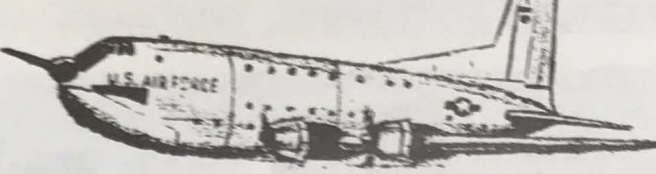


937th



SOONER NEWS

Vol. 4, No. 2

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

February 1968

UTA SCHEDULE
FEBRUARY 10-11

TROOPS "FAIR WELL" IN O. R. INSPECTION

The name of the game was "Cocked Pistol" as over 1,000 members of the 937th participated in an operation readiness inspection last UTA.

The evaluation of the group's ability to function under combat conditions was the purpose of the alert.

Complete, down to the last detail, only the disasters were simulated, including an air crash with seven crew members aboard the plane.

At 8:45 am, Sunday, the Command Post was notified that the operation was in effect and the day long alert began.

The alert actually included processing of orders and flight plans for crew members, loading and unloading of aircraft cargo and an alert evacuation which effected the entire unit.

After the alert Col. Huff stated that the overall inspection was an outstanding success especially in the areas of security and maintenance.



SECURITY FORCES ENFORCE STRICT REGULATIONS DURING INSPECTION

PERSONNEL WERE ON THEIR TOES DURING THE JANUARY UTA AS THE INSPECTION BROUGHT EVACUATION, SECURITY CHECKS, MAINTENANCE CONTROL AND PROCESSING ORDERS.



Flying Safety

by Lt. Col. Wm. H. Downham
Flying Safety Officer

PROPS IN REVERSE? (This one is on me)

How many times have you had the pilot in the right seat grab the throttles after landing and help you pull "Ole Shakey" into reverse?

Well, it happened one dark night to your FSO -- and as you may have guessed, number one prop did not reverse. Here we are heading for the grass with 30 to 40 inches on #2, #3 and #4 in reverse and 30 to 40 inches on #1 in forward thrust. With the left hand on nose-wheel steering and the right hand on the throttles, use of the interphone was impossible. The harder I pushed to take the throttles out of reverse, the harder the co-pilot pulled. By brute strength I managed to get the #1 throttle out of his hand and go back to idle.

Next time you are in the co-pilot seat look to see if you can see the reverse lights. For your info, you cannot see them without leaning over the pedestal. This is another case of poor crew co-ordination and should not happen. The standard procedure for prop reversal after landing is for the pilot to do the job. It doesn't require two people.

Also, don't add power in reverse unless all 4 prop reverse lights are on.

AIR FORCE MANUAL CHANGED

Enlisted men now may wear oxidized, silver-color wire embroidery in place of metal hat or cap insignia and U.S. insignia.

Previously, embroidery could be worn only by officers.

Authority is listed in change D to Air Force Manual 35-10 (Service and Dress Uniforms for Air Force Personnel.) The change became effective in October 1967.

AIR UNIVERSITY COURSES OFFERED TO OFFICERS; APPLICATIONS HAVE FEBRUARY 1968 DEADLINE

Air Force Reserve Officers interested in attending Air University professional military schools during Fiscal Year 1969 must submit applications to Continental Air Command (CAC) by 15 February 1968.

The schools, all of which are located at Maxwell AFB, Ala., include the Air War College, Air Command and Staff College, and Squadron Officer School.

Applications for the Air War College Course and Air Command and Staff College must hold a security clearance of Top Secret. To attend the Squadron Officer School and final Secret clearance is required.

