

# 937th

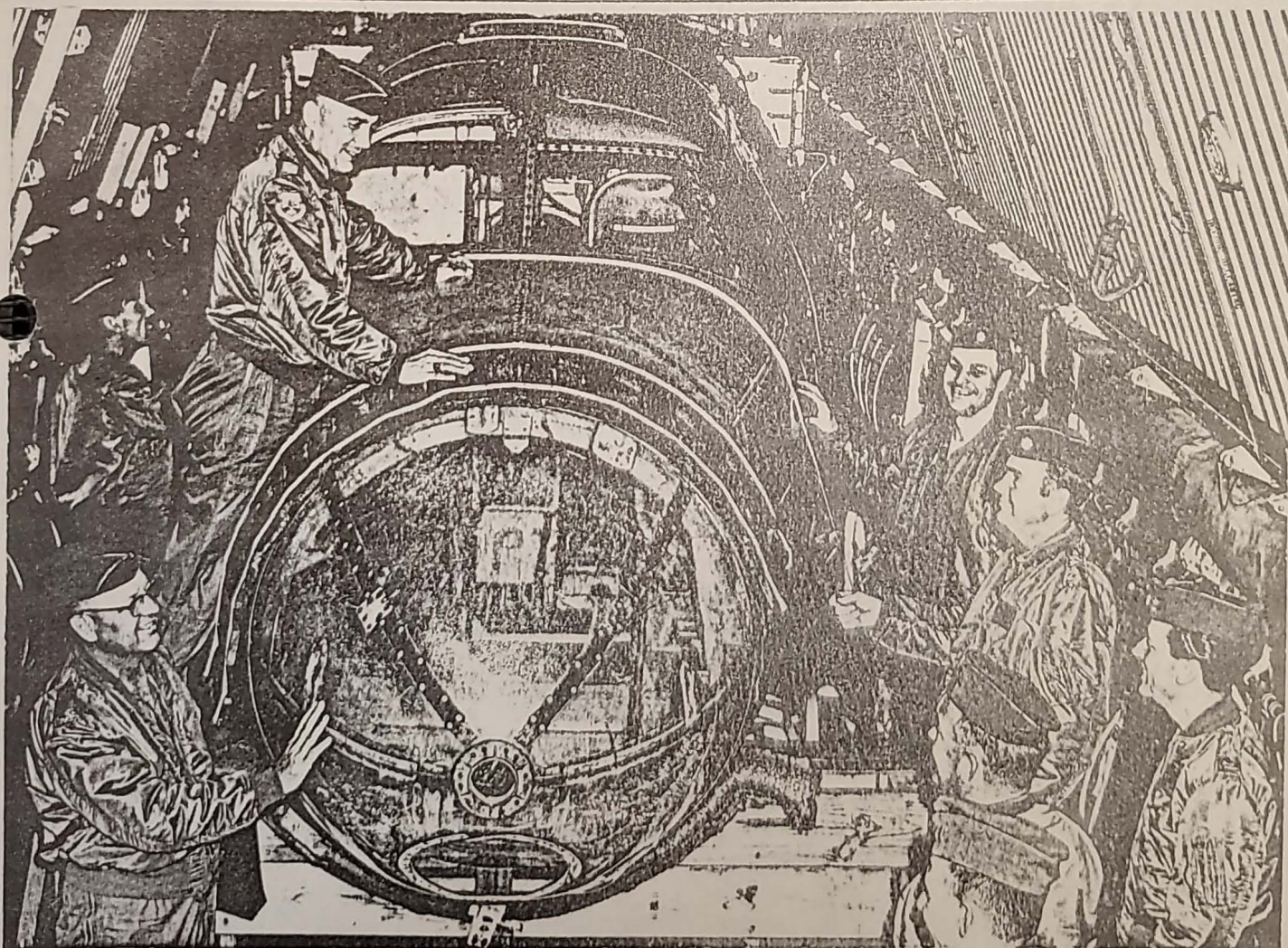


# SOONER NEWS

Vol 2, No. 6

Compiled by 937th Information Section

June 1966



937th FLIGHT CREW SUCCESSFULLY RETURNS LAST KNOWN MARTIN B-26 MARAUDER TO U.S.

