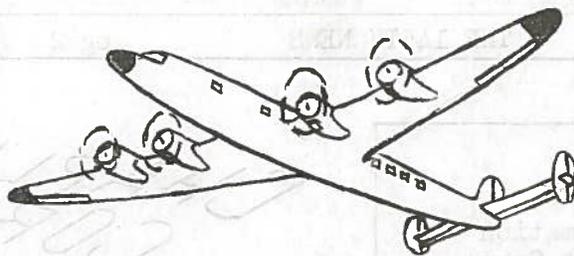


145th



NEWS

Vol. 9 No. 1

DOUGLAS MUNICIPAL AIRPORT, CHARLOTTE, N. C.

30 Jan. 66

NCANG AIDS IN VIET NAM WAR

MAC Replaces MATS; MAG For ATG In 145th

For guardsmen of the old 145th Air Transport Group (H), the name's changed; but the game's the same.

Effective 1 Jan., 1966, the Air Force's Military Air Transport Service (MATS) was renamed the Military Airlift Command (MAC).

The change is considered to be more descriptive of the true function performed by the command units and conforms to the pattern of other command names, SAC and TAC.

As a result, the old 145th Air Transport Group (H) now is known as the 145th Military Airlift Group and the 156th Air Transport Squadron is known as the 156th Military Airlift Squadron. These are the only changes in the NCANG. No operational duties or responsibilities are affected.

To avoid confusion, the abbreviation "MAC" for "major air command" will no longer be used. The term will simply be "major command" and the abbreviation will be "MAJCOM."

Massey, Brown Join Award Trip 9 February

MSGt. Allen E. Massey and A2C Franklin R. Brown won outstanding NCO and airman of the month honors for December, joining 22 other winners eligible for an award trip to the West Coast leaving 9 Feb.

Their selection concludes the second year of the honor program which will be altered in form this year. They bring to 48 the number selected from Charlotte units. Twenty-four were selected by Badin-based units during the two years.

Sgt. Massey, a personnel technician in Group Personnel, joined the Air Guard in 1952 and has been in personnel work since completing basic training. (CONTINUED, PAGE THREE)

Missions to Viet Nam are now being flown by the 156th Military Airlift Squadron in support of the war effort there. The next trip will begin on 5 Feb. with others scheduled for 12 and 26 Feb.

To comply with MAC's request for additional support, nine air technicians have been added and 270 more flying hours per month have been authorized.

Two C-121 Super Connies are due to arrive within thirty days as additions to the current fleet of seven aircraft currently manned here. The two planes have been used by the Navy out of Tachikawa, Japan.

Live medical missions continue to be flown also. Trips are scheduled for tomorrow to Ramey AFB and on 19 Feb. to Harmon, Newfoundland.

Before next drill, scheduled flights include trips to McGuire AFB and Frankfurt, Germany.

The trips to Viet Nam require approximately eight or nine days.

Flying personnel who make the flights to Viet Nam are being awarded the Viet Nam Service medal. Twenty-one officers and airmen have earned the award to date.

Regular training flights are made in addition to the missions given special attention.

THE 145TH NEWS

Published monthly by the Information Section, 145th Military Airlift Group

Capt. William T. Hughes, IO
A1C Bob Page, Editor
A1C Jim Bigger, Staff Artist
A2C Ralph Gelotte, Staff Artist

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COMMANDER'S COMMENTS

By COL. ROBERT W. BROOKS
Group Commander

We have just completed two full years of our airman/NCO of-the-Month program and I am delighted in the keen interest which has been shown. Congratulations are in order for all those men who have been selected for the award and I wish to extend to each one my personal thanks for a job well done.

There have been so very many capable and talented individuals nominated by unit commanders that selection of winners has become quite difficult. For this reason the program will probably be altered to some extent this year so that it will remain vital and effective in our organization as an instrument designed to promote enthusiasm and initiative in all our personnel.

Enthusiasm, by the way, is a characteristic which can and should be cultivated by all of us. A dash of enthusiasm improves any endeavor and it costs very little to apply -- perhaps you need this ingredient more in your Air

CHAPLAIN'S CORNER



Several people have reminded me that these two days of extremely cold weather were predicted by the clairvoyant Mrs. Jeanne Dixon of Washington. This illustrates what seems to me to be a growing preoccupation with people today--an interest and fascination with the occult. Mrs. Dixon has received national and international attention ever since her predictions regarding the assassination of John F. Kennedy were published by The Reader's Digest in their abridgment of The Crystal Ball.

Charlotte has its own promoter of the occult in the sometime engineer Joseph Myers who manages to have several TV appearances and speaking engagements each month. Even WBT's Target program last week was a presentation of the greatest clairvoyant of this century Edgar Cayce.

Perhaps I am concerned because of the interest given to clairvoyance by Davidson College students. It is difficult to teach the New Testament to a boy who believes that in a previous reincarnation he was a Roman living in Jerusalem at the time of Jesus. It is difficult to comment on the visions of the Old Testament prophets when there is a boy in class who because of his experimentation with the hallucinating drug LSD can speak authoritatively of visions. How do I grade a research paper when all the source materials come from the Edgar Cayce library and the Association for Research and

(CONTINUED PAGE 3)

Guard activity.

It has been one of the main qualities shown by every one of our NCO's and Airmen of the Month in the N.C. Air Guard.

McNamara Action To Cut ANG Units In 3 States

Though it didn't attract as much attention as cuts in active duty forces, some Air Guard units were scheduled for deactivation in the military cutbacks announced late in 1965 by Defense Secretary Robert S. McNamara.

Those hit were: the 105th Air Transport Group and its 137th Air Transport Squadron and backup supply, support and maintenance squadrons, dispensary and aeromedical flight at White Plains, N. Y. -- meaning complete closing of that facility.

--The 171st Air Transport Group and 147th Air Transport Squadron and backup units and Greater Allegheny County Airport near Pittsburgh.

--The 195th Air Transport Squadron and 195th Air Evac Flight at Van Nuys, Calif.

Some 1,500 personnel, including about 290 technicians, will be affected by the cuts, scheduled to take effect next October. Authorities say the move was apparently based on the prospect of increased airlift capacity as more C-141 aircraft become available and when the C-5 becomes operational.

1966-67 Field Training

Dates for field training periods for fiscal year 1967 have been designated. Three officers and 90 airmen attended the fourth period of FY 1966, 8 to 22 Jan.

Two periods remain for FY 1966, 12 - 26 Mar. and 30 Apr. - 14 May.

The dates for the six periods for FY 1967 are: 9 - 23 July, 6 - 20 Aug, 22 Oct. - 5 Nov., 28 Jan. - 11 Feb., 1 - 15 Apr. and 27 May - 10 June.

CHAPLAIN'S CORNER, Cont.

Enlightment at Virginia Beach?

This growing interest in the extra-sensory perceptions, reincarnation and the physical readings of Edgar Cayce may indicate a growing disenchantment with the Church or a renewal of the search for certainty in our uncertain world. Undoubtedly there are mysteries surrounding us on every side and we have not yet begun to

(CONTINUED, PAGE FOUR)

47 PROMOTED

The promotion of Charles W. Summerville to Master Sergeant tops the most recent list of up-graded airmen.

Others promoted are:

To SSgt.:

James F. Bivins Jr, Terry K. Browne, William L. Hipps III, Bobby G. James, Earl L. Lineberger Jr, Buddy L. McGinnis, James T. Tucker, Cecil W. Mann and William E. Poteat.

To A1C.

Ernest D. Aderhold, William E. Foster, George M. Mason, Dean R. Norman, Jimmy H. Sizemore, Verner E. Stanley Jr, Billy G. Watts.

To A2C.

David M. Adams, Richard A. Ashley, William F. Barber, John H. Barnes Jr, Jack D. Carpenter, James P. Carrigan, Charles R. Calloway, Robert G. Chaney, Nathan L. Cline, Robert O. Davidson, Harry P. David Jr, Julius A. Duncan Jr, Ernest B. Faires Jr, William L. Flowers, William H. Fowler Jr, Delbert M. Hardiman, Thomas C. Hendrix, Joseph M. Hilton, Boyce R. Jones, Plumer W. Kendall Jr., Colin K. Little, Danny C. Martin, Stephen A. Robinson, Jerry L. Rollins, Curtis L. Rogers Jr, Melvin S. Schenk, John W. Shuler, Donald R. Furbyfill, Neil L. White and Ray A. Williams.

AWARDS, Continued

His accomplishments include completion of six ECI courses, extremely high scores on skill knowledge tests and outstanding effectiveness both in regular assignments and voluntary extra duties. An air technician, Sgt. Massey lives in Mooresville with his wife and young son.

Airman Brown, an apprentice administrative specialist in the supply squadron orderly room, was commended for his ability to get along with others, his dependability and personal conduct during the years since the Supply Squadron was organized. A mail carrier in civilian life, Airman Brown and his wife and young son live at 1826 Chatham Ave. in Charlotte.

The award trip will be similar to the one taken by 1964 winners last year. The group will fly on a NCANG Super Connie to the West Coast, leaving on Wednesday and returning on Sunday.

INSURANCE PAYMENTS

All National Guard Association Insurance premiums should be paid at Room 4 of the officers' quarters, the building next to the back gate.

Airman John P. Holland collects dues there each drill weekend. Lt. Donald Denton made arrangements for the system to become effective beginning with the January drill.

CANADY TAKES OVER MESS HALL MANAGEMENT

The mess hall is under new management -- in a manner of speaking.

Second Lieutenant Joseph L. Canady Jr. has taken charge as food service officer, replacing Capt. John M. Balmer.

But Lt. Canady is no stranger to the mess hall operation. He worked his way up through the ranks in the food service section and was a staff sergeant in charge of training when he was commissioned.

Capt. Balmer, who has been assigned as procurement officer in Support Squadron, said, "I would like to express appreciation to the food service section and to all personnel for the cooperation given during my six-year tenure."

CHURCH COLLECTION GIVEN TO EMPTY STOCKING FUND

Guardsmen attending church services during the December training assembly contributed \$103 to the annual Christmas collection.

Chaplain (Capt.) Sam Maloney turned the money over to the Charlotte News Empty Stocking Fund for the needy.

CHAPLAIN, Continued

tap the resources of the human brain and spirit, but an embracement of the mysteries of the occult is not without hazards. There is far too much opportunity for fraud. This is an area where one must proceed cautiously. Jesus reminds us to beware the false prophet.

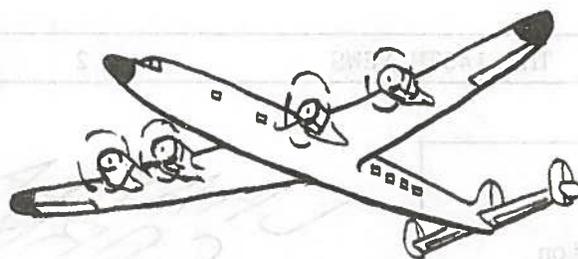
— Chaplain (Capt.) S. D. Maloney

AWARDS, Continued

The award trip will be similar to the one taken by 185A winners last year. The group will fly on a NANA Super Conair to the West Coast, leaving on Wednesday and returning on Sunday.

CHAPLAIN'S CORNER, Cont

...the physical needs of the body... a growing disenchantment with the... of a renewal of the season for... in our uncertain world. Man's... are there are mysteries surrounding us... every day and we have not begun to... (continued, page 4)



NEW DOCKS TO REPLACE HANGAR

The N. C. Air Guard hangar, one of the most familiar landmarks at Douglas Airport to veteran Air Guardsmen, will disappear in the next major construction project in the works for the local base. Timing of the project is indefinite, however.

The huge hangar is scheduled to be demolished following construction of a permanent nose dock facility -- one of two included in long range plans -- on the back ramp. That project also will involve

replacing all the back ramp paving and some adjustments in fencing, lights and other fixtures.

The dock structures will service the C-121C aircraft currently assigned and virtually any likely replacements, including C-124s. Current thinking includes the possibility that the NCANG will change over eventually from C-121s to C-124s.

The docks also will have office space on their rear sides, though the amount of such space in the first dock will be considerably less than exists in the present hangar,

Thus, commanders are anticipating working in some cramped quarters after the first dock is built, the hangar demolished, but before the second dock is complete. The second nose dock, still being considered only as a long-range proposal, would be built on the front ramp near the existing hangar used by the Army aviation units.

Initially, the construction schedule calls for building the dock on the back ramp which will face north with its 200-foot width generally parallel to Morris Field Drive. The structure will be situated about 50 feet in front of the old communications building, and its west end would be about at the fence line to the right of the base entrance drive. This fence and the two small brick structures along it would be removed or relocated.

A wash stand programmed near the east end of the dock will provide adequate washing equipment for the first time since the NCANG converted to transports.

Experts agree that the old hangar has about served its useful life span. With it removed, planes will be able to use the back ramp. The taxi space between the hangar and the fuel service ramp now is too narrow for aircraft much larger than C-121s.

The Unit Training Assembly for April has been changed from 16-17 to 23-24. The original dates conflict with the N. C. Guard Association convention.

Remember and mark the new drill dates for April, 23-24.

VIET NAM FLIGHTS SET TO JULY; 2 CRAFT ADDED

The NCANG's role in support of the Viet Nam war has been extended definitely through July, 1966, rather than operating from month to month.

The next crew of the 156th Military Airlift Squadron to depart for Viet Nam will be under the command of Maj. Blaine Nash on 26 Feb. Their estimated date of return is 7 March. Other flights to Viet Nam have departed on 5 and 12 Feb. in recent weeks.

Two additional C-121s have been turned over to the NCANG from the Navy, bringing the total of Super Connies based here to nine.

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CHAPLAIN'S CORNER



Lorimer Road in Davidson is a quiet, peaceful street. Those who live in the tree-shaded homes serve Davidson College. Their lives for the most part have been calm and contemplative. But the raw, harsh facts of living in this uncertain world have hit one block of this street unmercifully in recent years.

Two years ago, the lovely, vivacious wife of the head football coach died after a lingering battle with cancer. Her husband died from a heart attack just this month. Next door a recent graduate of the college, a Navy flier, was shot down over North Viet Nam. Across the street a faculty son, a sophomore on a tennis scholarship at the University of Georgia, was injured last May 15 in an automobile accident; he has not yet regained consciousness. Two doors away a French professor in the first year of his retirement was found dead in his flower garden.

Last week the college physician received word that his son, a Captain with the army in Viet Nam, was killed in action by friendly artillery fire. This boy's elder brother had died of encephalitis while a sophomore at Davidson a few years before. Others on that block, have died well advanced in years, but the recent rash of calamity has served as a brutal reminder to all in the community that from birth we all march inexorably toward death.

That the fabric of life is death has been made clear to all, but for those with faith it is also clear that death is not as significant an event for God as it is for man. Lorimer Road is still a calm and composed street in Davidson, for those who live there have committed themselves and their loved ones into the hands of God and know that "though the wrong seems oft so strong, God is the ruler yet." They know



COMMANDER'S COMMENTS

By COL. ROBERT W. BROOKS
Group Commander

Everywhere we turn today we hear discussion of this country's commitment in Viet Nam. A "great debate" on the subject is going on in the U. S. Senate. Headlines blare stories of battles and talk of escalation. Talk about the situation is heard in every corner.

It is natural in a military reserve unit that people will discuss the war and its meaning more than others. Therefore, it can be expected that we in the Air Guard will speculate and wonder about the possibility of reserve activation as an alternative to larger draft calls, extended enlistments or other techniques for meeting our military commitment. Few individuals have more personally at stake than Air Guardsmen who, by virtue of voluntary membership in a reserve unit, make themselves available to help their country, meet its obligations.

But as we express our individual opinions
(CONTINUED ON PAGE THREE)

(CONTINUED ON PAGE THREE)

TELEPHONES CHANGED

Air Guardsmen no longer can dial 9 to make personal telephone calls on base phones.

The system of dialing 9 for an outside line has been dropped because of Southern Bell Telephone regulations. This applies to calling the switchboard and asking for an outside line for personal calls.

Guardsmen wishing to make personal calls must use a public pay telephone booth located near the water tower.

Lt. Looper Joins Nurses

Second Lieutenant Brenda I. Looper is the newest nurse in the NCANG and is attending basic orientation training through 4 March.

Lt. Looper was born and graduated from high school in Greenville, S. C., but now lives in Charlotte and works at Charlotte Memorial Hospital.

Officers Waltz, Frug, Mambo

Many NCANG officers are doing some fancy stepping these days. The Officers' Club is offering dancing lessons through an arrangement with a private dance school. Maj. Frank Trimmier, who may be contacted for details, says there are openings in sessions beginning soon.

