

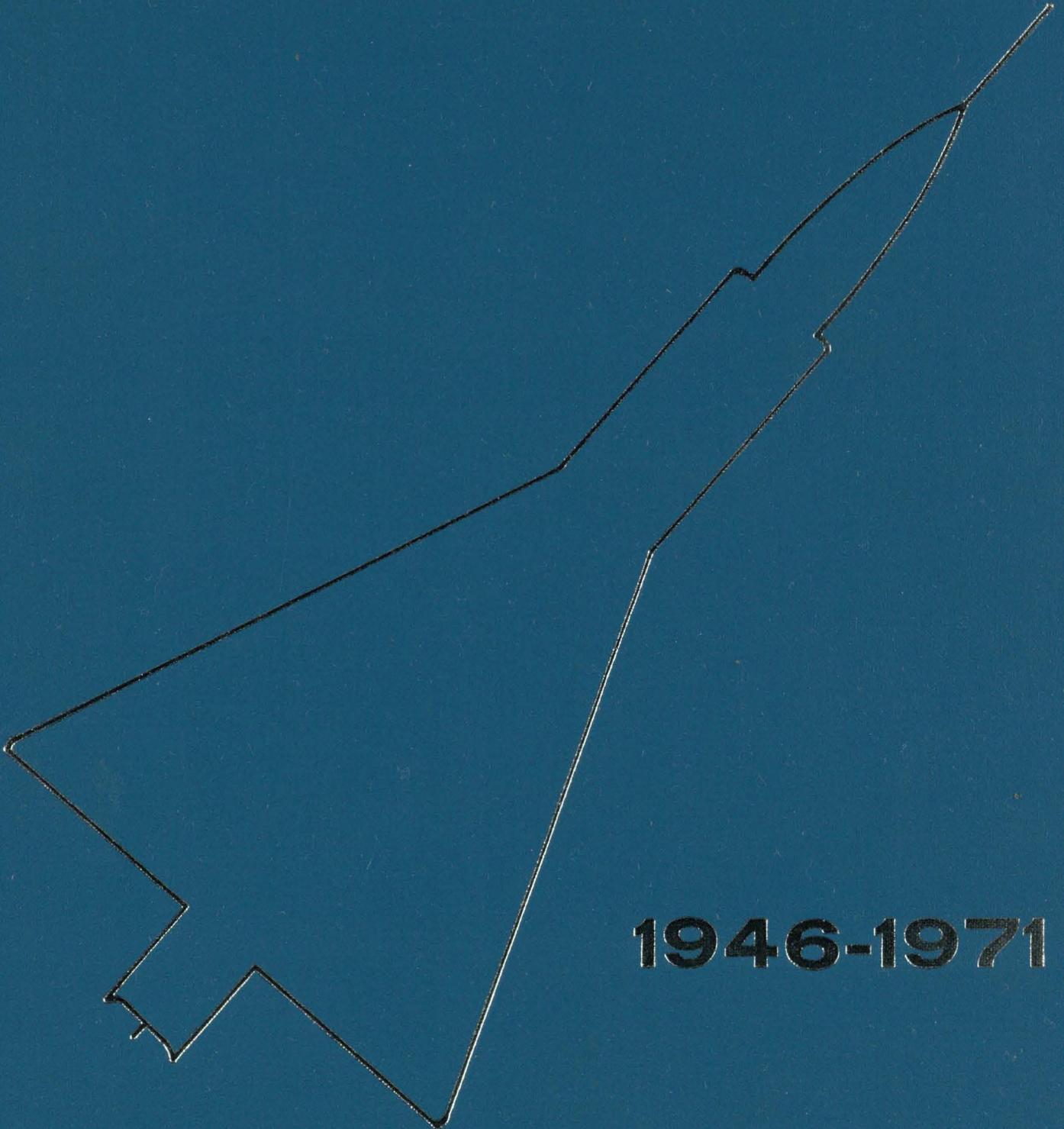
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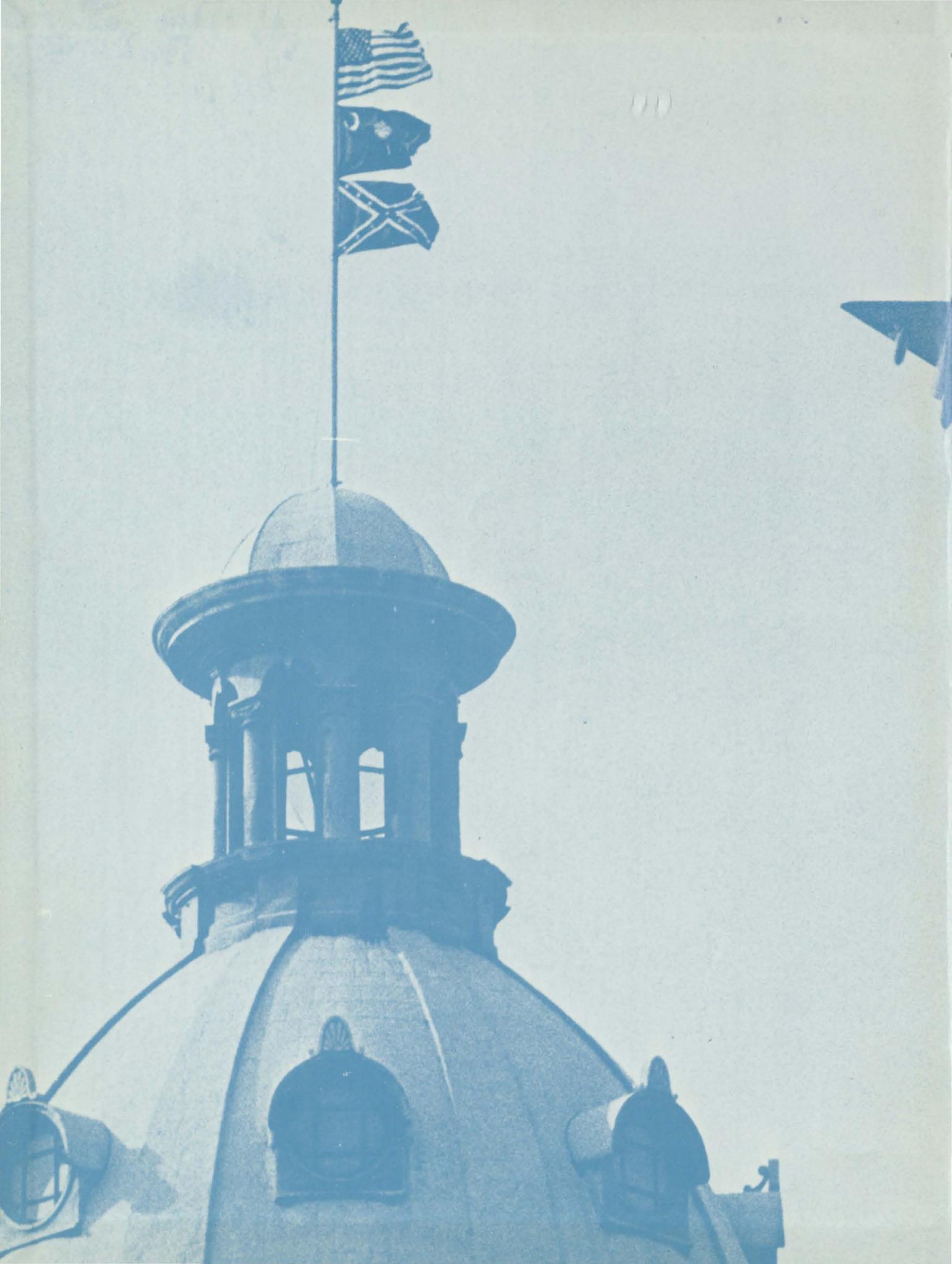
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S.C.A.N.G.

THE FIRST 25 YEARS



1946-1971





FOREWORD

Out of the fury of WWII came the revelation that air power was the wave of the future for this nation's defense. To help meet this awesome challenge of defending the world's most powerful nation, South Carolina's first Air National Guard units were organized at Congaree Air Base near Eastover on December 9, 1946.

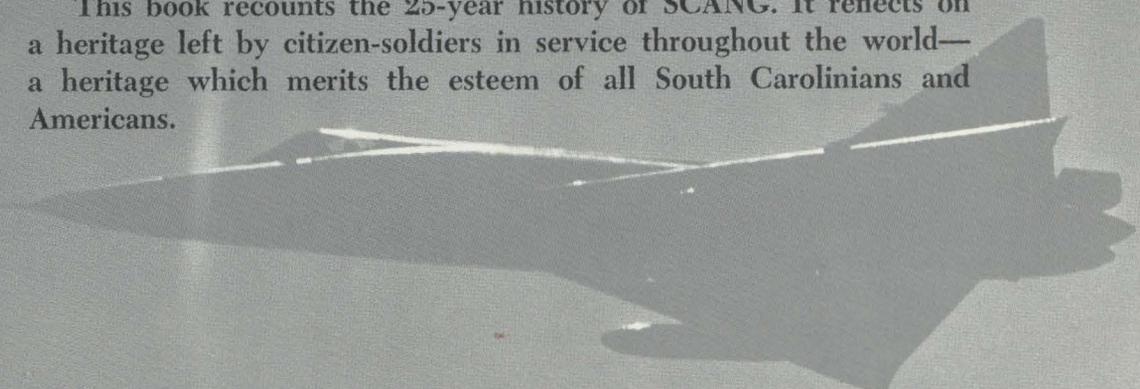
Upon the able shoulders of then Lt. Col. Bernie B. McEntire Jr. was thrust the responsibility of molding the South Carolina Air National Guard (SCANG) into a first-line air defense force. With a small nucleus of hand-picked, dedicated personnel, the SCANG began flying early in 1947 with prop-driven F-51 fighters.

By 1950, SCANG had achieved a state of combat readiness and on October 10 of that year was pressed into active service during the Korean Conflict for 21 months in its new RF-80 jet fighters. In the next decade, SCANG gained new dimension as it trained in F-80 and F-86 jet fighters.

In 1958, SCANG was reorganized into the present 169th Fighter Group, and two years later became the nation's first Air Guard unit to fly the supersonic F-104A Starfighters. The Air Guard was again recalled to active duty in 1961, and piloted the Mach 3 Starfighter from Moron Air Base, Spain, for 10 months during the Berlin Crisis.

Since 1964, the S. C. Air National Guard has augmented active air defense units in its present F-102 Delta Daggers. Today, the SCANG stands ready with a 24-hour active runway alert commitment.

This book recounts the 25-year history of SCANG. It reflects on a heritage left by citizen-soldiers in service throughout the world—a heritage which merits the esteem of all South Carolinians and Americans.



The 25th Anniversary history was written and edited by Major Thomas N. McLean. Lt. William P. Power and Airman First Class Kenneth M. Hare contributed generously, especially in the research and organization of the material. Unit photos, and many of the other photographs in this publication, were taken by TSgt. C. Jerry Finley and SSgt. William B. McCarty III.

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JOHN C. WEST
GOVERNOR



State of South Carolina

OFFICE OF THE GOVERNOR
COLUMBIA 29211

To the Officers and Men of the South Carolina
Air National Guard:

As your Commander-in-Chief, I am genuinely proud to salute you on the occasion of your 25th Anniversary.

Since the birth of your organization, I have nurtured a deep sense of personal pride in the outstanding strides you have all made in accomplishing your noble mission. I know that my fellow South Carolinians share this feeling in a very real way.

Your organization's excellent record over the past quarter century has shown to all that its members know the meaning of professionalism and sacrifice--qualities for which there is no substitute.

I commend you as citizens as well as soldiers, and I trust you will perpetuate this high level of selfless service in your vital future role in this nation's defense.

With best regards,

Sincerely,

John C. West

JCW:JRC



Military Department

STATE OF SOUTH CAROLINA
OFFICE OF THE ADJUTANT GENERAL
NATIONAL GUARD ARMORY, 1225 BLUFF ROAD
COLUMBIA 29201

ROBERT L. MCCRADY
MAJOR GENERAL
THE ADJUTANT GENERAL

TO THE SOUTH CAROLINA AIR NATIONAL GUARD:

Your 25th anniversary is indeed an occasion for looking with pride on the service of some of South Carolina's finest citizens.

Patriotism and diligence are the trademarks of every professional citizen soldier. The officers and men of your organization have fostered these qualities through the tense months of the Korean Conflict and the Berlin Crisis, and into the era of the Cold War.

In recent years, I have had the pleasure of observing both the readiness and resolve of South Carolina Air National Guardsmen. I am proud to report that I have observed the same level of readiness which led your organization to meet the challenges of the past quarter century.

I can foresee, in the years to come, that even greater challenges will be thrust upon you to maintain a strong air defense force. I have every confidence that you will meet that challenge.

Sincerely,

R. L. McCrady
R. L. McCRADY

FORMER ADJUTANTS GENERAL OF SOUTH CAROLINA



Lt. Gen. James C. Dozier

1926-1958

Lt. Gen. Frank D. Pinckney

1959-1970



HISTORY
of the
S. C. AIR NATIONAL GUARD
1946 — 1971





1946: The Pace Was Frenzied, But a Few Stopped To Look Ahead

The war was over.

Harry S Truman was president of the United States and the Berlin Blockade was still a few months away.

The St. Louis Cardinals and the Boston Red Sox had fought it out in the World Series and Paul Brown of the Cleveland Browns was spearheading a new kind of football that proved to be the forerunner of a national phenomenon.

South Carolinians returning from the war were shoe-horned into tiny cubicles of learning space at each of the state's colleges and universities, or were already well along in fledgling business enterprises, farming or industry.

There was plenty to occupy people's minds.

