire, Senior Air Reserve Technician for the 72nd APS. McGuire said the idea was to have an actual C-5 in place for Airmen to conduct training in preparation for the upcoming exercise in March.

“That experience can’t be replaced. We don’t get that many C-5’s here and when they do come through it’s typically not on a UTA weekend. We needed to provide the actual experience,” said McGuire.

The training itself was an exercise in time management and utilization of resources. Due to the fact that the 72nd APS doesn’t often

have the opportunity to work on a C-5, the entire operation was designed to maximize the amount of training conducted in a limited amount of time.

“Our goal in creating the training plan was to show the 4th Air Force that if they will send a plane our way, we will make the best use of it. We had not gotten a T-Tail in several years that was dedicated to training and we weren’t going to let it set idle even for a minute,” Hapgood said.

The 72nd APS began the actual planning for the exercise in October, laying the groundwork for what would hopefully allow for all sections of the aircraft to be used throughout the day. When the C-5 was in place on Sunday, not a minute was wasted.

In a frenzy of activity, members of

the 72nd APS conducted six separate training operations simultaneously. This training included aircraft loading and unloading, tiedown and restraint training, fleet servicing training, passenger services training, staircase truck training and



Members of the 72nd practice maneuvering a staircase truck to the C-5 for safe loading and unloading of passengers. Photos by SrA. Zach Anderson

air terminal operations center (ATO) training.

“All operations were consolidated after lunch on Sunday, culminating into one large exercise,” Hapgood said.

He went on to say that by mapping out a precise time-management training strategy, the Airmen of the 72nd were able to accomplish a tremendous amount of training in a short window of time. The C-5 was only on the ground for seven hours. During that limited time frame, the 72nd APS managed to load 38 pallets loaded with 114,000 pounds of cargo along with loading and tying down 12 pieces of rolling stock, accounting for another 84,000 pounds.

Additionally, the 72nd APS conducted 12 hours of vehicle training, processed 231 notional passengers, as well as performing fleet services, ground spotter and

Fleet Servicing

1. Staircase Truck

72nd Aerial Port Squadron trains in a big way

team chief training. To top it all off, three members of the 72nd took the oath of re-enlistment while on the aircraft.

“It was the best training exercise we’ve had by far,” McGuire said. “The best we’ve had in 20 years. It really helped that the C-5 loadmasters stayed around and helped our guys and instructed them on what they were doing, both correctly and incorrectly. That helped a lot.”

Hapgood agreed.

“The exercise went better than I could have envisioned it. There was good coordination between the sections and the aircraft was utilized well despite the cold. All sections got their chance to use the aircraft and all of our trainees got the critical experience they needed to be successful in the future.”

Hapgood stressed that the key to this success was the opportunity to conduct the training on an actual aircraft.

“As a trainer, you simply cannot provide enough simulated training to accomplish our needs in this career field. It is essential for new personnel to actually step on the aircraft prior to being required to load one.”

Hapgood said he hopes this exercise can serve as a model for future training.

“It allowed us to open ourselves to new practices instead of limiting ourselves to the ‘this is the way we always do it’ mentality. In a sense, we grew as a unit last weekend. Our confidence had been shaken by the results of the ORI and we needed to get out on an airplane and do what we do best, which is move cargo.”

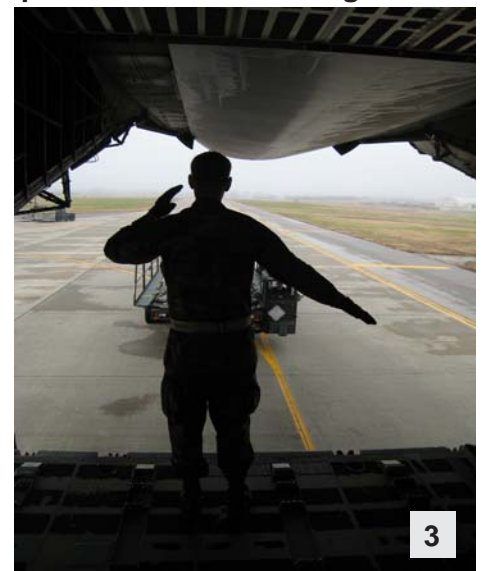
Now, after this big-time training, the 72nd APS is planning on some big-time results during the March exercise.