DANCE, BINGO, STAGS SET

Three events are on the Airman's Club schedule this coming week.

A dance with the Ravens providing the music will begin Friday, 25 Feb., at 9 p.m. On Saturday evening at 8 p.m. a big Bingo session with a \$100 jackpot will be held

Tuesday, 22 Feb., beginning at 6:30 p.m. a stag night will last until...

TSgt. Fred Hallman in Operations can answer any questions or provide details.

CHAPLAIN, Contd.

with Job that while they may not have the answers to the great "Why?" answers exist, life is meaningful and God's world has purpose. This is faith in action, the faith that sustains.

--Chaplain (Capt.) S. D. Maloney

McNEIL, AUTEN TO SEEK GUARD ASSOC. OFFICES

Two Air Guardsmen have been nominated for offices of the North Carolina Guard Association, which will vote at its annual convention, 15-16 April, in Winston-Salem.

Lt. Col. Thomas C. McNeil Jr., presently a member of the association's executive council, has been selected by the nominating committee to run for vice president. Chief Master Sergeant George H. Auten has been nominated to a position on the executive council.

Nominated to oppose Col. McNeil, deputy group commander for operations, is Lt. Col. James S. Coxe Jr., a Raleigh resident assigned to Headquarters, 30th Division. Others nominated for the executive council are Sgt. First Class L.L. Davis, Hq, Hq Detachment, NCARNG, Raleigh; Capt. John T. Garrison, Hq, 196th Cavalry Sq; First Sgt. Ted R. Perkins, Co. A, 230th Supply and Transportation Battalion, Greensboro.

Nominated for the presidency by the committee is Col. Thomas E. Perry, a doctor of dental surgery in Raleigh and commander of the 205th Medical Detachment, Raleigh.

EASTAF Now 21st A.F.

When the Military Airlift Command changed its name on 1 January, so did its subordinate commands. The Eastern Transport Air Force (EASTAF), McGuire AFB, became the 21st Air Force.

All Air Transport and Troop Carrier Wings will be redesignated as Military Airlift Wings (MAW), and all Transport and Troop Carrier Squadrons as Military Airlift Squadrons (MAS).

The Western Transport Air Force (WESTAF) has become the 22nd Air Force.

COMMANDER, Contd.

and listen to those of others, we should bear in mind that many hundreds of words represent only opinion and speculation. The military establishment operates through channels designed to direct information to those most concerned.

Thus, the most reliable information concerning members of this unit will be that distributed through official channels.

'Buddy System' Works High Over Pacific

(ED. NOTE: Col. McNeil, who describes a flight from Wake Island in the following article, is deputy group commander for operations 145th MAG.)

By LT.COL. THOMAS C. McNEIL

Our flight crew had spent relaxing day at Wake Island before we lifted off the coral strip with about an hour's daylight left. We planned to fly at 17,000 feet to take advantage of winds, but not until burning off some of the fuel load at 11,000 feet. Anticipated flight time was eight hours, 24 minutes for the flight identified as number 154 to Hawaii.

The first four hours had been a beautiful flight with no problems, save not being able to maintain high frequency radio contact. Even that was no problem as a Tennessee Air Guard C-97, number 673, was relaying position reports for us.

After two hours out from Wake Is. we requested climb to 17,000 feet. Wake Oceanic Control denied our request because the C-97 was only five minutes behind us and above us at 13,000 feet. The Tennessee pilot agreed to climb to 19,000 feet in order to make 17,000 available. Due to poor radio contact and having to relay, we were still at 11,000 feet an hour later, trying to get clearance to 17,000 feet.

About midpoint between Wake and Honolulu, it happened. The C-97 called Hickam Airways to advise he was having engine trouble and was going to have to shut one engine down.

He requested that we intercept and escort him to Honolulu. After some difficulty on the radios again, the two planes were cleared to an off-airways position to rendezvous and descend, maintaining a thousand foot separation between ourselves.

At this point our navigators went to work. Shortly each plane had an estimated time of arrival for the rendezvous point. The C-97 was going to arrive 15 minutes before we could make it, because winds at 19,000 feet had put it 50 miles ahead of us.

Working on VHF radio, we had good radio contact between planes and agreed that on

reaching the rendezvous point, the C-97 would set course for Honolulu. We were to proceed on to the rendezvous point and take up the same course. Because of our speed advantage, we would overtake the crippled C-97. For nearly an hour we peered into the black night. After awhile every star began to look like the flashing lights of an airplane.

Then all of a sudden there was a flashing light almost dead ahead.

To make positive identification, we asked the C-97 to cut his lights. The faint lights disappeared. We asked the pilot to turn on his lights. There were the lights again.

It was almost a miracle that our navigators could have lined us up so perfectly. Later as the lights were brighter and definitely those of an airplane, we repeated the lights off process. No doubt about it now -- we had the Tennessee plane in sight.

"Good to see you 154," they commented. I think I know how they felt.

As the excitement of the moment wore off, the night became peaceful again. The Tennessee pilot was squeezing all of the distance possible out of his altitude by letting down about 100 feet per minute. We flew 1,000 feet below.

As we approached the 6,000-foot level, we became aware of a definite problem; we were going to be in the clouds before we reached 5,000 feet. The C-97 had selected 4,000 feet as a good altitude on three engines. This would permit him to save his good engines.

If we had to stay at 6,000 to remain above the clouds, he would have to run at high power. If he descended into the clouds, there was a good possibility that we could become separated. After a little discussion, we decided that we would descend to the tops of the clouds and report to the C-97. Tops were 5,500 -- not good. More discussion. We then decided that we would find 1,000 feet above the clouds to give the Tennessee plane the lowest altitude possible. After obtaining

(CONTINUED ON PAGE FIVE)

BUDDY SYSTEM, Contd.

clearance to do so, we took the high position.

Then it happened. The lights disappeared into the clouds. Now he was going to have to climb to stay above the clouds.

Shortly, 673 popped out of the clouds. We still had the same relative positions to each other. We were in good shape. As we neared a point about a hundred miles out, the clouds thinned away to nothing. We could see the moon reflecting off the Pacific. A great sight.

Shortly the many lights of Honolulu burst out of the ocean. Under any circumstances, the lights of Honolulu and Waikiki Beach at night are a beautiful sight. On the night of February 12, they were even more beautiful. MAC 673 had made it!

It now seemed that preceding events had been routine.

Earlier, it had not seemed quite so.

A little drama had made that particular flight from Wake Island to Honolulu one that we will remember.

MAC 40154 followed MAC 22673 in on the instrument landing system. Later in the small customs office of the MAC Passenger Terminal, the two crews met for the first time. We exchanged greetings much the same as if nothing had taken place...an Air National Guard crew greeting and passing the time of day with another Guard crew at one of the several stops on the MAC routes to Southeast Asia and Viet Nam... a common place occurrence for the Air National Guard these days.

The events are now all but forgotten except for a few. Flight time: nine hours, 35 minutes.

AIRLIFT INCREASES

Airlift to the Pacific area reached an all-time high during the first half of FY66 in both tonnage and passengers. Preliminary figures indicate MAC traffic up 56 per cent in cargo tons and 99 per cent in passengers, reflecting growing airlift support for the Republic of Viet Nam. Compared with the last half of FY65, cargo increased from 37,684 tons to 58,858. Passenger traffic rose from 91,994 to 183,132.

The 145th Military Airlift Squadron of the NCANG has been participating in the movement of cargo and troops to the Pacific and into Viet Nam.

Insurance Fund Trustees

Each unit of the NCANG has been asked to appoint a member of a board of trustees which will administer funds derived from collecting insurance premiums for policies obtained through the North Carolina National Guard Association.

The board operates the insurance collection office recently established in the BOQ. The 10-member group will oversee operation of the consolidated office and care for the consolidated fund. Its function will be to represent interests of association members who participate in the insurance program.

AIRLIFT INCREASES

Airlift to the Pacific area reached an all-time high during the first half of FY68 in both cargo and passengers. Preliminary figures indicate MAC traffic up 20 per cent in cargo tons and 30 per cent in passengers, reflecting growing airlift support for the Republic of Viet Nam. Compared with the last half of FY67, cargo increased from 27,664 tons to 33,333. Passenger traffic rose from 31,004 to 38,123.

The 14th Military Airlift Squadron of the MAC has been participating in the movement of cargo and troops to the Pacific and into Viet Nam.

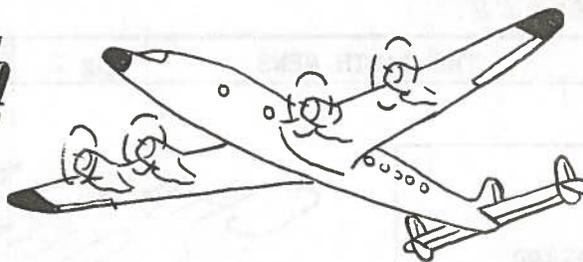
Insurance Fund Trustees

Each unit of the MAC has been asked to appoint a member of a board of trustees to administer funds derived from collecting insurance premiums for policies obtained through the North Carolina National Guard Association. The board oversees the insurance collection office recently established in the 800. The 12 member group will oversee operation of the consolidated office and care for the consolidated fund. Its function will be to represent interests of association members who participate in the insurance program.

BUDDY SYSTEM, Contd

clearance to do so, we took the right position. Then it happened. The lights disappeared into the clouds. Now we were going to have to climb to stay above the clouds. Shortly, 6V2 popped out of the clouds. We still had the same relative positions to each other. We were in good shape. As we passed a point about a hundred miles out, the clouds thinned away to nothing. We could see the moon reflecting off the Pacific. A great sight. Shortly the many lights of Honolulu burst out of the ocean. Under any circumstances, the lights of Honolulu and Waikiki Beach at night are a beautiful sight. On the night of February 12, they were even more beautiful. MAC 6V2 had made it!

It now remains that preceding events had been routine. Earlier, it had not seemed quite so. A little drama had made that particular flight from Hahaione to Honolulu one that we will remember. MAC 40124 followed MAC 6V2 in on the instrument landing system. Later in the small customs office of the MAC Passenger Terminal, the two crews met for the first time. We exchanged greetings such as "same as it ever was" and "on plane." An Air National Guard crew greeting and passing the time of day with another Guard crew at one of the several stops on the way routes to Honolulu, Asia and Viet Nam. A common place occurrence for the Air National Guard these days. The events are now all but forgotten except for a few. Flight time: nine hours, 35 minutes.



Speakers, Work, Dance Set For Convention

The sixth annual North Carolina National Guard Association convention will be held 15-16 April in the Robert E. Lee hotel in Winston-Salem.

Main speaker at the guard association banquet will be Joe King, a painter whose works are nationally known and a former member of the N. C. General Assembly.

Other speakers on the two-day program are Maj. Gen. Claude Bowers, Adjutant General of N. C.; Brig. Gen. Francis E. Greenleaf, Deputy Chief of the National Guard Bureau; Lt. Gen. Louis W. Truman, CG 3rd U. S. Army; Brig. Gen. Ellis W. Williamson, The Infantry School, Ft. Benning, Ga.; Winston-Salem mayor M. C. Benton, Jr., and N. C. Lt. Gov. Robert Scott.

A dance, with music by the 30th Infantry Band, will conclude the convention.

Two business sessions, 1330 to 1630 Friday and 0900 to 1200 Saturday, are scheduled. Registration will be from 0900 to 1300 the first day and 0830 to 0900 the second day.

Rosters with names of delegates and association members planning to attend should be at the N. C. Guard Association office, P. O. Box 9573, Raleigh, by 1 April.

Registration fee is \$6 for men and \$5 for women. Several tours, including Wake Forest College and Old Salem, have been scheduled for delegates and members' wives.

Lt. Col. Thomas C. McNeil has been nominated from the Air Guard for a vice-presidential post and CMSgt. George H. Auten for the executive council.

Individuals wishing to attend the convention either as delegates or alternates have been asked to make arrangements through unit orderly rooms during the March drill.

FLYING HOURS TO VIET NAM ON INCREASE

Five flights to Viet Nam are scheduled for the C-121s of the NCANG before next drill, 23-24 April. Since December, 1965, our Super Connies have been lifting MAC priority cargo into landing strips at Da Nang, Nha Trang and Saigon, South Viet Nam.

The Southeast Asia trips are requiring about nine to nine and a half days each, covering approximately 18,000 miles in 90 hours of flying time. One of the flights in February made it home in 86 hours, 20 minutes with a tailwind all the way.

Extensions on the authorized flying time for the NCANG are being made by MAC to cover the Guard's role in support of the war effort in Southeast Asia.

The unit is now authorized 4,990 flying hours per year, or about 415 per month. In February, 1966, 667 hours were flown.

Lt. Col. William V. Elliott, commander of the 145th Military Airlift Squadron, says that "the busiest airport in the world" is now in Viet Nam. A recent 145th Super Connie delivered a cargo of helicopter engines. The cargo is usually unloaded in two to three hours.

The flights to Viet Nam are in addition to the live medical missions, begun by the NCANG last August.

Three medical missions will be flown to Scott and Ramey AFBs during the next six weeks.

Other field training flights and cargo-hauling trips in support of MAC will go to Chateauroux, France; Frankfurt, Germany; Prestwick, Scotland; Wheelus AFB, Lybia, Africa; and Madrid Spain. A flight, 21-24 March, will take commanders to a safety conference in Dallas, Tex.

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COMMANDER'S COMMENTS

(Col. Robert W. Brooks is on a flight to Southeast Asia in a NCANG C-121. Writing for the group commander this issue as guest columnist is Col. McNeil.)

By LT. COL. THOMAS C. McNEIL
Deputy Group Commander for Operations

Are you involved in the OJT training program in the Air National Guard? If you are in any way involved, this column should be read and its possible effect on you understood.

The State of N.C. Adjutant General's Department in a letter dated 1 March 1966 has spelled out what constitutes "Satisfactory performance of training duty." Or stated another way, it clearly points out what may happen if performance is unsatisfactory. Simply stated, it provides that members of the Air National Guard must:

- (1) Not have more than 10% unexcused absences from UTAs in any fiscal year;
- (2) Must progress within their career field at a satisfactory rate.

Failure to comply with the above could



A paperback edition of Gabriel Vahanian's "Death of God" will be published this summer. In May, Tom Altizer, of Emory University, will have published his "The Gospel of Christian Atheism." The Death of God movement, which has been in a period of adolescence this past year, will have reached full-bloom; and the churches will have ample materials and opportunity for discussion. Such discussion can be creative and contribute to the strengthening of the faith or it can be negative, devisive and crippling to faith. One point is clear: the very popularity of the issue makes it unavoidable and those within the church and out of it should marshal their thoughts and know where the stand.

For my part, a God who dies was never God in the first place. By definition, God is Eternal. Moreover, merely to speak
(CONTINUED ON PAGE THREE)

result in one of the following:

- (1) Call to active duty for 45 days to receive concentrated training if deferred from induction;
- (2) A voluntary tour of active duty for training to attend a Technical Training Course, if available;
- (3) If the 45 day tour in (1) above fails to impart the desired skill performance, the guardsman will be referred to Selective Service for induction or priority induction;
- (4) If exempt from induction, a voluntary tour of active duty for training to obtain the desired AFSC skill level; or
- (5) Separation from the Air National Guard for failure to meet minimum military and technical requirements.

Training is our most important product it is also yours.

Don't be surprised to see a General Military homestudy course in the near future.

Bureau Redefines Training Requirements

The National Guard Bureau has issued a new definition of "satisfactory performance of training duty" required in the Air Guard and essential to maintain draft deferment.

In National Guard Bulletin 7, 18 Feb. 66, the bureau says guardsmen must include sufficient training "to insure progression and proficiency in his assignment." The bulletin says training required "encompasses all phases of on-the-job training such as OJT packages, Career Development Courses and other required media."

The bulletin notes that a recent survey of Air Guard records revealed that many airmen have exceeded the maximum time

allowed in on-the-job training. It notes that failure to progress can subject airmen to recall for training sessions or referral to Selective Service for induction.

The letter was forwarded to local units by the Adjutant General's Department under the subject heading, "Identification of non-productive airmen." It stipulates that guardsmen exempted or deferred from the draft by reason of Air Guard membership will be required to initial a copy of the letter after the policy statement is explained to them.

(See Commanders Comments, page two.)

GUARD EMERGENCY TROOPS AID PIPER HIT BY WIND

Air Guard emergency personnel responded to a minor accident which held up air traffic at Douglas Airport briefly Sunday.

