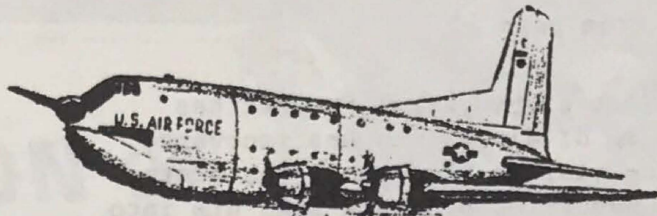


937th SOONER NEWS



Vol. 4, No. 7

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

July 1968

AERIAL PORT FLIGHT MEMBER SCORES 1st

Another member of the 937th MAG has risen to the top of his class, continuing to add glitter to the record of the group which is beginning to sparkle more often.

Sgt Robert E. Frusher, whose balding pate adds a bit of glitter to any situation he's in, passed the 5-level skills knowledge test in April with a 95 percentile mark.

Frusher is the first member of the 937th Aerial Port Flight to score perfectly on the 5-level examination for a loadmaster and he did it with only one day to spare.

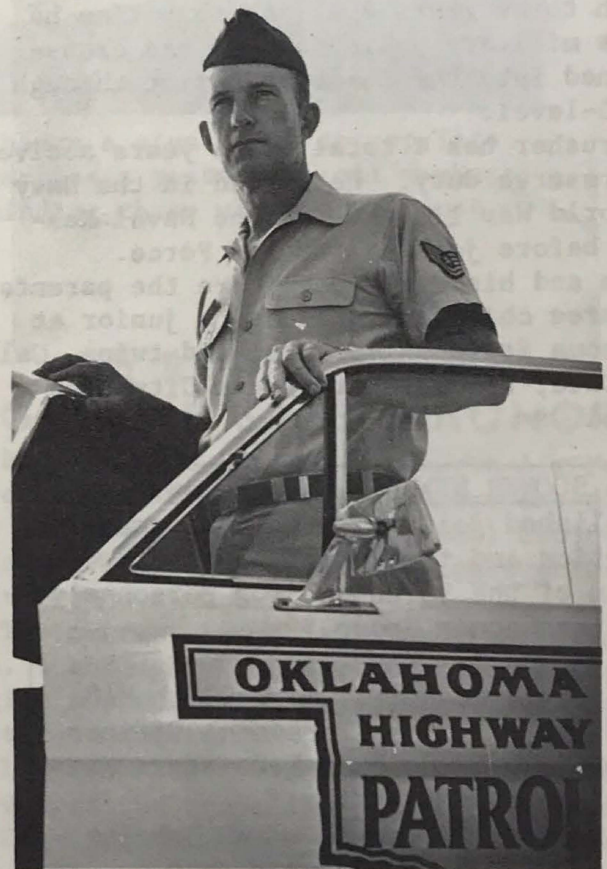
The veteran highway patrol trooper knew his deadline for taking the test so he planned his study time accordingly. He even used a tape recorder in his automobile on which he had recorded much of the information he was to know for the test.

"I would take my tape recorder with me when I was driving around the state on some of my various assignments and it sure did save me some time," Frusher admits.

He had plenty of time to use the tape recorded lessons because his job as director of special services for the state department of public safety keeps him on the road.

Frusher supervises all riot control training for policemen throughout the state, heads water safety and recovery for the department of public safety and also is in charge of its safety education program.

(Continued on page 2)



TSgt Robert E. Frusher

UTA JULY 20-21

(continued from page 1)

In the last eight years, Frusher has headed a team of divers who has recovered 140 drowning victims throughout the state. His safety education programs take him into public schools, civic organizations and government agencies.

The Muskogee native has been with the department of public safety for 19 years--the first 10 as a trooper. He was a city policeman in Muskogee for 2½ years prior to joining public safety.

As a loadmaster with the 937th, Frusher flies regular missions with the responsibility of loading and off-loading the huge C-124s flown by the unit.

He was assigned to the reserve unit at Davis Field, Muskogee, before joining the 937th three years ago. At that time he was a military policeman and has cross-trained into the loadmaster slot through the 5-level.

Frusher has a total of 24 years active and reserve duty. He served in the Navy in World War II, then in the Naval Reserve before joining the Air Force.

He and his wife, Dean, are the parents of three children; Theresa, a junior at Oklahoma State University, and twins, Gale and Dale, students at Putnam City high school.

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.

Col Harry J. Huff, Cmdr, 937th MAG
Maj Bob Williams, Personnel Officer
Capt Jean E. Cotton, I.O.