The Zero and the Messerschmitt . . . the nerve-jangling air raids on England . . . Ploesti's oil fields . . . Hermann Goering . . . the Enola Gay . . . still too painfully immediate to think about. They had been dimmed by man's capacity to store away in some brain cavity those memories which are most painful—only to retrieve them when the edges are blunted, and to relish them with hyperbole.

This, then, was the setting when 50 airmen answered the first muster of the South Carolina Air National Guard. The date: December 9, 1946.

Congaree Air Base, in the flat, fertile lands of lower Richland County, was—and is—the first home of the South Carolina Air National Guard, though it was to undergo many changes in physical facilities, character and in name. Just a few years earlier it was a hodge-podge of farms, growing cotton, corn and watermelons. In fact, even as the S. C. Guardsmen surveyed the field for the first time, hard by a beautiful grove of pecan trees, it still looked more suitable for plowing than flying. There were the criss-crossed ribbons of concrete—barely visible because of the weeds—and the stodgy, formidable hangar, padlocked for over a year and already taking on the weathered, ghost-like appearance that any building rapidly acquires from dis-use.

Aside from these, and a few other buildings erected in war-time haste, there

wasn't much to suggest that anyone besides the farmers had ever been here — much less the United States Army and Marine Corps.

But indeed it was the Soldiers and Marines who converted these farm lands into a flying field. The property was acquired from 21 owners during the years of 1941-1944.

The property is about 12 miles from the South Carolina capital, Columbia. The air base built on the site was used first by the U. S. Army Air Corps before being taken over by the Marine Corps for training pilots. The Navy Department retained accountability for the property after World War II. At this time, it was called Congaree Marine Corps Air Station, but the name was shortened to Congaree Air Base when the Navy Department leased the facilities to the state of South Carolina in 1946 for use by the newly-formed South Carolina Air National Guard. There are 2,201.74 acres in the original land purchase, which is federal government property. In addition, the base includes 100 acres acquired and owned by the state of South Carolina in 1959 when runways were lengthened.

In spite of the fact that the guns of World War II had hardly stopped echoing, and few people wanted to think of new conflicts, there were some who had not forgotten the lessons of history. South Carolina Adjutant General James C. Dozier was one, and with good reason. After all, it hadn't been too long, as history goes, since he'd come back from France—a hero with his country's ultimate decoration, the Medal of Honor. They had told him then that he had just fought the “war to end all wars”—that NOW, 1918, was the time to disarm. War and preparation for war were obsolete, he was told.

But General Dozier didn't believe it in 1918 and so—28 years later, in 1946—he saw even less reason to believe it after witnessing the second worldwide conflict of his lifetime.

“I believe in preparedness,” he said later. “I had my eye on Congaree Air Base for a long time. I recognized the need for a strong Air Guard and I was sure that Congaree would be a good home for it.”

And so—with no base, no planes, no pilots and no mechanics, but with a sharp eye to the future—General Dozier set out to recruit a nucleus upon which to build the South Carolina Air National Guard. He didn't have to look far.



Bob Kaminer, Capt. Porter and Capt. Sam Finklea do paperwork during one of the early summer encampments of the SCANG in Savannah, Ga.

SCANG: Building A Nucleus of Personnel

“I'd been acquainted with Bernie McEntire and Bob Morrell and their families for a long time,” Gen. Dozier recalled. “I knew their military records during the war and their interest in aviation, so I was confident they had the background and experience we were looking for. I just told them to enlist enough airmen so that we could go to Washington and say ‘We're ready’.”

Major Robert Hanly Morrell, 30 years old, was the first officer signed up by General Dozier for the South Carolina Air National Guard. He had grown up practically within sight of Congaree Air Base, had nurtured a life-long urge for flying through an initial pre-World War II ground-pounding stint with the Marines, and then gone on to become a fighter pilot.

He was joined shortly by Lt. Col. Barnie B. McEntire Jr., another serious, dedicated flyer who was to become the S. C. Air Guard's first commander, its first general officer and, in fact, first in just about everything connected with the first 15 years of the Palmetto State Air Guard. He was to be its leader until that fateful day in May, 1961, when he rolled his stalled F-104 Starfighter away from the mills of Harrisburg, Pa., and into a marshy island of the Susquehannah River.

It wasn't exactly easy to encourage experienced, qualified airmen to retain their skills and interest by enlisting in a brand new unit. Enticements were limited. The pay was low and few men, who so very recently had returned home from a war, were anxious to sign up for something else military—something that would take them at least once a week away from the task of rebuilding their lives. In fact, the only thing salable for promoters of the South Carolina Air National Guard was aviation.

Fortunately for Lt. Col. Barnie B. McEntire Jr. and Maj. Robert H. Morrell, aviation proved salable to enough qualified people to allow the doors to be open.

So it was that on Dec. 9, 1946, the first muster was held.

There were 14 officers and 36 enlisted men present. In addition, the initial roster includes two enlisted men who were absent on that first Monday night assembly (Staff Sergeant Robert

H. Moore and Sergeant John B. Wessinger, both of the 157th Ftr. Sq.).

Three units were commanded by Lt. Col. McEntire. They were the 157th Fighter Squadron (SE), the Utility Flight of the 157th Fighter Squadron and the 157th Weather Station (Type A). A fourth unit was commanded by Major Morrell: Detachment "B" 216th Air Service Group (Fighter).

Officers of the 157th Fighter Squadron were Lt. Col. McEntire, Capt. William G. Morehouse, First Lieutenants Cecil Claymon Grimes Jr., Preston B. Hardy, Robert E. Harrison and Joe A. Camp and Second Lieutenants Marion L. Powell and Benjamin H. Todd. The First Sergeant was Sherwood L. Jones. Other enlisted men were Staff Sergeants (Grade III) James W. Barber, Andrew J. Daniel, Richard L. Davison, Hugh V. Harbort, Rob Roy Honeycutt, Charles V. Huffstetler, Robert H. Moore, Jacob B. Price Jr., and Clement D. Price. Also, Sergeants (Grade IV) Lewis P. Thompson, John B. Wessinger, Samuel J. Wessinger, and Lycurgus Jackson Jr.

The Utility Flight consisted of Capt. Manley S. Hines, Second Lieutenant James C. Weston, Staff Sergeant George A. Stanley Jr., Sergeants Wade S. Cloaninger Jr., and William C. Huckaby and Corporal (Grade V) Robert E. Lee Jr.

The 157th Weather Station consisted of two people: 1Lt. Frank L. Culbertson and SSGt. William D. Gleaves Jr.

Pilots briefing in 1948 or 1949 being given by Gen. Barnie B. McEntire.





Lieutenants McElveen, Wood, McDade, Lederer, Daetwyler, Lt. Col. McEntire, Capt. Bellinger, Lt. Elkin, Lt. McKelvey, Capt. Riddle and Lt. Leonard score a flag after a gunnery mission in Florida.

In addition to Major Morrell, there were two other officers in the 216th Air Service Group: Captains Paul Gordon and Herbert R. Rogers Jr. Enlisted men answering the first roll call were SSgts. Clarence L. Coward Jr., Stanley M. Klimaszewski, James F. Little, Gerald G. Manning, Thelmos A. Sease, George W. Reeves and Graham B. Dimmick; also, Sgts. Harvey L. Anderson Jr., Charles S. Evans Jr., Marion D. Spivey, Artis E. Welch and Charles T. Kelly Jr.; also, Corporals Alton G. Cox, Robert D. Moore and Harry L. Swygert; also, PFC Harvey G. Able and Privates James E. Mikell, Carl R. Peebles and William G. Tracey.

Twenty-five years later, seven charter members remained in the S. C. Air National Guard, all holding responsible positions of leadership. They were Major Robert H. Morrell, who advanced to the rank of Brigadier General and the position of SCANG Chief of Staff; Sgt. Artis E. Welch, who had been commissioned a Warrant Officer and who was serving as a supply officer; and five senior enlisted men: Hugh V. Harbort, Rob Roy Honeycutt, Charles V. Huffstetler, William C. Huckaby and George W. Reeves.

Another enlisted man at the initial muster, Cpt. Alton G. Cox, became the first S. C. Air Guardsman to retire in December 1963.

Two others served in the Air Guard over 20 years. They were Clement D. Price, who died of a brain tumor in 1967, and Stanley M. Klimaszewski, who died of cancer early in 1971 as he entered his 25th year of service.

SCANG: Organization And The Early Years

By the middle of 1947, the air unit of the South Carolina National Guard was well on its way. This was shortly before the U. S. military reorganization peeled off the Army Air Corps into a separate service, so at the time members were simply designated as National Guardsmen. The training base at the time was called Congaree Army Air Base, and it was manned by a full-time technician staff of 44 mechanics and administrative personnel.

The unit was flying 25 F-51s, four A-26s, two AT-6s, two L-5s, and one C-47 (which was still flying 20 years later—until November of 1967, in fact, when it was permanently put out of action by a rare South Carolina tornado). The Annual Report of the Adjutant General for fiscal year 1947 has the first mention of the air forces of the National Guard and includes this notation: "During many hours of flying these aircraft, there have been no accidents due to the high type of trained mechanics whose duties are to keep all planes in condition for flying at all times."

The first field training for the Air Guard was at Congaree from August 31-September 14 in 1947. The Adjutant General's report for fiscal year 1948 said of this first summer camp:

"Attendance was approximately 175 officers and enlisted men. Field exercises were conducted under the supervision of Regular Army Instructors, who rated all units Superior. No personnel or aircraft were involved in any accidents, although many hours were devoted to flying during the 15-day period. Total expenditures of federal funds was \$3,000, which represented

Dikie McCaskill and Harry Plowden repair an aircraft radio while on gunnery maneuvers in Florida.



pay and allowances, subsistence, gasoline and oil and miscellaneous expenses."

If nothing else, this makes an interesting commentary on the forces of inflation during the quarter-century span of this history.

Two summer field training periods were held during the Air Guard's first 18 months. The second was at Chatham Field, Savannah, Ga. According to the AG's report: "Fighter gunnery was stressed by the rated officers. An operational readiness test was given the second week. The units performed quite well. The percentage of aircraft in commission was the best of seven squadrons attending field training."

At the time of the second field training at Chatham Field in June of 1948, the Air Guard had grown to 311 officers and men—42 less than their federal authorization. Most of the personnel had seen extensive service in World War II.

Split drills were held each week. Rated (flying) officers met on Sunday afternoon for flying training. Enlisted men met on Monday night, with unit commanders and non-rated officers supervising training. The runways and buildings at the base were still in rather patchwork condition, but they had lost some of their post-World War II abandoned look. However, it was not until the

Bird-watching from the wing of an F-51.





Summer of '49.

following fiscal year that Major William M. Shelton, USAF's senior air instructor assigned to the Air Guard, was able to report proudly to Adjutant General Dozier: "Necessary tractor and mowers were purchased . . . and this has greatly improved the appearance of the base and has removed a great fire hazard to the buildings and, in addition, has contributed to safer aircraft operations on the field."

Capt. William M. Riddle Makes It a Threesome

Leadership of the Air Guard in those Early Bird years was in the hands of three officers: Lt. Col. McEntire, Maj. Morrell and Capt. William M. Riddle. Riddle, a native of Walterboro, S. C., had been a classmate of Morrell's all through flying school. They graduated together and got married on the same day in San Antonio, Texas. When Riddle came off active duty in 1947, Morrell enticed him to join SCANG as a full-time technician and supply officer. For the next decade, until he went on extended active duty in 1957, Riddle held a number of key roles. He moved back into the operations field at the time of the Korean callup and during the next seven years held such positions as base operations officer and commander of the 157th Fighter Squadron. (A month before the 25th anniversary,

Riddle retired as a colonel and Air Guard Liaison officer of the Tactical Air Command.)

Riddle's place at the head table was taken in 1957 by Samuel L. Finklea, Jr. Capt. Finklea joined the Air Guard in 1947 as personnel officer of the fighter squadron. He became full-time administrative assistant to the adjutant general in 1952. He both grew in the role and caused the role to grow in importance, and in 1957 he was able to move into the big hole left by Riddle's departure.

Finklea was later to become the first Assistant Adjutant General for Air of South Carolina, the only non-rated officer in the first 25 years to attain the rank of full colonel, a respected and recognized leader in U. S. National Guard circles, and a stabilizing force who acted as a catalyst in bringing together the various cliques and cabals that invariably infect any organization. He died an untimely death in 1970 of cancer, at the age of 53. Of all his achievements, he was proudest of the instrumental role he played in achieving civil service status for Air Guard technicians in 1969—thus capping a 10-year effort by the National Guard Bureau.

Another early member was 2nd Lt. Grady L. Patterson, who joined the unit in July, 1947. Patterson had flown P-51s in the Pacific during World War II. He set gunnery records at McEntire, both air and ground, which still stood at the Silver Anniversary. Patterson was a colonel and Assistant Adjutant General for Air at the 25th anniversary.



Five cronies sip beer and chew cigars during a squadron softball game at Travis Field in 1949. They are Don White, John G. Murphy, Orville D. Fetterly, Robert L. McCook and Homer Keisler.

Others on the roster in mid-1948 would hold responsible positions in the Air Guard on its 25th anniversary. These included: 2Lt. Bernard A. (Bernie) Daetwyler (Lt. Col., Air Operations Officer under the Chief of Staff); 2Lt. Homer L. Keisler (Lt. Col., Deputy for Materiel of the 169th Fighter Group); and 1Lt. Orville D. Fetterly (Lt. Col., commander of the 169th Combat Support Squadron).

Officers on the roster in 1948 also included two first lieutenants who would rise to command positions in the Air Guard before their retirement. They were Major Edward R. Armstrong, who commanded the 240th Communications Flight at his retirement in 1966, and Lt. Col. Eddie R. Elkin, a combat transport bomber veteran who held a variety of command positions before his retirement in 1968.