A Piper Tri-pacer was nosed over, apparently by a gust of wind, as it completed its landing roll, control tower officials said. Air Guard troops manned fire and wrecking trucks which were dispatched to the scene.

The plane was righted and towed to the Southeast Airmotive terminal area of the field. It took considerable damage to the left wing and landing gear, nose gear, prop and cowling, officials said.

The pilot, identified as Thomas W. Address of Charlotte, was not injured.

Pilot Wins Speech Award

Capt. Fred Price, an Air Guard pilot, has proved himself adept in another field—speechmaking.

Saturday night he won over four other speakers in Toastmaster Area 17 competition to earn a shot at the club's district speaking title. Capt. Price is a member of the Early Risers Toastmasters Club in Charlotte. Area 17 includes clubs in several Piedmont counties.

CHAPLAIN, Contd.

of God's death does not kill Him. The Death of God movement in my judgment is not speaking about God quite so much as it is man. I can understand man's notions of God fading away or man's sensitivity to God becoming rigid with rigor mortis. I can understand God's choosing to have nothing more to do with man. But to speak of the death of God is for me an irresponsibly loose use of language.

I am grateful to the God is Dead theologians for stimulating a new interest in God. I am not sure it is a healthy interest; as many people seem to be as interested in attending His funeral as in rallying to His defense. God is surely both amused and distressed by the whole discussion. I find myself in hearty agreement with both the wit and wisdom of Mark Twain's classic comment upon reading of his own death: "The report of my death has been greatly exaggerated."

--Chaplain (Capt.) S. D. Maloney

LESSONS OFFERED OFFICERS

Dancing lessons for NCANG officers will resume 17 March. Lessons, for beginners and intermediates, are being offered by the Officers' Club through an arrangement with a private dance school.

Interested officers may contact Bob Appard (537-1913) from 1200 to 1800 and Maj. Trimmier (533-5650) and Peggy Payne (523-3403) from 1800 to 2100.

WHEN DRIVING IT IS NOT ENOUGH TO BE RIGHT.
YOU MAY BE "DEAD" RIGHT.

AIR POLICE DRAW BEAD ON CARELESS PARKERS

Air Police have clamped down, once again, on improper parking.

The action was prompted by problems resulting from helter-skelter manner in which cars have been left at several base areas, notably across Morris Field Drive from the O&T Building. Air Policemen were on hand in that area Sunday morning to keep vehicles off the grass at either end of the paved parking area. They sent several score of late arrivals to the lower parking lot.

MSgt. John Kelly Wall, provost sergeant, noted that there is ample parking in the lower lot. He said guardsmen parking on Morris Field Drive with portions of their vehicles on the pavement subject themselves to civilian police tickets and fines.

He also said Air Police would ticket cars infringing on reserved on-base parking spaces marked by red signs.

NEW DUTIES STUDIED FOR AIR GUARDSMEN

Some air guardsmen could find themselves in new roles in the future, according to a recent article in the Air Force Times.

Proposed future duties for reserve units, presumably including Air Guard outfits, under study in Washington include assignments to missile sites and to air assault units, the weekly newspaper said. Air Force Undersecretary Norman S. Paul mentioned the studies in a recent speech to the Reserve Officers Association.

It was made clear, however, that such moves are only in the study stage as the Air Force seeks new duties for reserve outfits. No action is expected in the near future.

DRILL DATES

23-24 April 1966	30-31 July 1966
28-29 May 1966	27-28 Aug 1966
18-19 June 1966	17-18 Sep 1966

Air Guard Makes Headlines In State, National Media

The North Carolina Air National Guard is making headlines.

NCANG aeromedical flights in the United States, a Christmas trip to Viet Nam and individual personnel on the missions have been the subject of features in magazines and newspapers.

A story about a recent aeromedical evacuation flight by a Charlotte-based C-121 will be published in the March issue of the Air Reservist magazine.

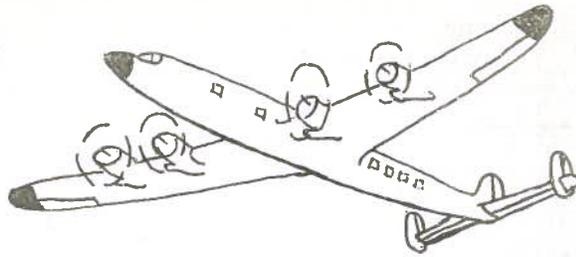
The feature story includes interviews with SSgt. George A. Maydanis and flight nurses Capt. Julia Cooke and First Lt. Kathleen Koerbacher, who were part of the crew on the mission.

The February Tar Heel Guardsman has a four page section of pictures and an account of the Air Guard's operation "Merry Christmas"--a mission in which 11 tons of gifts were delivered to troops in Viet Nam.

Capt. Howard M. Hamilton Jr. was the center of an Associated Press story about his busy double life as an optometrist in Roanoke, Va., and guardsman in Charlotte, including many overseas missions.

Several newspapers in North Carolina have also featured NCANG missions recently.

FOR APRIL DRILL, 1505 UNIFORMS ARE PERMISSABLE AS ARE LIGHTWEIGHT BLUES.



ON-JOB TRAINING GETS BIG BOOST

A strong emphasis is being placed upon on-the-job training in all units of the North Carolina Air National Guard.

New stress and outlines for action originated with the National Guard Bureau.

NCANG commanders are anxious to improve on the unit's low relative position in OJT results.

A letter dated 21 April 66 to all unit commanders and OJT supervisors from Col. Robert W. Brooks Jr., Group Commander, warned:

"Members deemed capable of progress within their career field as evidenced by tests administered prior to enlistment will be informed that failure to progress is

unsatisfactory performance of training duties."

Failure to progress satisfactorily will subject them to, according to the State Adjutant General's letter of 1 Mar 66:

"(1) If deferred from induction, recall for a 45 day tour of active duty for training. . . for the purpose of concentrated indoctrination in military philosophy and Air Force Speciality Training or,

"(2) Voluntary tour of active duty for training to attend an available Technical Training Course awarding the appropriate AFSC skill level or,

"(3) If the 45 day tour or the school fails to impart the desired skill performance performance at a satisfactory level, the member will be referred to Selective Service for induction or priority induction. . . or,

"(4) If exempt from induction the member may be placed on a voluntary tour of active duty for training to attend an available Technical Training Course awarding the appropriate AFSC skill level or,

"(5) Separated from the Air National Guard. . . and referral to Selective Service for possible induction."

Col. Brooks' letter was directed toward clarifying misunderstanding "regarding the dual concept of OJT program.

"Under the dual concept, OJT program commanders are provided the tools to conduct a planned training program designed to qualify airmen to perform in a given Air Force Speciality. Through enrollment in a Career Development Course and home study, the airman can acquire certain general knowledge of his Air Force Speciality. This knowledge integrated with actual job performance completes the dual concept OJT program. Enrollment in a CDC

GUARD HAS MAJOR ROLL IN VIET NAM AIRLIFT

The Air Guard's important role in the war effort in Viet Nam can be seen in many ways. A daily report on Air Guard aircraft activity transmitted by teletype to each ANG unit shows the importance statistically.

On Thursday, 21 April, there were 25 ANG aircraft enroute either to or from Southeast Asia. Of the 25, there were 17 C-97s and 8 C-121s.

In January and February of 1966, 75 trips departed ANG bases each month. There were 78 in March and 78 scheduled for this month. The number is due to increase to 82 in May and 84 in June.

Through Thursday there have been 43 trips by C-97s this month and 15 by C-121s.

The totals show the Air Guard making 286 trips and carrying 2,086 tons of cargo Southeast Asia and returning with 861 tons since January.

The North Carolina Air National Guard
(CONTINUED ON PAGE FOUR)

(CONTINUED ON PAGE THREE)

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COMMANDER'S COMMENTS

By COL. ROBERT W. BROOKS
Group Commander

Do you have the life insurance protection offered through the North Carolina Guard Association?

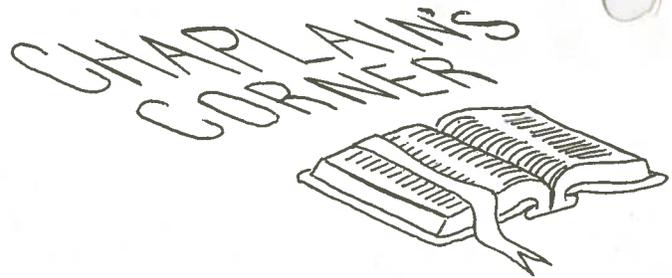
Fourteen Tar Heel Guardsmen who died last year did not have this voluntary coverage. Their survivors - mother, wife, children - did not have this insurance to help in a dark hour.

For 10 cents, or less, per day, you can get this low-cost term insurance protection. It guards you around the clock, not just during ANG duties.

Too many younger Guardsmen shrug off life insurance since they are unmarried or have no dependants. But this is shortsightedness - each one of us will leave family ties and obligations.

It seems almost shameful that any N. C. Air National Guardsman would neglect to provide thoughtful protection for his survivors.

Remember, \$10,000 coverage for only \$36 a year, or \$5,000 for \$18. You can't beat that.



The Christian counsel, "pray as though everything depended upon God and act as though everything depended upon you," is sound advice and it expresses one of religion's inevitable paradoxes. This expression captures the truth that the serious Christian life springs from a strange mixture of faith and doubt.

If one truly believed that everything depended upon God, he would be psychologically incapable of hurling himself into his own life with passionate zeal. His life would be the life of the mystic, one totally given to prayer. Such flawless faith would paralyze one to inactivity. We would build a shrine to God and then back in contemplation.

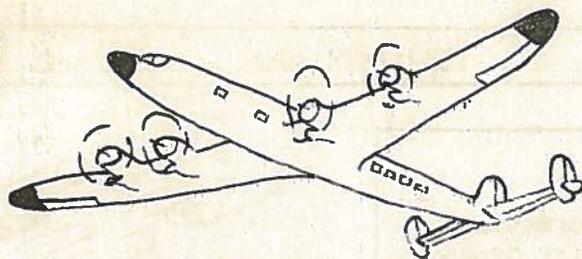
To believe in man's essential worth it is necessary to hold the conviction that what man chooses and does can influence the ultimate shape of things. The distinguished Roman Catholic Jesuit scholar Teilhard de Chardin put it in these words:

"If a man is to take life seriously, he must be able to believe that every act of every day bears upon the destiny of his soul."

On the other hand, the life of total activity apart from prayer and dependence upon God is a profane life that just has one dimension, the secular. Such a life usurps God's dominion over history and makes of man the final arbiter in the destiny of the world.

So the Christian must walk the tight rope of dependence upon God and dependence upon self. No other posture gives meaning to either life or history. The choice is not between work and prayer; one must choose both.

--Chaplain (Major) S. D. Maloy



Mess Hall To Open For Summer Camp

For the first year since 1963, the Mess Hall will operate during two field training sessions this summer.

The base facility has remained closed during the past two years' field training sessions to allow food service personnel to train at an Air Force Base. This year they will stay at Douglas Airport to serve troops attending the sessions from 9 to 23 July and from 6 to 20 August.

Since full meal service will be offered during those sessions, the extra subsistence allowance paid when the mess hall is closed won't be included in paychecks. The small additional allowance was to pay the cost of eating off base.

Other field training sessions are scheduled 22 Oct. to 5 Nov., 28 Jan. to 11 Feb., 1 to 15 April and 27 May to 10 June.

Group Insurance Holders Get Expanded Coverage

Insurance coverage offered through the North Carolina National Guard Association has been extended to cover families of guardsmen. Guardsmen without dependents receive an additional \$1,000 of insurance.

The plan, which was proposed by the association's Insurance Committee and adopted at the annual convention last month, went into effect May 1. There is no additional cost for the increased coverage.

Concurrently, the association's group insurer allowed a non-medical enrollment period through 1 August. Under the program any guardsman who has not previously applied for insurance and has not had his application turned down, may come into the

(CONTINUED ON PAGE THREE)

NCANG HELPS COLLECT BLOOD FOR VIET NAM

The NCANG is participating in the national Blood for Defense drive aimed at collecting 250,000 pints of blood for the nation's fighting men in Viet Nam.

Pledge cards were distributed to Air Guardsmen Saturday to be returned Sunday. Arrangements are being made to have the Red Cross bloodmobile at the field during a drill this summer for collection of blood.

Nationally the drive is sponsored by the National Guard Association in cooperation with the American Red Cross. The N.C. Adjutant General's Department, which is in charge of the effort in both Army and Air Guard units in the state, announced a goal of 5,000 pints for North Carolina.

The schedule for blood collections at the NCANG installation will be announced later. Pledge cards must be returned to unit orderly rooms Sunday in order to meet the June 20 deadline for reporting pledges to the Adjutant General's office.

Arrangements will be made for the collections of blood at a Charlotte location for those unable to meet the bloodmobile schedule at the base and for dependents, who also may participate in the effort.

DRILL DATES

18-19 June

30-31 July

27-28 August

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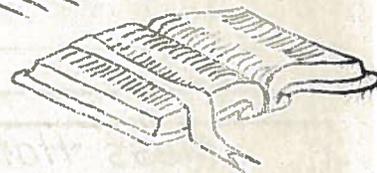
COMMANDER'S COMMENTS

By COL. ROBERT W. BROOKS
Group Commander

Frequently the line between success and failure is very thin. For a Guardsman this line might be his Skill Knowledge Test. And the individual is projected to the entire organization. If you fail - so does the unit. Much has been said about our passing rate and many thoughts for improving the record have been advanced. My own conviction is that not nearly enough effort is being applied by each individual to prepare himself for advancement. The Career Development Course was prepared especially for you and you must use it. in scheduled home study or surely you will fail. There are literally thousands of publications which are available to help you learn more about your military job.

A Guardsman who is making no effort to improve himself is not really a Guardsman at all. You are just filling a space that should be given to someone else. What are you doing?

CHAPLAIN'S CORNER



Graduation time has come again. In the next few days thousands of young people will be leaving the familiar, secure "hallowed halls" of high schools and colleges. With the "Pomp and Circumstance" of Commencement exercises they will be ushered out into the world to commence a new chapter in their lives. Some will continue their education, some will go to work, some will get married, some will enter military service, some will travel abroad. But all will enter into a strange, new world.

The world in which they will seek their fortunes and make their livings will be strange not only to them but to their parents. This world of today and tomorrow is one for which we have had no precedent; its problems and challenges are entirely new. It is a nuclear world of space travel and automation. It is a world that has challenged the thought patterns and ethical standards of centuries. Old religious clichés no longer satisfy. A "new morality" is replacing the more conservative sexual mores of the past. New patterns of family living are emerging. With the promise of greater leisure and a minimum guaranteed wage for every family, motives for work will be different.

Throughout the world the problems associated with overpopulation, mass starvation, increasing food production and distribution, illiteracy, heavy taxation, the industrialization of underdeveloped countries, the lessening sense of individual importance, encroachment of the communist ideology, the maintenance of peace -- all these problems must be confronted and solved. This is a glorious and exciting time to be alive. While the problems are enormous so are the spiritual and human resources available to us. (CONTINUED ON PAGE FOUR)

NCANG To Get Communications Unit

A new unit, the 145th Communications Flight, will be born on base effective 1 July.

Maj. Wilton Hipp, present Group Communications Staff Officer, will command the new flight. It will include all communications personnel now in the communi-

cations Section of the 145th Support Sqdn, numbering about 30 men.

Creation of the new unit is part of a similar reorganization throughout all Military Airlift Command and Air National Guard units. The new flight will operate here as part of the Air Force Communications Service.

The required inspection for Federal recognition of the new flight is scheduled next month. After the next fiscal year the flight is expected to attend field training each year at an Air Force base.

CARGO AND AEROMED KEEP AIRCREWS BUSY

Five priority cargo missions dominate the flight schedule for NCANG aircraft through June. The remaining scheduled flight will be a live aeromedical mission beginning at Scott AFB, Ill.

Two MAC support missions to Viet Nam highlight the cargo category. The first C-121 will depart for Da Nang on 4 June and the other on 18 June, also destined for Ton Son Nhut airport at Saigon.

Other Air Guard planes will leave Charlotte on 4 June for Naples, Italy, on 8 June for Frankfurt, Germany, and on 11 June again for Naples. The lone medical mission will depart Charlotte on 7 June.

MAC Academy Is Open To NCOs From Air Guard

The National Guard Bureau has been allotted two slots in each of eight fiscal 1967 classes at the Military Airlift Command NCO academy. Eligible members of NCANG airlift units are being encouraged to apply for them.