Editor.....SSgt Bob Cox

Photographers...A2C Robert Taylor
A2C Gary Lawson
A3C Bill Witt

Illustrators....SSgt Jerry Shelby
A1C Richard Thompson

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

CHAPLAIN'S COLUMN

INNER SECURITY DIFFERS FROM MILITARY KIND

by ARTHUR A. PREISINGER

When we hear the word "security" on UTA's, we automatically think of clearances and badges and COMSEC and men with white hats and guns--we have even christened the latter with a new name; Security Police.

But I'd like to say something about a different kind of security; a security that can't be guaranteed by padlocks or guns or classifications. The security I'm talking about is inner security, and even insurance policies and trust funds--despite extravagant claims--can't give you that.

What, then, can create and build inner security? Well, faith, for one thing. Not faith in ourselves so much, for we do not know what will happen in the future. Even the statesmen and the men who make history do not know where the trains will go whose switches they set today. We do not know when the time will come when someone will go on fooling with a perilous switchboard until suddenly a button is pressed that will touch off the signal for horrifying destruction.

But we do know the Lord of history. We do know that it is precisely by faith that we are related to Him. We do know that history has an ultimate goal and that all of the zig-zag roads of existence will end at His feet.

Knowing (that is, being related to) the Lord can make a difference. In these days of national doubt and upheaval, of violence counteracted by violence, we are liable to "run scared," to panic, to do and say foolish things--in a word, to be irresponsible and sometimes irrational. Security--the kind that comes to a person from faith in the Lord and Creator of life and history--is the antidote.

THE MISSION OF THE AIR FORCE RESERVE IS TO . . . TRAIN & FLY LET'S GO

NEW SLOGAN---A1C Benny E. Richardson, hangs a sign in an appropriate spot near a busy entrance. The sign carries a message to all members of the 937th and other reservists, reminding those who read it just 'what it's all about.'

SKT PASSAGE RATE UP FOR APRIL, MAY

Two men set the pace by scoring 90 percent or better on SKT examinations during April and May to lead the 27 who passed successfully.

TSgt Robert E. Frusher, a member of the Aerial Port Flight, scored a 95 percentile which is the highest possible scored on an SKT exam.

A1C James A. Childress from the COM FLT was close behind with a 90. Five others scored 80 or better to climax one of the unit's top performances on the exams.

Others who passed skill level tests were Frankie J. Yount, Willis A. Easley, Jr., Darrell G. Conway, John H. Dietz, Robert L. Cales, David L. Austin, Terry O. Woods, Carl D. Bracksieck, Ken J. Toomey, James D. Neel, Gary D. Nichols, Clark A. Pinkade and John T. Ashmore.

Others were George R. Bouse, Michael M. Cobb, Christopher C. Floyd, Jerry L. Shuck, William M. Turney, Ronald L. Boling, Donnie R. Briggs, Robert K. Jackson, John M. Page, Jack L. Spivey, Jr., James R. Baugh and David A. Mitchell.

4th REGION WINS GROUND SAFETY HONOR

Randolph AFB, Tex.- The Fourth Air Force Reserve Region headquartered here has won the Continental Air Command (CAC) Ground Safety Plaque for the second consecutive quarter.

The current award is for the period of Jan. 1 through March 31, 1968. The Fourth Region has won this honor three times in the last four quarters.

Lt. Gen. Henry Viccellio, CAC commander, presented the traveling plaque and a trophy to Col. John R. Maney, Fourth Region commander, and Lt. Col. Victor F. Summers, Region Ground Safety officer.

The safety award is presented to that Reserve Region with the lowest rate of injuries to both, military and civilian personnel, the lowest accident rate in Air Force vehicle operation and the best reduction in cost per capita.

The Fourth Region is one of five Reserve Regions in the United States. The Fourth is responsible for the assignments and training of some 10,000 Air Reservists in all of Texas, New Mexico, Oklahoma, Arkansas and Louisiana, plus one flying unit in Alabama.



NEW JOBS---Capt Warren F. Klima, new intelligence officer for the 937th gets a briefing on the VietNam situation from Major S.T. Ayers who is now the unit's new staff logistics officer. Both new titles were effective during the June UTA.

KNOW ALL RULES OF WATER SAFETY

A sergeant, two friends, and a three year-old boy went fishing in a newly-acquired, used 14-foot boat, powered by a 50-horsepower motor.

The group fished off small islands about five miles at sea. About dusk they started for shore but had motor trouble..which was fixed in about 30 minutes. Underway again the steering cable broke, control was lost, and the boat swamped and turned over.

The boy was the only group member wearing a life jacket, but everyone managed to reach the boat and hold on for several hours. Then, the exhausted sergeant let go. The child was next; then, the child's father let go. The survivor was picked up about five hours after the start of the return trip.

Tragically the group was unaware of, or failed to use, available survival equipment. There were enough seat type life preservers for all persons aboard.

