

# 937th SOONER NEWS



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937th Military Airlift Group Res. Tinker AFB, Okla.  
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## 937TH RESERVIST FINISHES TOP IN CLASS

The 937th has one of the Air Force's sharpest Cryprographic maintenance men in A1C James C. Davenport who completed 20-weeks of tech school before the May UTA.

The 1965 Grant high school graduate attended Oklahoma State University and Oklahoma University one year each before entering the Air Force reserve program last fall.

Previously he had worked for the Oklahoma City Board of Education in the electronics department.

He completed his six-week basic training at Lackland and then went to Shepard AFB and joined the 3276th student squadron for 600 hours of intensive training in cryptographic maintenance.

As a student, Davenport was named the organization's top graduate as he compiled a 92.5 average during his training and was named an honor graduate.



A1C James C. Davenport

UTA JUNE 8-9

# PROMOTIONS ANNOUNCED

Twenty members of the 937th had promotion orders cut for them during May and are wearing new stripes this month.

One man, Otto B. Medlin, was promoted from MSgt to SMSgt, and two men, Jim C. Buchanan and James D. Greenlee, were promoted from TSgt to MSgt.

Wyman H. Straugne was promoted from SSgt to Tsgt and Joseph B. Gollon and Denzil McDonald received SSgt ranks from Sgt.

The following men were promoted from A1C to Sgt: Phillips S. Casey, James B. Lacourse, Donnie H. Loyd, Jerald W. Malone, Howard W. Moran Jr., Kenneth E. Robinson, John W. Saunders, Ival D. Shelby, Phillip D. Squires, James M. Stettler, Phil C. Trowe, and Thomas G. Wagoner.

Ronald C. Gee was promoted from AB to AMN.



## AIRLIFT IN VIETNAM INCLUDES ELEPHANTS

Moving an elephant isn't an easy job. But a C-130 Hercules crew recently airlifted two elephants now carrying lumber to a native sawmill.

An Army Special Forces team helping 400 Montagnard families start a sawmill discovered that terrain was too rugged to use conventional machinery for hauling logs. Elephants were the only answer.

With Agency for International Development funds, two elephants were bought at a city 170 miles away.

Airlift was the only way to get the animals to the sawmill since Viet Cong controlled-territory prevented travel by land. Possibility of a seasick elephant ruled out a move by sea.

Through a zoo in the United States, Special Forces officers learned of a sedative that would keep the elephants docile during the airlift.

Both elephants were "shot" with a dart containing the drug and lifted in to the Hercules by fork lift.

Following the flight to the Marine base at Chu Lai, the flying elephants completed their journey slung in cargo nets beneath a Marine CH-53 helicopter. (MAC NEWS SERVICE)

The SOONER NEWS is a unit newsheet published jointly by the Information Section and the Administrative Section of the 937th MAG for personnel of the Sooner Group.

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The SOONER NEWS is a monthly publication and opinions expressed herein do not necessarily represent those of the United States Air Force Reserves.



AFROTC PICKS HUFF---Col Harry J. Huff, 937th Commander, was named an honorary member of the Oklahoma University Air Force Reserve Officer Training Corps in early May. Huff receives the certificate from Cadet L/Col Jeffery Platte and a mug from Cadet Col Hank Laakman, Jr., representing the Arnold Air Society.

## DOD INDORSES RESERVE MEDICAL BENEFITS BILL

A bill before Congress that would standardize and expand medical and dental benefits for reserve forces has Defense Department approval.

The legislation (H.R. 14739) would cover reserve and guard members who fall ill or are injured while engaged in inactive duty training of less than 30 days.

They would receive the same benefits, pay more and allowances, as those who are ordered to active duty for 30 days or more.

The bill would also grant those personnel

injured in line of duty while traveling to or from a meeting the same benefits.

Separation or retirement allowances for physical disability when personnel are injured in line of duty travelling to or from scheduled meetings are also included.

Payment of burial costs would also be authorized if personnel die as a result of such injury. At the present time, neither the military services nor the Veterans Administration are authorized to pay burial costs.

*The Mission of the Air Force Train and Fly...*

*Lets Go!*

## GUIDELINES FOR MAILING

The USAF Postal and Courier Service recently announced that more than 75 percent of all packages, letters and other mail addressed to airmen at Air Force operated post offices overseas is now airlifted.

For packages weighing two pounds or less, Air Parcel Post is the fastest and most economical airlift service available. Packages up to 30 lbs and 60 inches in length and girth combined are accepted for PAL. For these, you pay the regular parcel post rate to the U.S. port plus a flat charge of \$1.00 for air service from your city to the overseas base.

SAM is carried by rail or truck to the port city, then airlifted overseas. This service is for packages up to 5 lbs and not measuring more than 60 inches in combined length and girth. Letters are charged at the first class rate and parcels are charged at the parcel post rate to the U.S. port.

PAL and SAM rates are even lower for books, phonograph records and other items entitled to special 4th class rates. Sound recorded personal messages can be mailed at the rate of 6 cents for the first two ounces and two cents for each additional ounce.

Your letters to overseas areas are speeded by airlift. A 6 cent stamp provides airlift service overseas and in nearly all cases within the U.S. First class letters mailed in Chicago can be expected to reach Vietnam within 5 to 7 days. Airmail letters will receive priority air service guaranteed the fastest air service within the U.S.

Finally, keep in mind that the value of your gift is in the packing, and observing the following suggestions will help insure swift, safe, delivery of your packages.

\*Cushion your gifts in boxes of solid fiberboard, metal or wood.