The academy offers professional and leadership training for NCOs holding the rank of technical sergeant or higher. It is situated at Orlando Air Force Base, Fla., and course duration is five weeks.

Courses are designed to increase students' professional stature, leadership ability and military knowledge. The prospectus states that the academy is conducted in a "highly military" atmosphere.

Class starting dates are 9 July, 20 Aug., 1 Oct., 12 Nov., 7 Jan., 18 Feb., 1 April and 13 May. Applications must be submitted well in advance. Full information is available in the Group Training Office.

INSURANCE, Cont

program by simply paying the appropriate premium--regardless of how long he has been in the guard.

Premiums for the group insurance are \$4.50 quarterly for \$5,000 coverage and \$9.00 quarterly for \$10,000 coverage.

Under the new program the policy amounts are \$6,000 and \$11,000, respectively, for guardsmen without dependents. Guardsmen with dependents will receive \$1,000 insurance on their spouses and coverage of children under this schedule: Age 3 through 18, \$500; Age 2, \$300; six months through 1 year, \$200, and 15 days through 5 months, \$100.

OFFICERS TO DINE, DANCE

A hamburger fry and patio dance is scheduled at the Officers Club Saturday, June 11. The event will get under way at 8 p.m. with dancing beginning at 9. Reservations for members and guests should be made with Maj. Dick Douglas at the NCANG.

4 OFFICERS ASSIGNED; TAYLOR WEARING TRACKS

The NCANG has four new officers and one veteran who is wearing bright new captain's tracks.

Capt. Thomas D. Taylor, communications officer for the 145th Support Sq., received the promotion. Newly appointed to the unit are Capt. John E. Jarrett and John F. Saverance and 2nd Lts. Phillip K. Parker and Tyrone K. Page.

Capt. Taylor, who has been in the NCANG since last August, is a school teacher in Morgantown. The Lenoir County graduate and his wife have three children.

Capt. Jarrett, who practices dentistry in Charlotte, was appointed as dentist in the 145th Dispensary. He, his wife and two young daughters live at 4322 Applegate Rd., Charlotte.

Capt. Saverance, who was appointed to the 15th Military Airlift Sq. as a pilot, came off active duties in a similar status last February. The captain, who last saw active duty in Tactical Air Command at Albert Field, Fla., lives in Florence, S. C. with his wife and two sons.

Lt. Parker came to Charlotte from Ohio where he served with an Ohio Guard unit at Mansfield. A graduate of the University of Akron and a bachelor, he is budget officer in the NCANG. He was transferred to Charlotte by his employer, Goodyear Tire and Rubber Co.

Lt. Page was appointed as a navigator trainee and will leave for active duty Air Force training this summer. A territory manager for the Carnation Co., he lives in Sumter, S. C., with his wife.

CHAPLAIN, Cont.

What better advice can be given to those assuming greater responsibilities in this demanding world than the words of the ancient sage:

"Trust in the Lord with all your heart, and do not rely on your own insight.

"In all your ways acknowledge Him, and He will make straight your path."

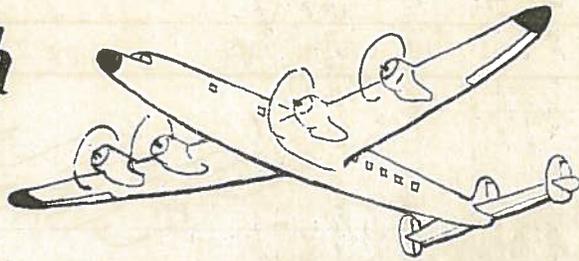
(Proverbs 3:5-6) Chaplain S. D. Maloney

Airman's Club Committee Nominates C.W. Summerville

Charles W. Summerville has been nominated president of the airman's club, subject to elections during the June drill weekend.

William L. Gowan and William F. Caton were nominated to the vice president spots during the meeting held at the club Saturday afternoon. The number of votes received determined the first and second vice president rankings.

Others nominated by committee--there were no nominations from the floor--were: Emmett Bolin, secretary; Harold D. Archer, treasurer; Robert Bass, Talmadge E. Meacham, Frank D. Felton, executive council, and John F. Guy, Recreation Center Board of Governors.



FLIGHTS TO SE ASIA INCREASED

Two additional regular flights per month to Southeast Asia have been assigned to the North Carolina Air National Guard effective 1 July.

Although the NCANG has been flying three trips per month across the Pacific, one was on a temporary basis until 1 July. The two new monthly treks will bring the Tar Heel Air Guard's total flights in direct support of the United States' war effort in Southeast Asia to four.

ANG PLEDGING BLOOD NEEDED FOR U S TROOPS

Getting blood out of some Tar Heel Air Guardsmen appears to be as hard as getting it out of a turnip. More blood is being pledged, however, to help U. S. troops in Viet Nam before the deadline.

Pledges will be accepted through 11 July, meaning this drill is the last chance for most guardsmen to participate.

Participation of the Charlotte base of the NCANG in the national "Blood for Defense" drive has resulted in just over 200 pledges for donations of pints of blood. That's about 25 per cent of the base personnel.

A national goal of 250,000 pints of blood from Army and Air Guardsmen would require a response of approximately 50 per cent from the NCANG.

Plans for the blood to be received by the Red Cross at the base during a drill will be made on the basis of the response.

The drive is being conducted so vital blood derivatives for fighting men in Viet Nam can be supplied.

An Air Guard officer in State Headquarters said the response to date "shows a lack of concern and support by Air Guardsmen for the war effort and fighting personnel in Viet Nam."

Pledge cards are available in all orderly rooms.

If a guardsman is not able to give
(CONTINUED ON PAGE FOUR)

Five trips to Southeast Asia will be made before the July drill.

The NCANG is logging over 500 flying hours per month with its trips to Viet Nam and Southeast Asia, four to Europe and two live medical missions each month in addition to training flights.

Flying hours in February, March and May exceeded 600 with May's total of 677 hours being the highest. The NCANG has been authorized 5,200 flying hours for the 1967 fiscal year. The original 1966 authorization was revised upward several times during the year.

There is only one aircraft on an overseas flight during the June drill. It departed Saturday morning for Viet Nam and will return 27 June.

A pilot on a recent trip was asked if the current monsoon season in Viet Nam was affecting NCANG flights. He said the rain is further inland and northward from Saigon or other NCANG landing points, but it is plenty hot.

Overseas flights to Europe will be departing on 9 July for Naples, Italy; 16 June for Japan; also 16 June for England; 18 July for Ramey AFB, Puerto Rico and 23 July for Naples.

The other four Southeast Asia trips will leave on their scheduled nine-day flights on 25 June, 2 July, 9 July and 23 July.

Passenger lifts for troops on field training and staff members of the State National Guard Bureau within the U. S. will total five or more before next drill.

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COMMANDER'S
COMMENTS

By COL. ROBERT W. BROOKS
Group Commander

Immunization schedules are posted on unit bulletin boards nearly every drill, and it is necessary for every member of the N.C. Air Guard to go to the dispensary periodically for shots. Sometimes I'm surprised about the attitudes I hear expressed about this phase of our Air Guard function.

Immunizations fundamentally are an item--and an important one--in our military preparedness. They aren't imposed as mass punishment. They aren't administered simply to give medical personnel on-the-job training.

They are administered so that we, as individuals and units, may be prepared to serve our country if needed. This is the basic purpose of the Air National Guard, and the aim of all our work and training.

This work and training would be wasted if members of the units were overly susceptible to disease and epidemic.

(CONTINUED ON PAGE FOUR)

CHAPLAIN'S
CORNER

The chaplaincy has a long and honored history in America. The chaplaincy program grew out of the government's concern for the general welfare of its citizens and the recognition that ours is a nation that worships and depends on Almighty God. The desire for chaplains dates back to the Continental Army. In 1756 Col. George Washington wrote the governor of Virginia: "The want of a chaplain, I humbly conceive, reflects dishonor on the regiment, as all other officers are allowed. The gentlemen of the corps are sensible of this, and proposed to support one at their private expense. But I think it would have a more graceful appearance were he appointed as others are." Two years later the Virginia assembly ratified the expenditure and provision was made for clergymen to serve with the troops. On July 29, 1775, the Continental Congress established the military chaplaincy as a legal entity. This was followed immediately by both Army and Navy. The second article of the first adopted Navy regulations provided: "The commanders of the ships of the Thirteen United Colonies, are to take care that divine service be performed twice a day on board, and a sermon preached on Sundays, unless bad weather or other extraordinary accidents prevent."

In 1776 the fledgling nation underscored the desire for chaplains to serve military personnel. In that year General Washington directed his regimental commanders to procure chaplains as authorized. He further noted: The blessing and protection of Heaven are at all times necessary, but especially so in times of public distress and danger. The General hopes and trusts, that every officer and man will endeavor to live and act as becomes a Christian soldier, defending the

(CONTINUED ON PAGE THREE)

Expanding Comptroller's Unit Moves

An Air National Guard space problem has forced the base comptroller and all IBM equipment out of the O&T Building.

Lt. Col. Laurence V. Senn, his staff and the North Carolina Air National Guard IBM machinery has been moved to the building formerly occupied by the Mobile Training Detachment.

"We need more space," said Col. Senn. "We've got more machines than we did have. We had to move to get more room."

The MTD building was recently vacated because of a dwindling demand for instruction in operation of the C-121 aircraft being used by the NCANG.

The dispensary will move into part

of the space vacated by the comptroller in the O&T Building. However, all of the area has not been assigned.

Col. Senn and his five-man staff moved to their new quarters June 7. They are responsible for a large portion of the NCANG's records, including supply, accounting, payroll, aircraft maintenance data, personnel records, medical records and motor vehicle information.

"We have added one machine and now have six," added Col. Senn. "We just had to have more room to operate."

Although Col. Senn's personnel and equipment have been moved to handle a larger work load, no additional manpower will be required in the operation.

The move to the former MTD building may not be permanent, however. If the NCANG switches to a new type of aircraft a Mobile Training Detachment may return to the building now occupied by the comptroller's office.

The transfer of the comptroller and the use of other MTD building rooms for classes has relieved congestion in the O&T building.

CROCKFORD NOW MAJOR; ADMIN. OFFICER NAMED

Richard H. Crockford, Jr. is the latest officer in the North Carolina Air Guard to add gold leaves to his uniform.

Maj. Crockford, base production control officer, recently was promoted from captain.

A 1954 graduate of N.C. State, Maj. Crockford is a mechanical engineer with A.G. Odell and Associates as a civilian. He has been in the Air Guard since 1954.

Newest officer in the NCANG is 1Lt. Roger J. Lindsay, who has been appointed administrative officer for the supply squadron.

Lt. Lindsay, who served three years active duty at Travis AFB Calif., is manager of the Sherwin Williams Co. in Charlotte. He is a native of Spartanburg, S. C. and graduated from the University of South Carolina in 1962.

CHAPLAIN, Cont.

dearest rights and liberties of his country."

This injunction is equally commendable today and it is the concern and prayer of your chaplain and commanding officers. To that end worship services are held each drill Sunday at 0820 in the Assembly Room of the O&T Building. See you there.

--Chaplain (Major) S.D. Maloney

Burdette, Harris Fire Wins

T/Sgt. Roy L. Harris of the recently organized 145th Communications Flight was one of the straightest shooters at the North Carolina State Pistol Championships last month.

Sgt. Harris won six individual matches. One of his wins was in the sub aggregate of center fire and another was in the grand aggregate in the reserve category.

He was competing against marksmen from Fort Bragg, Seymour Johnson AFB, Myrtle Beach AFB and Camp Lejeune, where the championships were held.

S/Sgt. Roy Burdette, also of the N.C. Air Guard, won five individual matches but failed to scratch in the aggregate categories.

NEXT DRILL: 30 & 31 July 66

Photographer Sought

The Support Squadron is looking for a photographer to fill a vacancy in the Base Photo Lab.

Any guardsman who is a professional photographer or a serious hobbyist in civilian life might qualify for a transfer. Or a qualified individual with prior military service, if interested, could be recruited for the spot.

Anyone interested, or knowing of a prospective prior-service recruit is urged to contact Capt. Wade Fox in the 145th Support Squadron orderly room.

MANDATORY MEETING

A mandatory officers call is scheduled at 4 p.m. July 30, next drill Saturday. Following the official meeting, members of the officers club will convene for the election of officers for 1966-67.

BLOOD PLEDGES, CONT.

blood on the day it is collected at the base, he may give at his convenience to the Red Cross in downtown Charlotte and credit the Air Guard with the donation. A guardsman's family may contribute also.

Personnel on flying status are not allowed to fly within 72 hours after giving blood.

COMMENTS, CONT.

Thus it is necessary that we be protected as much as possible in order to be ready. The program of immunizations required for various individuals is based on the work of scientists, skilled medical personnel and military men with long experience. It is not a frivolous matter.

Preparedness, including proper immunization, is an individual responsibility of every Air Guardsman. The protection from disease he receives as a civilian from Air Guard immunizations may be regarded as a fringe benefit.

Disaster Control Plan Test Is Satisfactory

A test of the Disaster Control Plan's communications and base command function was made satisfactorily Saturday morning.

About 25 troops were involved in setting up a command post and disaster control center after an alert was issued of an impending disturbance on the base.

The communications section relied on telephones mainly in alerting commanders and others necessary in a disaster alert.

These exercises eventually will be extended to include the whole base.

Maj. Wilton L. Hipp supervised the alert and noted a few flaws, but was satisfied with the overall results.

Appeal Made For Pianist

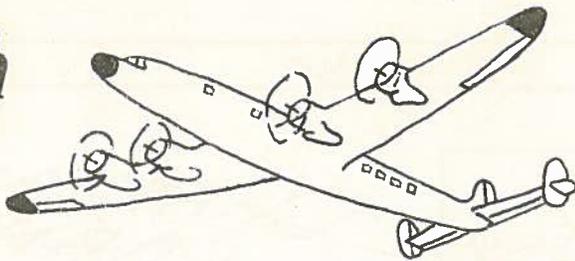
"It is amazing that an outfit the size of this one has no more people able or willing to play the piano for a worship service," says Chaplain (Major) S. D. Maloney.

"Capt. Harold Cadmus does an excellent and gracious job," but his flying schedule does not permit him to be present every Sunday. "For example, this weekend he is airplane commander of a flight to Viet Nam," he noted.

The Chaplain wishes anyone with modest talent and willing to serve as a substitute pianist for an occasional worship service to please contact him at his office or call him at #50.

PREMIUMS DUE

It's premium payment time again for Air Guardsmen insured under the group accident policy issued by Standard Life and Casualty Co. This is the insurance coverage arranged through Maj. Herbert Spaugh.



Payne, Brooks, Higgins, Dillon Honored

Distinguished Service Recognized

North Carolina Distinguished Service Medals were awarded Brig. Gen. William J. Payne, Col. Robert W. Brooks, Lt. Col. Robert G. Higgins and Maj. John P. Dillon on orders from the governor by the Adjutant General Claude T. Bowers in special ceremonies at the Sunday morning formation.

The medals are the first awarded to members of the Air Guard.

Kept secret and coming as a surprise to the recipients, the awards were presented "for exceptionally meritorious conduct in the performance of outstanding service to the North Carolina National Guard."

The ceremonies also marked the retirement of Col. Higgins and Maj. Dillon from the Air Guard. Col. Higgins, who has most recently been serving as commander of the 145th Support Squadron, completes 24 years of military service, having been in the Air Guard since 9 Sept. 1951.

Maj. Dillon, who has been serving as Information Staff Officer in Headquarters of the NCANG, has been in the Air Guard

since 11 June 1953.

Accompanying their retirements are changes in positions of other Air Guard personnel.

Moving into Col. Higgins post to take command of the 145th Support Sq. is Maj. Marvin Huntley. Maj. Francis K. Trimmier Jr. will move from his post as Supply Officer into the position being vacated by Maj. Huntley, administrative officer of the NCANG, Hq.

Maj. James R. Wilson Jr. will become the new Supply Officer for the 145th Supply Sq. All position changes are effective 1 Aug.

Moving into Maj. Dillon's slot will be Maj. William T. Hughes, currently serving as Group Information Officer.

NCANG HELPING AIRLIFT TROOPS ON COMBAT LEAVE

The fourth flight by the NCANG in "Operation Combat Leave" will take off tomorrow for a trip from Savannah, Ga., to San Francisco, Calif., and return.

More than 4,000 soldiers, sailors, marines and airmen stranded by the machinists' strike against five major airlines have been transported by the Air Force Reserve, Air National Guard and MAC aircraft in the operation.