The preservers remained under the boat yet were not used at any time.

Mechanical delays and no navigation lights probably caused the operator to exceed safe speeds.

Another factor: two of the persons had just been relieved for 24 hours of duty prior to starting the fishing trip.

An airman and two friends were swimming in the ocean off Port Hueneme beach, California. The airman was caught by a strong undertow about 30 yards from shore. Rescue attempts were unsuccessful.

Undertow is known to be strong in that part of the Pacific Ocean, and there were several other recent swimming accidents in that area.

Object lesson: Know your skill and know the waters you swim in.

The above are examples of when personnel were unaware of the conditions and SAFETY precautions necessary while boating and swimming.

19 UNIT MEMBERS RECEIVE PROMOTIONS

Nineteen members of the 937th were promoted 1 June 1968 and are wearing new stripes.

Only one man was promoted from TSgt to MSgt and that was James E. Whitehead. It was the same case with Rolla C. Gibbons who was promoted from SSgt to TSgt.

Several men moved from A1C to Sgt: Claudie D. Blackwell, Jr., Charles M. Brower, James D. Davis, Richard P. Davis, Ronald P. Helms, Lewis A. Jullum, Carl B. Kay and Jack D. Mahon.

Others included Thomas W. Mann, Clarence W. Pendley, Jr., Glenn D. Perryman, Henry R. Smith.

Promoted from AMN to A1C were Barry A. Campbell, Gerald L. Janes, Denny W. Lansford, Larry E. Presley and Thomas L. Wadley.



NO BUTTS ABOUT IT---SSgt James Jones, top left, is inspecting the innards of a C-124 engine engine as Sgt Gary Shankel looks on and/or up. Both men are skilled aircraft mechanics and know the ins and outs of the engine--any way you look at it.



YOU'RE KIDDIN' ME---The unidentified member of the 937th's aeromedical evacuation section carries an unidentified souvenir from the C-124 which returned him and the errrr, uhhhhh, ahhhh---and the duuhhh---it to Tinker following a regular training mission.

Flying Safety

SUPER SILENT FLYING TEAM

When my neighbors complain about my son being such a big loud mouth, I tell them, "It's all right." One of these days he's going to be an Air Force pilot, and as a pilot, he's expected to be a loud mouth. (That's what I tell them. Actually, if he ever shows up as an Air Force pilot, he'll be loudmouthing for another reason and my size thirteen flying boot will be the proximate cause.)

Anyway, I have loved noises ever since the year A.D. (after the disaster). However, during those B.C. (before the crash) years, I was known as Gentle Jimmie, flying the left seat with Soft Talking Sam and we were called the "Super Silent Flying Team." Both of us were ten year captains, I.P.s, flight exasperators and aircraft commanders, par excellent. Those who observed us in the cockpit witnessed a beautiful ballet of precision maneuverings, minute adjustments and perfect coordination...all without a single word being spoken. It was truly magnificent. He read the space between my ears and I read the void between his. We were like two pantomimists, working quietly as a team, unhampered by a lot of yakity yak and dash one responses to checklists. We knew exactly what to do and we did it...on cue. Talk was superfluous. Using a checklist was criminal. The Elites of the Ozone were at the helm.

When I smiled...Sam raised the gear, a nod and the power was reduced, a shrug and the flaps came up. No chit-chat...like a well-oiled machine with everything done beautifully and SILENTLYuntil one day.

That day involved a routine eight hour flight of four cigars, the customary nods and smiles. The Silent Ones were on stage and the audience was spellbound. Even the snow outside was quiet. Only those noisy C-47 engines ruined the astral serenity. When over the high station at destination, we received the weather... one hundred and a half. I smile and Sam dropped the gear silently. The cockpit was quieter than the chapel on payday. On entering the glide slope, Sam silently advanced the power and lit a cigar. Then GCA said, "You're passing through minimums." I smiled.

Just as I expected, Sam gently tapped my hand, advanced the power and silently took the yoke, meaning the field was not in sight. Perfect coordination. I nodded and looked up just as the field came in sight, so I gently tapped Sam's hand, cut the power and quietly took the yoke back again, meaning I had it. However, before I could level off, Sam gently tapped my hand, advanced the power and silently re-retook the yoke, meaning we were in a fog bank and he was going around. I smiled understandingly, but that instant I saw the runway and you might expect from such professionals I gently tapped Sam's hand, re-retook the yoke, cut the power and landed.

Now that I look back, this precise interplay of shifting responsibility, taking and retaking the yoke, all without a word being said was marvelous. It was a degree of coordination that even a Notre Dame backfield would be proud of.