"Bringing Home the Bacon" is a worn out phrase, but it certainly applies to the 937th's successful return of the last known Martin B-26 Marauder used in World War II.

Playing a big part in getting the historic flying machine back to the United

States was A1C A.C. McDonald, who was charged with the responsibility of loading the B-26 fuselage into the C-124 --- a job many others avoided.

What makes the job look even tougher was  
(Continued on page 3)



## COMMANDER'S COLUMN

How many of you earned your pay during the last unit training period? Have you ever asked yourself this question? When you received your W-2, Income Tax Withholding Statement for 1965, did you feel that you had honestly earned your reserve pay? If you did and the answer was yes, then you need not read the remainder of this article. If the answers to the above questions were no, then continue to read. How many employers pay two days' pay for one day's work? Only one, Uncle Sam, and only in the reserve program.

The reasons for being in the Air Force Reserve are many - self-satisfaction for many is probably the predominant one, doing something you like to do, contributing something worthwhile to your country. Money is another reason - many of you are buying new cars, homes, boats, or paying for your education. Group association, a feeling of belonging to an organization, a member of the military way of life. A change of pace from the normal routine activities of your daily job. For many of you this is a means of satisfying your military obligation. I sincerely hope none of you are here to "beat the draft"

But whatever your reason is for being a member of the 937th, I trust each one of you is "earning his pay". How can you judge if you are "earning your pay"? Your progress in training up the ladder of your selected career field is probably the best indication. If you are completing your career development courses on time, with a satisfactory grade and subsequently passing the skill knowledge tests, you can be quite sure you are "earning your pay". If you are a supervisor and the people under you are gainfully employed, completing their CDC courses on time and passing their SKT's, then you are "earning your pay". If every officer and airman in the 937th was "earning his pay", our training problems would be greatly reduced and we would have what we are all working towards: The Best Air Force Reserve Air-lift Group in Existence!

DEXTER J. TAYLOR, Lt Col, AFRes  
Commander, 305th MAS

### NEW LOADMASTER TECH SCHOOL MATERIALIZES; EIGHT UNIT PERSONNEL RECEIVE DIPLOMAS

How do you run a full-fledged tech school for loadmasters at the 937th Military Air-lift Group?

You get a fully qualified instructor, find some men who need and want the latest training available to them, outline a course of study and get to work.

Eight members of the 937th Aerial Port Flight did just that with the help of TSgt James Pitstick, a senior loadmaster from Hunter AFB, Ga.

The course was conducted to qualify unit personnel as apprentice loadmasters.

The six-week study covered topics ranging from organization of the air terminal to aircraft loading systems to weight and balance forms to inflight air drop duties.



Recent graduates of the loadmaster tech school are, first row, left to right, SSgt Young, A1C Harrah, SSgt Marritt, and TSgt Pitstick. Second row, left to right, A2C Newby, SSgt Bryant, SSgt Gibbons, and A1C Wolfe.

The SOONER NEWS is a unit newssheet 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.

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The fact that although many loadmasters had turned down the job, several thought the project was impossible.

McDonald, who is more at home selling sporting goods, is quick to give credit to the flight engineer for the trip, TSgt R.W. Robison, who took time from his pre-flight duties to suggest the use of two pulleys in loading the World War II weapon.

That was the secret and McDonald set out to accomplish what no other Air Force loadmaster had tried -- loading the B-26 frame into the belly of the C-124.

It was a problem too, because the fuselage was 27 feet long, nine feet two inches wide, about nine feet tall and weighed 7,932 pounds.

McDonald, who was getting a loadmaster rating from TSgt William F. Reneau on the return trip, hooked a pulley to the drolley on which the museum piece was resting and another pulley was attached to the front portion of the drolley.

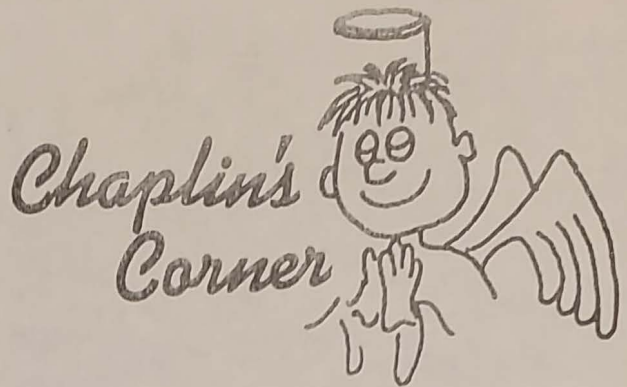
"We knew it would go in," McDonald says. "The problem we worried about was the old wood breaking."