The operations is designed to move servicemen on leave who are enroute to or returning from Viet Nam. Other military travelers stranded by the strike are being airlifted also.

According to Continental Air Command, which is directing the operation, more than 45 Reserve and Air Guard aircraft are flying "Combat Leave" missions. Some 1,500 military men on combat leave have

(CONTINUED ON PAGE FOUR)

Inspections Coming

The 145th Military Airlift Group is on notice that it will be tested on its operational readiness during one of the drills of November, December or January.

An EASTAF inspection team will also conduct the annual federal inspection, probably in December. Last year's inspection was in November and the NCANG received a "satisfactory" rating.

THE 145TH NEWS

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A1C Bob Page, Editor
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COMMANDER'S COMMENTS

By COL. ROBERT W. BROOKS
Group Commander

July started the fifth consecutive year of "Texas Plan" field training sessions at Douglas Airport. Like last year, most units have had their field training divided into six scheduled periods with flying personnel and some others following separate schedules. August 6 will mark the beginning of the second of these six periods for this fiscal year.

The purpose of the "year-round" field training is to enable guardsmen to get the full benefit from their training time with the expectation of improving unit as well as individual effectiveness. It was felt, and still is, that more can be accomplished by using training time over periods when individual effort can best be utilized in the various sections either at the Air Guard base or at locations where specialist training is available. This concept has many advantages over the old system which involved a wholesale move to a distant field.

Field training is an excellent time to

CHAPLAIN'S CORNER



The chaplaincy is being attacked today as a violation of the principle of separation of church and state upon which our country was founded. This attack is being conducted by such groups as extreme pacifists and the American Association for the Advancement of Atheism. Two major issues involved are the state's interference in the freedom of religious groups to conduct their own affairs and the possible establishment of one religious group over another.

In my judgment there need be no fear concerning the first issue. The government has made every effort to respect the religious particularity in practice and in doctrine of the faiths represented by the chaplains. Public law and regulations provide that chaplains should conduct public worship according to the manner and form of the churches they represent. The Army manual states: "No chaplain is required to conduct any service or rite contrary to the regulations of his denomination." The chaplain, moreover, has complete freedom of conscience. It is

(CONTINUED ON PAGE THREE)

catch up on all those functions that seem to keep getting pushed aside during unit training assemblies. For nearly all sections, a continuity is provided that isn't available in the stop-start of weekend drills. A great deal of individual training can be accomplished over a two-week period and, for many, the field training offers an excellent opportunity for "civilian" guardsmen to work directly with their air technician counterparts.

It is up to each section and each individual to get the maximum benefit from the training periods. The important thing is that the time be used -- not wasted.

Lt. Cols. Sheldon, Small Top Officer Promotions

Base Civil Engineer Howard Sheldon and Air Operations Officer Merwyn C. Small have been promoted from major to lieutenant colonel to top recent officer upgrading.

John Balmer, Jerry W. Cochrane, Harry K. Daugherty and William T. Hughes have been promoted to major, and Donald Denton and William H. Millen to captain.

Col. Sheldon, who is married and has four children, is a NCANG graduate of N.C. State. He is a senior construction engineer as a civilian. He has been with the N. C. Air National Guard since 1951.

Col. Small works as an engineer and salesman outside the NCANG. He is married and has three children. He has been a member of the air guard 11 years in two separate stretches.

Maj. Daugherty, resident doctor in thoracic surgery at Charlotte Memorial Hospital, is married and has three children. He is a 1959 graduate of the Louisville School of Medicine.

A former air police officer and now information officer in the guard, Maj. Hughes is assistant city editor of the Atlanta Journal. He formerly worked for The Charlotte News. He graduated from the University of North Carolina in 1952, is married and has four children.

Maj. Balmer, base procurement officer since March, is a 1952 graduate of the University of Maryland. Married with five children, he is a sales representative as a civilian.

Capt. Denton is a mechanical engineer as a civilian and serves as construction engineer in the NCANG. He graduated from Duke University in 1960.

Capt. Millen, a member of the 156th Military Airlift Squadron, is one of the NCANG's 48 pilots. He is a 1965 graduate of Clemson, married and has one child.

Portable Radio Found

A portable radio has been turned in to Capt. Billy C. Shermer's office. It was left in the airmen's barracks. The owner may claim it in Capt. Shermer's office.

AIRCRAFT USE RATES FAVORABLE TO NCANG

North Carolina Air National Guard pilots, now numbering 48, are among the busiest in the nation's Air Guard units.

During May the NCANG pilots flew a total of 677 hours and compiled a daily utilization rate of 3.2 hours with the eight C-121s now in operation.

Crews of the 164th Military Airlift Group, Memphis, Tenn., recorded the highest flying hour utilization rate ever for an air guard unit. The Tennessee unit flew their C-97 Stratolifters 1,701 hours for a utilization rate of 6.86 for May.

The national utilization rate, which includes fighters and aircraft normally logging less flying time, is .94, less than one hour a day for each plane.

The NCANG rate is almost four times as great.

The average monthly flying time for NCANG planes during May was 96 hours.

The 164th Military Airlift Group in Memphis wasn't the only Tennessee unit kept busy in May. The 118th MAG at Nashville's Berry Field flew 1,320 hours for a 5.3 daily utilization rate.

CHAPLAIN, Contd.

difficult to conceive of a fairer or freer arrangement under which chaplains might operate.

Regarding the other issue there is no evidence that the state is promoting an established church. Jewish, Catholic and Protestant denominational chaplains are appointed on a proportional basis. Attendance at church is purely voluntary. But most significant is the fact that the churches and the government have different motives for supporting the chaplaincy. The Christian churches are fundamentally interested in following the example of the Apostle Paul who became all things to all men for the sake of the Gospel. Consequently some clergymen put on a uniform to minister in Christ's name to men and women in uniform. The interest of the state is not religious but that morals and high morale might be fostered, contributing to the accomplishment of the military mission. So the confusion of church and state is mutually beneficial to God and country,

--Chaplain (Major) S. D. Maloney

40 Airmen Promoted

The elevation of George B. Dickson, Jr. and Homer G. Whittington to M/Sgt heads a list of 40 airman promotions.

Donald I. McCollum, John Rowell and Odell Beatty have been promoted to T/Sgt. All five of these promotions are in the 156th Military Airlift Squadron.

OTHER PROMOTIONS:

To S/Sgt--William L. Anderson, Jr., Craven L. Austin, James L. Burgin, Roy Roy L. Caudill, Paul J. Chambers, 3rd, Charles D. Nutting, James W. Porter, Ronald R. Small, Nathan E. Williams and James P. Young.

To A1C--James J. Bigger, Jr. Kenneth M. Cranfield, Gordon E. Hamlet, Robert E. King, Samuel B. McAuley, Charles J. Marshall, Robert V. Warner and Herman M. Weaver.

To A2C--James T. Alexander, Max P. Brownstein, William K. Easley, Gregory E. Jennings, Leonard A. Johnkin, Larry M. Jones, Daniel C. Lewis, James L. McConnell, Jr., Frank J. Merchant, Lawrence B. Murray, Stephen F. Nance, Richard D. Pearson, Edwin B. Peacock, Jr., Jack B. Phillips, Myron L. Slutsky, Edwin S. Trotter and Charles R. Webber.

COMBAT LEAVE, Contd.

been moved.

The 22-day old strike was settled Friday night, pending an approving vote by the machinists, and a fifth flight scheduled for the NCANG on Friday has been cancelled.

Last week two "Combat Leave" flights were made on the Savannah-San Francisco route and one the week before between Charleston, S. C., and Tacoma, Wash.

During the month of August, the NCANG will make its first flight to Turkey. The five-day trip will depart Douglas Municipal Airport on 6 Aug. in support of MAC cargo missions in Europe and Asia.

Flights to Viet Nam will depart on 6 and 13 Aug. The NCANG continues to make two or three flights a month to Viet Nam.

A trip to Goose Bay, Labrador, not

NG Assoc. Convenes In Phoenix 17 October

The 88th General Conference of the National Guard Association is scheduled 17-20 Oct. in Phoenix and North Carolina is expected to be well represented.

Traditionally two to three dozen Army and Air Guardsmen attend the association's annual conventions. As in the past, the NCANG will fly Guardsmen to the convention and back.

The NCANG has been allotted four delegates but considerably more Air Guardsmen are expected to attend. Individuals interested in attending, either as delegates or own their own, should contact their unit commanders this drill.

Nicholson President Of Officers Club

Lt. Col. Henry Nicholson has been elected president of the Officers Club, succeeding Capt. Paul E. Gibson.

Other new officers are Capt. Tom Brake, vice president; Maj. Gilbert Gaffney, secretary; Lt. Col. William Polk, treasurer; Capt. Paul Webb, social chairman, and Maj. Edward "Dick" Douglas, representative to the Recreation Center board of governors.

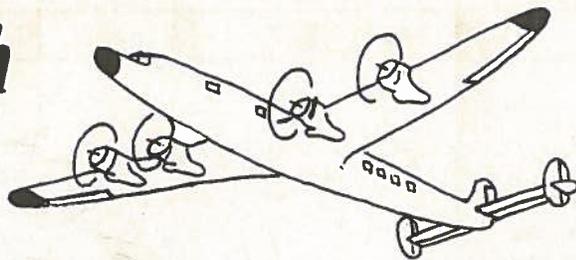
In other action at the club's annual meeting Saturday afternoon a resolution was passed establishing a committee, headed by the new treasurer, to study the club's policy on initiation fees.

Field Training Dates

The first of six 1966-67 field training periods was held 9-23 July. All airmen who have not done so are required to sign up for one of the five remaining periods:

6-20 Aug.	22 Oct. - 5 Nov.
28 Jan. - 11 Feb.	1 - 15 April
	27 May - 10 June

frequented by NCANG aircraft, is set for 6-8 Aug. Other trips scheduled for Aug. include one to Ft. Sill, Okla., to airlift Adjutant General Claude T. Bowers and his party to a conference and one to Frankfurt, Germany.



WEDDING BELLS RING THANKS TO NCANG RIDE

The NCANG helped "get him to the church on time."

Having hitched rides from the United States' west coast to Wake Island, a Navy seaman, ADJ-2 Joseph Roth, "was sweating it out," relates General William J. Payne, "and we helped him."

Catching rides on a space available basis, Roth was to marry Sandy Wunderle on Saturday in Agana, Guam. She's the daughter of a Navy officer who had been stationed at the same base as Roth in the States. When Sandy and her father were moved to Guam, the romance was carried on by mail and the wedding date set.

With rides scarce, Roth needed to get from Wake Island to Guam.

The NCANG took him in tow aboard a Super Connie, and as they approached Guam General Payne radioed ahead and Sandy was on hand at the terminal when they landed. According to reports of crew members, she was "right attentive" and obviously elated to have her groom at the church on time.

N.C. Guard Assoc. Seeks Nominees For Scholarships

The North Carolina Guard Association is seeking nominees for scholarships it will begin awarding next year.

The Association, under a plan approved at this year's convention, will award scholarships to outstanding active members of the association or their sons and daughters. The scholarships are worth \$300 a year to college students or \$150 to those enrolled in business, trade or vocational schools.

(CONTINUED ON PAGE THREE)

Records Are Set As 'Combat Leave' Boosts Flight Time

Flying activity in the North Carolina Air National Guard has increased at a rapid pace in 1966 and took an exceptional increase in passenger miles last month.

Twice as many passenger miles were flown last month by the NCANG than were flown in July of last year and in less than eight months of 1966 the unit will have logged more aircraft flying time than during all of 1965.

The jump in passenger miles in July from 597,331 last year to 1,254,972 in July of 1966 was due to participation in Operation Combat Leave. The operation was instigated to give troops enroute to or from Viet Nam transportation while on leave during the recent airlines strike.

With over 1,352 missions logged by all participating units, Operation Combat Leave, according to the Air Force Times, is scheduled to end today although the 156th Military Airlift Squadron has two more missions scheduled in coming weeks.

Today marks the 49th day of the airlift service provided by AF Reserve, Air National Guard and regular military personnel. Figures through 23 Aug. show that 111,107 military personnel were carried by the special airlift.

While the NCANG's passenger mile total is almost double in July, 1966, compared to July, 1965, the 1966 total to date is less than the total for a similar period in 1965. Last year's six-month total of 2,288,024 reflects extensive time in Operation Guardlift.

In aircraft flying time, the Super
(CONTINUED ON PAGE THREE)

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COMMANDER'S COMMENTS

By COL. ROBERT W. BROOKS
Group Commander

It hangs on the wall of Headquarters building in a big wooden frame. It says, "I AM THE GUARD." And many other words are there which, upon being quietly read, will certainly stir the pride of anyone in uniform and quicken their spirit.

The historic facts reflected in the words are there because many dedicated and inspired people were willing to give everything for what they believed. You are now a real part of "THE GUARD" and what you do here could very likely color the words of some future and revised "I AM THE GUARD".

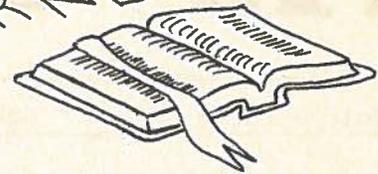
Next time you pass, read "I AM THE GUARD" again. If the words do not have a special meaning for you, you need stirring up.

And all you have to do to rightfully occupy your space in the Air National Guard is to do your honest best to improve your military skill to the highest level.

DRILL DATES

17 & 18 Sep - 15 & 16 Oct - 19 & 20 Nov

CHAPLAIN'S CORNER



With few exceptions the home reflects in microcosm the cultural revolution of the world at large. Compare the characteristics of the home of grandmother's childhood with the contemporary home. Grandmother's home: large family, rural, settled for life in one location, stable in that divorce was virtually unheard of, sex was hush-hush, tyranny of hard work and menial chores, patriarchal, home oriented for work and play, unified, Bible-centered, authoritarian codes of morality. The contemporary home: small family, urban or suburban, highly mobile, unstable in that one marriage in five ends in divorce, tyranny of gadgets and time-payment plans, matriarchal (after consultation with the children), community oriented work and play, individualistic, TV-centered, moral freedom and confusion.

Sociologists, psychologists and theologians agree that the modern family is undergoing a crisis of far-reaching consequences. The sanctity of marriage and sex is questioned. A new understanding and application of Christian love in relationship to the family is needed. Certain classical Christian norms are both desirable and essential if the family is to survive the crisis. One such norm is the holiness of marriage, the acceptance of monogamy as the will of God. Another is the priority of agape love in marriage to sexual love. Another is that sex finds its authentic fulfillment only in the context of fidelity and true affection. Marriage must be understood as a process in which the Christian couple learns to love, to forgive, and to be instruments of reconciliation to each other and to their children.

Inasmuch as the health of the nation depends upon the health of the nation's

(Continued on Page 3)

RECORDS SET, Contd.

Connies are almost equal to last year's total flying time. The 1965 total was 4,793 flying hours. Through July, 1966, the unit had logged 4,358 hours.

In ton miles, the total through July, 1966, is triple the 1965 figure, 3,384,338 compared to 1,173,006. Much of the increase is attributable to the flights to Southeast Asia in support of the war effort in Viet Nam.

Viet Nam flights are scheduled to depart on 10 and 24 Sept. Other missions are set for Japan on 3 Sept.; Madrid, Spain, on 10 Sept.; and Frankfurt, Germany, on 24 Sept.

Live medical missions will be flown on 6 and 26 Sept. Other flights moving medical crews, basic trainees and for training will be flown throughout the month also.

Engineer Trainees Sought

The N. C. Air National Guard is looking for present guardsmen and former Air Force personnel interested in attending a flight engineers' school.

Anyone interested in the school should contact Maj. William T. Bundy.

The school will consist of a 90-day cruise control course, a 15-day air crew familiarization course and a 60-day home station proficiency training period.

It is open only to airmen with the rank of A1C and higher holding aircraft mechanic and related maintenance AFSCs.

Chaplain, Contd.

homes, our homes must experience a revival of love, morality and mutual respect within the family circle.

There is no better way to accomplish this than by reinstating family worship.

REMAINING FIELD TRAINING PERIODS FOR FISCAL 1966-67

22 Oct. - 5 Nov.	28 Jan. - 11 Feb.
1 Apr. - 11 Apr.	27 May - 10 June

To Dec. 3-4

INSPECTIONS CAUSE DEC. DRILL CHANGE

The date of the December Unit Training Assembly has been changed to Dec. 3-4 to facilitate the annual federal inspection during that drill.

The UTA formerly had been scheduled Dec. 10-11.