Other officers on that 1948 roster included:

Captain Jack L. Moak, who retired from the S. C. Air Guard in 1964 as a lieutenant colonel, the first S. C. Guard officer to retire. He became the chief pilot of the governors of South Carolina; 2Lt. Robert H. Shorb Jr., who was killed when the engine of his F-84 jet blew up in 1951, a few weeks after he was transferred from the S. C. Air Guard to the regular Air Force in preparation for combat duty in Korea; 2Lt. Harry B. Milford, another S. C. Air Guardsman on extended active duty at the writing of the 25th anniversary history. Milford was a colonel and Air Guard liaison officer for the Air Force Logistics Command at Warner Robins AFB, Ga.



Group of Air Guardsmen prepare to board C-47 for flight to Maxwell AFB for a physical in 1950. The South Carolinians were at Lawson Field in Georgia, having recently been called to active duty.

Enlisted men in 1948 who were not charter members who were still active in the Air Guard at the 25th anniversary were:

157th Fighter Squadron

SSgt Christmus, Francis L.
(SMSgt, Aircraft Engine Superintendent)
SSgt Hare, James L.
(MSgt, Aircraft Maintenance Technician)
SSgt Harmon, Brosig A. Jr.
(MSgt, Aircraft Maintenance Technician)
SSgt Mills, John H.
(MSgt, Maintenance Analysis Technician)
SSgt Turbeville, Clemence D.
(CMSgt, Data Processing Superintendent)
SSgt Wright, William A. Jr.
(CMSgt, Aircraft Maintenance Superintendent)
Sgt Dillard, Dennie L. Jr.
(MSgt, Maintenance Scheduling Technician)

Detachment "B" 216th ASG (F)

Sgt Horton, Ferrell D.
(MSgt, Aerospace Ground Equipment Supt.)
Sgt Horton, William W.
(SMSgt, Fire & Weapon Control Systems Supt.)
Sgt Leech, Joseph W.
(MSgt, Maintenance Analysis Technician)
Sgt Russ, William E.
(MSgt, Materiel Facilities Supervisor)
Sgt Smith, Robert A.
(MSgt, First Sergeant)
Cpl Motley, John M.
(SMSgt, Inventory Management Specialist)
Cpl Palmer, Peter P.
(MSgt, Inventory Management Specialist)
PFC Kelly, Leroy
(TSgt, Vehicles Operations Supervisor)

PFC Madden, Charles B. Jr.
 (SMSgt, Medical Services Superintendent)
 PFC Weidemann, Roy D.
 (SMSgt, Weapons Control Systems Supt.)

Utility Flight of 157th Fighter Squadron

SSgt Aiken, John W.
 (SMSgt, Aircraft Maintenance Superintendent)
 Sgt Jones, Edwin P.
 (SMSgt, Aircraft Maintenance Superintendent)

Extensive improvements in facilities at Congaree—which had been re-named Congaree Air Base—were made in 1948 and early 1949. These included extending the southeast-northwest runway, installation of a runway lighting system, erection of a crash equipment fire house and improvements to other buildings. The position of base commander was authorized for the first time and it was filled by Lt. Col. McEntire.

Field training in 1949 was with the 116th Fighter Wing at Eglin AFB, Florida. The 157th Fighter Squadron and attached units were rated first among the 10 squadrons of the 116th Fighter Wing on the four-day operational readiness test.

Major Shelton reported to the Adjutant General: "This was the third field training for these units and they made a splendid show of their ability to function under combat conditions. Considerable gunnery training was accomplished and the aircraft availability and flying times proved that administration and maintenance was of the highest caliber."

As to Air Force property held by the Air Guard at the end of Fiscal Year 1949, the Adjutant General's report listed these items.

Qty	Item	Value
21	Airplanes, F-51-D, Fighter	\$1,092,882
2	Airplanes, B-26-D, Bomber (A-26s Redesignated)	509,248
2	Airplanes, C-47, Cargo	211,734
1	Airplane, T-6C	26,789
2	Airplanes, T-6D	49,572
1	Wrecker, C-2	13,500
2	Trailer, Refuelling, F-2	13,200
1	Trailer, Semi-Instrument Shop	6,300
3	Track, laying M-2	25,500
1	Truck, fire powered, crash	9,000
		\$1,957,425

"The value of all federal property located at Congaree Air Base, including the items listed above, is approximately \$2,500,000."

Again, considering the fact that \$2.5 million would barely buy one fully equipped F-102

fighter plane today, a concise Bartlett's on inflation.

An interesting footnote to the early history is provided in the special orders—common actually until the late 1950s—dispatching the governor, as commander in chief, and his circle of staff, friends and relatives to various points—ostensibly on official business. This practice is now forbidden by the National Guard Bureau.

The earliest special order of this type, issued by the Adjutant General, is one dated July 11, 1947, authorizing a week-long flight to Salt Lake City, Utah, and return for the following persons: "Gov. J. Strom Thurmond, Miss Gertrude Thurmond (his sister), Col. William Lowndes Daniel Jr., Miss Wilma Smith, Sen. T. B. Bryant Jr., Hon. Lionel K. Legge (an associate Supreme Court Justice of S. C.), Mr. Walter Brown, Mr. Grady Hazel, Mr. Wayne Freeman (a newsman) and Mr. Robert B. Kay."

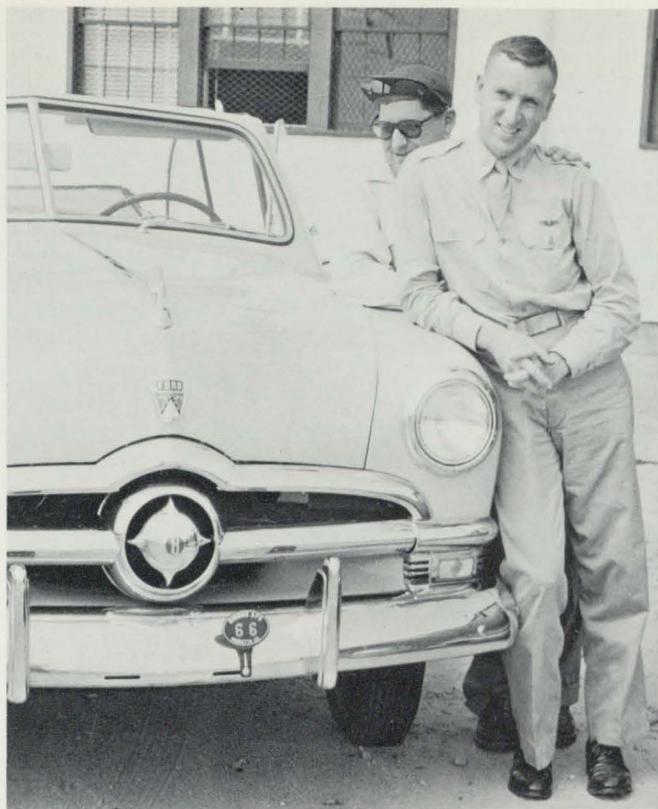
Today, of this retinue only Gov. Thurmond and presumably Col. Daniel—assuming he was on official business—would be permitted to fly on Air Guard aircraft.

So-called "morale flights" were also common in those days, such flights ending up in New Orleans, for example, during the Mardi Gras. An account of one such trip is the October, 1949, issue of "Flaps Down," a now defunct publication of the Air Guard edited by Cpl. Joe Barnett. Here are excerpts:

"Beer at 20 cents a bottle and free food and lodging were some of the features of the trip Saturday, September 24, to Waco, Texas, where approximately 35 Carolina supporters and members of the S. C. Air Guard saw the Carolina Gamecocks bow before a more powerful Baylor team 20 to 6.

"The squadron's two 'Gooney Birds' had been fully loaded that morning at Congaree and made the six-hour flight without incident.

"The first flight, which left S. C. soil at 9:30 and touched Texas at Houston five hours later, left 15 Clemson boosters at Houston and then continued to Waco. They were met at Connally AFB, seven miles outside Waco, by members of the Air Training Command, who escorted the out-of-towners first to chow and then to clean, comfortable barracks. After a quick shave, shower, etc., the group broke up and traveled into Waco by thumb.



Gen. McEntire with friend during the early Fifties.

“Any member of the Air National Guard may participate in these trips, which are a part of the squadron’s training plans. ‘The planes must be flown on pilot training flights, so why not fly them where they will do the most good’ is a common answer given to persons questioning the authority of them.”

Barnett’s account neglected to even mention the outcome of Clemson’s game with Rice in Houston, reflecting, possibly, the pro-Gamecock bias of the USC alumnus. (Barnett, in 1971, was an assistant to the chief insurance commissioner. He won a commission during the Korean callup, but did not re-enter the Guard upon discharge.)



Willie Schwartz and Joe Leech at an early field training exercise.

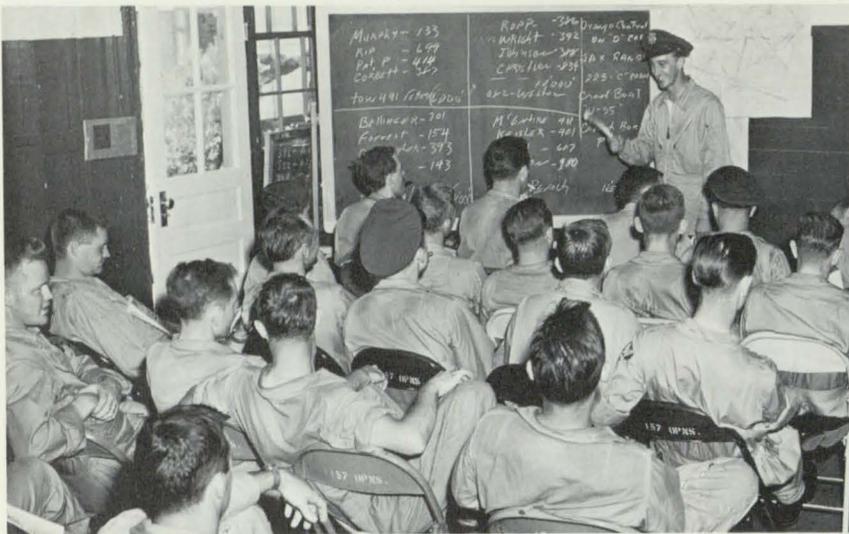
the 157th Utility Flight (whose primary mission was flying B-26 tow target aircraft) and the 157th Weather Station (flight); also Detachment B, 216th Air Service Group, the numerically largest unit.

All SCANG members were assigned to the Fourteenth Air Force (then a major command under the old numbered Air Force set-up), which had its headquarters at Warner Robins AFB, Ga. At the last minute, Capt. Orville D. Fetterly was designated to remain behind as caretaker of Congaree Air Base during the callup period.

The Guardsmen were ordered to Lawson AFB, Ga., where they received a change of mission, change of aircraft and change of name. All SCANG units were consolidated into the 117 Tactical Reconnaissance Wing. They switched from the F-51 propeller-driven plane to a version modified for the new reconnaissance mission. Since their RF-51 planes carried no bombs or guns, the armament personnel were assigned to other duties. Pilots’ shop talk switched from gunnery training and simulated dogfights to sessions on cameras, vertical and oblique aerial photos and stereoscopic strip pictures, while airmen talked of camera installation and repair and the Recce Tech Lab.

1950s: Korean Conflict Brings Active Duty Call

On October 10, 1950, after the outbreak of war in Korea, the entire South Carolina Air National Guard was called to active duty for 21 months. The four units called were the 157th Fighter Squadron, and its two support units:



Maj. George Ropp gives a pilot briefing in Savannah during the late Forties.



Jack Murphy over Munich in a Shooting Star in 1952.

At Lawson, the South Carolinians were joined by newly-activated Air Guardsmen from Alabama and Ohio to form the 117th Tactical Reconnaissance Wing—briefly under the command of Col. John B. Thomas of Birmingham, Ala., a Guardsman, and then under Col. D. M. Allison, a regular Air Force officer. Lt. Col. McEntire became commander of the 117th Tactical Reconnaissance Group, under the wing staff. The 157th Fighter Squadron designation changed to the 157th Tactical Reconnaissance Squadron, as did the 112th Fighter Bomber Squadron of Ohio and the 160th Fighter Squadron of Alabama. The Ohio Guardsmen began training in night reconnaissance missions and the Alabama and South Carolina Air Guardsmen began training in day reconnaissance.

Three months before the S. C. Air Guard was called to active duty, while attending field training at Hunter Field, Savannah, Georgia, the unit lost its first pilot in an aircraft accident. 1Lt. Bayard M. Peach was flying in a formation with three other S. C. Air Guardsmen on gunnery practice about three miles south of Springfield, Ga., on July 20. Lt. Peach, flying No. 2, was involved in a mid-air collision with the No. 3 aircraft, flown by Lt. Robert Hooks, sending Peach to his death. Lt. Hooks bailed out safely.

In one of those inexplicable instances of fate, Col. Robert S. Corbett Sr. recalled years later that he was supposed to fly the No. 2 aircraft that day. As Corbett, then a captain, remembered it:

“Riding out to the aircraft, Peach asked me to switch places in the formation. He said he

would like to fly No. 2 if I would fly No. 4. I said sure—it didn’t make any difference to me. Nobody back at the field knew we had switched and they all thought it was me who had crashed.”

Confusion Over Organization: Where To? Overseas or the U.S.

At Lawson AFB in the summer of 1951, the activated Guardsmen received the RF-80 Shooting Star jets they had long expected and anticipated—the first jets assigned to the Air Guard. They began a round of intensive training in anticipation of assignment to NATO forces at Toul-Rosiere Air Field in France. The base was named after two nearby towns in eastern France, about 25 miles from the German border.

