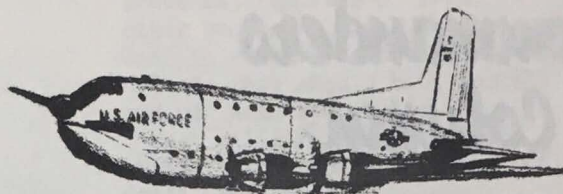


937th SOONER NEWS



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

Nov 66

UNIT TRAINING ASSEMBLIES

November 5-6

COMBAT LEAVE TOTALS

Operation "Combat Leave", designed primarily to airlift military personnel on leave enroute to or returning from Southeast Asia ended in late September after providing transportation for over 122,800 servicemen.

The 937th traveled a total of 2,940,963 passenger miles during "Combat Leave". In addition, our C-124s carried 2,766 passengers and flew 51,343.9 ton miles.

Under the management of the Continental Air Command, "Combat Leave" was inaugurated July 10th after President Lyndon B. Johnson directed that military aircraft be used to avoid hardship and to transport thousands of military men stranded by the commercial airline strike.

Long range Air Force Reserve C-124 "Globemasters" and Air Guard C-97s and C-119s provided airlift over five coast-to-coast routes.



All 45 Air Force Reserve flying units of the Continental Air Command took part in the emergency airlift. Air Reservists flew from their home bases in more than 20 states.

Their C-124s and C-119s flew more passenger miles during operation Combat Leave than they flew during the calendar year of 1965.

During the 63 day airlift Air Force Reserve units transported service personnel a record 39,133,497 passenger miles. The 39 million figure also beat fiscal year 66 totals by about 6 jillion passenger miles.

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Commanders Column

Thomas Paine once said, "Public money ought to be touched with the most scrupulous conscientiousness of honor. It is not the produce of riches only, but the hard earnings of labor and poverty. It is drawn even from the bitterness of want and misery. Not a beggar passes or perishes in the street whose might is not in that mass."

Supplies and equipment are, in every respect, public money. Public funds procured them and public funds will be needed to replace them.

Management, conservation, and the most economical use of all our assets does not terminate at any fixed level of command. The greatest savings can, in fact, be realized at the user level where accountability often terminates. "Why order two, when one will do?", applies now more than at any previous time. Only 75% of our FY 67 budget estimate for supplies was approved and funded, therefore, your economical usage of supplies is a must.

Major Jim Anderson
Supply Squadron



IN OUR EYES SHE'S THE REAL MC COY

To expound upon the phrase "She's a real McCoy" would be an easy task--especially speaking of the 937th's "Real McCoy"--Mildred (known by her fellow employees as Millie)McCoy.

Those who know Millie (and who doesn't) can find her behind her desk in the Ground Training Office where she serves as an assistant to the Employee Development Officer, SMSgt Cordrey.

Recently Millie was awarded an Outstanding Performance Rating which is given to civil service personnel for devoted service.

UTAs find her hard at work ordering CDCs, giving all kinds of tests, keeping the Group Locater up to date, or revising the Alert Plan.

Before joining the 937th Reserve team, seven years ago in December, Millie was involved in clerical practice. She has a total of thirteen years civil service experience.

Millie and her husband, Wesley, live at Rt 1, Box 470 in Spencer, Okla. Mr. McCoy is employed by the Oklahoma City Board of Education.



SHEDDING THE OLD LEAVES

Each year trees begin shedding their leaves in the fall. There is nothing surprising about that. They must shed them all before they can begin growing again next spring. This letting go of the old to make room for the new is a process which is necessary to growth, not only in trees but in people.

Certainly we all have some habits we need to shed so that we can begin growing again. For example, there is the habit of "judging" others. An anonymous author has expressed it this way:

"When the other fellow acts that way, he's ugly; When he's set in his ways, he's obstinate; When you are, it's just firmness. When he does not like your friends, he's prejudiced; When you don't like his, you are simply showing good judgement of human nature. When he tries to be accomodating, he's polishing the apple; When you do it, you're showing tact. When he takes time to do things, he is dead slow; When you take ages, you deliberate. When he picks flaws, he's cranky; When you do, you're discriminating." It's all in the point of view. It all depends upon whether you are looking at the facts from your point of view or that of the other person. Looking at the facts only from one's own comparatively narrow and self-centered point of view is called "judging" others. This not only hurts them, but also makes us look ridiculously petty and lacking in understanding. Is this the habit you need to shed before you can begin growing again?