In addition to the formal inspection, the NCANG has been put on notice that it will get a no-notice Operational Readiness Inspection test sometime during October, November or December.

Commanders are reminding guardsmen that this UTA is the time to order clothing from supply to insure it being available for the inspection.

Air Guardsmen Compete In NRA Meet In Ohio

Four members of the N. C. Air National Guard -- SMSgt John Horton, MSgt Fred Hallman, TSgt Vic Brawley and SSgt Henry Pigg -- competed in the National Rifle Association matches Thursday and Friday at Camp Perry, Ohio.

They were part of a N. C. National Guard team. Six members of the team came from the Army Guard. A total of 8,500 people, some from as far away as Hawaii, Puerto Rico and Alaska, fired in the three-day rifle and pistol competition.

The N. C. team had a team score of 1,399 of a possible 1,500. However, final official standings have not been announced.

Scholarships, Contd.

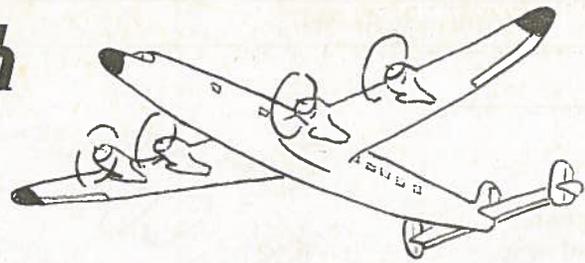
The association's scholarship committee will be in charge of selecting recipients. Full details on eligibility and application blanks are available through unit orderly rooms. Applications are requested by Nov. 1 with selected recipients to be announced by early March.

*AIRLIFT ALSO VITAL**Chief Of Staff Says Reserve Force A Must*

(Exerpt from address by Gen. J. P. McConnell, Chief of Staff, U.S. Air Force, at the Reserve Officers Association convention, New York City.)

Korea and Vietnam have taught us that, in order to deter and if necessary fight local wars, we must have in being rather sizable active forces, versatile and well equipped with advanced conventional weapons. These forces must be supported by an airlift of such proportion that it can transport large contingents rapidly over great distances and carry out the major share of the task of maintaining and supplying them. Finally, we must have Reserve forces manned, trained, equipped and ready, when necessary, to augment the regular force with a minimum of delay....

Over and above their strengthening of the strategic reserve, the Air Force Reserve Forces have been of invaluable assistance to the active Air Force since expansion of U.S. military activities in Southeast Asia.... The training activity which has consistantly contributed the most to the active force has been that of cargo airlift by aircraft of the Air Reserve and the Air National Guard. During the first five months of this year, they carried nearly 14,000 tons of cargo to bases throughout the world. The figure represents almost eight percent of all cargo transported by the Military Airlift Command.



C-124 ARRIVALS MOVED AHEAD

CHANGEOVER CONSTRUCTION TO TOTAL \$1.2 MILLION

The N. C. Air Guard is scheduled to launch an estimated \$1.2 million program of construction next March.

Though scheduling is still tentative, current thinking is that bids will be invited in March on a new nose dock on the back ramp, facing north. Additional paving on the new ramp and its approaches also is contemplated, probably under a separate contract.

The paving probably will be necessitated by additional weight of C-124 aircraft which will be served by the nose dock.

Long range plans call for the existing hangar to be demolished after the nose dock is built, and for an additional nose dock on the front ramp. A wash rack and relocation of some fences and lighting are among other construction probabilities.

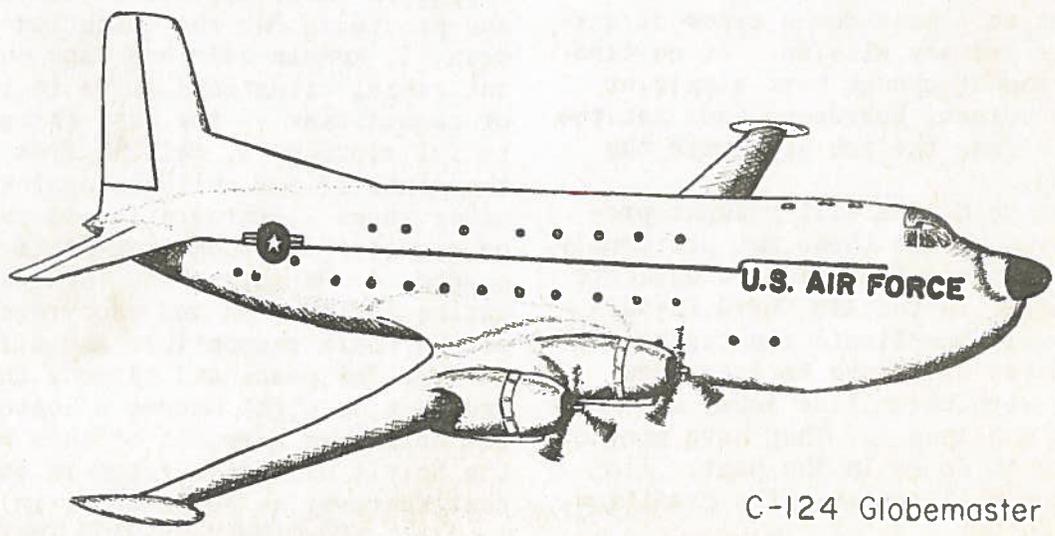
The timetable for the N. C. Air Guard's much discussed changeover to C-124 Globemasters has been moved ahead and Tar Heel fliers now are scheduled to start getting the big planes next spring or summer.

Details of the change are still sketchy, but the NCANG is expected to get eight of the Douglas craft, probably over an extended period. Since it will take some time to complete the necessary transition training, the Super Connies now being used likely will be around for quite a time.

The changeover will necessitate \$1.2 million in construction of ramp and hangar --or nose dock--construction. The work has been programmed for some time.

The C-124 has a wing span of 174 feet and is 130 feet long, some 50 feet in wing-span and 14 feet longer than the C-121s now in use. With a height of 48 feet, the Globemaster is more than twice as tall as the Super Connie.

In load carrying capacity the difference
(CONTINUED ON PAGE FOUR)



C-124 Globemaster

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COMMANDER'S
COMMENTS

by COL. ROBERT W. BROOKS
Group Commander

The N.C. Air Guard is, once again, looking to a period of transition. The change to C-124 type aircraft, now firmly scheduled for next year, will present a challenge to the members of the unit at every level.

Oldtimers in the N.C. Air Guard have seen it adapt to a half-dozen types of aircraft for its primary mission. At no time has the process of change been simple or easy. Nevertheless, guardsmen have met the challenge and done the job well with the tools at hand.

The change to C-124s will present problems and tasks unlike those met previously. The size of this airplane will necessitate physical changes in the Air Guard installation that will complicate the changeover.

Air Guardsmen will have to learn new skills, cope with unfamiliar jobs, and meet unforeseeable challenges. They have proved their ability to do so in the past. I'm confident they will continue the tradition.

CHAPLAIN'S
CORNER

This fall in North Carolina and in many of our southern states the public schools are integrated in a massive way. White children are studying under Negro teachers and Negro children under white teachers. Friendships are being made across racial barriers. PTA's are no longer all white or all black. We are in the midst of a great experiment in interracial living. Our children are having an opportunity to rub shoulders with children of other races as equals as we never had. What the ultimate outcome of this great experiment will be remains to be seen, but the immediate results will be determined in large measure by the attitude we as parents and citizens take to the problems and difficulties that will arise. One point is clear -- there is no turning back the clock to the days of separate but equal facilities. For better or for worse, society is launched on a new era. Our job as Christians and as citizens is to do all in our power to make sure the change is for the better and not for the worse.

The following are things we can all do and must do: 1. Cooperate with local school boards in their difficult task of planning and providing for the education of all children; 2. Remain calm and sane when unpleasant racial situations arise in the schools or communities -- the last thing we need is racial rioting; 3. Refrain from prejudicing the minds of our children against those of other races -- integration is probably less of a crisis for them than it is for their elders; 4. Be active and interested in education and the PTA and encourage the teachers in their responsible and difficult jobs; 5. Pray for peace and harmony to prevail and that we might become a better and stronger nation as a result of this move; 6. Let the Spirit of Christ reign in our hearts that whatever we do we do it in love. If
(CONTINUED ON PAGE THREE)

Flying Time Tapers

Fewer overseas flights are scheduled for the North Carolina Air National Guard during the next four weeks than have been in recent months.

In fact, when a flight to Viet Nam, which departed on 10 Sep, returns either today or Monday, it will be one of the infrequent moments when all eight NCANG C-121s are at home simultaneously.

It won't last long, however. Aircraft take the airways on 24 Sep. for another trip to Viet Nam and Frankfurt, Germany. There likely will be area flying in the meanwhile.

Total aircraft flying hours for August showed a drop to one of the lower monthly figures of 1966. In August, 611 hours were logged, compared to 713 in July, highest for 1966, and 518 in January, lowest of the year.

The ending of the airline strike and later culmination of Operation Combat Leave accounted for part of the drop.

In addition to the Frankfurt flight other overseas trips are set for Mildenhall, England, on 1 Oct.; Japan on 1 Oct.; Chateauroux, France, on 8 Oct.; and Goose Bay, Labrador, on 10 Oct.

The Labrador flight and one to Ramey AFB on 26 Sep. will be the two live medical missions for October.

Annual Shrimp Feed Held

About 250 Air Guardsmen were on hand for the annual shrimp party Saturday afternoon on the grounds of the Airmen's Club.

After nearly an hour there was not one ounce of the 180 pounds of shrimp visible.

The annual feed, for the second year, replaced the parties at each field training.

CHAPLAIN, Cont.

Christians be Christ-like the Church may yet be the preserving influence in civilization.

--Chaplain (Maj.) S. D. Maloney

At Fort Jackson

AIR POLICE QUALIFY FOR ORI WITH M16s

The Air Police of the North Carolina Air National Guard are one step nearer inspection readiness following a Saturday trip to Fort Jackson, S. C., where they qualified with the M16 rifle.

Qualification with the M16 will be a requirement for Air Police in the approaching operational readiness inspection. The weapon has become standard equipment in many Army units, but is relatively new to ANG personnel.

Twenty one NCANG Air Policemen made the trip. "All of them qualified," reported Maj. Robbie L. Porter, law enforcement staff officer, who accompanied the group.

A2C James Knox recorded the highest score among the NCANG shooters and qualified in the expert category with 25 hits on the flip up targets.

Other NCANG personnel have been qualifying with the 30 calibre carbine during the current training assembly at the rifle range of the Gaston County Wildlife Club in Belmont.

Inspections Coming

Preparations are continuing for the federal inspections coming up in either November, December or January.

The NCANG has been notified it will receive its annual federal inspection as well as the Operational Readiness Inspection, which will come without advance warning.

As announced last drill, the date of the Unit Training Assembly for December has been changed from 10-11 to Dec. 3-4 because of the inspections.

Final Standings Not In

Final standings of the National Rifle Association matches in Camp Perry, Ohio, in which four Air Guardsmen participated during last drill, have not been made available yet. The N. C. team scored 1,399 of a possible 1,500.

The NCANG team has a NRA match at Cherry Point on 23-24 Oct. on its schedule.

GLOBEMASTERS, Cont.

is even more significant. The Globemaster can carry 74,000 pounds or 200 troops, more than twice the capacity of the C-121. Its 300-mile-an-hour top speed and 2,300 mile range (with 50,000 pounds of cargo) are somewhat less than those of the Super Connie.

Preparations already are underway for the changeover. Supply personnel are ordering hundreds of items which must be obtained to fly and maintain the big cargo planes. Maintenance sections are planning changes necessary in their procedures and installations is hard at work on plans for physical changes that will be required.

It is anticipated that training for aircrews by amobile training detachment will get underway next year.

There has been no definite word on personnel changes, though slight increases both in technician staff and parttime troop strength are indicated.

Dance To Launch Season Sept. 24 At Officers Club

The new "management" of the Officers Club, under Lt. Col. Henry Nicholson, president, has announced an ambitious start for the fall season.

A dance is scheduled 24 Sept. with the social hour beginning at 7 p.m., dinner from 8 to 10 and dancing thereafter.

The schedule for next drill weekend calls for a full Saturday night, 15 Oct., with "happy hour" at 5:30 p.m., covered dish supper beginning at 7 and bingo at 8 p.m.

Officers also plan to break out the brooms and paint brushes on 22 Oct. for a general clean-up and painting party at the club.

Other activities include Wives Club bridge at 8 p.m., 26 Sept., and the annual Christmas Formal 17 Dec.

WALL STREET JOURNAL NOTES ANG WAR EFFORT

A front page story in an August issue of the Wall Street Journal takes note of "a little publicized facet of the Vietnam war: Even as Congress and the Pentagon debate the merits of calling up the Guard for full-time duty, its members are being used increasingly in the war effort."

The Journal quotes an officer of the Air Guard, "It's a creeping thing. We started out last year just bringing Christmas cookies to South Vietnam, and now almost all our planes and crews are being flown in support of the Air Force in actual operations."

"Each of the 25 state Air Guard units now makes a Vietnam run almost weekly," says the article.

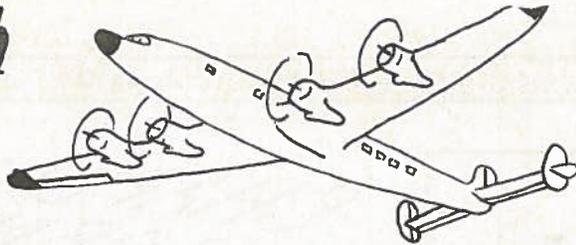
"Ironically, this increasing reliance on the Guard comes just when the Pentagon is seeking to reduce the number of Air Guard units by nearly 40%," the article points out.

Giving the Air Guard's contention that its role in the war effort not only gives men flight training, but also moves badly needed cargo as well as frees regular Air Force units for combat duty in Vietnam.

The Journal quotes the Pentagon as saying it is "highly pleased with the capabilities" of the Air Guard, but is "unswayed in its plan to close" nine units within three years.

"It is possible the reduce the number of reserve units while at the same time increasing the airlift capability of the reserve forces," the Journal quotes the Pentagon. This is part of the reason for giving the C-124 aircraft to Air Guard units as the C-141s become available to the regular Air Force.

The counter argument from Guardsmen, reported by the Journal, is that the Department of the Army earlier had given "reduced airlift requirements" as one reason the cutbacks could be made. "Since then, the Guardsmen note, the airlift requirements have increased drastically," the Journal says.



TAR HEELS GET 'TIGER AWARD'

A "Tiger Award" for outstanding effort in cutting aircraft ground time on a recent mission to South Viet Nam has been awarded a North Carolina Air Guard crew headed by Capt. William D. Lackey.

With three hours scheduled for ground time during a stop at Da Nang, the NCANG crew worked with 617th Military Airlift Squadron personnel to cut their ground time by 25 per cent, or to two hours and 15 minutes.

In that time, nearly 17,000 pounds of cargo was unloaded and 16,000 pounds of fuel was put on board.

The letter from Lt. Col. Kenneth R. Hales, commander of the 617th MAS, notifying General William J. Payne of the award, read, in part:

"As a result of this outstanding achievement, I selected Capt. Lackey's crew to be the recipient of the 617th 'Tiger Award.' This award is presented to all MAC crews that show outstanding PRIDE in reducing ground times by 25 per cent. In this particular case (on 15 Sept.) the scheduled ground time was reduced by 25 per cent as a result of the combined efforts of the air crew and the ground crew. The aircraft was emblazoned with a small tiger at the crew entrance door as a badge of honor in keeping with the theme of the '617th Tiger Award'."

The first crew to receive five of the Tiger awards will be presented a "genuine" Vietnamese marble hand carved tiger. The first award was given to a C-133 crew from the 1st Military Airlift Squadron, Dover AFB.

Members of Capt. Lackey's crew were Capt. Tilden M. Angell of Mocksville, Capt. John Banner of Mt. Airy, Maj. James H. Cox of Columbia, S.C., TSgt. Roy W. Howard of Kannapolis, TSgt. Donald I. McCollum of Rock Hill, S.C., Lt. Col. William H. Byron, MSgt. Billy F. Furr, TSgt. John J. Pettit, SSGts. L. T. Bond and J. D. Brookes, Charlotte.

'Telephone Alert' System Lets Many Stay At Home

Those all-out practice alerts which in the past have brought hundreds of guardsmen scurrying to Douglas Airport on short notice probably are a thing of the past.

Under new procedures prescribed by the National Guard Bureau, test of Guard readiness will be what is termed a telephone alert. Under this system personnel charged with notifying others of the alert will inform them "This is a telephone alert."