However, haggling over unit assignments and organizational structure delayed deployment of the new 117th Tac Recon Wing to a point where its Guard members had less than 12 months to serve of their 21-month callup; with less than a year to serve, the Guardsmen could not be sent overseas under Air Force regulations.

Under pressure to supply the trained troops to augment NATO forces in Europe—uncomfortably thin because of the commitment of forces in Korea—the wing commander beseeched the Guardsmen to sign Indefinite Career Reserve statements and become eligible to deploy over-



Pilots of the 157th TAC Recon Sq. in Germany during 1952.

seas. This is a statement that must be signed by all Reserve officers on extended active duty and, in effect, signing it meant giving up National Guard status for Reserve status. According to some veteran SCANG officers, the wing commander, Col. Allison, told the Guardsmen it was a mere formality to allow them to go France for 12 months, and then be released and returned to Air National Guard status.

Accordingly, there resulted much dissension and confusion among the troops as to what course to take. Among those who wouldn't sign was Maj. Morrell. "I told the commander that I was called for 21 months as a Guardsman, and if the Air Force wanted us to serve longer they could extend the callup. I was quite willing to go overseas, or anywhere they wanted to send me, but not as a career Reservist." Morrell was sent to Pope AFB, N. C., where he served out his 21 months as Director of Supply for Hq. 9th Air Force. Captain Samuel Finklea Jr. was also assigned to Pope AFB, as a personnel officer. Other S. C. Air Guardsmen who didn't sign the statement, including Capt. Grady L. Patterson Jr., who was assigned to Shaw AFB as a Tac Recon Pilot, were also assigned to various statewide bases to complete their active duty requirement.

Most of the pilots signed the agreement, however, and in January of 1952 a group of 20 pilots was finally sent to Europe with support crews. The air base at Toul, France, had not been completed so most pilots were sent instead to Fur-

stenfelbruk Air Base in Germany. They crossed the Atlantic in their RF-80 jets without incident. Among those who went were Lt. Col. Bernie B. McEntire, Maj. William M. Riddle, Capt. Robert S. Corbett Sr., 1Lt. Robert A. Johnson Sr., 1Lt. B. A. Daetwyler and 1Lt. Jimmie C. Wright. Some other SCANG pilots, including 1Lt. Donald E. White and 1Lt. Homer L. Keisler, went elsewhere overseas. Other pilots who went to Germany, but who were not active on the 25th anniversary, were Fletcher Riddle, George Denton, Jim Forrest, Lamar "Red" Christian, Jack Moak, John "Turkey" Bellinger, William "Mulley" Huggins, "Tiger Jack" Edmunds, Harold "Moose" Leonard, Jack Murphy, James McElveen and Caldwell Weston.

Four SCANG pilots volunteered for combat and were sent immediately to Korea, among them Capt. Eddie R. Elkin who flew as a night medium bombardment pilot and thus became the only South Carolina Air Guard pilot to see combat in both World War II and Korea. First Lieutenants Charles L. McDade and Raymond McKelvey each flew 100 missions in F-51s as ground support, and 1Lt Paul H. Patterson flew 100 missions in F-84 jets chiefly in support of bombardment missions in cutting enemy supply lines.

Of the four who saw combat duty, only Capt. Elkin remained with the Guard after Korea. The others remained on active duty.

Guardsmen who didn't go overseas were released from active duty on schedule on July 9,



B. A. Daetwyler and Lt. William Ham, photo interpreter, in Germany, 1952.

1952. Members reverted to state control the following day and on July 11 the 157th Fighter Squadron, equipped with F-51 H aircraft, was reorganized in ceremonies at Congaree Air Base, with Maj. Morrell commanding. Over 200 officers and airmen answered the call that Sunday morning to reorganize the unit, which had been reorganized as a consolidated fighter squadron and contained all of the SCANG. (When it went on active duty, the squadron had 56 officers and 255 enlisted men.) The Guardsmen were welcomed home by Adjutant General Dozier in a brief address. Construction work was begun on extension of the runways to accommodate the F-86 Sabre jets the Guard expected as its primary mission aircraft.

In Europe still were Lt. Col. McEntire and the other officers and men who had signed the Indefinite Career Reserve agreement. At the end of 1952, when these men began to inquire when they would be returned to Guard status, they found that the Air Force took the position, as some had feared, that the agreement meant just that—and therefore the Guardsmen would be retained as Reservists on active duty for as long as the Air Force saw fit.

A year had gone by and the men were forced to secure the services of a Washington, D. C., attorney. He was able to persuade the Air Force that the men should be released and they were able to rejoin the Guard in March of 1953, about 14 months after they went to Europe.

In the reorganization of 1957, when the S. C. Air Guard became a part of the Air Defense Command (ADC), the 169th Fighter Group was formed. Morrell moved out of Hq SCANG to become commander. Riddle had gone on active duty and Corbett became commander of the 157th FIS. The basic organization of the Guard remained unchanged at the time of the 25th anniversary. When Gen. McEntire was killed in 1961, Col. Morrell became chief of staff and Lt. Col. Corbett became commander of the Fighter Group. Morrell was still chief of staff on the Silver Anniversary and Corbett, after serving 10 years as group commander, was deputy chief of staff, Hq. SCANG.

Major Patterson succeeded Corbett as commander of the 157th Fighter Squadron. Major Robert A. Johnson Sr. became commander of the fighter squadron in 1964. He later served as deputy group commander (operations) and became group commander in August, 1971, a position he held on the 25th anniversary. Patterson served as 157th Fighter Squadron commander, deputy group commander and in state headquarters staff positions before becoming assistant adjutant general for air in 1971. The commander of the fighter squadron on the 25th anniversary was Lt. Col. Stanley V. Hood. One other officer to serve as commander of the fighter squadron was Lt. Col. Robert W. Merck, who retired in June of 1971.

At Congaree Air Base early in 1953, the 157th

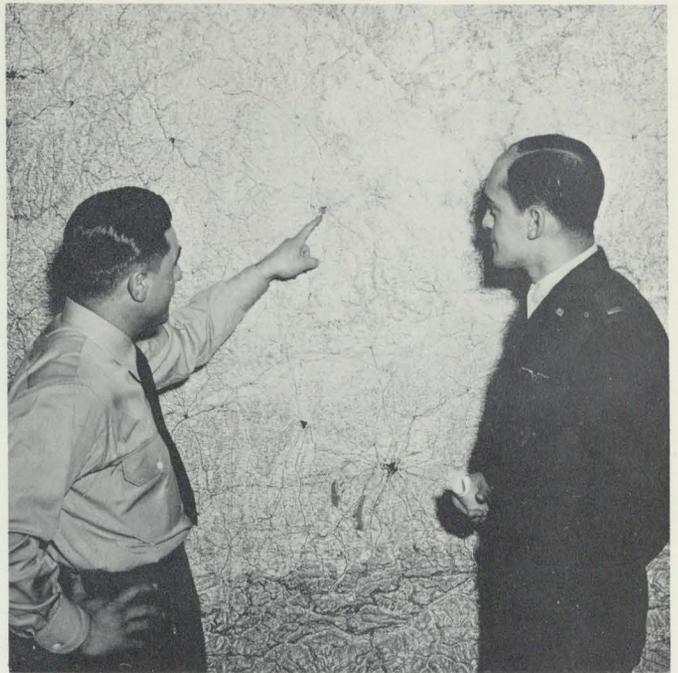


Don Dozier and Jim Little outfitting an unidentified recruit.

was functioning under the command of Maj. Morrell. Capt. Grady Patterson was operations officer and Capt. Finklea was personnel officer. Finklea had also moved into the newly created civilian job of air administrative assistant to the adjutant general, a job he was to hold for 17 years until his death in 1970 when he was succeeded by Maj. James A. "Bunk" Weston Jr.

The release from federal duty of the men in Europe would force a realignment in the Air Guard, and there followed many conferences and debates about organization and who would get which slot.

It was decided that a Headquarters unit, SCANG, would be formed with Lt. Col. McEntire as chief of staff. Maj. Morrell became deputy for operations, SCANG, and Maj. Riddle was named commander of the 157th Fighter Squadron. Shortly, McEntire was promoted to full colonel and Morrell and Riddle won promotions to lieutenant colonel. Corbett was promoted to major and named Operations Officer of the 157th Fighter Squadron. This completed the command realignment and set the stage for the line of command succession a few years later when Riddle went on extended active duty in 1957 and McEntire was killed in 1961. It also began a nine-year period of relative quiescence in the history of SCANG — until 1961 and the Berlin Crisis.



Robert S. Corbett Sr. and Bernard A. Daetwyler check a map of Europe during the 1952 active duty stint in Germany.

Capt. Jimmie C. Wright plotting a map in Germany, 1952.



Propellers To Jets And Then Back Again

During the period just before and just after the Korean callup, the Air Guard functioned in a half-dozen different primary aircraft. At the time of the callup, the unit was flying the F-51D, a model of the highly successful and much romanticized World War II aircraft known as the P-51 Mustang. The "F" designation was simply a nomenclature change brought about in October of 1947 when the Army Air Corps became a separate military branch. After the callup, the Guardsmen first flew the RF-51 reconnaissance version of the fighter, and then the RF-80. After Korea, the Guardsmen returned to the propeller—this time the F-51H, which was essentially the same as their pre-Korean aircraft. The "H" was a later model with a few configuration changes, but it could fly higher, had a more powerful engine and a longer range.

Then in late 1952, the unit began making preparations for and got all excited about plans to assign it the F-86 Sabre jet. This was the superstar of the Korean dogfighting—with a

phenomenal success ratio against the Russian-built MIGs. But after a little over one year the Air Force found out it didn't have enough F-86s to form all the Air Guard squadrons it had planned, so the S. C. Air Guard had to turn over eight Sabres to western ANG units and receive the tamer F-80 Shooting Star.

"I kept one (F-86) for six months more. Kept it for 'test flying' so we wouldn't have to turn it over so soon . . . everybody enjoyed flying it so much," Gen. Morrell later recalled.

110th Is Organized; Disbanded After Korea

Let's return a moment to 1950. When the Air Guard's 56 officers and 255 airmen were called to active duty in Korea. Adjutant General Dozier asked the National Guard Bureau for a replacement unit. At the time, aircraft control and warning squadrons—composed of airmen and officers with radar, radio, electronics and communications skills—were badly needed because of the demands of the Korean Conflict. Gen. Dozier was asked to form such a squadron and,

Members of the short-lived 110th Aircraft Control and Warning Sq. The squadron was organized in 1950 and federalized in 1951. The group served in Europe during the Korean Conflict and disbanded afterwards. Many of the members of the group were assimilated into other units of the S. C. Air National Guard. Commander of the 110th was Lt. Col. Gordon C. Hoffman, *at right*.





Capt. Grady L. Patterson Jr. and a ground crew with their F-80 during 1954.

on Dec. 11, 1950, the 110th AC&W Squadron was organized at Congaree Air Base under the command of Lt. Col. Gordon C. Hoffman. With a concentrated recruiting effort, the squadron had grown to 14 officers and 194 enlisted men by mid-summer of the following year when word filtered down that the squadron would be called to active duty and probably be sent overseas.

In addition to Hoffman (who remained on active duty and retired from the Air Force as a colonel), officers of the 110th included Maj. Theodore M. Hoefler, operations and training officer; Capt. Henry B. Ashe, supply and evacuation officer; Capt. Cyrus E. Rogers, adjutant; Capt. William C. Richardson, message center officer; Capt. Robert H. Rast, communications officer; 2Lt. Harry Bebe Rhame Jr., intelligence officer; 2Lt. Gordon M. Fitts, supply officer; 2Lt. James W. Riser Jr., personnel officer; 2Lt. George B. Wright, motor transport officer; 2Lt. Thomas L. Gregory, flight officer; 2Lt. William A. Humphries, flight officer; 2Lt. Robert S. Pascal, flight officer; and 2Lt. Olin M. Sawyer Jr., flight officer.

When the 110th was disbanded in 1953, many of its personnel were absorbed into the 157th Fighter Squadron. Among them, two officers were still with the Guard in 1971: Lt. Col. Jess

J. Bullard Jr. and Maj. Humphries. Another officer, Riser, stayed in SCANG and was retired in 1968 with the state rank of lieutenant colonel. Another old 110th member who stayed was William J. Buchanan, who became one of the top enlisted men in the Air Guard. Buchanan, a Chief Master Sergeant, was a personnel management specialist in the office of the adjutant general on the Silver Anniversary.

Others who served with the 110th and who were still active in 1971 included: Sergeants Eugene C. Cobia, Harry E. Lockman, John W. Taylor, Richard Epting, Leroy O. Rabon and Marvin D. Campbell.

The 110th was called to active duty in November of 1951 and sent to Donaldson AFB, just outside of Greenville, S. C. The unit set up operations in an area of pre-fabricated tin quonset huts they immediately dubbed "Steel City." "It was cold in the winter and hot as hell in the summer," one Guardsman remembered. The 110th was lumped with Guardsmen from Ohio and Florida and assigned to the 155th Tactical Control Group. They began training immediately for overseas duty.

AC&W squadrons were on the front lines in Korea, vectoring pilots to targets and setting up

radio relay stations in remote areas. Because of their forward positions, AC&W squadrons also had an important defensive mission, warning rear echelons of advancing enemy activity. But it also left AC&W units extremely vulnerable and entire outfits were wiped out; others suffered severe losses. In subsequent years, the Vietnam era in particular, Forward Air Controllers (FAC's) assumed much of this responsibility—and risks.

After a year at Donaldson, the 110th found out its war service would be in Germany. Its members were deployed throughout Germany and to a few places in France. The primary unit served at Bitberg, Germany. Members of the old 110th served overseas for 9 to 12 months before returning to South Carolina and the 157th Fighter Squadron.

