

# 937th **SOONER NEWS**



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## UTA DATES

Sept 9-10 Oct 28-29

### MAJ GEN RICHARD S. ABBEY CALLS ON UNIT; ANNUAL ENCAMPMENT ACTIVITIES REVIEWED

Major General Richard S. Abbey, Assistant Chief of Staff for Reserve Forces, HQ USAF, visited the 937th Monday, Aug. 22, to view the activities of the unit during annual encampment.

The 937th MAG was one of the units he visited this summer to see first-hand, the operation of certain Air Force Reserve elements when they were intact and operating as they performed during a period of active duty.

General Abbey assumed the duties of principal advisor to the Chief of Staff, HQ United States Air Force on all matters affecting the Air National Guard and the Air Force Reserve last November upon his return from Vietnam where he served as Deputy Chief of Staff, U.S. Military Assistance Command.

General Abbey is a graduate of West Point (1940). He is a veteran of World War II, the Korean War, and the Vietnam conflict. He has held many top Air Force assignments, including teaching posts at West Point and National War College; commander, 49th Bomb Squadron; deputy commander, 92nd Bomb Group, Office of the Joint Chiefs of Staff, Washington, D.C.



**MAJ GEN ABBEY INSPECTS EQUIPMENT AND OPERATIONS IN ONE OF THE MAINTENANCE SHOPS**



# Commanders Column

## ARE YOU AT THE END OF THE ROAD?

You are almost at the end of the road. You have become frustrated in your efforts to meet the challenges thrust upon you, by a world that you feel, judges you not by facts, but by generalities which have their own way of becoming twisted completely out of proportion, therefore, making you, as an individual, look bad.

These are some of the problems that we, as Americans, have today; in that the real challenges and the mark of success are not known to us, because they are veiled with so many unimportant items, which, really, have no bearing on the problem at hand.

Victory! How many times have you been the victor, and how many times, the loser? You have probably experienced both; but was it not much better a feeling to win?

Usually, we associate victory with sports, War, or politics. However, Victory can be associated with all phases of an individual's life; in that, from a child to an adult, challenges are brought to each of us: some are met and some are not.

Certainly, none of us are always successful in our pursuits, but if we become "One hundred percenters", then we can always look our counter-parts in the eye and say, "I gave it everything I had."

In the Air Force Reserve, many times it would be a little easier to become a quitter and take the less difficult way out, rather than meet the challenge head on; but can you really feel that you made an effort to achieve Victory by saying, "I just cannot do it." --Did you pass your OJT tests?-- Did you do your best on your assignment?--The answer to these questions and others, are personal, but you know whether or not you really are giving 100% effort.



COL HUFF CONGRATULATES FLYING PERSONNEL WHO WERE AWARDED THE SOUTHEAST ASIA FLYING MEDALS DURING THE PARADE AND REVIEW

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No, Victory is more than "Nation vs Nation", "School vs School", "State vs State", etc., It is you, as an individual, against all of the confrontations, which are thrust at you, from crib to casket; and you are the one who answers the question for yourself as to whether you will strive to be victorious, or just a chronic loser.

The final outcome is your decision, and you are the only person that has to live with yourself all of the time.

Paul E. Nelson, Capt AFRes  
73 AME Flt - Commander



## Chaplin's Corner



The democratic idea has a powerful attraction. Because it respects the desire of every man to share in his own rule, the community should not disregard its appeal. Based on a belief that every man has the capacity for self-government, the hopes and aspirations of all men are aroused.

Today's world still finds communism on the offensive, but more people live under democracy than ever before. Democracies and those dependent upon them govern a majority of the world popula-

tion. While Communists are trying to penetrate Africa, Asia and South America, the idea of self-rule remains a stumbling block to them. It has been said that the democratic dream is keeping the world on edge.

Material progress in any society will help men secure their basic needs such as food, clothing, and shelter. At the same time, it is necessary that man's intellectual and spiritual growth keep pace with his material progress so that he is able to develop values that will not only enrich and enoble his personal life, but will insure the good and happiness of humanity.

At this point we must go back to the prophets and philosophers. Man belongs to a moral community. All men must continue to enrich the spirit as well as the mind and the body. Even the humblest resident in a primitive society will react favorably to the idea of self respect and self-expansion. Men cannot live by bread alone.