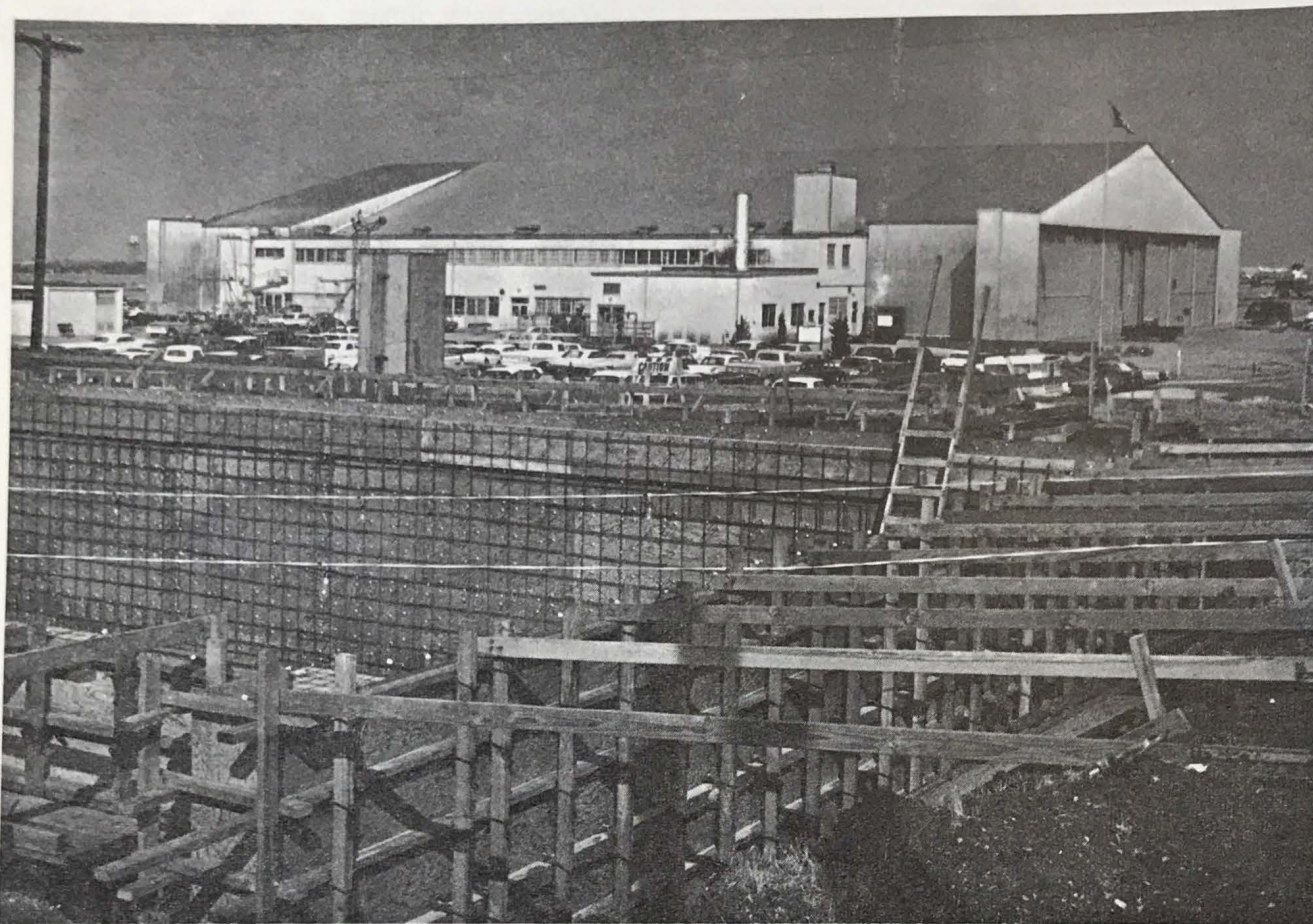
Reservists are encouraged to contact their unit personnel officer for further information.