McDonald feared the drolley containing the B-26 would crash to the floor of the C-124 when it cleared the ramp and raised over the ridge where the cargo floor levels out.

Because of the double pulley set up and some careful direction and balancing of the historic cargo, the 937th's crew was ready to return their "kill" to Oklahoma and then on to Dayton, Ohio and the Air Force museum.

The wings, tail and engines were brought back to the U.S. earlier and the entire plane will be reassembled at the air museum. It will be over 45 feet in length then.

Adding more interest to the special project was the fact that some World War II pilot had scratched "Oklahoma" on the instrument panel.



The Air Force has under study what it calls its ten most important personnel problems. Do you know what they are? You know your own ten most important problems, but do you know how many of your own problems are on the Air Force's list? Here is the Air Force list:

1. Inadequate military pay and allowances; erosion of so-called fringe benefits.
2. Inadequate authorization of field grade officers.
3. Family housing shortage.
4. Need for increase in the number of airmen in the top six grades.
5. Increase in pilot training rate to offset projected deficit.
6. Possible discontinuation of draft will require higher enlistment and retention incentives.
7. Military personnel appropriation problems (long-range planning).
8. Career development enhancement for the individual.
9. Implementation of new Air Force ROTC program.
10. Development of civilian employees' overseas rotation plan.

There is convincing evidence that Air Force leaders are very much concerned about these critical personnel problems, and are taking appropriate action to secure early and adequate solutions.

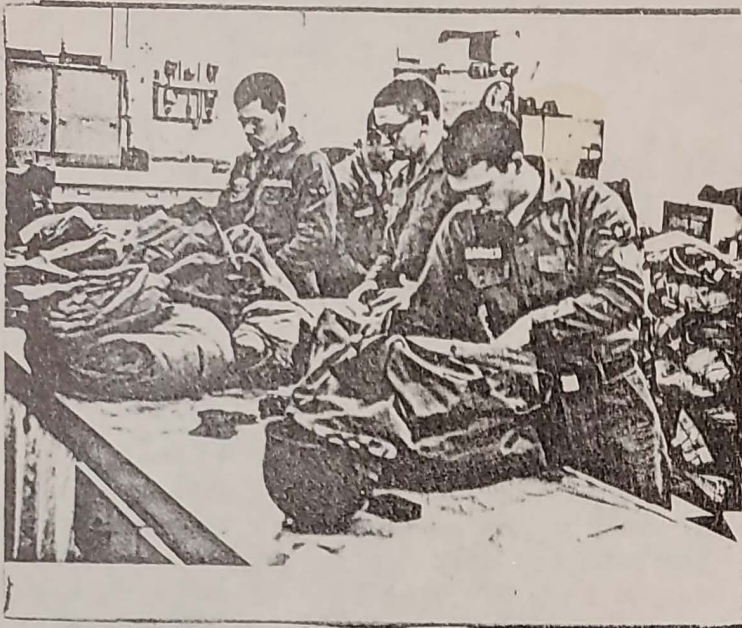
It is reassuring to realize that there is official concern for the personal worth and dignity of the military man and his family--that military professionalism is being recognized by more than lip-service.