BUCKLE UP-OR LOSE INSURANCE BENEFITS

Millions of words, thousands of speeches, hundreds of articles and other emotional pleas have been used in recent years to convince drivers they should both install and use auto seat belts.

Most military personnel have belts in their cars but many still don't use them.

But, scant attention has been given a most convincing argument for constant use of seat belts-- a point made clear in a recent court case.

The plaintiff, a lady who had been involved in a minor accident, sought compensation for damages to her car and injuries she suffered. Admitting that the accident was the fault of the driver they represented, defense lawyers pointed out that the lady who had sued for damages had seat belts in her car--and that she was not using a belt at the time of the accident.

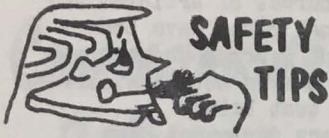
This, they argued, made her guilty of contributory negligence in that she did not take advantage of precautions available to her. Failure to use the belts provided by the auto manufacturer, and designed to lessen the chances of injury, actually contributed to injuries she suffered the lawyers claimed.

The jury agreed and the woman collected only token damages since she was negligent in taking action to prevent possible injury, even though she had not caused the accident.

While this principle will be tested more thoroughly in future court cases, the handwriting is on the wall.

Anyone who has a seat belt in his car, and who does not use it, may not be able to collect damages if he is involved in an accident since his actions may be adjudged negligent and having contributed to the damage or injuries suffered.

In effect, not using a seat belt might result in an involuntary cancellation of insurance benefits. Buckling that seat belt may become a part of the premium a driver pays to make certain he is adequately covered. Face up to the problem--buckle up for your own protection.



TIMELY TIPS ON HUNTING

This fall more would-be hunters than ever before are jamming sporting good stores across the nation to purchase guns. Many are buying guns for the first time; others have not handled a gun for years and certainly could use a refresher course on safe hunting techniques.

Gun accidents are always serious. Hundreds of people throughout the United States will die this year as the result of firearm accidents. Thousands more will be injured. You will hear much about fatalities from use of firearms while hunting, but more than fifty percent of the deaths from gunshot wounds happen in campsite, cabin, and home accidents. Ironically, these accidents are preventable.

Why?? Simply because people are careless while cleaning guns, dropping a loaded gun, or knocking it off a rack or other support. Leaning a loaded gun against a tree while resting is a very unsafe act. Many wounds and deaths will come from showing off a supposedly unloaded gun. Some will even be guilty of horseplay with loaded guns.

A gun kept in the home, campsite or cabin should always be unloaded. Guns and ammunition in the home should be kept where children and other untrained persons cannot reach them. The best rule for the handling of firearms anywhere--**ALWAYS ASSUME THE GUN IS LOADED.** Guns in the home, campsite, or cabin should be securely racked, stacked or otherwise placed so that they will not be knocked down or fall accidentally. This is not good for the gun.



Maj Bob Williams swears SMSgt James Abbott in for another 3-year tour of service with the 937th. Abbott is 1st sergeant for CAMRON and is an aircraft mechanic in Tulsa in civilian life.

Most of these causes suggest their own preventive action. However, here are a few rules that certainly must be followed.

Always make certain the muzzle of the gun is pointed in a safe direction.

Double check gauge of shotgun shells or caliber of cartridges you carry. Mixed gauge or caliber ammunition in your pockets are very dangerous. A blow-up or breech fire in your face could be your last shot fired.

Know and follow your safe hunting rules to the letter.

It is such a needless waste of life to kill or be killed while hunting.

"FAST FLY" SPEEDS MAC AIRLIFT OPS

CONT'D FROM PAGE 1

More work and longer days are the rule now for most MAC people. The reason, of course, is Vietnam.