WINTER WEATHER REQUIRES SAFETY CAUTION

With the coming of winter weather the safety hazards associated with winter sports and winter driving should be thoroughly covered in your safety meetings. Every year many of our personnel are injured because of failure to recognize and compensate for these hazards. Winter sports can be fun and SAFE if personnel are properly prepared and do not over extend personal capabilities. Winter driving can also be safe if the necessary precautions are taken. Fast driving over unfamiliar roads can be disastrous in winter months. Striking a patch of frost or ice in a shady area or on a bridge is not conducive to safe, on-time arrivals.

If you haven't already done so, now is the time to thoroughly brief all personnel on winter sports and winter driving hazards. It also pays to add reminders during this period. Some people forget rapidly. A fractured arm, leg or skull is a painful price to pay for a moment of inattention or over-extension of capability cost the ultimate price. Don't let it happen to you.

---from Reserve Forces Newsletter



937TH HANGAR IS VIEWED FROM CONSTRUCTION SITE OF THE NEW ADMIN BUILDING

937TH MEMBERS FLY SNOW PLOW TO ARIZONA; HELP SNOW-BOUND NAVAJO, HOPI INDIANS

Members of the 937th participated in recent emergency operations to assist some 50,000 snow-bound Navajo and Hopi Indians in Arizona. Sooner Group personnel flew to Rapid City, S.D. and picked up a snow plow and flew it to the stricken area.

Military Airlift Command airlift units, combat controllers and helicopter crews worked for 14 days with the Army, Navy and civilian rescue teams evacuating stranded persons and airlifting food, medical supplies and feed for livestock.

Nearly 700 persons were evacuated to safe areas or hospitals following the three-day blizzard that left the area under 80 inches of snow.

Roads were impassable. More than 100 people were evacuated from a stranded train near Nogales, Ariz.

Rescue teams hauled about 349,000 pounds of food and medical supplies along with heavy snow-moving equipment.

The massive relief operation, nicknamed Operation Haylift, began Dec 16 when eight C-119's flew in from the 452nd Military Airlift Wg at March AFB, Calif.

The next morning the aircraft were loaded with almost 40 tons of hay. Indian spotters who knew the terrain flew with the volunteer reservists to assist the dropping of hay to stranded sheep and cattle on the 250,000 acre Indian reservation.

A Bureau of Indian Affairs spokesman said that without the help of the Air Force Reserve, 500,000 head of cattle valued at \$28 million would have been lost.

Chaplain's Column

The military was the first major group in this country, in recent history, to eliminate overt racial discrimination from its own organization.

By directive, for example, the Air Force simply will not permit discrimination, the military had involved itself in a progressive social ideal and pointed the way for other groups (who should have taken the lead in the first place) to work for social and racial justice.

But directives (legislation) are one thing---to carry out the spirit of the directive is another. Everybody says, "You can't legislate morals." I suppose this is true, at least to a great degree. And bigotry is a moral issue.

What I am saying, then, is that to order non-discriminatory practice is not necessarily to wipe out the evil of bigotry and prejudice.

Surely it can help by putting men in an integrated situation in which they learn to know each other as people---not by stereotypes and myths by which unthinking people weasel out of uncomfortable confrontations with somebody who is "different."

In the final analysis, prejudice is a matter of the heart---a matter of attitude. It cannot be legislated out of existence. But UTA's and summer campus, because of the Air Force's policy of non-discrimination, can furnish us with excellent opportunities to learn to know each as people; to respect the dignity and worth of the other man as a human being and a child of God.

The Commander will not tolerate any bigoted, prejudiced, discriminatory practices within the Group; it's up to us to eliminate these things from our own attitudes and personal relationships.



AIR FORCE RESERVE DAY AT HEMISFAIR '68

Texas Governor and HemisFair'68 Commissioner General John Connally signs an Official Memorandum designating May 26, 1968 as AIR FORCE RESERVE DAY in Texas to be celebrated at HemisFair'68. Witnessing the signing are Col. John R. Maney (left) 4th AFRES Region Commander, and Col. Joe S. Peck, 4th Region logistics chief.