Both persons notifying and being notified will make records of the time of notification and turn them in at the following guard drill. This data will be used to compute the speed at which units can respond to an emergency.

Under new procedures only personnel required for a given alert posture or situation are actually called to the base. For example, one "working alert" situation calls for calling personnel needed to launch up to six aircraft, plus men needed for loading and security.

Others would be notified as specific situations require. This is the type of alert expected to be used in forthcoming operational readiness tests.

Heavy Traffic Today

About dismissal time Sunday, some 60,000 race fans will be pouring out of Charlotte Motor Speedway.

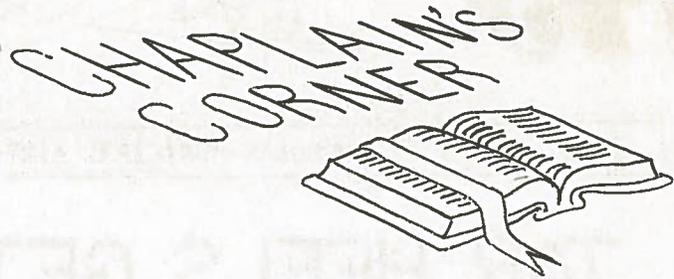
The result, obviously, will be heavier than normal traffic on all roads in the Charlotte area. Guardsmen going north should either detour around the racetrack area on U.S. 21 and N.C. 49 or expect major traffic delays.

THE 145TH NEWS

Published monthly by the Information Section, 145th Military Airlift Group.

Maj. William T. Hughes, IO
 SSgt. Bob Page, Editor
 A2C Emil Parker, Staff Writer
 A2C Ralph Gelotte, Staff Artist
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Never before has the average man had so much spare time on his hands. Grandfather's 60-hour work week has been reduced to 40 hours and for some as low as 25 hours. Automation, early retirements, and guaranteed incomes provide an overabundance of leisure for many others.

An urgent question of these decades is how is man going to use the massive amounts of unclaimed time at his disposal. Of the 168 hours each week at least 45 are undesignated and to be used as man sees fit. Ours is the first generation in which the average man has more leisure time each week than he spends in formal work. The traditional ethic of the church which indicated that men should work hard, avoid idleness and live simply has little relevance to present conditions.

Christians need a positive ethic for leisure time. I believe such an ethic should include the following: 1. A positive unapologetic approach to free time. Rather than feeling guilty or ill-at-ease when not at work, we must learn to be at home with leisure. 2. A balanced use of leisure time. Rather than giving all of one's leisure to active pursuit of recreation or to the passive worship of the domestic god TV, we need to develop the fine art of using leisure gracefully. Time on our hands should not be a burden, but an opportunity for all manner of constructive pursuits. Time is not to be killed but to be used; time provides the opportunity for growth, for learning, for new insights. 3. A warning that leisure time spent unwisely can be deadly. Thoreau said, "We cannot kill time without injuring eternity." Leisure time spent uncreatively can be a burden and an opportunity for temptations to be at work. Hobbies, learning, traveling, and developing skills promise to be the best outlets for idle hours. 4. Each person is responsible for the uses he makes of non-working hours. We have a

(CONTINUED PAGE 3)



COMMANDER'S COMMENTS

By COL. ROBERT W. BROOKS
 Group Commander

General Military Training is not a topic to be given casual attention. Many phases of GMT require specific emphasis among all personnel. Military courtesy, care of equipment, wearing of the uniform and related items need constant attention. Training in these areas apparently needs to be repeated regularly.

I see more laxity in these areas among older and more experienced men than among young airmen. It could be that some commanders and supervisors are assuming that all their people "know all that stuff." Evidence is that much of this "stuff" is being ignored.

It is command responsibility to not only give the necessary training but to assure that it is put to proper practice. I don't really believe that "practice makes perfect," the old proverb notwithstanding. But, in the area of General Military Training, more practice certainly could bring us nearer our goal of perfection.

48 Airmen Promoted

Howard C. Ballard and Fred C. Watts, now wearing Master Sergeant stripes, head a list of 48 promotions which became effective 4 Oct.

Sgt. Ballard is assigned to the 145th Support Squadron and Sgt. Watts to the 146th Communications Flight.

Promoted to Staff Sergeant were Charles W. Hurt, William T. Phillips, Robert C. Page, Joseph A. Sabatini and Robert S. Speizman.

Other promotions include:

To A1C--Donald J. Allen, Ellis L. Aycock, Wendell G. Bailey, David C. Clemmons, Larry E. Dancy, William E. Derrick, Edwin R. Echerd, Raymond L. Grubbs, Robert E. Holland, Jerry L. Isenhour, Jesse B. McQuay, Clement R. Marshall, Robert E. Pettus, Larry D. Rhodes, Kenneth R. Rogers, Jerry V. Shinn, Wingate W. Sikes, Roy L. Spach, Thomas L. Stevens, and John W. Vestal.

To A2C--Paul L. Auten, Carl F. Baker, Robert D. Burroughs, Michael F. Cole, Johnny W. Dellinger, William J. Griffin, Johnny E. Haney, Truitt E. Hicks, Jim C. Huss, James M. Jones, Terry L. Jones, Jeris C. Lowder, Richard E. Lowe, Roger B. Lowe, David T. Parsons, Morris K. Phillips, Joseph D. Rogers, Robert P. Sadler, James W. Trantham, William M. Wallace and Patrick D. Walsh.

CHAPLAIN'S CORNER, Cont.

moral obligations as stewards of the time God has entrusted to us to invest our periods of leisure toward the development of our personalities.

The Roman phrase "carpe diem" means "seize the day." It is good advice. We should grasp time firmly, enjoy it, use it constructively and become better people because of it. Purposeless leisure is a sign of degeneration and may herald the decay of the soul or the crumbling of society. As Christians we are called to redeem the times!

--Chaplain (Maj.) S. D. Maloney

All excuses and explanations on automobile fatalities are always too late, regardless of how good they may sound.

DRILL ON BACK RAMP TAKES SOIL SAMPLES

No, those aren't wells they're digging on the east aircraft parking ramp.

Southeastern Testing Co. is just taking soil samples to determine strength of six major load positions where a proposed nose dock to service C-124 aircraft will be constructed.

Samples have also been taken from the parking area to judge whether an overlay on the present ramp or a complete repaving will be needed when the heavier Globemasters replace the C-121s.

Col. William C. Polk, staff civil engineer, said that construction on the nose dock will begin in April or May. Approximate cost of the facility will be \$625,000.

"We have not determined the exact size of the nose dock. But it will be considerably larger than the two we now have," said Col. Polk.

The digging for soil samples on the nose dock site is expected to be completed today or Monday. Laboratory analysis of the samples will not be available until several days after the completion.

"They are digging down 50 feet where the six main load bearing spots will be," said Col. Polk. "They stop every five feet and take a 12 inch sample.

"The sampling has already been completed for paving purposes on the parking ramp and we will meet Thursday with National Guard officials to decide whether to overlay or repave. We hope that we can take out what we have and put in a new concrete replacement."

Check Personal Items For Coming Inspections

With the federal inspection scheduled for the NCANG in December, airmen should be checking to see that their dog tags, identification cards, and shot records are in proper order.

For those not wearing fatigue uniforms to drills, blues will be mandatory beginning with the November Unit Training Assembly.

Each airman will be responsible for his appearance and the items required to be in his possession during the federal inspection and the operational readiness test in either November, December, or January.

Training With C-124s May Begin 1 February 67

Arrival of the North Carolina Air National Guard's first C-124 Globemaster, to be used primarily for classroom purposes, is expected on base 1 Feb.

The aircraft, which may be one of the eight that eventually will be stationed here, and a C-124 Mobile Training Detachment are scheduled to arrive here at about the same time.

NCANG pilots begin classes in Globemaster operation 3 Jan., 1967, at Tinker AFB, Okla. Flight engineers start their training, also at Tinker, 22 Jan. Five each are tentatively scheduled in the first class.

A definite date of arrival for the first operational Globemaster is still undetermined. It will be sometime next spring.

Aerial port flights are expected to be added to Air Guard units switching to the

C-124s, and the NCANG probably will gain about 25-35 additional slots for this section. Altogether, the conversion to C-124s is expected to add 50 to 100 slots to the unit manning document and about 25 air technician authorizations.

Aero-med units will remain in the Unit Manning Document under present plans.

The MTD will be in operation here through 15 July. The NCANG will retain its current utilization rate of 2.6 to 3.0 hours per aircraft per day through January.

As the phasing out of the C-121s begins, the utilization rate may be cut to a minimum 1.5 by May. Six months after the first airplane is operational, the rate will go back to the 2.5 to 3.0 range.

Two other Air Guard Airlift groups currently are converting to the C-124s. They are the 172nd Military Airlift Group, Jackson, Miss.; and the 116th MAG, Marietta, Ga.

Six more Air Guard groups are scheduled to switch to the Globemasters during the Air Force's 1967-68 fiscal year. However, no decision has been made as to which units they will be.

3 VIET NAM FLIGHTS SET TO DEPART WEEKLY

Three more Viet Nam-bound flights of the NCANG will depart Douglas Municipal Airport within the next three weeks in the continuing parade between home base and Southeast Asia.

While the 156th Military Airlift Squadron has flown an average of about two trips a month to the war zone, scheduling for the coming month has flights scheduled to depart on 22 and 29 Oct. and 5 Nov. The trips are lasting about nine days.

Other overseas flights will be made to Goose Bay, Labrador, on 16-17 Oct.; to Chateauroux, France, from 22-27 Oct.; to Frankfurt, Germany, during 5-10 Nov.; and Madrid, Spain, on 12-17 Nov.

Today a flight is scheduled to depart with Gen. William J. Payne aboard for the Raleigh-Durham airport where Gen. Claude T. Bowers and a party of Guard Association officials will board. South Carolina officials will also be picked up at McIntyre AFB. The party will proceed to an association meeting in Phoenix, Ariz., and return later this week.

While the total ton and passenger miles flown by the NCANG dropped in September from the August totals, both 1966 figures were significantly above the 1965 totals.

Patient miles flown in September totaled

Air Comm. Bldg. Enlarged

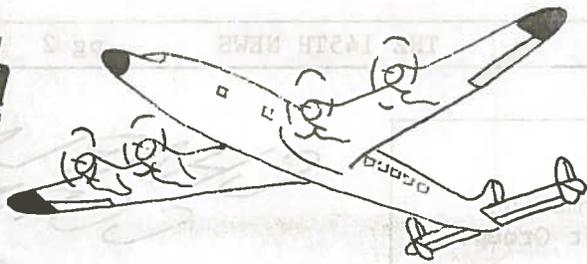
Construction has begun on a 1,000 square feet addition to building No. 18 to house a secure facility for the base communications center.

The addition, which will cost about \$10,000, will be for classified equipment for a crypto type operation. It is not known when it will be completed.

Building No. 18, now the air communications section at the south edge of the back ramp, once housed the flight simulator for F-86A aircraft. The new section of the west end of the building will be built by NCANG personnel and civilian construction workers.

135,545, compared to 105,331 in August of this year. In Sept., 1965, 42,213 patient miles were flown by the unit.

Total aircraft flying time for the third quarter, ended Sept., 1966, came to 1,916 hours. The figure for a comparable period in 1965 was 1,198.



FIRST C-124 DUE HERE 9 DEC.

Arrival of the North Carolina Air National Guard's first C-124 Globemaster--- and the accompanying transitional training ---will come sooner than anticipated.

The first of eight C-124s is scheduled to arrive 9 Dec. Phasing out of the pre-

sent C-121 Super Constellations and phasing in of the Globemasters is expected to take about six months.

When the C-124 program was first announced, the initial aircraft was to arrive in the spring of 1967. The date was changed to early February, then to early in November ...and now to Dec. 9.

Five pilots and three flight engineers from the NCANG began classes in the operation of the C-124 this week at Tinker AFB. They will complete their schools early in February.

Under the new schedule, a Mobile Training Detachment, originally assigned to train NCANG personnel beginning in February, likely will arrive in January.

The NCANG hopes to have all eight of the Globemasters programmed for the local unit and attain C-2 (combat ready) status by June 1967. All of the C-121s should be phased out by that time.

The transition period is not expected to alter the 145th MAG's Southeast Asia flights. However, local and European flights will be curtailed until the changeover is complete.

Construction of larger hangar facilities and sturdier parking for the C-124s is still slated to begin either late in April or in May.

According to the original plans, the NCANG was to receive a C-124 simulator. It is now programmed for Dobbins AFB, and NCANG personnel will receive simulator training at Dobbins.

The C-124 scheduled for arrival 9 Dec. will be used for ground training purposes until the NCANG personnel become qualified to maintain and fly the Globemasters. The second C-124 is expected late in December.

Pilots who began classes at Tinker AFB this week are Lt. Col. William I. Crowell, Lt. Col. William V. Elliot, Lt. Col. Thomas

(CONTINUED PAGE 3)

INSPECTION

All troops should be prepared during the next unit training assembly, 3-4 Dec., for a personal inspection. Class A (blue) uniforms and visor caps will be mandatory dress at morning formations.

A federal management inspection team will observe the NCANG 30 Nov. to 4 Dec. There is also a possibility the NCANG will receive its Operational Readiness Inspection (ORI) during the December drill.

The 156th Weather Flight received its inspection last week. Capt. Robert Lansdell of Headquarters, Air Weather Service, office of the inspector general, Scott AFB, conducted the inspection.

TELEPHONE ALERT HELD

The North Carolina Air National Guard held its first practice alert Nov. 14 under the simplified telephone system.

Lt. Col. Kenneth E. Nantz termed the alert results "worthwhile." However, he added that only a portion of the alert reports have been filed and a detailed analysis is not available yet.

(CONTINUED PAGE 3)

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COMMANDER'S COMMENTS

By COL. ROBERT W. BROOKS
 Group Commander

It is all too easy to grow lax about our housekeeping during a Unit Training Assembly or Field Training, and the results show.

Too many Air Guardsmen have grown careless and sloppy about good basic housekeeping. Too many help litter the base with empty cigaret packages, paper cups and other debris that should go in waste containers.

Too many park empty soft drink bottles on desks, office floors or in file cabinets instead of carrying them to the proper bottle racks.

Too many of us leave the break areas looking like disaster areas, littered with cigaret butts, gum wrappers and ice cream cups.

I expect each one of us to treat the Air Guard base with the same respect we treat our homes and yards, and I hope it never becomes necessary to require a group formation to police the area.

It's up to each one of us--as self-respecting individuals--to erase the housekeeping problem.



These words from the President's 1966 Thanksgiving Proclamation are well worth pondering.

"Never, in all the hundreds of Thanksgiving Days, has our nation possessed a greater abundance, not only of material things but of the precious intangibles that make life worth living.

"Never have we been better fed, better housed, better clothed. Never have so many Americans been earning their own way, and been able to provide their families with the marvelous products of a momentous age.

"Nor has America been healthier, nor had more of her children in school or college. Nor have we ever had more time for recreation and refreshment of the spirit, nor the ways and places in which to study and to enrich our lives through the arts.

"Never have our greatest blessings--our freedoms--been more widely enjoyed by our people. Nor have we ever been closer to the day when every American will have an equal opportunity and an equal freedom.

"No, we do not have peace in the world. Our men are engaged again, as they have been on so many Thanksgivings, on a foreign field fighting for freedom. But we can be thankful for their strength that has always kept our liberty secure. We can be thankful for our science and technology that helps to guard our America.

"Thanks are better spoken by deed rather than word. Therefore, it behooves a grateful America to share its blessings with our brothers abroad, with those who have so little of the abundance that is ours....

"We should thank God that we are able.

"Let us, therefore, in this splendid American tradition, thank Him who created us and all that we have. Let us do so with a firm resolve to be worthy of His abundant blessings. Let us assemble in

(CONTINUED PAGE 3)

Changeover Affects Flying Schedules

With holidays and a period of transition coming up, the 156th Military Airlift Squadron has fewer flights scheduled for the next few weeks than in recent weeks.

No let up is seen in the treks to Southeast Asia, however. Flights depart on 26 Nov., 3 Dec. and 10 Dec. for Viet Nam in support of the Military Airlift Command and its role in the Viet Nam war.

Overseas trips are set for Madrid, Spain, 26 Nov. - 5 Dec.; Frankfurt, Germany, 10-15 Dec.; and Guantanamo, Cuba, 13-16 Dec., a live medical mission.

Two flights are scheduled on 23 and 27 Nov. to Oklahoma City, Okla., to transport troops to and from training schools.