240th Is Organized Becomes Two Flights

The 240th Mobile Communications and 240th Flight Facilities Flights were initially organized on April 18, 1952, as the 240th Airways and Air Communications Service Operations Flight. The flight, with 36 men and two officers, was assigned the mission of providing communications and navigational aids support for the S. C. Air Guard.

As the flight grew into its mission and the Air Guard expanded, the need arose in the mid-Sixties to split the organization into the two flights which existed in 1971. The 240th Mobile Communications Flight in 1971 included 80 Guardsmen who provided communications support for SCANG, while the 44-man Flight Facilities Flight provided navigational aids support. These units maintained their proficiency by deploying to remote sites with their sophisticated equipment, and performing their respective missions.

USC Professor Heads Weather Flight

On May 18, 1953, a weather flight—the 157th Forecasting-Observing Flight—was organized as a unit of SCANG, under the command of Maj. Guilbert R. Graham, who taught meteorology at the University of South Carolina. The weather



Maj. Guilbert Graham, SCANG weather officer, and the Air Force advisor to the weather unit check what's in store for the pilots.

flight had to be deactivated five years later, however, because Graham had retired and Major Charles L. DuBose who followed him was promoted by ROPA to Lt. Col. and had to leave the ANG assignment. All efforts to secure and retain a qualified weather officer failed.

During the relatively uneventful period that marked the middle and late Fifties, there, nevertheless, were a number of historical incidents worth noting.

One is the performance of Capt. Robert A. Johnson in the Ricks Memorial Trophy Race in July of 1954. Johnson finished second in the race from Ontario, Calif., to Detroit, Mich., which was designed to publicize the new modern jet equipped Air National Guard which followed the Korean War. His time of 3 hours and 28 minutes (including two fuel stops) in an F-86 jet was just one minute behind the winner. The winner was chosen on total elapsed time, including fuel stops. Johnson credited his good showing to the work of two S. C. Air Guard crews set up to re-fuel him along the way—one at Colorado Springs, Colo., and the other at Des Moines, Iowa. Each fuel stop required only about four minutes on the ground. Capt. Johnson's average speed over the 1,995 mile route was 557.3 miles per hour. There was this consolation for Johnson: early calculations showed him to be the winner and he received a lengthy "winner's kiss" from Ac-



Capt. Robert A. Johnson Sr. before take-off in his F-86 on the Ricks Trophy race in 1954. Johnson placed second in the race.

tress Anita Eckberg—a kiss he relished almost as much as the first place trophy.

In August of 1954 the Guard dropped its Sunday afternoon-Monday night monthly training schedule in favor of one weekend a month. Saturday drill was from 2 p.m. to 10 p.m., Sunday's schedule was 8 to 4. It remained this way until 1970, when the time of Saturday drill was advanced to 9 a.m.-5 p.m. It was more convenient for most Guardsmen to be off Saturday night. The old Saturday schedule had been set up largely to accommodate those who worked a half-day Saturday in their civilian job—a more common practice in 1954—or who had Saturday morning classes at colleges and universities, another practice all but been abandoned.

On Wednesday night, Dec. 8 of 1954, the Air Guard held its first surprise alert. The alert began at 7 p.m. and Col. McEntire reported the unit was operational by 7:45. The first plane, an F-86 piloted by Jack Moak, was airborne at 8 p.m. A few years later, Air Guardsmen would be manning alert 24 hours daily and meeting a requirement to send aloft at least two jet fighters within five minutes of an alert scramble notice.

In January, most of the F-86s were gone, the last of the F-51H's was retired and the Air Guard became an all-jet unit—flying the F-80 Shooting

Star. The strength of the unit at this time was just over 500 officers and men, and the annual payroll was a half million dollars.

Also in 1955, the Navy Department, which had been leasing Congaree Air Base to the state of South Carolina free, declared the base surplus property. Gen. Dozier and Congressmen L. Mendel Rivers and John J. Riley were successful in getting the property transferred to the Air Force, which in turn continued the lease agreement with South Carolina. Eighty per cent of the money for operation of the base was and is provided by the federal government through the National Guard Bureau and 20 per cent by the state of South Carolina.

On January 20, 1956, a fire of unknown origin destroyed the base supply office and main warehouse at Congaree. The fire destroyed aircraft parts, office supplies, tools and miscellaneous equipment valued at approximately \$250,000.

Summer training during the mid and late 1950's was usually at Travis Field, near Savannah, Ga.

George Lowder loading the guns on an F-80.



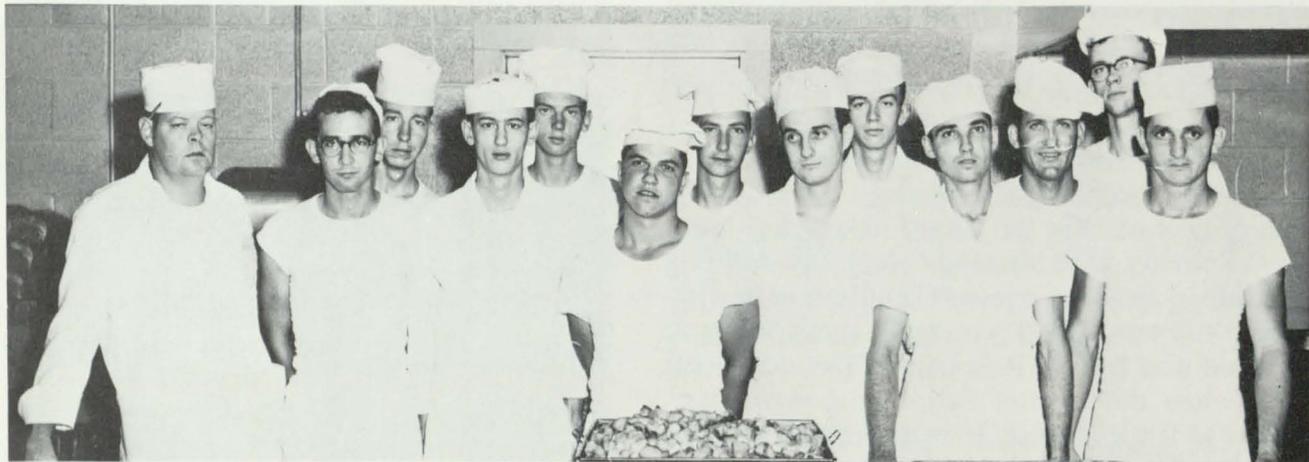


Checking the T. O. on the water cooler are Capt. Dan Fraley, Maj. Robert S. Corbett Sr., Sgt. Wylie Galloway and Capt. Homer Keisler.



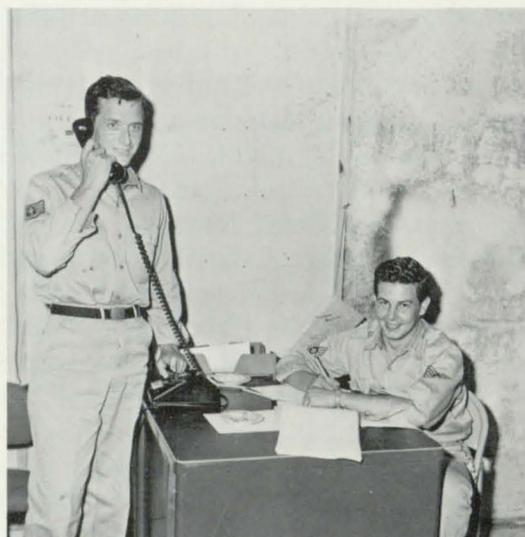
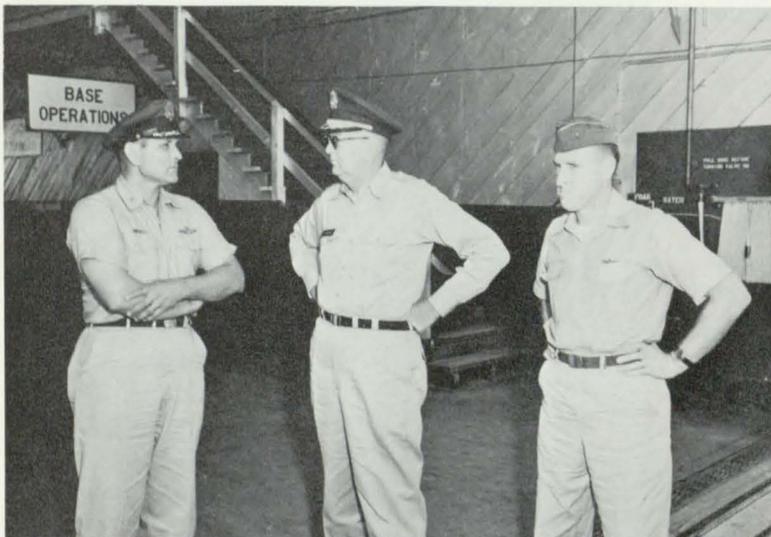
Pilots with an F-80 Shooting Star circa 1956.

Food service personnel of the Air Guard pose for a photo before a meal at Travis Field in Georgia during the 1954 field training. *Left to right are:* Leonard D. Beckham, William D. Broome, Jimmy Rose, Frank McCarthy, Johnny Dodd, Herman Taylor, John Wesley Taylor, Odell Frick, Robert G. Langley Jr., Leroy Kelly, General E. Hendley, Roy H. Welborn and Gerald Turner.



A high level conference in the old hangar. *From left are* Col. Morrell, Adj. Gen. Pinckney and Gen. McEntire.

James C. Hatchell and William J. Buchanan Jr. during the early Fifties.

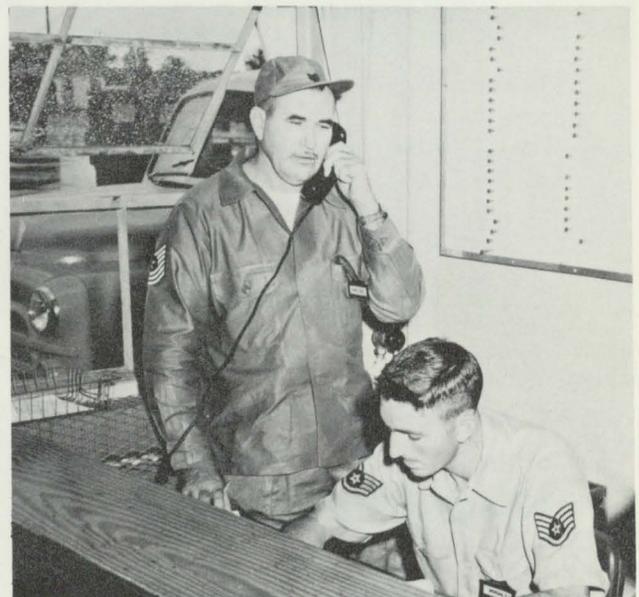




Col. Barnie B. McEntire and Maj. Samuel L. Finklea confer with Airman Charles L. Mielke in front of a T-6 before Mielke leaves for pilot training in 1953.



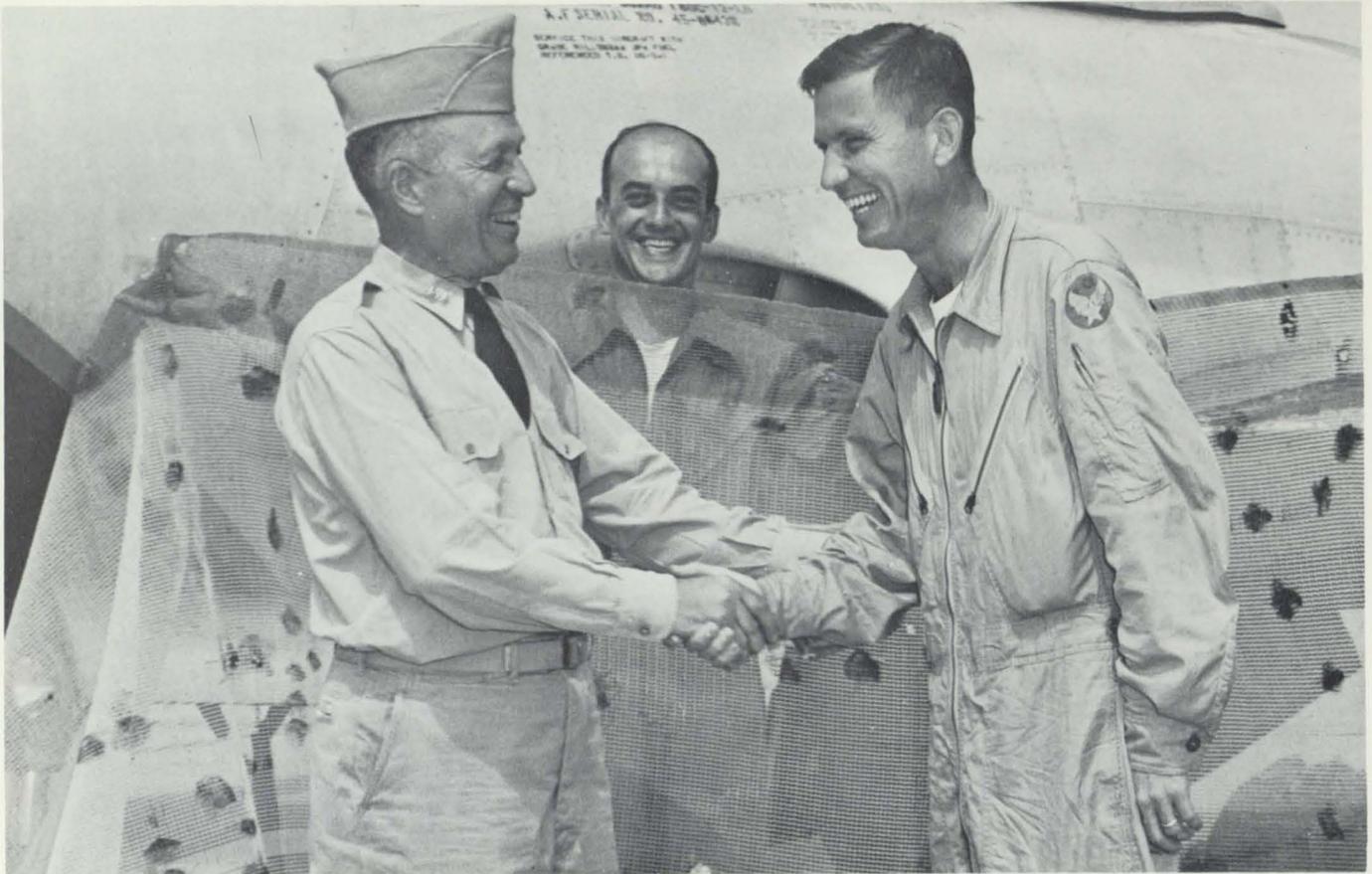
Ferrell Horton and Eddie Harbort repairing a truck.