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THE "RED CARPET" WELCOME WAS GIVEN COL MANEY, COMMANDER OF FOURTH AFRES REGION, AND HIS STAFF OF FOURTEEN, WHEN THEY VISITED THE 937TH DURING ANNUAL ENCAMPMENT





INFORMATION SPECIALIST WORKS UP COURAGE; JOINS FLIGHT CREW FOR GEORGIA PICKUP  
--By SSgt Bob Cox--

Occasionally, a member of the Information Section---strickly a non-flying bunch--works up enough self courage to ask that his name be put on a flight manifest to board "Old Shakey" for what-ever, so he can get pictures for the SOONER NEWS or what-have-you.

I took the step early in the first week of summer camp and when the okay was given, I hustled over to operations to get my name on the complicated sheet of paper I can't read anyway and began to plan what I would do---both picture-wise and on the ground as well.

I had made a few trips on the C-124---to Hikkam and Richards-Gebaur in 1963, Homestead a year later and to Travis a year after that. The Travis trip was a different experience in that auxiliary motor and flap trouble kept us on the ground from Saturday evening til Wednesday afternoon when we finally gobbled up all the runway available to us, using a 10 degree flap, and flew home.

With this slight distaste for flying in mind, all of a sudden it was time to take the flight to Warner Robbing in Macon, Ga. to pick up the CAC band for the dance and annual picnic.

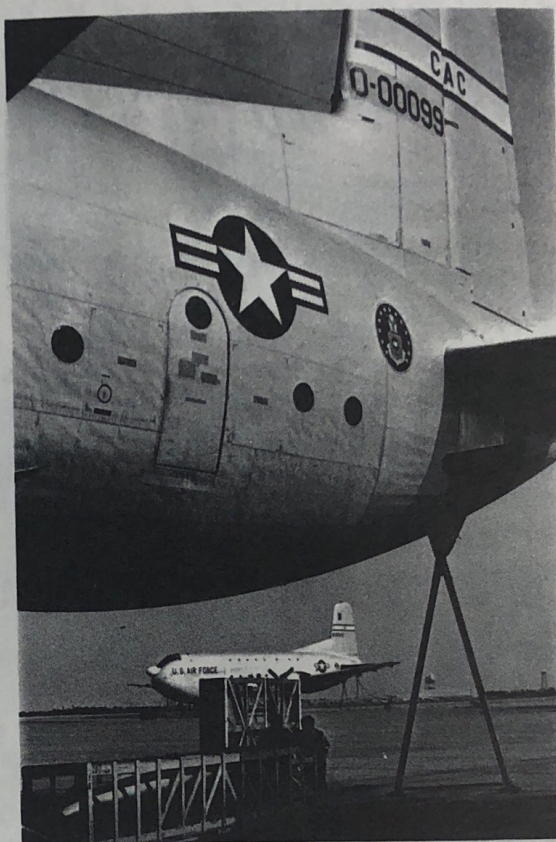
When I checked earlier in the week, everybody including the confusing(to non-flying types) sheet of paper I read, told me---"0730 show and 1000 go" or block out.

Well, with bags packed and cameras loaded for shooting, I showed up a bit early and reluctantly rarin' to climb aboard that magnificently reliable aircraft for a janut into the deep south.

Shortly before the boarding time to assure a 1000 block out time, I heard someone say the aircraft I was to board was to be "test hopped" because of the red cross (not international).

Seems that red cross means that an aircraft has been out of commission for a time and had to be test flown before a mission could be accomplished in it.

During this short flight, the checkers-outers noted a discrepancy in the Number Two engine and as soon as aircraft 0099 was parked on the ramp, a maintenance crew began



A COUPLE OF AIRMEN SHOVE INTO PLACE A FUEL TANK WHICH WAS PART OF THE CARGO ON THE WARNER ROBBINS FLIGHT.

trying to solve the problems so "all systems would be go," as quickly as possible. The day's first major delay.

Well, this situation called for a bit of shooting and I drew one of my loaded 35's (cameras that is), and began watching what was happening. I couldn't see much 'cause of the crowd which gathered.

About that time some troop called a "load-master" began buzzing about the aircraft as if it belonged to him. Turned out, it just about did. For the day at least.