Tech. Sgt. Michael Lombard, Senior Airman Zachary Walker and Senior Airman Paul Phillips push a loaded pallet into the C-5’s cargo area.



Senior Airman Benjamin Gunter trains on properly tying down rolling stock cargo...just a portion of the 84,000 pounds of rolling stock loaded during the exercise.



A member of the 72nd APS provides direction for a loader operator as it is driven to the back of the C-5 ramp to unload cargo.

Photos by SrA. Zach Anderson



Passenger Services

2. Tiedown and Restraint

3. Aircraft Loading and Unloading



513th ACG
Commander's Column
By Col. John Trnka

Readiness is a 24/7 reality

Welcome to the first UTA of 2008. This year marks the 60th anniversary for the Air Force Reserve. Many people with names you know; Harry Truman, Hap Arnold and Omar Bradley, and many with names you've never heard made the Air Force Reserve a reality. They would not recognize the result of their efforts. The Air Force Reserve Command of today is exceptionally well trained, exceptionally well-equipped and involved in far more missions than ever envisioned by those who first pressed for a real Air Force Reserve.

You name the crisis since 1948, and reservists have participated. The Korean Conflict in 1950 serves as well as anything as a birth certificate for the Air Force Reserve. 147,000 reservists were mobilized for one, two and in some cases, three years. In what became the blueprint for future conflicts, reservists were active in almost every phase and mission area of that war (sorry, can't call it a war – the Korean "conflict"). In the years to come, names like Berlin, Cuba, Vietnam, Israel, Grenada, Libya, Panama, Bosnia, Serbia, Afghanistan, and Iraq were written into the history of Citizen Airmen.

The reserve has grown, matured and become much better equipped over the years. It was not until 1968 that Reserve units first flew airplanes that weren't active duty hand-me-downs (C-130s at Ellington AFB, TX for you history buffs). That same year the Associate program began at Norton AFB, CA. The reserves didn't get into the fighter business until 1970. Air Force Reserve Command didn't become a command until 1997. Almost every year since has added another first to AFRC's legacy – 2008 will too.

The history of the 513th is a good one. I think this generation

Airman and Family Readiness Office ready to help

By Master Sgt Anne Ferreira
NCOIC 507th Airman and Family Readiness Office

During the recent ice storm, some of our people found themselves and their families at home without utilities. First and foremost, if you and your family are still in need, please come to the Airman and Family Readiness Office in building 1043 and let us help.

Should natural disaster or other problems strike you and yours in the future please remember that as an Airman, there are resources available for you.

We can help keep you informed when local businesses offer reducing pricing on emergency supplies to Tinker personnel.

The Active Duty Family Support has the Loan Locker, Food Pantry, and other resources open for reservists to use. Call our office at 734-6869, 409-0088 or 800-753-3487 and let us help!

of 513th Airmen has taken good care of a legacy that began in WWII, when a previous generation flew C-46s and C-47s. Across some of the most rugged terrain in the world they carried cargo and passengers from India to China. It was a dangerous, exhausting, sometimes boring job, but vital to defeating the Japanese. No one had coined the term yet, but these were "Citizen Airmen" as well. Almost all of them had been civilians just months before, until Pearl Harbor changed their lives unexpectedly.

So why the history lesson as we begin a new year? History isn't just a matter of learning about the past; I think it tells us a lot about how we got to be where we are today. History often provides the context to understand our current situation.

Two themes have dominated 60 years of Air Force Reserve history. First, change. Change has dominated for 60 years: missions, bases, aircraft, organizations, leadership and structure. Change has been everywhere, and that will not change. The second theme is the need to be ready. "Expect the unexpected" is a cliché, and yet it describes our mission perfectly. If we knew the answers to questions like "when" and "where" and "who" and "how," our jobs would be easy. But as history shows time and again, the events that affect our lives the most are the ones few predict.

Our generations' Pearl Harbor was Sept. 11th. I wasn't expecting anything special that day a little more than five years ago when watching TV during breakfast, but the events I watched that morning had a profound impact on my life, this unit, and tens of thousands of Americans. No one in this unit expected what happened, but we were ready. The men and women of the 513th had trained, and prepared. Our job today is to make sure we are prepared to respond to the next unthinkable event.