The task? Move more men and cargo to Southeast Asia. The problem? Do it now, with men and planes on hand! One way to get the job done is FAST FLY code name for stepped-up use of MAC aircraft to meet needs of the war in Vietnam.

Big boon to FAST FLY is a crew staging system. At stops en route to and from the Far East, fresh crews board planes and fly the next lap of the long haul. In 42 hours, a C-141 Starlifter can make the trip to Saigon and be back at Travis AFB, Calif., ready to go again. The round trip takes longer for crews because of crew rest requirements. Seventy-two hours is a minimum!

Crew staging by itself is not enough to take care of FAST FLY. The more you use an aircraft, the sooner parts wear out. Last October, when the operation started, MAC planners had no lead time for manufacturers to make those parts. So, until factories could boost parts production, MACmen improvised what they could, where they could.

The "where" was a problem. Who can tell when or where an aircraft will break down? FAST FLY maintenance men had to be on the spot; and because the key word in the operation has been "now", men poured into the en route bases on 90-day temporary duty orders.

MAC planners chose those en route stops with care. It's easier to put people and parts at three bases than at four or five. With fewer stops, you get more productive flying time--and less ground time!

Men away from home have to be paid. They have to eat and sleep. And they have personal problems to solve. That means TDY for support people, too--from food service, finance, motor pool, communications and personnel.

At one time, more than 2,000 MACmen were on TDY to support FAST FLY. The number is less than 700 now, as more men get

More than 51,000 USAF airmen, 49,000 Army personnel and a combined total of more than 21,000 Navy, Marine and Coast Guardsmen were airlifted during Combat Leave.

The majority of Combat Leave passengers airlifted while enroute to or from Southeast Asia were members of the U.S. Army.

Of the total airlift, 44,917 servicemen were transported by Air Force Reserve aircraft. Air Force Reserve citizen-airmen flew over 6,000 hours in accomplishing more than 2,700 accident-free missions.

permanent assignments.'

What does all this mean to MAC men and women at home and in other parts of the world? For Them, it's business as usual, but with fewer--and less experienced--people to do the job.

It means longer work weeks and interrupted leaves, because FAST FLY is an all-MAC effort.

MAC planners forecast a brighter future though, as FAST FLY enters its second phase.

Air Force says most MAC transport planes will have four crews to help with the work instead of three--and the command soon will have trained "crew power" to make this a reality.

Air Guard and reserve crews already are flying men and cargo to Vietnam, as are commercial planes under MAC contract.

But the biggest boon is the conversion of the MAC airlift force to the Starlifter. The all jet C-141s are coming off the production line faster than planned.

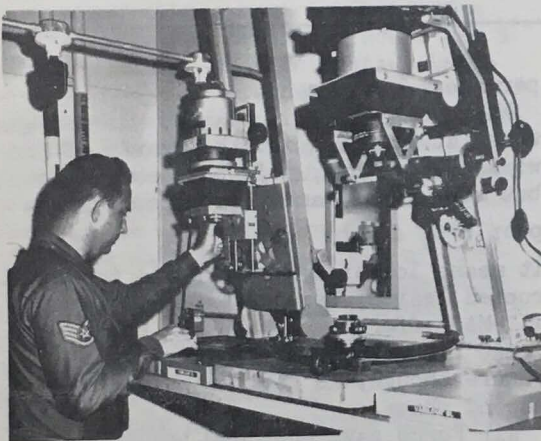
To date, MACmen have met every goal set for them by the Department of Defense. FAST FLY helped. But it was MAC men who planned the operation, and it is MAC men--and women--who make it work!



"PRIDE" IS OUR MOTTO



TSGT WINTER CONDUCTS OJT FOR
A1C FREDRICK AND A3C SAUNDERS



NEW EQUIPMENT FOR THE PHOTO LAB
SHOWN BY PHOTOGRAPHER SSGT WREN



NEW OFFSET PRESS ACQUIRED
BY GROUP



WEARY FAIR VISITORS STOP BY
TO REST TIRED FEET



KEEP EM 'FLYING