UTA SCHEDULE

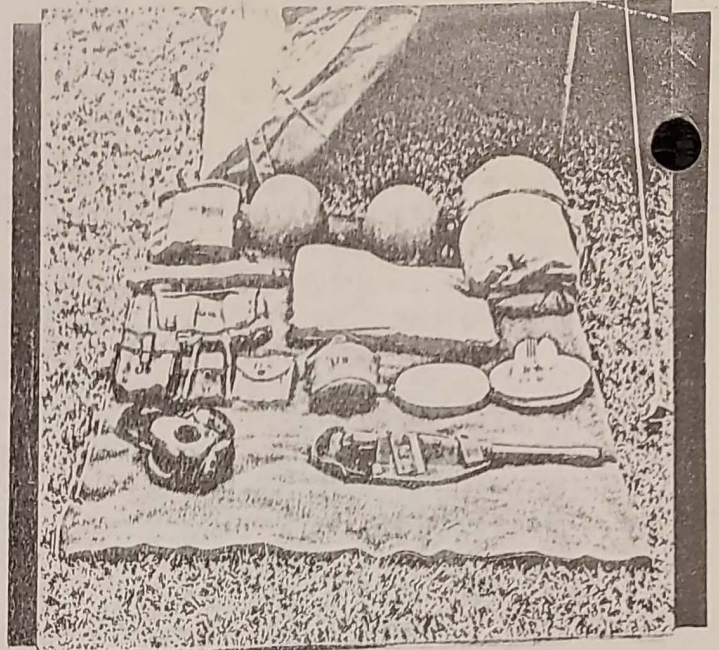
June 11-12      July 16-17  
Summer Camp --- August 6-20

T O P

Turn out perfection



Parachute shop is invaded by kit packers



Basic kit contains field equipment

CAUGHT WITH OUR BOOTS DOWN???

.....NOT THE 937th

Never let it be said that members of the 937th have been caught with their Mukluk Boots down. Would you believe tent pins? Mosquito hats? Mitten sets? Pack suspenders?

These are just a few of the items going over the counter in the Survival Equipment Section as they assemble support equipment kits.

At present, BEMO has 115 kits to allot flying personnel only and because of increased manning and the Sooner Group's ready status the number of kits will be increased to 975.

There are three kinds of kits. The basic kit contains regular field equipment such as mess kit, sleeping bag, canteen, first aid kit, etc.

The artic kit includes cold weather articles including ski socks, overshoes, parka and clothing for extreme cold.

Items such as sun helmets, insect bar, mosquito net, poncho, and sun glasses are found in the tropic equipment kits.

Staff Supply Officer Maj Jim Anderson is in charge of the project with the assistance of TSgt Sam Thomas and TSgt Allen G. Jones of the Survival Equipment Section.

Active duty personnel A3C Tom Southard, A3C Donald G. Jones, and A3C Wess E. Lemley have the job of actually assembling the kits.

When the kits are complete they will be turned over to BEMO for storage.



EEEEK! But it's essential



TSgt Thomas demonstrates pistol techniques

937th FIRST RESERVE GROUP TO INSTIGATE  
NEW FLIGHT ENGINEER TECHNICIAN COURSE

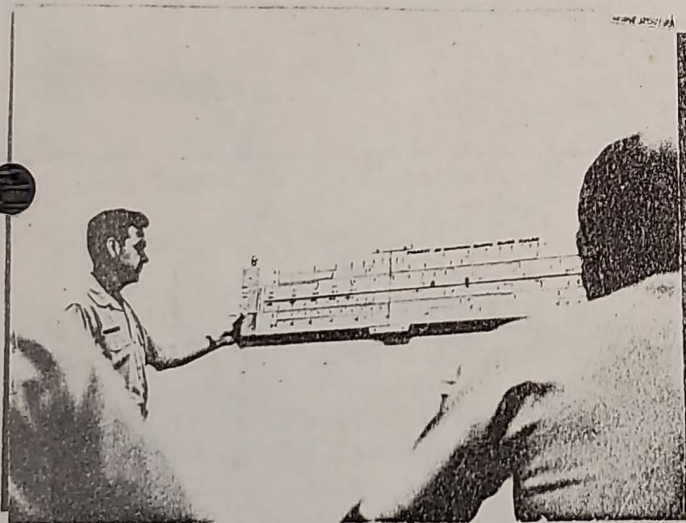
The 937th MAG is witnessing another first -- not only a group first -- but an Air Force Reserve first as well.

Recently put into effect, the Basic Flight Engineer Technician Course, is currently training four 937th personnel.

Course instructor is MSgt Charles Lindley who was certified by CONAC after completing the Instructor Training Course at Amarillo AFB, Texas.

Currently enrolled in 12-week course are TSgt Kenneth D. Smith, TSgt Clifford V. Lowery, A1C Lawrence R. Portlock, and MSgt W.C. Elliott, Jr.