Amos Frick and Daniel Morgan in the motor pool.

Scoring targets at summer camp during the late Forties or early Fifties.





Capt. Grady L. Patterson being congratulated by Maj. Gen. James C. Dozier, adjutant general, for shooting the highest gunnery score during the 1955 field training. Holding the target is Bernard A. Daetwyler.

From the time the 157th Fighter Squadron was reactivated after the Korean War, Adjutant General Dozier conducted studies and made recommendations to the National Guard Bureau that another Air Guard squadron be established in South Carolina. After one study by Hq SCANG in 1953, Gen. Dozier formally requested two additional tactical squadrons for South Carolina on August 4. One unit was requested for the Greenville-Spartanburg area and another for Charleston. At one point—two years later—the Guard Bureau announced that it was seriously considering a unit for Greenville-Spartanburg, but nothing ever came of it. Ten years later, the S. C. Air Guard thought it was going to get one of the C-141 associate groups being formed to boost the nation's Military Airlift Command (MAC). Plans, never publicly released, were made along these lines, but in the last stages of planning control of the group formed at Charleston AFB was given to the Air Force Reserves.

One newsworthy incident in the 1950s was when the Air Guard was called upon to fly President Eisenhower's heart specialist to his bedside

after Ike was hospitalized for emergency exploratory abdominal surgery. The physician, Army Doctor (Col.) Thomas Mattingly was driving from Washington to Columbia with his wife for a wedding when Eisenhower was hospitalized. The doctor was intercepted in Cheraw by S. C. Highway Patrolmen, sped to Congaree ANG Base, and flown to Washington in a T-33 jet by Col. McEntire. Col. Mattingly was chief of cardiology at Walter Reed Hospital in Washington.

In 1958, swept-winged F-86L Sabre jet interceptors replaced the F-80 as the principle plane being flown by the S. C. Air Guard. The first of the new model F-86L equipped with improved radar and 2.75-inch rockets was delivered to SCANG in February 1958.

Later that year, the SCANG won third place honors in competition with 85 other Guard units for the Spaatz trophy. The award recognizes general excellence in operations.

In February 1959, Gen. Barnie B. McEntire received his promotion to brigadier general, the rank he held at his death two years later.

60's Begin Quietly, But The Action Picks Up

The 1960s began, and ended, quietly enough, but like the 1950s, there was plenty of action packed in the first 2½ years. In the first week of the decade, the National Guard Bureau announced in Washington that SCANG would become the first Guard unit in the nation to receive the F-104 Starfighter—one of the “hottest” jet fighters ever built, and the kind of plane that caused pilots to drool at the mere thought of slipping behind its controls. The airplane at the time held just about every record for performance: speed in excess of 1,400 MPH, rate of climb, and it had just set an altitude record of 103,395 feet. This doesn't seem like much in the days of moon travel, but keep in mind that this was at a time when Project Mercury was no further along, relatively, than the Stanley Steamer.

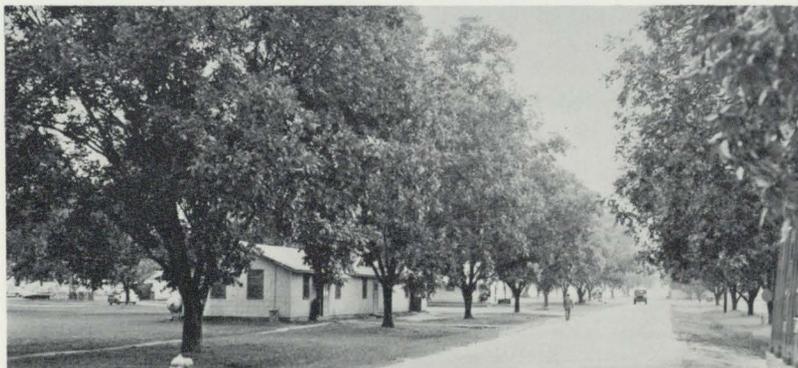
The “oohs” and “aahs” could be heard on Highway 76 when Maj. Robert A. Johnson Sr.—in the group ferrying the first three Starfighters to Congaree on February 16—put on an impromptu demonstration. Zooming in low to the runway on

a pass, Maj. Johnson pulled back the stick and in less than a minute was at 35,000 feet. The love story began there and never ended—despite two jarring tragedies and a half-dozen other near tragedies in the aircraft due to engine failures.

The other three pilots ferrying in the first three F-104s from Wright-Patterson AFB, Ohio, that day were Brig. Gen. Barnie B. McEntire, and Capt. Henry L. Milne and Col. Morrell in a two-seater. McEntire would be killed and Milne severely injured in F-104 crashes during the next 18 months.

Acquisition of the F-104s put the South Carolina Air Guard in the forefront of America's air defense system, with a major responsibility in the Southeast for maintaining the nation's 24-hour alert against potential enemy air attack. Only 55 feet long, with stubby, knife-thin wings that extended just 7½ feet from the fuselage, the F-104 didn't look particularly airworthy or menacing. But it packed an awesome firepower. On each wingtip the F-104 carried a Sidewinder missile—a missile guided to its target by an infrared tracking device which “felt” the presence of other aircraft by the heat they generated.

The presence of the F-104 aircraft over South Carolina created a public relations problem for



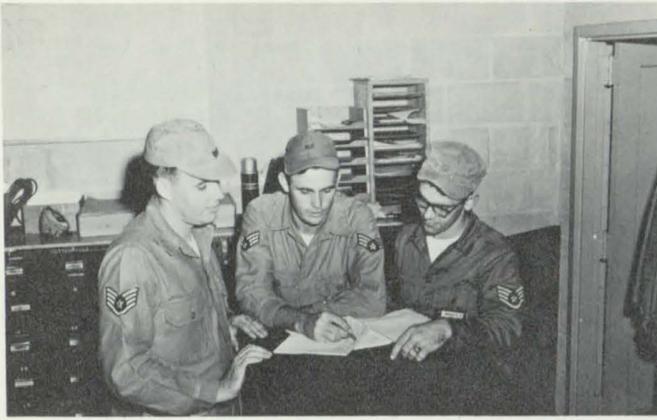
Pecan Grove At McEntire.

Officers Mess table at Travis Field, about 1955.



Mr. and Mrs. Buford Madden at the 1955 military ball.





Lewis Caswell, Willie Johnson and Ray Shealy confer during the late 1950's.



TSgt Willie Small signals from the tower.



TSgts Hanes McEntire and Bill Huffstetler adjust a canopy.



Technicians prepare to run-up an engine on the test stand.

the Guard because of the sonic boom it created. A sonic boom is caused by an aircraft flying in excess of the speed of sound—about 670 MPH or “Mach 1.” The F-104 not only traveled at the speed of sound, but over twice that rate, or “Mach 2.” Simply stated, a sonic boom is the continuous clap or explosive sound caused by the pressure waves of any aircraft moving through the air waves at a speed exceeding sound. The noise continues along the flight path of the aircraft as long as it is flying at supersonic speed.

To overcome potential public annoyance, the Guard began an extensive public education on the sonic boom—its causes, effects, and how the Guard would minimize the problem by flying supersonic no lower than 35,000 feet etc.—even before the first jets arrived. Newspaper articles explained the phenomenon in detail and the message was carried to schools and service clubs in a round of speeches. As a result, a potentially ticklish problem was overcome with a minimum of difficulty.

In the summer of 1960, the airport consultant firm of Leigh Fisher and Associates in San Francisco noted in a study of commercial aviation facilities in central South Carolina that Congaree ANG Base was a prime site for non-military aviation uses. Just about every other year in the Sixties, a similarly commissioned private consultant group came up with the similar suggestions but after 25 years the base was still being used strictly for National Guard—both Air and Army—military training. Congaree (McEntire) was and is the only air field in the United States used just as a National Guard base. Going into the 1970s, there was a question of how long this would remain the case, as an expanding population forced expanding aviation facilities. The Federal Aviation Administration in 1971 announced that it had sanctioned a study of McEntire ANG Base as a possible joint use (military-civilian) airport. This was the first time the federal government had become involved in the study.



Gen. Bernie B. McEntire and Maj. Gen. Frank D. Pinckney, state adjutant general, inspect the rocket tray on an F-86L.

Gen. Bernie B. McEntire Killed In Crash of F-104

"Bob, I'm having an engine stall," the quiet voice of Brig. Gen. Bernie B. McEntire reported by radio to Col. Robert H. Morrell as the pair took off in their F-104 jets from Olmstead AFB in Harrisburg, Pa. These were the last words of SCANG's first commander, a man who, at his death on Thursday, May 25, 1961, was the youngest Air Guard general in the United States—42 years old.

He died moments later, still strapped in the seat of the F-104 which crashed on a tiny island in the Susquehanna River. "That was just like him—calm and confident," said a man who knew him well, Col. Sam Finklea. And it was.

McEntire had just taken off from Olmstead when his engine failed. "He was flying on my wing. We were over the river and the general's plane just disappeared," Morrell said. Witnesses said the plane was about 800 feet high and bearing down on the city of Harrisburg, a city of about 150,000 including a heavy concentration of industry and homes lining each bank of the river. A witness on South Bridge in Harrisburg said Gen. McEntire might have been trying to avoid a large steel mill when he turned his plane toward the marshy island. He did not attempt to eject.

McEntire—"Barnie," as his colleagues called him—was one of the first to check out in every new type of plane the Air Guard was assigned. He rose fast in the Army Air Corps in World War II—to lieutenant colonel—and some said he left a promising career in the active forces because he feared his higher rank would confine him to desk jobs at the expense of flying. He had loved flying since he was a teenager and coaxed himself into a job washing Piper Cubs at Owens Field in Columbia.

He learned to fly as an air cadet in 1939 and in turn taught others to fly for the Army Air Corps. He flew the Atlantic on transport missions time after time in World War II and, at his death, had logged over 6,000 hours in the air. "Barnie had two loves—flying and his family," a friend said. "I never knew a man so happy. He didn't quit in the afternoon for a ball game, golf or anything like that. He just loved to fly."

Gen. McEntire was a stickler for safety. He knew that one mistake by a pilot or a ground crewman or that foot-dragging on mechanical or structural problems could cause death. It was somewhat ironic, then, that his death was to occur on a mission to the Air Force's engine repair depot to seek immediate remedies to chronic J-79 engine problems on the F-104 Starfighter. He reportedly walked away from the conference with regular Air Force officials with this admonition: "Either do something about it immediately, or you will have some dead pilots

on your hands.” Possibly, the general himself was a victim of dilatory bureaucracy. Or perhaps he was merely another statistic of a high performance aircraft which continued to claim the lives of pilots who flew it. Immediately after his fatal crash an engine modification including 41 separate improved items was approved by the USAF Air Material Command. All of these improvements had been asked for by Gen. McEntire and Col. Morrell at that final conference. This is the plane subsequently used by the West German Air Force and the same plane which so decimated the new Luftwaffe’s pilot force in the Sixties that recruiting became nigh impossible. Yet many pilots—including most “old heads” in SCANG—still swear by it and blame all crashes on engine maintenance problems. “If you ever drive a Cadillac, you don’t like to go back to a Ford,” said one SCANG officer, nearly 10 years since he’d last been in a Starfighter.

Perhaps as an ominous precursor to Gen. McEntire’s crash, SCANG 2Lt. Michael M. Miller was forced to bail out of his F-104 near the small South Carolina town of Swansea when the engine quit. This was 2½ months before Gen. McEntire’s fatal crash. (Ed. Note: Miller stayed on active duty after the 1961 callup and later became a member of the Thunderbirds, the elite Air Force precision demonstration team.) In September of 1961, Capt. Tseng Hsi Teng of Formosa, one of four Free China Air Force pilots receiving F-104 training at Congaree Air Base, was severely injured when his plane failed to get airborne, ran off the end of the 8,000 foot runway and came to halt 300 or 400 yards later in a soybean field. He was pulled from the smoldering wreckage—still fully loaded with jet fuel—by Major Homer L. Keisler, MSgt Brosig A. Harmon, and Sgts Eugene Tucker, Doyle L. Wicker Jr. and Thomas B. Campbell. SCANG and Air Force Officials blamed this accident totally on pilot error. Apparently, Capt. Teng simply forgot to light his afterburner.

The quick and heroic action of the five S. C. Guardsmen was later recognized in a commendation from Gov. Ernest F. Hollings. Sgt. C. Buford Madden, the capable long-time Air Guard chief medical technician, was also recognized by Gov. Hollings for his immediate medical expertise.

Accidents involving SCANG pilots in Europe in 1961 and 1962 were not so easily explained, however. The most serious of the three killed



John D. Ruff helps pilot Henry L. Milne put on his “spurs” before flying his F-104.