My mission statement for this unit is simple: Training for combat capability. Everything we do should have something to do with those words. It's no secret far too many things take us away from that ideal. Too much questionable (insert your own expletive here) "training" is required of us. 90 minutes is the new annual goal to complete all ancillary training, but history (that word again) shows us we are not going to get rid of all of the distracters. It's your job, and the job of every supervisor in this organization, though, to make sure the focus stays on what is really important: generating sorties, flying airplanes, supporting both of those; and training to make sure we do those things well.

One more comment on readiness; it doesn't stop when you leave here. Is the rest of your life ready for the next big event? Do you have a will? How about a Family Care plan? Do you have the uniforms and other required items for mobility processing? Do you know what you need? Now's the time to ask.

History talks to us: "expect the unexpected," and "be prepared." (OK, maybe that last line is the Boy Scouts talking, but it's still true.) Make it your goal this UTA, and every time you're here, to add to your skills. Many things are going to try and steal your focus, but bring it back to combat capability. That's why we're here.

Are you ready for what the history books are going to write about 2008?

FREE COLLEGE TESTING

Air Force Reserve members, spouses and civilian employees may take DANTES Subject Standardized Tests (DSSTs) or College-Level Examinations Program (CLEP) or Excelsior College Examinations (ECE) FREE! (Military Only for Excelsior examinations). These examinations test college-level knowledge you may have gained through your job, reading, travel, or hobbies. You must test at your Reserve DANTES approved test center. Testing at another DANTES test center will be on a case-by-case basis. The third Tuesday of each month at 0800 has been set aside for testing. You must call us four weeks prior to test date to ensure we will have your test. **For more information contact Chief Master Sgt. Charlotte Epps in the MPF Education and Training Office at 734-7075.**

FOREIGN LANGUAGE PROFICIENCY PAY (FLPP)

Reservists may apply for FLPP by submitting a written request for FLPP testing to his/her commander. FLPP I requires you to be on a tour of duty that requires the language. FLPP II will pay based on active duty days or IDT periods performed. Spanish and Tagalog speakers are not entitled to FLPP II. If you are proficient at a foreign language and are interested in this program please contact Chief Master Sgt. Charlotte Epps or Master Sgt. Sharon Lochman in the MPF Education Office at 734-7075 for instructions on how to apply for FLPP.

TUITION ASSISTANCE

Reserve members are eligible to apply for TA for Distance Learning and In-Residence courses to further their education up to a Master's Degree.

The basic enrollment requirements are that you must:

Be a participating member in good standing (no UIF, Article 15, etc.).

Retainability: Officers - two years; Enlisted - ETS after course completion.

Enrollment form must show course number/title, credit hours and cost of tuition.

Complete TA forms in our office PRIOR to class start date.

Payment occurs after satisfactory course completion. **You must provide a paid receipt and your grade NLT 60 days after course completion.** TA reimbursement amounts are set at 75 percent (\$4500) per FY (Masters) or 100 percent (\$4500) per FY (Bachelors). **For more information contact Chief Master Sgt. Charlotte Epps or Ms. Kim Silkwood in the MPF Education and Training Office at 734-7075.**

AFRC NCO LEADERSHIP DEVELOPMENT COURSE

The success of the Air Force Reserve NCO corps depends on their ability to apply leadership and management skills learned primarily in a civilian setting to a military environment. Not all of today's mid-level NCOs have extensive first-hand supervisory experience in a reserve environment; therefore, the instruction in this course is intended to improve the students' military supervisor capabilities and understanding of their positions as related to the USAFR. We focus on individual improvement which is ultimately the real source of organizational excellence and success. **See your unit training manager for more information and next class dates.**

FAMILY CARE

If you need to be on the Family Care Plan, notify your first sergeant ASAP - IAW AFI 36-2908. Single parents and dual military couples with children must have a Family Care Plan completed within 90 days of in-processing or family status change.