To enter course studies trainees must have completed their 5-level. Completion qualifies the men to go through HTTU for two months of ground and flight training. to become qualified flight engineers.



Flight engineers at work in classroom situations receiving training in use of slide rule type computer.



TRANSPORTATION SECTION WILL AGAIN INSTALL  
SEAT BELTS IN CARS OF 937th PERSONNEL

Because of the safety factor involved in having seat belts in use while driving, another effort will be made during summer camp to install them in cars of 937th members.

The ground safety office has arranged to again provide free installation of the safety devices to all unit personnel who will provide the equipment.

Installation of the belts will be handled by the transportation section.

The safety office reports that it is possible that future regulations could require seats belts in privately owned vehicles before permanent vehicle passes or parking spaces will be issued.

Air Force regulations now require seat belts in any private vehicle being used for travel on TDY. In addition, Air Force technical orders require installation and use of belts in government vehicles.

Regulations also state that if a person is injured in a government vehicle and it is proven that seat belts were not in use, government liability is limited if not eliminated.

937th COMPLAINT SESSION TO BE STARTED  
IN JUNE FOR ALL OFFICERS AND AIRMAN

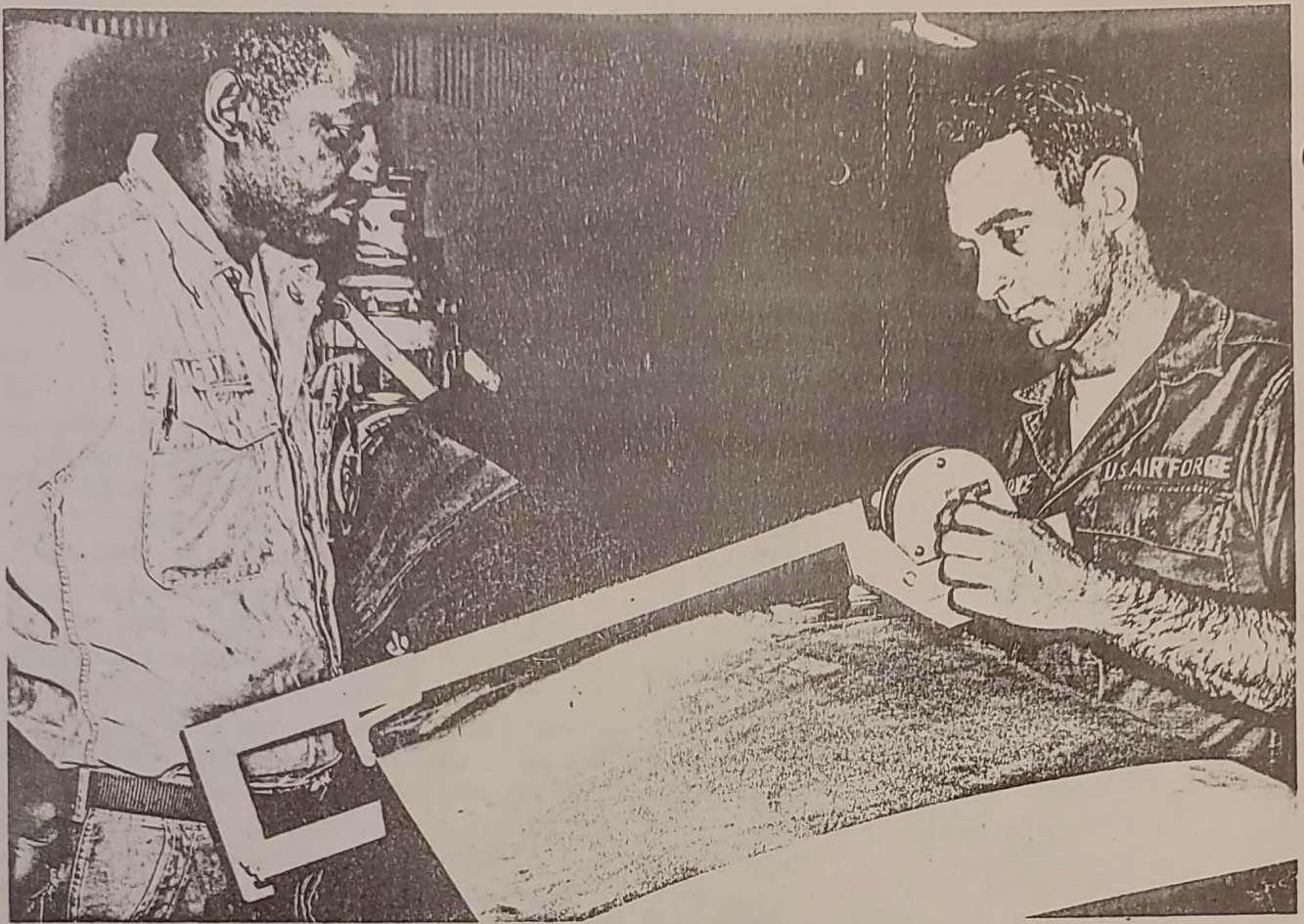
Beginning with the June UTA, personnell with legitimate complaints will have about as direct a line to the commander's ear as is possible.