Unfortunately, however, Sam raised the gear on the first attempted go-around and the gear was still in that very silent UP position when the props started digging up the runway noisily.

At that point I broke the silence and asked Sam what happened but Sam didn't answer. He was busy filling out the Form One and his application for retirement. Meanwhile the prop noise was music compared to the racket the base commander was making as he jumped up and down like a maniac on the corrugated L-shaped wing.

I do feel, now that it is all over, that Sam should have broken his silence at my F.E.B., but he didn't. I also feel that the verdict, "Grounded until death do us part," is legally insufficient and I shall appeal all the way up to the U.N. Meanwhile my son can yell all he wants to and if I ever see him without a checklist in his hand, reading each item one by one, even if he's riding his scooter, I shall kick him all the way from the top of his Exterior Inspection to the bottom of his Before Leaving the Aircraft and he won't be able to sit on his Post Flight for a week. Yell, boy, yell.

(Author and source unknown)

SATURDAY - 20 JULY 1968

0630-0730 Staff Meeting - Mahagony Room - Officers Club

0730-0800 Sign In, Group Commanders' Call
All UNITS - New Theatre

1000-1200 Rifle Range - 10 CAM, 15 Open
Pistol Range - Open

Lunch 1100-1140 - 305th, Supply, AME, APF
1140-1220 - Support, Hqs, Comm
1220-1300 - CAM, Disp

1300 Classification Board, Bldg 761

1230-1400 Rifle Range - 28-Supply
Pistol - 305th-9

1300 Immunization - Dispensary

1400 QJT Supv Conference, Bldg 200

1400-1600 Rifle Range - 28-Support
Pistol - 305th-9

1500 SKT Counseling, Ground Training Office

1600 Parade and Review on Ramp, ALL PERSONNEL WILL ATTEND

0900-1600 OPEN - Individual Clothing and Tool Crib, Bldg 15

SUNDAY - 21 JULY 1968

0730-0800 Sign In, Orderly Room

0830-1000 Rifle - 25-Support
Pistol - 10-Support

0830 Flying Physicals, Base Hospital

0815-1200 SKT & EOC Testing

1000-1200 Rifle - 25-Support
Pistol - 10-Support

Lunch 1100-1140 - 305th, Supply, AME, APF
1140-1220 - Support, Hqs, Comm
1220-1300 - CAM, Disp

1200-1300 Flying Safety - Briefing Room

1230-1400 Rifle - 25-Support
Pistol - 10-Support

1330 Non-flying Physicals - Hospital

1330-1600 Immunizations - Dispensary

1300 Classification and Promotion Board

1400-1600 Rifle - 25-Support
Pistol - 10-Support

1645 Retreat - Headquarters

SOONER BRIEFS

VERY IMPORTANT NOTICE: If you live outside the commuting distance and need quarters during the annual tour, you must report this to Major Bob Williams, Group Personnel Officer during the July UTA. Quarters are limited to sixty enlisted personnel during the first week of the tour. A few more will open up the second week. If you do not list your name in July it will be too late to let us know at a later date. We have been allotted enough BOQs to take care of the non-commuting officers.

CONGRATULATIONS TO THREE NEW COLONELS: Two of our present Lt Colonels and one of our past officers were recently promoted to Colonel. The Sooner Group offers a salute to Col George H. Bergmark, Col Julian E. Morris and our former Support Squadron Commander, Col Charles Von Stein.

Congratulations are also in order for the new insignias being worn by Major James Edwards, our Legal Officer and Capt Leonard D. Williams, Motor Vehicle Maintenance Officer.

NEW BASE THEATRE: Don't get lost and go to the old theatre for the Commanders' Call. The new theatre will seat over 700 people and is a welcome addition to Tinker. It is located just next door to the bowling alley and the service club.

DOG TAGS AND I.D. CARDS: One of the "stops" in the processing line during the annual tour will be a check of your "dog tags" and I.D. Card. If you do not have one or both of them, stop by the Group Personnel Office and get your paper work completed during the July UTA. We will make your "dog tags" and you can get an I.D. Card during the week.

CHANGE OF ADDRESS: If you have had a change of address recently and haven't reported it you might be missing your pay check in the future. Also, your orders will be wrong. Stop by the Group Administration Office or better, drop a card in the mail with the new address.

DON'T CALL DENVER: No one, repeat - no one is to call Denver about a pay problem. Only the 512th Wing Personnel Officer is authorized to call in the future. Any individual that calls Denver will be reported to the Unit. I'm sure you can imagine what it is like if 300,000 Reservists are calling the Finance Center about their own pay situation. You only create more confusion.

PLEASE REPORT ALL ERRORS ON SUMMER CAMP ORDERS TO ADMINISTRATIVE SERVICES.