SSgt L.E. Brewer, Jr. was his name and he had a bundle of tid-bits from "across base" that he had to juxtapose in the belly of the big bird. It was more than he expected and in so many different sizes and shapes that "it would be a while" before we would be loaded and ready for takeoff.



Since too many pictures of the same thing are not useful, I returned to my office in the hangar and found a book, titled "A Gift of Prophecy," which I borrowed to read on the trip.

The cargo kept coming, the crew kept dozing, eating, etc., and I kept reading about how this lady in Washington, D.C. could foresee what the future held for lots of people.

(I thought about giving her a call.)

This procedure held up for most of the day because the cargo load totaled 18,639 pounds and was in such a variety of peices that each had to be found a place by SSgt Brewer.

Finally, Brewer mastered the load and the crew was told to board the aircraft to make the four-hour flight to get the Air Force's finest musical group. By that time the 111,000 lbs. bird had 34,000 lbs. of fuel, 1,600 lbs. of crew and the cargo for a total exceeding 164,000 lbs. Wheeeww!

As the crew walked out to board old "90-niner", the A/C (aircraft commander to non-flyers), Capt Milton Hintze, remarked that he wanted to get her off the ground before the storm moved in from the west.

(Storm! what storm in the west? Yup, there it was and how did I miss that?)

Crew members, Maj David Sutton, pilot; Capt Chester Urey, pilot; MSgt Earnest E. Lupp, flight engineer; AIC Colin F. Handyside, student flight engineer; SSgt Brewer and me, apprehensive; climbed aboard the aircraft with a hastened pace.

The extensive pre-flight checklist was initiated, but sure enough 0099 did not make it off the ground before the wind, rain and lightning crept in to surround us.

Oh well, I had just read in the book that the lady prophet said that the number "nine" represented the "beginning of some things and the ending of some things." I, of course expected the best.

Optimism usually pays off and if an airplane is like a loaded car, the ride will be smoother I thought to myself. Ha, Ha, Ha. Airplanes aren't and the ride was rough and sweat began popping out over the inexperienced me while the phrase about number nines swirled about in my head.

Finally, clear skies opened up before the radar-nosed C-124 and it was smooth sailing from there until the 2144 hours touch down at Warner Robbins.



SSGT BREWER WATCHES HIS RETURN CARGO LOAD ITSELF...



CAPT UREY, LEFT, AND MAJ SUTTON DISCUSS THE ROUTE FOR THE RETURN TO TINKER.

Show time the next morning was the same as the previous day and since the cargo was the CAC band and its instruments, less time was required to load for a block out time of 0900 hours.

A pre-flight check of the aircraft's exterior revealed a runway light that would not retract into the wing--a delay. In about 30 minutes the problem was cared for and "all aboard" rang out causing a scramble to seats.

Beautiful weather persisted and the roughest thing throughout the return trip was the landing which resembled driving over one of the bumps in front of the unit's parking lot

How rough this is, of course, depends on what kind of car you drive and how much flying you do---or, possibly what type of book you read during the trip.