A new Air Force regulation was published in February requiring all units to have at least monthly sessions by the commander or his representative to hear personnel complaints.

Lt Col Charles Von Stein, 937th executive officer, will hear any member of the unit---officer or airman---and the complaints can be made orally or written.

Time set for the session will be from 1530-1630 each Sunday of each UTA.

The NCO Council is planning the group summer camp party. Date for the event is tentatively set for Saturday, August 13 and it will be held at Shepard Mall. Cost-\$1.50.



Guaging a C-124 aircraft propeller are prop shop personnel SSgt Joe Bagby and A1C Jarel Florence.

#### PROP SHOP PERSONNEL ALWAYS STAY BUSY

Maintenance of the Sooner Group's C-124 aircraft takes the combined effort of many sections. One section not to be overlooked is the propeller shop.

Listed as a division of the 937th CAMRON squadron, the prop shop is headed by shop chief, MSgt M.L. Sears who oversees six airmen.

Personnel are kept busy with time change interval inspections, overhauling, and synchronizing as well as trouble shooting the entire aircraft for defects in the electrical systems.

A propeller repairman must be skilled in disassembling and assembling propellers and component parts, etching aluminum parts, inspecting for burrs, nicks, and cracks with micrometers and gauges.

Safety maintenance encounters such duties as checking blade angles and making adjustments and corrections to insure efficient operation at all times.

Because of the high standards, completed work is subject to spot check by quality control.

#### SEAT BELT CONTEST WILL BE HELD DURING SUMMER CAMP: PRIZES WILL BE AWARDED

A seat belt slogan contest will be held for personnel of the 937th MAG during the annual summer encampment 6-20 August 1966, Capt Warren F. Klima, unit ground safety officer, says.

Winner and runner up will take home prizes and the contest is open to unit personnel only.

Klima says 937th members may enter as many slogans in the contest as they desire.

Entries should be placed on 3 x 5 cards and dropped into boxes which will be located throughout the hangar during the time the contest is underway.

Each slogan must be limited to 10 words or less and accompanied by the writer's name and section to be eligible for consideration.

Announcement of the winning slogan and its composer will be made on the final day of summer camp.

All personnel scheduled to take a Specialty Knowledge Test (AFSKT) during the June UTA will report to Room Nr 205 at 1030 hours, Saturday, 11 Jun 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 counseling period no later than 1300 hours, Saturday, 11 Jun 66.

The Air Force Specialty Knowledge Test (AFSKT) will be administered in the following career fields during the June UTA. Airmen will be tested in Bldg Nr 200 at 0800 hours, Sunday, 12 Jun 1966. 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: 20, 24, 27, 29, 31, 46, 47, 54, 56, 60, 62, 73 & 82.

The AFSKT will be administered during the July UTA in the following career fields: 22, 23, 25, 30, 32, 34, 40, 53, 55, 57, 58, 59, 65, 67, 68, 70, 72, 74, 75, 77 & 92. Requests for July testing should be in the Ground Training Office no later than 1600 hours, 12 June 1966.

The OJT Supervisor's Meeting will be held in Classroom Nr 1 at 1330 hours, Saturday 11 June 1966. 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 January, February or March, will take the Physical Fitness Test during the June UTA. The test will be given on the hangar floor (Bldg 1030) as scheduled below. Anyone who took the test in April or May whose birth date is in the month of January, February or March, will not be required to retake the test in June. June is make up period for April and May.