TWENTY-FOUR MEN RECEIVE PROMOTIONS

The following men received promotions during November and December of 1967.

Promoted from TSGT to MSGT: Charles R. Causey, Roy E. Noble, and Alfred E. Patrick.

Promoted from SSgt to TSGT: Grady J. Booth, Bernie L. Gunter, Sr., and Jack R. Howell.

Promoted from Sgt to SSgt: William J. Harwell, Randal C. Chatman, John G. Wright, Fred M. Hill, and David L. Wasland.

From A1C to Sgt: James A. Anthony, Henry G. Bauman, Jerry B. Crofts, Ronald L. Irwin, Kenneth J. Massey, Joseph G. Ratway, Robert W. Russell, and Gary L. Shankle.
From Airman to A1C: Terry L. Linville, Danny L. McDaniel, Larry D. Sanders, Dennis L. Scroggins, and Michael E. Woods.

An Editorial

KNOW WHAT TO DO IF.....

Your brakes fail? Could happen, you know!

Advice from expert drivers is to shift to a lower gear and use your parking brake. If that doesn't work, put the car in "reverse." Might tear up the transmission. But by that time it may be a choice of you or the car.

Ever feel sleepy when driving? Best thing to do is stop. Get a good night's sleep. At least a short nap.

If you don't have time to sleep -- take a walk brake. A couple of laps around your car will help. And when you start to drive again, be sure there's a good supply of fresh air blowing across your face.

Other suggestions? Turn on the radio-- loud! Or sing. Chew gum. Take your shoes off and drive in your stocking feet.

One more point. If you don't normally get tired driving, your problem may be fumes from a leak in the engine exhaust. Have it checked the first chance you get.

Suppose you are first to arrive at the scene of an accident. Safety people warn against pulling injured people out of wreckage -- unless, of course, the car is on fire.

What to do? Turn ignitions off in cars involved in the crash. Set up warning flares. And send for help. First aid is fine -- if you are qualified to give it. If not, give crash victims the comfort of your presence -- but don't try to treat their injuries.

Moral of the story? Good drivers know what to do if...!

EVEN COL HUFF'S CREDENTIALS WERE CHECKED AS SECURITY CHANNELS WERE TIGHTENED FOR THE OPERATION READINESS INSPECTION HELD DURING THE JANUARY UTA MEETING



The January and February records review will start during the February UTA. A machine run roster will be forwarded to Squadrons with times indicated for reporting.

The parking lot has been causing many problems the last few months. Any car without an Officers Decal will be ticketed if found in the parking lot in front of Bldg 1030. All officers please observe the reserved signs. Most of these officers must make many trips in and out during the weekend.

Please do not call the Personnel Office requesting information about when your checks will arrive. Due to the new pay system, we have no way of knowing exactly when the Finance Center will complete the payroll. After the new system has time to become more effective, your pay date will hit a regular cycle. The problems with the pay are not caused by local conditions other than when flight crews fail to enter the proper information on the new AF Form 458.

There will be a representative of Personnel at Commanders Call to instruct all airmen in the preparation of AF Form 279, "Application for ID Card". All airmen affected by the new military grades will have to fill out this form and get new ID Cards not later than the May UTA.

398's - A reminder that Security Clearances are a must before the March General Inspection. Orders will not be made for any aircrewman without a Security Clearance. All non-rated personnel must have a clearance by March 9th.

All personnel requiring 1199's will need to go to Bldg 3207 (Civilian Personnel), Saturday morning. A bus will leave at 0830 from the parking lot in front of Bldg 1030, and will make runs to and from 3207 until noon. Please observe the list for those people that will report for 1199's. This will be your only chance to get the 1199 until annual encampment. You must have one during the ORI if your name is listed or if you are notified. The office will close at 1200 on Saturday.