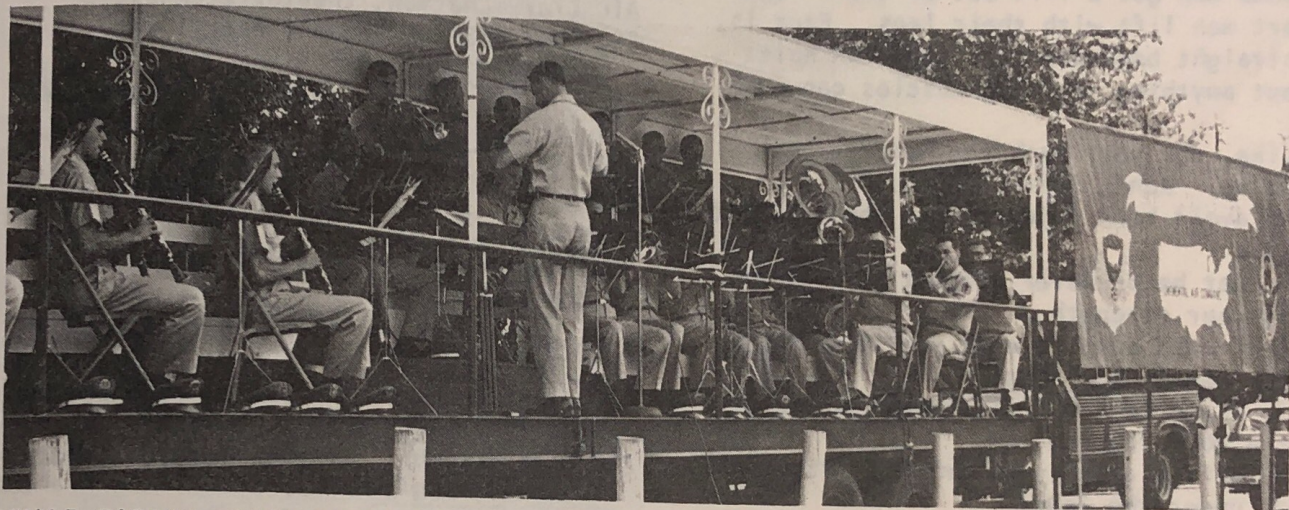








LINES, LINES, AND MORE LINES WERE EVIDENT AS 937th FAMILIES WAIT FOR BAR-B-QUE.



WHILE EATING, PICNICKERS WERE ENTERTAINED BY THE FAMOUS CONAC CONCERT BAND.

937th PERSONNEL AND FAMILIES  
ENJOY ANNUAL FAMILY DAY PICNIC

Whether it be a puppet show, sky divers, good music, or just plain ole delicious bar-b-que, it was quite evident that all members, guests, and children enjoyed the Family Day Picnic.

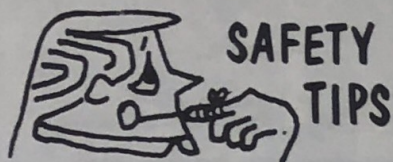
COL AND MRS. HUFF AND HARRY, THE "FIRST FAMILY" OF THE 937th, FINALLY REACH THE SERVING LINE.



LT JERRY GAMBLE CAPTIVATED CHILDREN OF THE 937th WITH HIS CREATIVE PUPPETRY







## GETTING A LIFT

Some men get a lift out of their legs. Smart men lift with their legs. Fact is, a straight back and bent legs can hoist about anything your leg muscles can push up.

Like, use your back for holding your head up. Don't lift with it.

To avoid back injuries try these simple rules:

1. Get help--never attempt to lift beyond your strength.
2. Crouch down to what you're going to lift. Bend your knees.
3. Place feet 8 to 12 inches apart and get a good footing.
4. A firm grip is important. Place fingers under the load.
5. Lift gradually--avoid jerky motions.
6. Avoid twisting motion caused by shifting feet.
7. Lift by pushing up with leg muscles. This takes the strain off your back.

## FOURTEEN PERSONNEL CITED FOR SAFETY ACTS DURING LAST ANNUAL ENCAMPMENT ACTIVITIES

During annual encampment fourteen personnel were cited for their actions and given "safety act" prizes.

Winners were determined by Capt. Klima, safety officer. Each day of annual encampment, he chose the airman, who, in his opinion, performing his duty under the safest possible conditions.

Below is a list of the winners, their prize, and the day they won:

### TUESDAY, AUG 15:

A1C Clark Chatman, theater tickets  
SSgt Ralph Shaw, Pen and Pencil set

### WEDNESDAY, AUG 16:

A2C Charles Tarver, carton of cigarettes

### THURSDAY, AUG 17:

A2C John Ashmore, case of beer  
A2C Phillip Casey, theater tickets

### FRIDAY, AUG 18:

MSgt Roy Templeton, playing cards

### MONDAY, AUG 21:

SSgt James Jackson, tickets, record album

### TUESDAY, AUG 22:

A1C Charles Johnson, tickets, record album

### WEDNESDAY, AUG 23

A2C Michael Cobb, tickets, record album

### THURSDAY, AUG 24

TSgt James Whitehead, cigarettes  
A2C Larry Collier, cigarettes  
A2C Lyle Dieckmann, cigarettes  
A2C Jerry Jones, cigarettes  
A2C Gary Croy, cigarettes



AMONG THOSE GIVEN "SAFETY ACT" PRIZES WERE, FRONT ROW: L TO R, CHATMAN, JOHNSON, CASEY, COBB, COLLIER. BACK ROW: WHITEHEAD, SHAW, TEMPLETON AND JACKSON