## OTHER THAN AIRCREW MEMBERS

11 June 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

12 June 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.

11 June 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.

### Small Arms Training

Following personnel will report to Rifle Range promptly at times indicated.

11 Aircrew members - 0830 Hrs-11 Jun 66  
3 Small Arms Inst - 0830 Hrs-11 Jun 66  
14 Aircrew Members - 1245 Hrs-11 Jun 66  
14 937 CAM Sq - 0830 Hrs-12 Jun 66  
14 Aircrew Members- 1245 Hrs-12 Jun 66

The Group Information Office will be taking the "SOAP FOR SEA" for this group. Anyone donating soaps for this campaign can leave their gifts with the Information Office in Bldg 1030.

## Ad Club Needs Soap for SEA

The Tinker Administrative Club is sponsoring a "SOAP FOR SEA" campaign as the result of contacts made in Vietnam by one of its members during a recent temporary duty tour at Bien Hoa Air Base, South Vietnam.

The medics at Bien Hoa, led by Dr. Calvin Chapman, are actively participating in the "People to People" program by making regular visits to hamlets and villages and a leper colony in the general vicinity of Bien Hoa to hold sick call and dispense medicines and soap to those who need them. Soap is a critical, much needed item in this program.

Boxes labeled "SOAP FOR SEA" are being placed in strategic loca-

tions throughout the base, and a "SOAP FOR SEA" monitor is designated for each location.

Any type of toilet or medicinal soap which is individually wrapped is desired. If you are interested in helping in this effort, bring your bars of soap and deposit them in the nearest "SOAP FOR SEA" box. Only bar soap is desired.

The campaign will extend from May 31 through June 10 1966.

### Administration of Draft-Deferred M-Day Reserve Obligors (MAPP)

Authorities are "cracking-down" on draft-deferred obligors who fail to satisfactorily participate in Reserve Training. Recently, a Reservist who was ordered to perform a 45-day penalty tour failed to report for the tour and was immediately reported as AWOL. After 30 days, he was dropped from the rolls as a deserter. Four months later he was apprehended and returned to his unit where he was reduced to AB, confined at hard labor for 2 months, and ordered to forfeit \$50 per month for 6 months. During 1965, six draft-deferred individuals were reported to Selective Service System for priority induction. Four were declared non-inductible but two are currently serving on EAD in USAF. With the increased draft calls, more recalls to EAD for failure to train can be anticipated.

### Disaster Control Training

There will be a Disaster Control Tng Class in classroom 1, 0800 - 1630 hours 11 - 12 Jun 66.

### Welfare Fund Council

A new fund council has been appointed for the Group. The new members are as follows:

Capt Tom A Lucas	Custodian/Recorder
MSG John R Brooke	Hq Gp
SSG Russell B Brawley	Support Sq
MSG Carl E Owens	Maint Sq
MSG Paul A Lunsford	Supply Sq
TSG Edgar J Clark	Aerial Port Flt
MSG Lawrence S McCall	305 MAS
SSG Perry A Pendergraft	Disp

A fund council meeting will be held at 1000 Sunday in Classroom 2.

### Pass in Review

There will be a Pass-in-Review Sunday 12 Jun 66 from 1615 - 1645. Uniform will be 1505's with visor cap.

### Issue of Stripes

Airmen requiring issue of stripes can obtain them on 11 June 1966 between 1200 to 1400 hours. Issue table will be located on the hangar floor.



## Airman of the Quarter

The Airman of the Quarter Board will be held Sun 1000, 12 Jun 66 in Classroom 2. The following airmen will meet the board at that time: A1C Larry D Englehart, TSGT Edward Mociolek and A1C Albert A Austin.

There has been a new airman of the Quarter Board appointed to begin during the June UTA. They are as follows:

SMS James E Ellis	Maint Sq President
TSG Thurman W McPherson	Disp
MSG Harold J Millsap	Support Sq
TSG Boyce H Mayer	Gp Hq Recorder
MSG Bobby F Hignite	Supply Sq
TSG Robert E Frusher	Aerial Port Flt
MSG Willard E Shields	305 MAS

The nominations for Airman of the Quarter for Apr-Jun Quarter will be turned in to Admin Svc by 1600 hours, 12 Jun 66.