\*Place the name, address, and list of contents inside package.

\*On shipments to American servicemen stationed abroad, many foreign countries require custom's declarations. They are not required to Vietnam. When in doubt, check with your postmaster.



APPOINTED AMBASSADOR---1967's Miss Universe, Sylvia Louise Hitchcock, is serving as Good-Will-Key Ambassador for the Air Force Reserves. Here, she receives a key to HemisFair '68 from Col John R. Maney, Fourth Air Force Reserve Region commander. The key she is receiving could very well be that of Oklahoma City, sent to Col Maney to be used in a display at the HemisFair signifying the theme "Confluence of Good Will-The Key," being used to promote Air Force Reserve day at the fair.

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\* \*It is best to omit outside wrappers if the box makes an adequate shipping container.

\*If wrapping, use a heavy kraft paper similar to that used for grocery bags.

\*Be sure to include the full five-digit Armed Forces Post Office number with his address. Also be sure that the address is clearly printed on the envelope or package.

\*A return address is required on all packages.

## AUTOMATION

Chaplain Arthur A. Preisinger

Someone has pointed out that our society is in revolution in three respects: Cybernation, weaponry, and race relations. These three aspects of our culture are causing rapid change in our style of life. We should be aware of these changes in order to reach constructively to them.

Cybernetics, or the process of solving problems and producing goods by computers, go hand in hand with the automation which has shifted our economic system and enabled us to produce goods at a rate faster than we ever dreamed possible before. It is both a blessing and a curse.

Naturally, the abundance of material goods, in one respect is desirable. One of our national goals is to provide a situation where all of our citizens can live in a healthy, productive atmosphere. We try to eliminate substandard housing, bad food, and unhygienic circumstances. We want to raise the standard of living, provide adequate medical (both preventive and curative) care, curb the population explosion, and provide decent educational opportunities. We have declared war on poverty. One of our allies in this war is automation. This is its blessing.

But automation has a built-in danger. In helping to raise living standards, it can destroy human values. Machines and computers can become more important than people. When that happens, we have an inhuman monster on our hands -- a 20th century Frankenstein, created by our own ingenuity, but which can destroy us.

The efficiency of our defense capabilities in the Air Force is greatly increased by cybernetics and automation. But in our super-efficiency we must beware of losing our humanness. Men in command positions, particularly, must remember that besides keeping an efficient machine running, the command men (and women) who have hearts and emotions, who have spiritual lives -- who have problems and concerns and joys and heartaches. We dare not throw human beings on the trashpile and enthrone heartless machines to "have domain" in God's world.

## SAFETY IS A WAY OF LIFE

**SAFETY IS A WAY OF LIFE.** Safety is not something different from the rest of life; its very sameness is its greatest strength.

SAFETY is like a muscle. Unless it is attached to something it draws up and withers away. The more things it is attached to the more useful it can be; and like the muscle, the more it is used the stronger it becomes.

SAFETY is not a commodity; it is a condition. In its successful form, it is not something to be, it is something to do. It is not static; it is dynamic.

SAFETY is not something separate to be turned on or off like a faucet, but an integral part of everything--a way of working, playing, living, and thinking--A WAY OF LIFE.

## *Flying Safety*

### WING FLAP TIME CHECK

On the engine run-up check list, the wing flap time check becomes a familiar response on the interphone and very routine. However, the time may arrive that it can be a very vital bit of safety information.

On a recent trip to an island base, the aircraft was exposed to the usual rainshowers and humidity. On the next leg approximately one hour after departure the flap indicator was pointing to 10 degrees of flap. Visual check of the flaps revealed a faulty indicating system probably due to moisture. So, the landing had to be accomplished by timing the flaps down and visual check by the scanner.

Pre-planning for your landing can be of great importance to you. If the aircraft is heavy, then it might be wise to make your landing with as near 20 degrees of flaps as possible, runway permitting. However, if a full flap landing is decided upon, it might be very vital for you to know how long it takes to bring the flaps from full down to 20 degrees should a go-around be required.

How would you brief your crew assuming your co-pilot did not know?



CONGRATULATIONS---Msgt E.J. Snider recently was cited for his attendance at the national security seminar by Col John Maney, 4th AFREs Region. Snider's supervisor, Lt Col Donald Carry smiles his approval.

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## TOO BUSY TO SERVE?

What do we expect when we walk into a store and offer to exchange our money for merchandise?

It's not a difficult question. We expect a quality product--and courteous efficient service. If we don't get it we are unhappy, and we often tell others of our dissatisfaction.

So what else can we expect when someone walks into our personnel office, commissary, finance office, an information office, housing office or any other shop and gets neither? Why should he be met by these who have a "no-can-do" attitude?

He may not offer money for the service we give him, but he is investing his time. And he has a lot more than time invested in his Air Force career. That career may suffer if we handle his records in a slipshod manner. His family also bears the burden of any mistakes we make.

His frustrations are certain to be aggravated if we give him the impression that he is taking up our valuable time--or that he is not important to us. And if we don't provide him with accurate information, decisions he makes may not sound ones.

The man in uniform--and the civilian employee of the Air Force-- are important to those of us who are part of a function designed to serve people. People are the reason we have a job.

If our records become more important than the people we serve, we do a disservice to the Air Force and the men and women who make it a going organization.

A military organization doesn't really travel on its stomach. It moves only because people make it move. And people do their jobs best when their personal needs are taken care of efficiently. If you are supposed to serve people, serve them cheerfully and well. (MAC NEWS SERVICE)