Capt. Hugh C. McLaurin Jr. of Sumter and severely injured Capt. Henry L. Milne Jr. of Cayce. They were on an emergency landing approach at Moron Air Base in Spain when the engine of the F-104B two-seater trainer aircraft flamed out. They were too close to the ground for a safe ejection; nevertheless, Milne recovered from his injuries but was not able to continue in the Air Guard. (In July of 1956, McLaurin had bailed out of his F-80 jet after it collided with a tow target over the Atlantic Ocean. He was picked up from the ocean unharmed.)

In other incidents involving the F-104, 1Lt. Clifton M. (Demi) McClure ejected from his aircraft after running out of fuel when a sudden fog closed in on Moron Air Base. He could not reach the alternate airfield at Rota, Spain. Capt. Vincent Billingsley ejected safely after his engine flamed out. A few months later, McClure was again flying about 30,000 feet up when his engine lost power. This time he saved the aircraft by landing safely at Moron with only partial power. The final aircraft loss occurred just before leaving Spain when 1Lt. Stanley V. Hoke ejected successfully after his engine quit. These problems caused periodic groundings of the F-104 during the eight months the S. C. Air Guard spent in Spain. (Ed. Note: McClure achieved fame in aviation and scientific circles in 1958 when, as a lieutenant on active duty, he rode a balloon 102,000 feet high in the “Man High” experiments at Holloman AFB, New Mexico. This was a manned altitude record at the time, and it proved to be an extremely important prelude to Project Mercury, America’s first space flights.)



Mrs. Bernie B. McEntire accepts plaque from Gov. Ernest F. Hollings during 1961 ceremonies honoring her late husband for bravery. Gen. McEntire steered his F-104 away from the populated area of Harrisburg, Pa., and rode it to his death.

Pennsylvania Citizens Honor Gen. McEntire

On August 14, 1961, Gen. McEntire was awarded a certificate of valor posthumously by the Governor of Pennsylvania. He was recognized for riding his powerless aircraft to his death, rather than ejecting over a heavily populated area — possibly saving his own life, but endangering scores of others. The citation read in part:

“Gen. McEntire was at sufficient altitude and flying at such air speed that would have permitted him to eject safely from his aircraft. However, the use of this particular runway at Olmstead leads directly into the heavily populated areas of Harrisburg and the West Shore communities. An aircraft abandoned after take-off on this runway would almost surely land in these built up areas and result in casualties among the inhabitants in the area where it struck the ground. . . . He never attempted to utilize

his escape system, but from eyewitness reports, brought his aircraft in for a water landing in the river, which is the only possible place he could land his aircraft without causing injury or death to others. Gen. McEntire, in performing this act of self-sacrifice, saved the nearby community and its inhabitants from possible death and destruction. His thoughts were concerned with the welfare of others and not of himself.”

Shortly after his death, there began a movement to change the name of Congaree Air Base to McEntire Air National Guard Base. It was supported by Gov. Hollings, Sens. Strom Thurmond and Olin D. Johnston and Congressman John J. Riley. The formal dedication of the successful movement came on Nov. 10, 1961, a few days before the newly activated S. C. Air Guard went to Europe as a result of the Berlin Crisis callup. Gov. Hollings said in the dedicatory address: “His memory shall live as long as appreciation for leadership and dedication to duty remain in the minds of men. What we do here this afternoon is pay respect in the most tangible way we know. As long as this base stands, all will know and remember him—and his sacrifice.”

Morrell Is Named Chief of Staff

Col. Robert Hanly Morrell, 44-year-old charter member of the Air Guard, was named Chief of Staff by Adjutant General Frank D. Pinckney in May of 1961, succeeding Gen. McEntire. Morrell had been commander of the 169th Fighter Group. Moving in as fighter group commander was Lt. Col. Robert S. Corbett Sr., who, in turn, was succeeded by Maj. Grady L. Patterson Jr. as commander of the 157th Fighter Squadron. There were numerous changes in the fighter squadron command structure during the next decade, and the three top headquarters and group command positions evidenced some changes just before the Silver Anniversary. Morrell, promoted in 1964 to brigadier general, was still chief of staff. Patterson had succeeded Col. Finklea as Assistant Adjutant General for Air in May of 1971. In August of 1971, Col. Corbett became deputy chief of staff in Headquarters, SCANG, and was succeeded as group commander by Lt. Col. Robert A. Johnson Sr.

Morrell, square-shouldered and heavy set, grew up on a farm not three miles from the lands that sprouted McEntire ANG Base. Like so many early aviators (and any of them who grew up in the first half of the century can, as time goes, qualify as an Early Aviator) Morrell was entranced by the notion of flying. Sometimes he'd slip away from the farm in Horrell Hill and catch a ride to the old Army aviation field eight miles down the road (where the Veteran's Hospital is now). He'd watch, fascinated, as the World War I vintage planes would take off and land. He remembers well his first plane ride. He'd saved \$5—quite a sum for a youngster in 1926—and went down to an open field where the Rosewood Drive Shopping Center is now. There, a barn-storming troupe was taking riders up for a few minutes of thrills over Columbia.

Returning from World War II service in the fall of 1946, Morrell saw a newspaper ad that an Air National Guard unit was going to be formed in this state. His wife insisted he look into it, and Morrell, then a major, thus became the first officer selected in the South Carolina Air National Guard. He made his way up the ladder, serving in just about every officer's slot at Congaree Air Base, until succeeding Gen.

McEntire at the top. Morrell's military career began in 1936 as a private first class in the volunteer Marine Corps Reserve, where he attended Platoon Leaders Class. In 1940, he entered Army Air Corps aviation training—but not before a months-long, near starvation diet to get under a 200 pound weight maximum.

Morrell spent most of World War II training other pilots. An interesting sidelight occurred in 1942. Because he was the only person who raised his hand when someone asked: "How many of you pilots know how to milk a cow?" Morrell was given temporary assignment as liaison officer and technical advisor to famed author John Steinbeck ("The Grapes of Wrath") who was then doing a special book for the Air Corps. (Morrell was also one of the few senior military officials who unequivocally believed he witnessed a genuine Unidentified Flying Object—one not to be explained away as an atmospheric mirage or optical illusion. He even gave chase in a T-6. It happened late one afternoon outside the old hanger at Congaree and several enlisted men were witnesses also. But that's another story and too long in the telling in this narrative.)

A goodbye kiss and then this airman will leave for Europe—one of the many S. C. Air Guardsmen who had to leave their families and jobs behind to answer the Berlin call-up.



Air Guard Units Alerted For Duty

September 1, 1961. Warm rain was falling at McEntire ANG Base, but there was business as usual, despite the rain and despite the late afternoon announcement that 64 Air National Guard units and seven Air Force Reserve units had been designated "priority outfits" for federal service in the event a call to active duty was necessary. One of the units was the South Carolina Air National Guard, primarily because of its sleek, stubby-winged F-104 jets. The concrete wall was going up in Berlin, more tangible evidence of a divided city and more evidence of increasing international tensions.

"There's no question about my outfit being ready to serve," was the standard response of every Guard and Reserve commander in the country. Doubtless, they felt this way. But in any similar situation, reality and raw patriotic fervor produce sharply conflicting emotions. Berlin seemed far away to most South Carolinians, including Air Guardsmen, and the actual Berlin callup five weeks later produced pangs of anxiety

and familial distress.

Reality struck home on Monday, October 9, when 747 men of the South Carolina Air Guard were called to active duty with a reporting date to McEntire ANG Base on Nov. 1—just three weeks and one day hence. Also called up at this time were F-104 units from Arizona and Tennessee. It was particularly vexing for many S. C. Air Guardsmen. Two weeks earlier, announcement of a callup of 76,500 Air Guardsmen and Reservists was coupled by a Pentagon announcement that the S. C. Air Guard had been deleted from that list of "priority outfits" alerted on Sept. 1 for possible callup.

Just as in the 1951 Korean callup, there were hundreds of unanswered questions in each family affected. Reduced income and tangled finances. Physical separation. Abrupt departure of husbands. Decisions by mail. Financial management. How to cope with balky furnaces and leaking car radiators. These were but a few of the grey areas faced by Guardsmen and, just as important, their equally affected families. For a few weeks, the Guardsmen didn't even know where they were going. First they were to be assigned to Bitberg, Germany, then it was finally determined that the fighter squadron and some support elements was going to Moron Air Base

Capt. Michael Miller and TSgt James D. Dempsey scramble for their F-104 aircraft. Miller flew with the SCANG before the Berlin crisis, but remained on active duty after the build-up and served in Vietnam. He also flew with the Air Force Thunderbirds aerobatics team.



in Spain. Another large contingent went to other Air Guard units assigned in France and still other Air Guardsmen were assigned to scattered Air Force bases in the U. S. and Germany. Separation of the 169th Fighter Group caused some local distress, but there was nothing to be done about it. The newly activated airmen were under the command of Col. Corbett. Col. Morrell, the new chief of staff, was a member of the state staff—as are all of the dozen or so members of the SCANG, Headquarters staff—and thus not normally subject to active duty recall. Nevertheless he volunteered for active duty and was assigned to the Inspector General's safety staff at Norton AFB, Calif.

The pace was hectic in October as Guardsmen worked around the clock getting ready to go overseas. Men who just days before had worked in banks, pumped gas, sold insurance or clerked in stores, did any one of a variety of jobs. They packed delicate equipment. Dismantled the F-104 Starfighters for shipment overseas in the bosom of the bulky C-124. They made out wills. Gave shots. And said goodbye to loved ones. An advance detachment, headed by Maj. Bernard A. Daetwyler (a month earlier, the comptroller at USC) left McEntire for Spain on Nov. 6. A week later, the first C-124 rolled down the runway headed for Spain. At Moron AB, near

The first F-104 is reassembled in Spain after crossing the Atlantic in the belly of the C-124 in the background. The Starfighter had its wings removed for the flight to Moron Air Base.



Seville, Spain, the Starfighters were unloaded and reassembled. By Nov. 24, all of the 20-odd F-104's assigned to the former S. C. Air Guard were combat ready and flying tactical defense missions for United States Air Forces Europe—a new record for overseas deployment of a reserve unit following callup.

As stated earlier, the only element of the S. C. Air Guard to maintain unit integrity was the 157th Fighter Interceptor Squadron and augmented support units at Moron. Torrential rains all during November greeted the arrivals there. These rains resulted in the worst flood in the 20th century in the area of Seville. Eight thousand were made homeless and property damage was in the millions. Corbett, acting for Air Guardsmen, called friends in South Carolina. Wives and families of the Guardsmen responded with 15,000 pounds of clothing, blankets and household goods for the flood victims that probably accomplished more toward U. S.-Spanish relations in the area than any billion-dollar foreign aid program. The supplies were gathered in Columbia, trucked to Savannah, Ga., and flown to Seville in B-47 SAC aircraft which were rotating on alert duty. Corbett presented the emergency supplies to the Seville Province Civil Governor, Senor Hermanogildo Perey de Ayala, who distributed them to the flood victims.

F-104 is unloaded in Spain from the belly of C-124.



Altogether, 747 SCANG airmen and officers were called to active duty in 1961. The plan which sent about half of them to Spain as an "augmented squadron" and scattered the rest in Europe and the U. S. drew considerable protest, but the Air Force didn't back down. "I realize the need and emergency, but I fail to go along with their reasoning," said Adjutant Gen. Frank D. Pinckney of the Air Force mobilization plan.

"Breaking up a team that has been working smoothly hardly seems the logical thing to do—especially when the need was for units rated combat ready," The State newspaper editorialized. Many of the other 27,000 Air Guardsmen from throughout the U. S. who were mobilized during the Berlin Crisis were also separated from home units.

There was also a serious morale problem at many bases, with airmen sitting around twiddling their thumbs, doubting the callup was vital and wondering why they weren't back home. Some S. C. Guardsmen felt the same way but, by and large, they accepted their callup as an obligation and responsibility. They looked with disfavor on fellow Guardsmen doing the most griping. In a sarcastic letter to a group of New Hampshire Guardsmen assigned to Ft. Bragg, N. C., who had gone on a hunger strike to protest their call-

up, members of SCANG's 157th Fighter Squadron wrote from Spain:

"We are deeply moved by the action you have taken concerning your release from active duty. . . . We understand the hardships that have been placed upon you by being stationed so far from your homes and families. It must indeed be hard to go home every other weekend. It probably was very hard to tear yourselves away from camp over the Christmas holidays. The best we could look forward to was a phone call from home."

Home From Berlin And Another Crisis

In May 1962, Air Force Secretary Eugene M. Zuckert announced that all Guardsmen and Reservists recalled the previous year would be released by Aug. 31. At this time the 157th Fighter Squadron was commanded by Maj. Patterson, who led the successful deployment back to McEntire. On July 3, the first plane home from Europe — carrying 76 S. C. Air Guardsmen — landed at McEntire. They returned in fits and

Gen. Robert H. Morrell visits Air Guardsmen serving in France during the Berlin build-up. S. C. Air Guardsmen served in Spain, France and Germany during the crisis.



starts for the next few days, from Moron, Spain; from Chaumont, Drux, Etain, Chaumbly and Phalsbourg, France; from Mannheim, Hahn and scattered other points in Germany; and from bases across the U. S. By the end of July they were all home.

On Aug. 15, the 747 officers and airmen were released from active duty, more than two months earlier than the year's tour for which they were called. But their response was undoubtedly a factor in reducing tension along the Berlin Wall. A committee on Armed Services of the U. S. House of Representatives, in its report on the Berlin callup, declared: "Perhaps the outstanding accomplishment was that of the Air National Guard in its deployment of aircraft to Europe." The F-104s were brought back the same way—dismantled and in the belly of a C-124. The late South Carolina congressman, L. Mendel Rivers, in a speech to the House, pointed out that Chancellor Konrad Adenauer believed the prime factor influencing Khrushchev in the showdown over Berlin was the swift, decisive buildup of American forces. "I am proud," Rivers said, "that the members of the 169th Fighter Group and the 157th Fighter Squadron are from my home state.