## Summer Camp Quarter for Officers

Quarters for single officers (Male and Female) may or may not be available during summer camp. It will be the responsibility of the individual to obtain a certificate of non-availability for pay purposes. If quarters are available and they stay off base it will be at your own expense.

## Yellow Fever - USAF Disp

1000 - 1200 Sunday 12 Jun 66. Only Serum is only good for 2 hour when it is ready for immunization. All other shots will be given anytime during the weekend in the dispensary.

## Parking

The main parking lot at Bldg 1030 will be reserved for officers. The asphalt paved lot on the hill will be reserved for A1C - CMS's. The A2C's and below will park in the gravel lot in the 6th Weather Sq Area.

## Decals

The Air Police section will be taking applications for vehicle decals in Bldg 761. You will need your car title, registration, insurance policy, and a valid drivers license.

## Eat and Leave

Due to the shortage of Dining Hall space it will be necessary for each individual to leave as soon as he has finished eating. This will enable all personnel to be able to eat and leave during the prescribed lunch hour.

## Records Review

All personnel will perform their annual records on Saturday 11 Jun 66. The review will be conducted by unit as follows on the hangar floor.

0815 - 0845	Disp
0845 - 0930	Hq 937 Gp
0930 - 1030	305 MAS
1030 - 1100	Aerial Port Flt
1100 - 1400	CAM Sq
1400 - 1500	Supply Sq
1500 - 1645	Support Sq

SCHEDULE OF EVENTS FOR JUNE UTA

SATURDAY 11 JUN 66

0730 - 0800	Sign In	Sup Sq - Theater Spt Sq - Theater CAM Sq - Hangar Floor All others - Orderly Rm
0800 - 1200	Commanders Call (Spt & Sup Sq)	Base Theater
0800 - 1200	Records Check (See Schedule)	Hangar Floor
0800 - 1100	Disaster Control Tng	Classroom 1 & 3
0830 - 1030	Small Arms (11 Aircrew Memb & 3 Small Arms Inst)	Base Range
1030 - 1100	AFSKT Counseling	Room 205
1100 - 1145	Lunch - Sup, 305th, APF, Disp, Hq	Dining Hall
1145 - 1230	Lunch - Spt Sq	Dining Hall
1230 - 1315	Lunch - CAM Sq	Dining Hall
1245 - 1515	Small Arms (14 Aircrew Members)	Base Range
1300 - 1645	Records Check (See Schedule)	Hangar Floor
1300 - 1630	Disaster Control Tng	Classroom 1 & 3
1330 - 1430	OJT Supervisors Meeting	Classroom 2 & 4
1330 - 1600	Physical Fitness Testing (Non flying pers - see schedule for age group)	Hangar Floor
1645	Retreat (CAM Sq)	East Ramp

SCHEDULE OF EVENTS FOR JUNE UTA

SUNDAY 12 Jun 66

0730 - 0800	Sign In	Spt Sq - Bldg 761 CAM Sq - Hangar F1 All others - Orderly Room
0800 - 1000	Commanders Call (305th, Hq Gp, APF, Disp	Briefing Room
0800 - 1100	Disaster Control Tng	Classroom 1 & 3
0800 - 1100	AFSKT and End of Course CDC Testing	Bldg 200
0830 - 1100	Physical Fitness Testing (Non Flying Pers- See schedule for age group)	Hangar Floor
0830 - 1030	Small Arms Tng (937 CAM Sq)	Base Range
1000 - 1100	Airman of the Quarter Board	Classroom 4
1000 - 1100	Welfare Fund Council Meeting	Classroom 2
1100 - 1315	Lunch - Same as Saturday	Dining Hall
1245 - 1515	Small Arms ( Air Crew Members)	Base Range
1400 - 1630	Physical Fitness Testing (Aircrews)	Hangar Floor
1400 - 1500	Classification Board	Classroom 2
1445 - 1600	Commanders Call (CAM Sq)	Briefing Room
1500 - 1600	Promotion Board NCO Council	Classroom 2 Classroom 4
1615 - 1645	Pass-in-Review	Aaft Ramp
1645	Retreat (Entire Group)	East Ramp

Tear Off Here

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