Adjutant General Claude Bowers and others will be taken to Atlanta, Ga., and returned on 12 and 13 Dec. for National Guard business meetings.

The unit's total flying time for all aircraft during October was 580 hours. In 1965, 419 hours were compiled during the same month.

TRANSITION, Contd.

C. McNeill, Jr., Maj. William T. Bundy and Maj. Edward M. Douglas.

Flight engineers beginning training are MSgt. Donald L. Creason, MSgt. Wylie D. Lowery and MSgt. Harry H. Springs.

Arrival of the new aircraft is expected to create a shortage of space on the flight line and a new area for roll call formations may have to be found.

CHAPLAIN, Contd.

our homes and in our places of worship, each in his own way.

"Let us thank God for the America we are so fortunate to know."

--Chaplain (Maj.) S. D. Maloney

2 Officers Promoted

Two officers, Chief Warrant Officer Harold C. Windoll and Lt. Robert B. Till, are the latest to be promoted in the N. C. Air National Guard.

Warrant Officer Windoll was upgraded from W3 to W4 and 1 Lt. Till was promoted from 2 Lt.

Windoll has been associated with military life since 1943 when he joined the Navy. Since 1951 he has been with several reserve and national guard units. The personnel officer has been with the NCANG since January.

He is a music instructor as a civilian.

Lt. Till, an airline flight officer as a civilian, is a pilot in the air guard. His initial work on aircraft came after his enlistment in the Army in 1956. He was a helicopter mechanic in the Army.

He received his commission with the NCANG in October of 1963.

MEMBERSHIP DRIVE

A new membership campaign and new by-laws are in effect for the Airmen's Club.

As the result of an October meeting, the club has eliminated the initiation fee, set the annual club dues for enlisted personnel at \$10 and launched the drive for new members.

New members are being sought through a contest which stipulates that active club members who sign up a new member will be eligible for a chance at a \$75 savings bond. Each new member will receive a ticket qualifying him for a chance at a \$25 savings bond. The drawing for these awards will be held 1 Jan 67.

Forms for obtaining membership may be secured from club members and, after completion, should be sent to the club secretary, MSgt. Emmette Bolin, 145th Support Sq.

DRILL DATES

3-4 Dec	18-19 March
21-22 Jan	22-23 April
18-19 Feb.	20-21 May

Guard's Role Commended

(Reprinted from the WASHINGTON NEWS, 24 Oct. 66)

The Air Force says it is getting "bargain basement" service from Air National Guard airlift units without calling them to active duty for the Viet Nam buildup.

Air Guard transports, flown by so-called "week-end warriors" are flying millions of miles annually in cargo and passenger flights, in support of the active Air Force, including regular missions to Viet Nam.

"If we want to transport a small load a short distance, there's not much point in using a C-141 (the big new Air Force transport) to do it," says Air Force Secretary Harold Brown.

Thus Air Guard airlift units are making about 200 overseas flights a month, taking over from the Air Force many missions to Canada, Alaska and the Caribbean and weekly trips to Spain, France and Australia.

Each of the 25 airlift units now makes about one flight a week to Southeast Asia.

Many Air Guard airlift units are now flying at an estimated 60 per cent of the capacity they could perform if called to active duty.

Using their planes for the supply missions frees the Air Force's C-141s and C-130s for higher priority flights, says Mr. Brown.

The Air Guard last year flew the airlift of Christmas cookies and gifts to the men serving in Viet Nam. But there will be no cookie lift this year because the Guardsmen are too tied up with more important work.

HELP WANTED

A disaster control technician is needed for the Support Squadron.

The slot is open for airmen through the rank of technical sergeant and affords interested personnel an opportunity to attend training school in Denver, Colo. for 17 weeks.

A Guardsman in any career field will be considered. Interested persons should contact Capt. Wade Fox of the Spt. Sq.

Air Guardsman Dies

A member of the Air Guard, assigned to the Weather Flight, died last week as a result of a motorcycle accident.

A1C Robert A. Conway, of Winston-Salem, who had been married for 10 days when the accident occurred, died in the single-vehicle mishap.

He had been in the Guard for just over three years.

Funeral services were conducted Thursday, 10 Nov., in Winston-Salem.

Thanksgiving Dinner

Many Guardsmen tasted the Thanksgiving spirit today for the first time this season as the Food Service Section served its annual Thanksgiving dinner.

An unusually high number of troops (585) was reported by the section as having feasted on turkey, turkey dressing, mixed fruit, mixed vegetables, candied sweet potatoes, giblet gravy, tossed salad, coffee, pumpkin pie, fruit cake, nuts and candy.

DRILL DATES

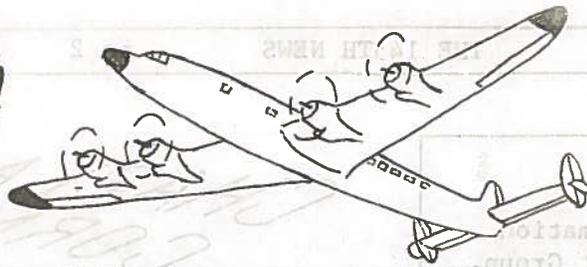
18-19 March
22-23 April
30-31 May

3-4 Dec
21-22 Jan
18-19 Feb.

--Chaplain (Maj.) S. D. Maloney

CHAPLAIN, Contd.

our homes and in our places of worship, each in his own way. "Let us thank God for the America we are so fortunate to know."



FOUR CHRISTMAS PARTIES SCHEDULED

The Recreation Center will abound in Christmas trappings beginning next weekend.

Santa Claus will visit the annual NCANG Kiddies' Party next Saturday. Airmen's Club parties are scheduled that evening and on 16 Dec., and the Officers' Club Christmas Party is scheduled 17 Dec.

St. Nick will visit the Kiddies' Party, which gets underway at 2 p.m. The jolly old elf is scheduled to arrive with gifts for all the children. A surprise guest will be on hand to welcome him, and refreshments will be served.

Attendance for this Recreation Center Function, including the number of children to attend, should be reported to unit first sergeants.

The Airmen's Club parties will be free with non-members invited.

(CONTINUED ON PAGE 3)

More Tiger Awards Won By NCANG

A third "Tiger Award" has been presented to the North Carolina Air National Guard for proficiency while in Viet Nam and a fourth is thought to be on the way.

A Super Connie which departed Douglas Municipal Airport 26 Nov. is believed to have earned the fourth award, although official notification had not been received Saturday. The flight is due to return to Charlotte on 5 Dec.

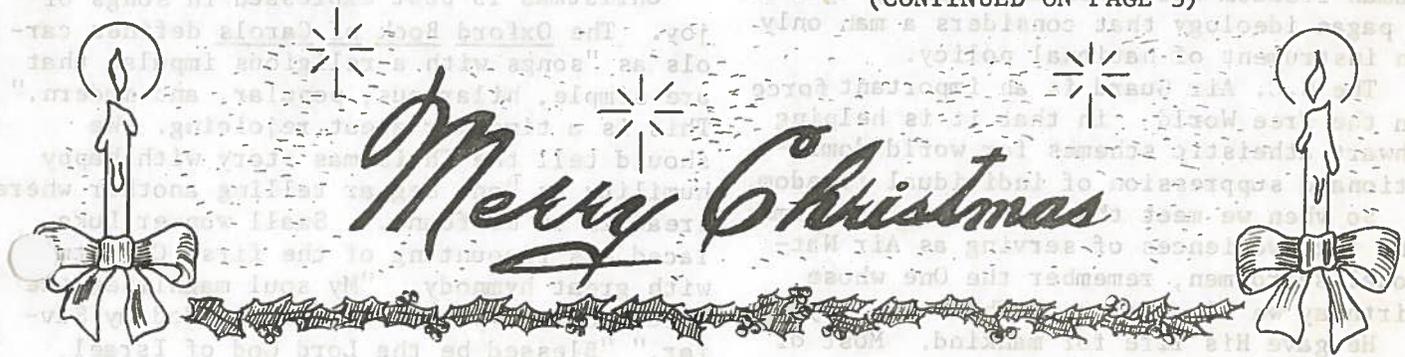
Units earning five awards originally were to receive a "genuine" Vietnamese marble hand-carved tiger. Several crews have won the awards, which are now in the form of a framed picture.

The last previous flight to Viet Nam, under the command of General William J. Payne, earned the third "Tiger Award," given for cutting the amount of ground time it takes to unload cargo, refuel and take on any outgoing cargo. Gen. Payne said his crew's time was one hour and fifteen minutes.

Sunday Gen. Payne was to command a flight to Jamaica. Monday the C-121 will transport 50 Cuban refugees to Miami at the request of the State Department for quick assistance in the mission.

(CONTINUED ON PAGE 3)

The federal inspection scheduled for the December unit training assembly was canceled by the 21st Air Force. An announcement on the next inspection date will be made later.



THE 145TH NEWS

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COMMANDER'S COMMENTS

By COL. ROBERT W. BROOKS
 Group Commander

Once again we come to the Christmas season, the season when most of the Free World celebrates the birth that changed all mankind.

The first Christmas came as a light in a dark age, and today, after 2,000 years, His light still shines against the powers of darkness.

It is appropriate to point out that the Free World still must stand for individual human freedom and worth and dignity against a pagan ideology that considers a man only an instrument of national policy.

The N.C. Air Guard is an important force in the Free World in that it is helping thwart atheistic schemes for world domination and suppression of individual freedom.

So when we meet the inevitable problems and inconveniences of serving as Air National Guardsmen, remember the One whose birthday we'll observe on Christmas Day.

He gave His life for mankind. Most of us give only a few hours each month to the cause of human freedom.

(CONTINUED PAGE 4)



Christmas is the season of symbols. Some of these symbols are sacred and some are secular. In either case one of the great needs of this generation is to apply the old and long-cherished symbols to the new realities of modern living.

The figures about the manger in Bethlehem should be seen as individuals of flesh and blood, people with problems in the presence of a mystery, and not as mere stylized woodcut figures. They are secular people in a secular town for tax registration and they are surrounded by animals. Men from the fields then as now are baffled and afraid before the divine visitation. Wise men are still seeking the truth and meaning in life.

God fixed His star of hope in the sky that night to lead men to the awareness that God dwells among us. Our Christmas lights and decorations are but pale emanations of that great Light that brightens the darkness of our world.

Christmas reminds us that there is a spiritual dimension to life, that birth and life are sacred, and that God not only loves men but has a great intention and design for them---nothing less than "peace on earth" and "good will" among men. Our gifts to one another should be the giving of ourselves just as God's gift to men was the giving of himself.

Christmas is best expressed in songs of joy. The Oxford Book of Carols defines carols as "songs with a religious impulse that are simple, hilarious, popular, and modern." This is a time for great rejoicing. We should tell the Christmas story with happy humility as "one beggar telling another where bread is to be found." Small wonder Luke laced his recounting of the first Christmas with great hymnody: "My soul magnifies the Lord, and my spirit rejoices in God my Savior," "Blessed be the Lord God of Israel, for he has visited and redeemed His people,"

(CONTINUED PAGE 3)

AWARDS, Contd.

Meanwhile, the first C-124 Globemaster still is expected to arrive here 9 Dec. It likely will come from Dobbins AFB.

Classes began at Tinker AFB, Okla., two weeks ago for five NCANG pilots and three flight engineers. They will continue into February.

Other C-121 flights to Viet Nam by the Super Connies were scheduled to leave on Saturday and another 11 Dec. A trip to Frankfurt, Germany, on 10 Dec. and Guantanamo, Cuba, on 13 Dec. are the only other overseas flights scheduled during December.

Troops on training will be transported to and from Oklahoma City on 23 and 26 Dec. A trip on 12 and 13 Dec. will lift Adjutant General Claude T. Bowers and others to and from Atlanta for meetings.

PARTIES, Contd.

A social hour from 6:30 to 7:30 p.m. is scheduled at each party. Music will be provided by a dance band and each airman permitted to bring one guest. Admittance will be by presentation of an ANG identification card.

Scheduled to attend on 16 Dec. are members of the 145th Cam. Sq., 145th USAF Disp., 145th Comm. Flt., 156th Weather Flt., and the Flt. Tng. Det. All others are scheduled to attend on 10 Dec.

All those planning to attend should fill out the appropriate forms and turn them in at unit orderly rooms.

The Officers' Club shindig will get underway at 7 p.m. with a social hour, a steak dinner at 8, and dancing beginning at 9. The function is open to all NCANG officers, but there is no provision for guests.

CHAPLAIN, Contd.

"Glory to God in the highest, and on earth peace among men with whom He is pleased." Christmas means all this and more; how much depends upon you and your discovery of Christ in our world.

--Chaplain (Maj.) S. D. Maloney

BROWN BAG RULING AFFECTS ANG CLUBS

The North Carolina Supreme Court decision this week outlawing "brown bagging" will affect the Airmen's Club and Officers' Club of the N. C. Air National Guard.

Since the new interpretation outlaws possession of liquor in any public or private establishments, including clubs, such beverages will not be allowed in the Air Guard Clubs. Existing locker arrangements, which previously were widely presumed to be legal, will be discontinued.

The effective date of the ruling as it applies to Mecklenburg County has not yet been announced. It is each person's responsibility to comply with the spirit and letter of this law as of the effective date, which will be announced in the public press.

By the effective date, all lockers will be inspected and the contents removed from the premises by the owner or disposed of by officials of the two clubs.

Mansion Restoration Boosted

A committee has been appointed to supervise restoration of the Governor's Mansion and a great many civic and governmental organizations are expected to participate in the effort. A movement is afoot for the National Guard, both Army and Air, to participate.

The State Adjutant General's office will coordinate the effort for the Guard to provide some item of furnishing to further the effort to make the Mansion a structure Tar Heels can be proud of. That office will coordinate with a committee appointed by Mrs. Dan Moore.

It has been suggested that those guardsmen who wish to participate contribute a nominal sum, possibly 50 cents a person, toward an appropriate item to be presented to the State in the name of the North Carolina National Guard. The effort will be coordinated through unit orderly rooms.

NEXT DRILL: 21 & 22 Jan 67

IMPROPERLY PARKED CARS MAY BE TOWED AWAY

Abuse of parking privileges on the NCANG base has prompted a warning that improperly parked cars may be towed away.

Cars may be towed out of restricted areas, areas where the way is blocked to roads or work areas or where a safety hazard exists. A number of incidents have been reported where Air Guardsmen left cars in improper areas.

In some of the cases reported, drivers left cars blocking driveways in parking lots, blocking off work areas or obstructing restricted areas. The only apparent justification for such helter-skelter parking was convenience for a single individual at the expense of numerous others. In such cases cars may be towed out of the improper areas.

Parking is allowed on a first-come first-served basis in all designated parking places except those marked with a red name sign. The blue name signs apply to Air Technical parking during weekdays.

COMMANDER, Contd.

Let me thank each of you for your continuing loyalty and service to the Air National Guard. May you and your loved ones have a happy Christmas and a prosperous New Year.

Pistol And Rifle Shooters On Target

Members of the N. C. Air National Guard's pistol and rifle teams won almost a case of trophies at the South Atlantic Pistol Championship, won by TSgt. Walter Cooper, and the Cherry Point Foul Weather matches, where the NCANG troops won four matches.

Firing at the South Atlantic meet in Kinston in October were TSgt. Roy L. Harris, who as a sharpshooter won 14 categories, three matches and was overall high sharpshooter; Sgt. Cooper, who as a master won nine categories and fired a grand total of 2548 to win the master classification and the championship; and Capt. James Morrow, who as a marksman and a relative newcomer to pistol competition was overall high in his classification.

TSgt. Robert Hamilton and MSgt. William Braswell, both marksmen, won one and three categories respectively.

At Cherry Point, where rifle shooters handled high-powered weapons, Sgt. Henry Pigg placed second in two matches (No. one and four) and first in two matches (No. seven and eight); Sgt. John Horton first in match No. four; and Sgt. Cooper first in match No. six.

Sgts. Horton and Pigg fired in the Expert category, while Sgt. Cooper, who has concentrated previously on pistols, raised his ranking to expert.

Competition was from active duty troops of the Army, Navy, Marines and Air Force.

The title of the Camp Perry Match does not have special significance. The term "Foul Weather" suggests only the time of year the match is held rather than actual conditions at the time of the match.

SPECIAL OFFERING

A special Christmas offering in church this morning totaled \$92.

The money will be donated to the Empty Stocking Fund in the name of the North Carolina Air National Guard.

On occasions in the past, the money has gone to specific needy families.