305 MAS

COMM FLT

Capt Andrew G. Anderson
Capt Harold M. Elkin
Major Harold D. Hebert
Capt Horace S. Herrington
Capt Leslie K. Holst
Lt Col David D. Killian
Capt William B. Madsen
Capt Andrew J. McClain
Capt George B. McElroy III
Major Roland A. Olson
Capt Larry A. Sausker
Capt August M. Stasio
Capt Louis E. Thurber Jr.

Capt Marshall B. Patterson
CMSgt Robert R. Anderson Jr.
TSgt James D. Kelly
MSgt William J. Mekush
MSgt Lindon W. Oliver
Sgt Robert B. Boese
AIC James S. Boese
AIC Robert C. Duke
AIC George Kennedy
AIC Bobby Price
1st Lt John R. Bogard
AIC Marvin R. Thurman
SSgt Lester Maritt

Capt Herbert Lewis
SMSgt Samuel Browning
Amn Russell D. Roby
Amn Don E. Barber
Amn Thurman D. Northrup
Amn James R. Powell
AIC Terry O. Woods
Major Wm. J. Howse
MSgt Charles Thomas
Sgt Wm C. Henson
AIC David A. Mitchell

(SEE OVER)

937 HEADQUARTERS

A1C George W. Kennedy
A1C S. R. Iven
CMSgt R. R. Anderson
SSgt E. Palmer
A1C S. R. Fisher
Capt J. E. Cotton
Major Orville Brewster

SUPPORT SQUADRON

Capt James Young
Major Wilburn Williamson
Lt Col Charles C. VonStein
Capt Jim Edwards
Capt Arthur Preisinger
A1C Jack L. Spivey
A1C William O. Warner
Amn Gary C. Covington
A1C Howard W. Moran Jr.
A1C Edwin H. Coachman
A1C Larry G. Martin
Capt James R. Bailey
1st Lt Leonard D. Williams

A1C Dennis W. Lackey
A1C William E. Coburn
Amn William G. MacDonald
SSgt Kenneth R. Barnes
SSgt Aron J. Cochran
A1C Harold E. Stansberry
Amn Ronald A. Jagosh
Sgt Jackie W. Barton
A1C John P. Keefe
Sgt Charles A. Newton
MSgt Warner L. Kizer
SSgt Albert Ramirez

CAM SQUADRON

Amn Jack D. Mahon
A2C Gilbert L. Brumley
Amn Reginald W. Thompson
SSgt Van E. Vick
Amn Earnest L. Upton Jr.
Sgt Leroy A. Skelton
Amn Danny J. Morgan
Amn Craig L. Stevenson
Amn Ralph L. Stevenson Jr.
Amn Thomas R. Southard
Amn Phillip H. Manwell
Amn Charles L. McGowen
Amn Larry R. McLain
Sgt Max L. Moffet
Sgt Donald L. Morris
Amn Michael B. Phelps
Amn Paul F. Phelps
Sgt Lawrence R. Portlock
TSgt Cecil J. Quick
Amn Kenneth E. Robinson
MSgt David J. Shanahan
SSgt Wm. A. Howard
SSgt Billy D. Horn
A1C Ronald P. Helms
Amn Jesse E. Glover
Sgt Harvey R. Gill
MSgt William Franklin
Amn James W. Evans
A1C Willis A. Easley Jr.

MSgt Robert H. Dennerle
Amn Dean J. Craven
A1C Dale M. Coffin
Amn Alvin L. Caddell
Amn James R. Briley
A1C Norman R. Boyle
TSgt Larry J. Boyd
TSgt James A. Blackard
Amn Claude D. Blackwell Jr.
A1C Melvin H. Betzer Jr.
Amn Francis B. Albro Jr.
Sgt Willie J. Kensey
Amn Randail D. Kever
A1C Edward C. Kauffman
Amn Thomas G. Smith
Amn Michael P. Mulligan
A2C Gerald W. Stewart
Amn James D. Schardt
Amn George G. Sorenson
Amn Richard G. Self
Amn Steve E. Schmitz