VIRTUAL MPF

- 1. Address Changes** - You no longer have to go to 4 different screens/areas to update your address!!!
- 2. Point Summaries** - Point Summaries can also be viewed and printed.
- 3. Record Review RIPS** - You will now be notified via e-mail, on your birthday, to log on to vMPF to review your RIP.
- 4. Awards and decorations** - You can also get a picture display of your awards and decorations.

HOT TOPICS :

All testing (paper and computer) must be scheduled by sending an e-mail to 507.msf.dpmt@tinker.af.mil with the time and date that you would like to test and include the course number.

Paper testing on the UTA is only available at 0750 on Sunday of the main UTA and is in Bldg. 1030 (Hangar) Room 214.

Computer-based testing on the UTA is available on Sunday at 0800 and 1300 in Bldg. 1030 (Hangar) in Room 214.

Please schedule all tests NLT 1500 on Friday before the UTA. If you are unable to keep the scheduled time please e-mail the training office or call 734-7075 prior to scheduled testing time. All testing is also available on Wednesdays at 0800 and 1300 and Thursdays at 1300.

NOTE: If you are retaking a test, you must bring the authorization letter with you or you will not be allowed to test.

EDUCATION REMINDER:

This is just to remind everyone who wishes to update their Education Records, officer and enlisted, that we need OFFICIAL transcripts to send or accomplish any updates. This means that it CANNOT say "ISSUED TO STUDENT." You may have the college/university send it, we can request it, or you may bring it in as long as it is in a sealed envelope with a SEAL on the flap AND it does not say "ISSUED TO STUDENT."

Pass and ID Hours of Operation: 0800 - 1200 on Saturdays of the UTA.

IEU open from 1200-1500 on Saturday of the main UTA.

Nomination packages for AMN, NCO, or SNCO of the quarter are submitted quarterly. Packages are due by 1400, on Saturday of the UTA after the end of the quarter. (Apr, Jul, Oct, Jan)

FY 2008 UTA SCHEDULE

09-10 Feb 08	01-02 Mar 08
05-06 Apr 08	03-04 May 08
07-08 Jun 08	12-13 Jul 08
02-03 Aug 08	06-07 Sept 08

As of 26 December 2007

Fri, 4 January 2008

1300 Pre-UTA Cndr Staff Mtg Bldg 1030, MSG Conf Rm
 1400 Pre-UTA First Sgts Mtg Bldg 1043, Wg Conf Room
 1430 Pre-UTA CChief & 1st Sgt Mtg Bldg. 1043, Wg Conf Room
 1600 Top 3 Executive Board Mtg Bldg 1056, 970th.AACS Conf Rm

Sat, 5 January 2008

Unit Designated Sign In Unit Designated
 0730-0930 Newcomers In-Processing Bldg 1043, Room 203
0730-1600 MPF-See Page A3 for specific times
 0900-0930 6 Month Contact Mtg Bldg 1043, CC Conf Rm
 0900-1000 Mandatory 3A0X1 Tng Bldg 1066, OG Conf Rm
 1000-1130 Newcomers Orientation Bldg 1043, Wing Trng Room
 1000-1100 Mobility Rep Meeting To Be Determined
 1300-1545 Newcomers Ancillary Tng Ph I Bldg 1043, Wing Trng Room
 1300-1400 Adverse Actions Mtg Wg Commander's office
 1300-1400 Wg. Career Advisor Trng Bldg 1066, OG Conf Room
 1400-1500 Training Managers Mtg Bldg 1043, CC Conf Room
Unit Designated Sign Out Unit Designated

Sun, 6 January 2008

Unit Designated Sign In Unit Designated
 0930-1600 MPF-See Page A3 for specific times
 0730-0800 Protestant Chapel Service 513th ACG Auditorium
 0730-0800 Catholic Mass Bldg. 1066 OG Conf Rm
0750- by appt CDC testing Bldg 1030, Rm 214
 0800-1100 Newcomers Ancillary Tng Ph II Bldg 1043, Wing Trng Room
 0800-1030 Haz Comm - SuprTraining Bldg 1030, Room 104
0800-1500 MPF/customer service section open
 0830-0930 Enlisted Advisory Council Bldg 1043, CC Conf Rm
 0900-1000 Mandatory 3A0X1 Tng Bldg 1030, MSG Conf Rm
1300. by appt. CDC Testing
 1300-1600 First Duty Station
1300 SORTS/Post UTA Mtg Bldg 1043, Wing Trng Room
 1400-1500 IG period w/Capt. Vardaro CAT
 To Be Determined

