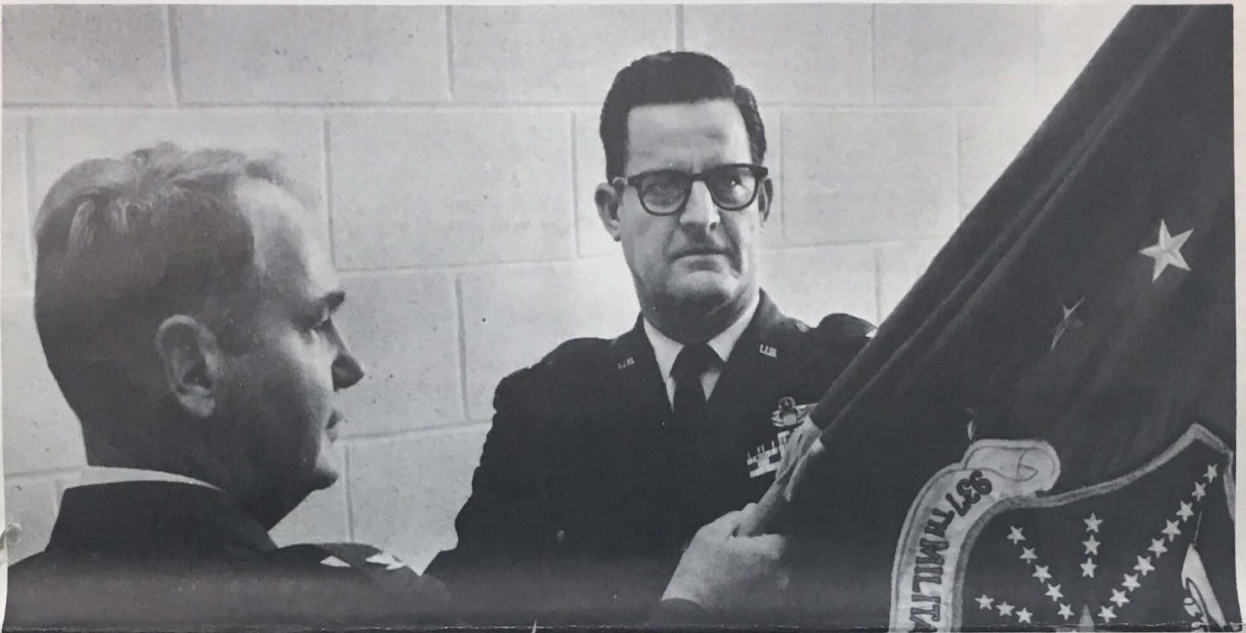


# 937th SOONER NEWS

VOLUME I, NO. 5



Col. Jenkins receives unit insignia from Col. W.H. Downham during UTA ceremonies. (Photo by Robert Taylor)

## Col. Jenkins Takes 937th Command

A Texas native and 26-year Air Force veteran has taken command of the 937th in ceremonies at unit headquarters.

Col. Cecil T. Jenkins took command of the nation's largest Air Reserve unit in ceremonies during the October UTA.

The new commander received the 937th insignia flag, signifying his new post, from Col. W.H. Downham, retiring commander.

Col. Jenkins came to the 937th from duties as deputy commander of operations for the 443rd Military Airlift Wing at Kelly Air Force Base, Texas. There are three groups in his former wing.

He praised the 937th as "one of the best-man-

ned units in the Air Force Reserve program.

Col. Jenkins was born in Lott, Texas, on March 2, 1921, and was graduated from Chilton High School, Chilton, Texas, in 1940.

He attended Southwest Texas State College from 1940 to 1941 and 1946 to 1947, and was graduated in 1949 with a BA degree in business.

Jenkins joined the Air Force Cadets in November, 1942, and received his commission and pilot's wings in June 1944 at Foster Field in Texas, where he began his fighter pilot career.

In April, 1945, Jenkins was assigned overseas to the Fifth Air Force, 69th Fighter Squadron in New Guinea, where he served as a P-47 pilot and assistant armament officer.

While serving in the

Pacific area his unit was moved to the Philippines, Okinawa and on to Japan after the war.

In Japan, Jenkins was assigned to the 7th Fighter Squadron of the famous 49th Fighter Group, where he served as the Group Transportation Officer and later as a flight commander.

On his return from overseas, Col. Jenkins was released from active duty in June, 1946.

He was an active member of the Air Force Reserve program until he was activated for two years during the Korean conflict.

In July, 1951, Jenkins was assigned to the 1738th Ferry Squadron in Long Beach, Calif., as a flight commander ferrying aircraft to all parts of the world, including Europe, Alaska, and central and South Amer-

ica.

Following the Pueblo incident, Jenkins was again activated in January, 1968, for over 16 months as the deputy commander for operations with the 921st Military Airlift Group.

In October, 1968, he was selected, while still on active duty, to fill the position of director of operations and training for the 443rd Military Airlift Wing and assumed those duties on June 2, 1969.

Jenkins served in that capacity until Sept. 29, 1969, when he was selected to command the 937th.

Other 937th command changes included Lt. Col. William E. Stealey, named director of safety for the group; Lt. Col.

Glen Emerson, deputy commander of operations, and Lt. Col. Jim Wade, commander of the unit's 305th squadron.



# 937th Swings Into Storm Rescue Action

Disaster has a more vivid meaning to the crews of three 937th aircrews who made emergency flights to Gulfport, Miss., during the closing days of summer encampment.

Three giant C-124 Globemasters of the 937th left Tinker the last Friday of summer camp, flew to Pope AFB, N.C., to pick up communications equipment, and transported it to the hurricane-stricken Gulfport.

Darkness greeted two of the planes' last flights into Gulfport, but evidence of the breadth of the disaster was readily available.