Fri, 8 February 2008

1300 Pre-UTA Cndr Staff Mtg Bldg 1030, MSG Conf Rm
 1400 Pre-UTA First Sgts Mtg Bldg 1043, Wg Conf Room
 1430 Pre-UTA CChief & 1st Sgt Mtg Bldg. 1043, Wg Conf Room
 1600 Top 3 Executive Board Mtg Bldg 1056, 970th.AACS Conf Rm

Sat, 9 February 2008

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 1300-1400 Adverse Actions Mtg Wg Commander's office
 1300-1400 Wg. Career Advisor Trng Bldg 1066, OG Conf Room
 1400-1500 Training Managers Mtg Bldg 1043, CC Conf Room
Unit Designated Sign Out Unit Designated

Sun, 10 February 2008

Unit Designated Sign In Unit Designated
 0930-1600 MPF-See Page A3 for specific times
 0730-0800 Protestant Chapel Service 513th ACG Auditorium
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 0900-1000 Mandatory 3A0X1 Tng Bldg 1030, MSG Conf Rm
1300. by appt. CDC Testing
 1300-1600 First Duty Station
1300 SORTS/Post UTA Mtg CAT
 1400-1500 IG period w/Capt. Vardaro
Unit Designated Sign Out Unit Designated

OCCUPATIONAL SURVEYS

These surveys provide information essential for developing personnel programs, classifying occupations, and developing training programs. The Wing Survey Control Monitor (SCM) works with the Unit Training Manager (UTM) to ensure surveys are completed. AFI 36-2623, paragraph 2.7 makes completion of these surveys mandatory for all Air Force Reserve members. It is extremely important these surveys are completed by the suspense date. If you have any questions, contact Ms. Kim Silkwood or Tech Sgt. Jeremy Hudson at 734-7075 or your UTM.

Newcomers Ancillary Training

Newcomers Ancillary Training Phase I & II are conducted **monthly** in **Bldg 1043, Wing Training Room in basement. Unit/Ancillary Training Managers are responsible for ensuring their new personnel are scheduled to attend** within 90 days of their first UTA. If you have questions, contact the MPF Education & Training Office at **734-7075**.

Day	Time	Subject	OPR
Saturday	1315-1430	Drug and Alcohol, Suicide/ Workplace Violence Prevention	SG
Saturday	1430-1500	Local Conditions/ORM	SE
Saturday	1500-1530	OPSEC Training	OG

Day	Time	Subject	OPR
Sunday	0800-0815	Base Populace	CEX
Sunday	0815-0830	IG Briefing	IG
Sunday	0830-1000	UCMJ/Ethics	JA
Sunday	1000-1030	Counter Intel/Awareness	SF
Sunday	1030-1100	Human Relations	ME

UCMJ Briefing:

All enlisted personnel are required to have the UCMJ briefing within two UTAs of their first reenlistment. This briefing is held during Phase II of the monthly Newcomers Ancillary Training at 0830 on Sunday of the UTA in Bldg 1043, Wing Training Room.

Ethics Briefing:

All reserve personnel are required to have the DOD Ethics Briefing within 90 days of reporting for duty. This briefing is held in conjunction with the UCMJ briefing during Phase II of the monthly Newcomers Ancillary Training at 0830 on Sunday of the UTA in Bldg 1043, Wing Training Room.

Disaster Preparedness:

Unit Training Managers must schedule Chemical Warfare Training, by name, at least one UTA prior to the requested dates by calling CEX at 734-5249. All personnel must bring a complete training ground crew ensemble (GCE) including the mask and its hood to all classes. Those attending Initial must be prepared to process through a tear agent chamber. Wear of contacts is prohibited in all classes. Anyone arriving late, without a complete GCE with mask, or wearing contacts, will be released back to their unit and reported as a no-show.

Drug Testing: You must report within two hours of notification.

Military Pay

File for pay by:	Receive Direct Deposit by:
08 Jan	15 Jan
10 Jan	18 Jan
15 Jan	23 Jan
17 Jan	25 Jan
22 Jan	30 Jan
23 Jan	01 Feb
29 Jan	06 Feb
31 Jan	08 Feb
05 Feb	13 Feb
07 Feb	15 Feb
12 Feb	20 Feb

Military Pay (405) 734-5016

New MPF Hours

Saturday UTA

Open at 0730 - 1600, except for following closures:
1300-1330 - Employments/Relocations

1400-1430 - Career Enhancements
1500-1530 - Customer Service

Sunday UTA

Open at 0930 - 1500
1500-1600 - only providing ID card assistance

BAQ Recertification Deadlines

If Last Digit of SSAN is: Then Forward Listing to Unit Commander in: Recertification due by end of month in:

1	November	January
2	December	February
3	January	March
4	February	April
5	March	May
6	April	June
7	May	July
8	June	August
9	July	September
0	August	October

If you need assistance or have suggestions on how we can improve our service to you, please call us at (405) 734-7075, or stop by our office in Building 1043, Room 213.

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Prepare yourself for slush-hour driving

By 507th ARW Safety Office

Winter weather for Oklahoma has come early this year. Long range weather forecasts indicate 507th members may be driving on snow and icy roads more than usual. As temperatures drop, drivers may encounter road and weather conditions needing their prudence, patience, and preparation.

The key to winter driving is cautious confidence. You have to ask yourself how you feel about taking on icy and snowy road conditions. If the answer is you're thrilled or frightened, you probably should not venture out.

Having confidence begins with knowing your car is mechanically sound. Winter conditions are hard on your car's operations. Have your mechanic check it out.

These checks should include heating and cooling systems, brakes, exhaust system, electrical operations, and windshield wipers.

Besides vehicle maintenance, it is strongly recommended to store a winter driving kit in your car's trunk. This kit should contain tools and accessories needed should cold weather mishaps occur. Items include a small snow shovel, warning flares or a triangle, flashlights and jumper cables, snow brush, ice scraper, a blanket for warmth, and a bag of cat litter for traction.

It's a good idea to always keep a full tank of gas in the car. If you're stranded you may need to run your engine for heat.

Just getting out of the driveway can be a chore for many winter drivers. However, motorists can ease out of their driveways by preparing their cars before they head out into traffic. Clearing paths behind your car's drive wheels and spreading cat litter in those paths will help provide traction and build momentum to drive through snow-covered areas. If necessary, rock your vehicle back and forth until you start moving, but avoid spinning wheels to escape

heavy snow. It only digs you deeper.

You must be able to see and to be seen, and that means making sure your windows, mirrors, and lights are clear of snow. With heavy snowfall, drivers need to remove snow from car hoods, roofs, and trunks.

Another way to make drivers visible is traveling with the lights on, especially in inclement weather. It makes your vehicle much easier to see and less likely to be involved in an accident.

Once on the road, always keep road conditions in mind. Highways may appear clear, but could have icy layers that affect stopping and steering. Keep an 8-second interval between you and the car in front.

While you're driving, train your eyes farther down the road than normal. This will allow you to anticipate changes and adjust your course gradually.

Steering and acceleration are both important under winter conditions. By using gentle pressure on the gas and precise steering movements, most drivers can retain road traction and avoid skids.

However, if a skid does occur here are the most effective ways to regain control:

- * Don't panic.
- * Take your foot off the brake and ease off the accelerator.
- * Shift into neutral (automatic transmission) or out of gear (manual transmission).
- * Look and steer in the direction you want the front of the car to go.
- * Countersteer just before the rear wheels stop skidding until you are going in the desired direction.
- * Be prepared for a rear-wheel skid in the opposite direction for rear-wheel drive vehicles if you overcorrect the first

skid.

* Engage the gear once the vehicle is straight, apply gentle pressure to the accelerator, and resume course.

Brakes also affect the way you come out of a skid. Regular brakes provide the best grip just before they lock up. Push the brakes until they are about to lock up, then release and repeat. This also alerts other drivers that you're slowing down. However, this braking process does not work with antilock brakes. Gradual pressure as in conventional braking, but no pumping because it works against the anti-lock system.

Finally, know the conditions before you go.