Litter strewn along the sides of the landing strips and damaged hangars met the men who were flying in sorely-needed communications equipment.

The three huge transports left Tinker for a five-hour flight to Pope AFB, where they

boarded communications setups from nearby Fort Bragg. Each airplane carried two 3/4-ton trucks and trailers and personnel to operate communications equipment.

Three hours after the planes and soldiers from Fort Bragg left Pope AFB, the equipment was pulled from noses of the aircraft and began augmenting the damaged resources of Gulfport.

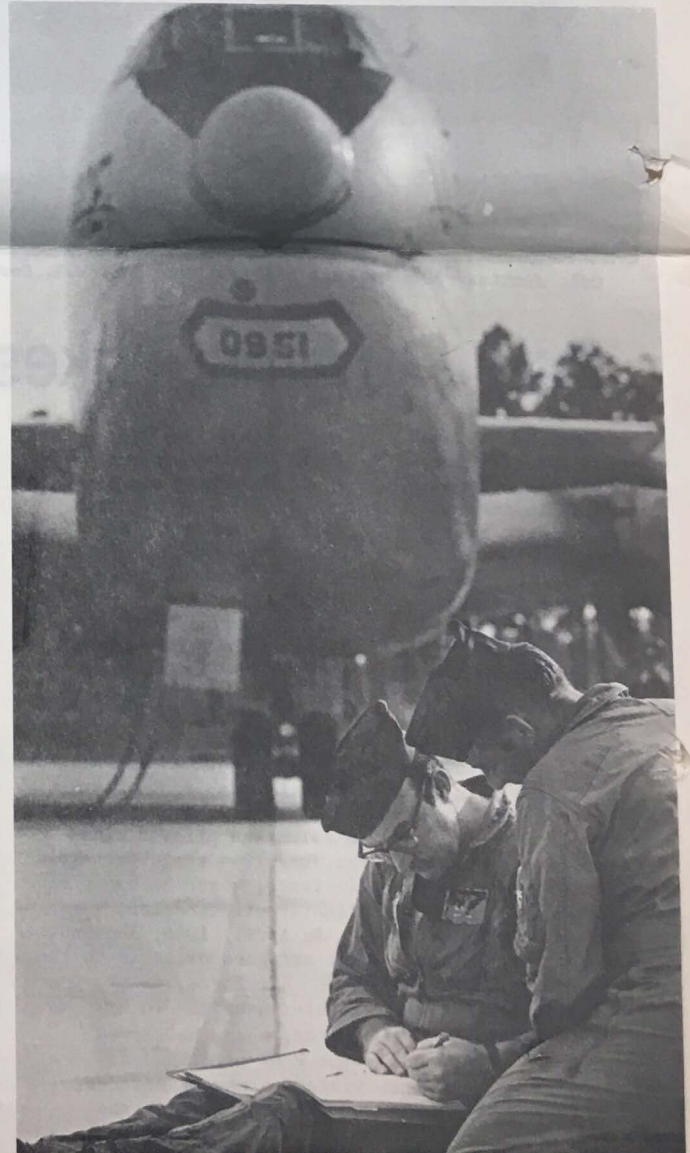
The equipment carried by the Sooner Group planes was part of some 50 such setups flown to the area which had been raked by Hurricane Camille.

Two of the planes made the circuit from Pope to Gulfport twice before heading back to their home port.

Dozens of airmen, soldiers and civilians were involved in the cleanup process when the 937th airplanes landed at the Gulfport airport.



Air Force sergeant at Pope Air Force Base, N. C., directs a soldier from nearby Fort Bragg as a local C-124 is boarded.

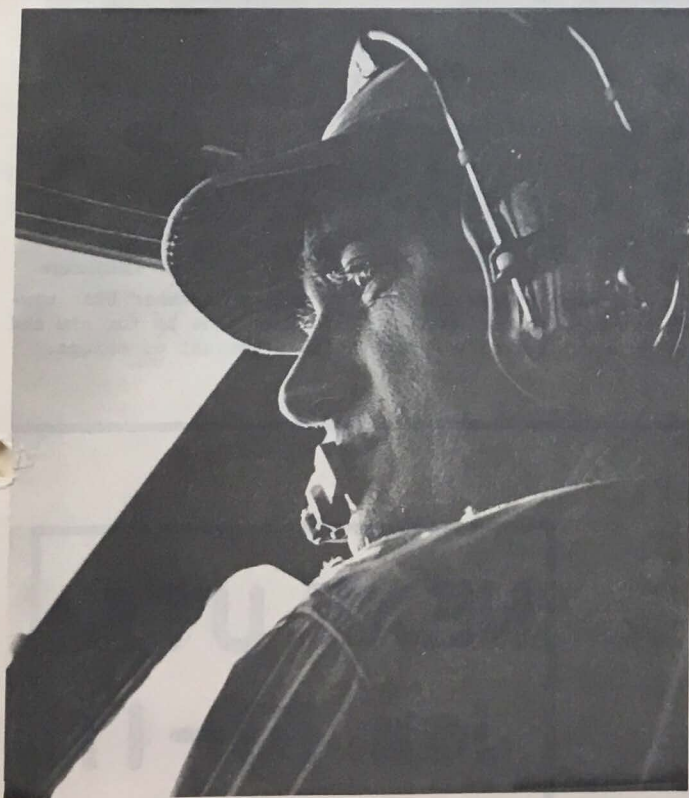


MSgt Allen Gillies, left, and TSgt John Andrews, flight engineers, make flight plans on runway at Pope AFB.





A three-quarter ton trailer disappears into the belly of a C-124.



Maj. Louis Sadler pilots one of the emergency flights to Gulfport, Miss.



Airmen prepare to load a trailer into a 937th Globemaster.