Fog is quite common this time of year. On Dec. 15th a fog bank rolled into the city area. The visibility from that fog got as low as 350 feet. This resulted in local airports closing and numerous traffic accidents. According to the National Transportation and Safety Board, there are about 700 fog-related highway fatalities each year.

The best advice in fog:

* If you drive into a patch of fog, slow down gradually so the car behind you has time to slow too.

* Turn on your low beams. High beams only cause more glare

* To heighten your awareness in your murky surroundings, open your window part way and turn off the radio.

* Turn on your windshield wipers and the defroster.

* Stay patient and don't pass.

* Use the right side of the road for guidance.

* If the fog gets too dense, pull off the road, leave your headlights on, start the flashers, turn on your interior lights, and sound your horn occasionally.

Finally, know the conditions before you go. Drivers should assess road and weather conditions and plot their journeys before heading out by listening to radio or television newscasts

GOOD Winter Safety Reminder BAD



Bill C, a Norman Veteran Center resident and former Navy man, shows his Sooner spirit after trying on his special Christmas gift. Some gifts are hard to find but this one was donated. Unit members go to great lengths to fill the wishes of the veterans.



Master Sgt. Chris Reed met the man who received a black hat, one of her many gifts purchased last month for the Norman Veteran Center residents. Just seeing the smile on his face as he rode his wheelchair through the hallways was enough to make Sergeant Reed's day.



Tech. Sgt. Christy Jones, 970th AACS, helps her Grandpa open his gifts during the VA Center Christmas party in December.



Kailee Starr, granddaughter to Tech. Sgt. Melba Koch, 507th ARW/PA, helps her Great Grandpa Starr open a gift during the VA Center Christmas party.



This picture captures the moment. The veterans appreciate what we do and have unique ways to show it. Capt. Katrina Hightower, 465th Air Refueling Wing, receives a special kiss from one of the residents during the Center's Christmas party last month.

Thanks to all who helped with the Veterans Angel Tree program this year. We gave 294 Veterans a Merry Christmas and helped them feel very special. Photos by Senior Airman Zach Anderson and Tech. Sgt. Melba Koch

Parting Shot



Master Sergeants Michael Hapgood, John Prokup and Ronnie Byrd, 72nd Aerial Port Squadron, are administered the oath of re-enlistment by Maj. Stan Young, 72nd APS Air Freight OIC, while onboard the C-5. Photo by SrA. Zach Anderson

On-final R-News

* The Wing Annual Awards Nomination Packages are due COB Feb. 9, 2008. See your first sergeant for details.

* Wing T-shirts are still available at a cost of \$10 each or 2 for \$15. See your squadron TREAC representative for details.

* AFRC has mandated that everyone must have a vPC-GR account not later than Jan. 31, 2008. Log on to <http://www.arpc.afrc.af.mil/> and register.

* AFMC has mandated everyone complete their Information Protection (Formerly Information Assurance) by January. Ensure you complete this during the UTA. You must use the ADLS portal. Reserve.Net is not an option. Your account will be disabled if you do not complete this training.

* Nominations for the Secretary of Defense Employer Support Freedom Award will be accepted at www.esgr.mil <<http://www.esgr.mil/>> until Jan. 21, 2008. This award is the U.S. government's highest recognition given to outstanding employers.

* The FEDS Heal Program will again be made available to dental class 4 reservists unable to pay for private dental exam. Check your e-mail or first sergeant for proper forms. Forward the completed document to the 507th MDS for processing.

507th ARW recruiters

<http://get1now.us>



Tinker AFB, OK

(In-Service Recruiter)
Master Sgt. Gene Higgins
(405) 739-2980

Moore, Norman, OK

Master Sgt. Michael Comfort
(405) 217-8311

Midwest City, OK

Tech. Sgt. Neil Lambrecht (405)
732-6279

Tulsa, OK

Master Sgt. Monica Flowers
(918) 250-3400

Lawton, OK

Master. Sgt. Ronald Gregory
(580) 357-2784

McConnell AFB, KS

Sr. Master Sgt. David McCormick
(316) 759-3830
Master Sgt. Stephan Kimbrough
(In-Service Recruiter)
(316) 759-3766

Vance AFB, OK

Master Sgt. Stephan Kimbrough
(316) 759-3766