I am proud that all members of the Air National Guard and the Air Force Reserve are competent and highly motivated citizens."

The returning Guardsmen had hardly had time to pocket their Exceptional Service Medal from the state when there came another distant rumbling of troubles. The missiles were rattling in Cuba and there were persistent reports of mystery flights over the U. S.—purportedly Soviet spy flights in high-flying U-2 type aircraft. SCANG, already back on 24-hour runway alert, was scrambled several times to identify aircraft but never encountered any but our own. If there were any high flyers, our F-104 couldn't have gotten there anyway (the U-2 flew over 100,000 feet). The overflights were denied, and the U. S. air defense chief later said reports of Soviet reconnaissance planes over the Southeast were traced to American planes which were temporarily unidentified.

But the Cuban Crisis was real and, in a move to strengthen active air defense forces, was to result in loss of the coveted F-104 by the Air Guard. Reaction was summed up in a terse note by Col. Morrell scribbled across a NORAD announcement: "The Bastards."

Villagers in Seville, Spain, gratefully accept clothing gathered by the families of Guardsmen back in South Carolina. The clothing and other supplies helped the victims of one of the worst floods in Spain's history.





Six F-86L pilots, winners of flight point competition during the 1959 field training, are, *front row*, Capt. Robert L. McCook, 1st Lt. Curtis L. Williamson, 1st Lt. Hugh C. McLaurin, *back row*, 2nd Lt. Michael M. Miller, 2nd Lt. Otis M. Hill Jr. and 1st Lt. Robert L. Hanlin.



Hubert O. Johnson and James W. Williamson refuel an F-86L Sabrejet during a field training at Travis Field in Savannah.



A group of dignitaries inspect an F-104 during an open house in 1960 shortly after the planes arrived at McEntire. Discussing the new fighters are, *from left*, Ben Fridge, assistant secretary of Air Force Manpower and Reserve; Gen. Barnie B. McEntire; U. S. Rep. L. Mendel Rivers; and Gov. Ernest F. Hollings.



Eleven charter members of the SCANG receive 10-year service pins during ceremonies in December, 1956. Shown are S. C. Adj. Gen. James C. Dozier, Col. Barnie B. McEntire, Lt. Col. Robert H. Morrell, Capt. J. C. Weston, MSgt A. G. Cox, MSgt R. R. Honeycutt, MSgt C. V. Huffstetler, and *back row*, MSgt C. D. Price, MSgt G. W. Reeves, MSgt A. E. Welch, TSgt C. T. Kelley Jr. and TSgt S. M. Klimaszewski.



Jimmy Young, *right*, and George Wagstaff and their wives at a dinner in 1959.



Christmas party in 1960.



Two of the four women nurses who have served with the SCANG during the mid-Fifties are congratulated by Gen. Robert H. Morrell. They are, *from left*, Jean Clark and Peggy Willard. *At right* is Flight Surgeon George W. Fort.



A mass formation in front of the old hangar.

The F-104s were replaced in spring of 1963 by the F-102 Delta Dagger, an all-weather, high altitude interceptor which cruises about 550 to 600 mph. Although supersonic at full power it could not match the F-104s top speed. The "Duece," the first of which was built by Convair in 1953, was still the primary aircraft of SCANG on its 25th birthday. It was still being flown round-the-clock by SCANG pilots in carrying out their 24-hour air defense mission.

Decade of The Sixties: A Return To Normalcy

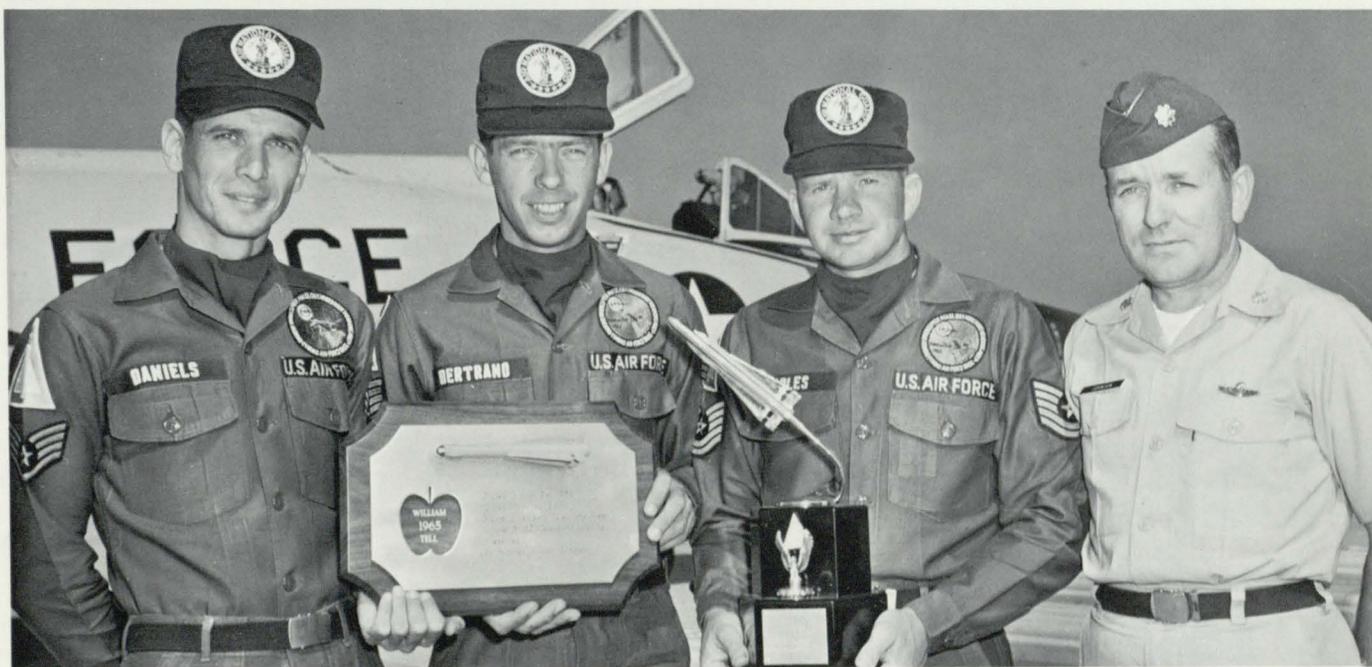
The return from Europe and the easing of the Cuban missile crisis began another long period of stability in the history of the Air Guard which extended to the Silver Anniversary. Even during the height of the Vietnam War buildup, there was never any indication from Washington that the South Carolina unit might be activated. In fact, for the first time in American history, the President chose to fight this war with draftees augmenting the regular professional force, rather than also relying extensively on the reserves as in other American wars. The political consequences of this decision and ramifications on the

military were still being felt in 1971 and likely would be heatedly debated into the 1980s.

Gen. Morrell again became chief of staff of SCANG upon his release from active duty in November 1962. The second chief command post was occupied throughout the remainder of the Sixties and until August of 1971 by Col. Robert S. Corbett Sr. Shortly before the completion of this history, Corbett moved to Hq., SCANG as deputy chief of staff and was succeeded by Lt. Col. Robert A. Johnson Sr. as group commander. Also in 1971, Col. Patterson became Assistant Adjutant General for Air, moving into the military vacancy created by the death of Col. Finklea. Finklea joined the unit in 1947 and was the first person to hold this position, which was created in 1964. Patterson was the state treasurer of South Carolina and another SCANG Early Bird. He joined the Air Guard in 1947 and served in various capacities, including commander of the 157th Fighter Squadron during the European callup.

Perhaps as a sign of maturity, the first retirement in the Guard was in Dec., 1963; Alton G. Cox, a master sergeant, retired. He was a charter member and a member of the Air Guard's exclusive "41-51-61" club, composed of members who had served on active duty in 1941 (WWII), 1951 (Korea) and 1961 (Berlin Crisis). Three months later, the first officer, Lt. Col. Jack L.

The S. C. Air National Guard weapons loading team won first-place honors in the F-102 category in the 1965 William Tell meet. Team members were Dewey D. Daniels, Maurice Bertrand, and D. Bundy Maples. Commander of the team is Col. Robert A. Johnson Sr.





S. C. Air Guard pilots who flew in the William Tell weapons meet at Tyndall AFB in Florida in 1965. They are, *from left*, Capt. Howard P. Jernigan, Maj. Curtis L. Williamson, Lt. Col. Robert A. Johnson Sr., Maj. Samuel J. Workman Jr. and Capt. Francis D. Rogers.

Moak retired. For years, Moak was chief pilot on the executive airplane of South Carolina's governors.

In 1964, the Air Guard adopted the "Texas Plan" for annual training. Members in upper skill levels were permitted to take their 15 days training piecemeal, depending on the needs of their unit. Throughout the Sixties and into the Seventies, about half the members of the Fighter Group opted for this training. Annual field training for the remaining half was held annually at McEntire, until 1969, when the Group trained at Phelps Collins Air Base in Alpena, Michigan. Field training for the Group was at McEntire in 1970, but in 1971 training was conducted at Otis AFB on Cape Cod. Also in 1971 the 169th Civil Engineering Flight became the first SCANG unit to go overseas for field training. The flight, which had been organized in 1969, was airlifted to Lakenheath Air Station in England where the 70 members assisted in numerous base construction projects.

The 240th communications flights also traveled

widely on field training missions in the Sixties and early Seventies, airlifting their men and equipment to sites in Michigan, Rhode Island and Mississippi. But at least every other year, the men of the 240th found themselves at North Field, an isolated bare strip training site about 30 miles south of Columbia. Moving out in a caravan from McEntire, the 240th contingent would set up tents for eating, sleeping and working and, usually by nightfall of the first day, became fully capable of providing navigational aids for aircraft and an operational communications linkup.

The color barrier in the Air Guard was broken in the summer of 1964 with the enlistment of black airmen. The first was Sgt. John C. Watson, who enlisted on July 28, 1964. Two other Negro airmen were enlisted the following month, Sgt. John Brown and Airman Jimmy Myers. Watson and Brown were still members on the Silver Anniversary.

In 1965, the South Carolina Air Guard was selected to represent the Air National Guard of

the U. S. in the Air Force-sponsored William Tell weapons meet, a worldwide competition between elite air defense units from around the world. The competition measured the performance of aircrews against simulated combat targets. The SCANG team was led by Lt. Col. Johnson, and the South Carolinians walked away with the Weapons Loading Phase of the competition. Competing against the best the regular Air Force had to offer, the weapons loaders amassed 1,400 out of a possible 1,600 points. Team chief was Senior Master Sergeant Edward L. Boozer, and the other members were TSgt. Darryl Bundy Maples, TSgt. Maurice A. Bertrand and SSgt. Dewey E. Daniels. Air Guard pilots in the competition were plagued by foul weather and faulty drone launches. They failed to win but, nevertheless, gave a good account of themselves. Pilots matching wits with the ground-launched Ryan Firebee target drone were Col. Johnson, Majors Samuel J. Workman and Curtis L. Williamson Jr., and Captains Howard P. Jernigan and Francis D. Rogers, Jr.



Mandatory riot training during 1966.

Three oldtimers—George Reeves, Robert H. Morrell and Hugh Harbort—shoot the breeze in Gen. Morrell's office.





SCANG Headquarters and Aircraft Park.

Park Is Dedicated On 20th Anniversary

The 20th anniversary of the Air Guard was observed on Dec. 11, 1966, with an open house and dedication of an aircraft park. The aircraft park includes a P-51 Mustang, which was given to SCANG by a museum in Pennsylvania and restored by Air Guardsmen; also, two models of the F-86 Sabrejet, a trainer version of the F-80 and the F-102 are in the aircraft park. With the exception of the F-104, these were the major aircraft flown by the Guard in the first 25 years. Twenty-year service medals were awarded to Gen. Morrell, who noted the unit had started with "one aircraft and one borrowed tool box," and to eight other charter members: Warrant Officer Artis E. Welch and Sergeants Charles V. Huffstetler, George W. Reeves, Hugh V. Har-

bort, Clement D. Price, Rob Roy Honeycutt, William C. Huckaby and Stanley M. Klimaszewski.

Riot training, something new for S. C. Air Guardsmen, was conducted for 400 members in the summer of 1967. The 32-hour course was required of Army and Air Guardsmen throughout the United States in the wake of a wave of racial disturbances in the U. S. and student unrest on college campuses. Lt. Col. L. G. Funderburk was commander of the riot training detachment.

In 1968, six pilots in the Air Guard volunteered for temporary duty overseas under "Operation Palace Alert." Under the program, combat qualified jet fighter pilots from Air Guard units throughout the United States volunteered to take up the slack in overseas units whose ranks had been stretched thin by the demand for pilots in the Vietnam War zone. SCANG volunteers were:

Lt. Col. Robert W. Merck, Maj. Robert B. Dorn Jr., Maj. Charles L. Mielke, Capt. John M. Johnson, Capt. Truman W. King, and 2d Lt. Frank C. Khare.

A number of base construction projects were completed in the Sixties, including a new operations and training headquarters building, a new headquarters and training building for the 240th, maintenance hanger, alert hanger and dispensary. There were also a number of advancements for Guard personnel, including higher pay benefits, but most important was the 1968 enactment by Congress of a law granting federal civil service status to National Guard technicians. For the first time, full-time Guard personnel became eligible for retirement and other benefits of civil service status. As mentioned earlier in the history, a major architect of the act was Col. Finklea.

As the Air Guard entered its 26th year, it was

a combat ready air defense force of 850 airmen and officers—always ready to answer the President's call to active duty in the event of a national emergency, or to respond to the governor's plea for help in the event of a domestic flare-up. It could be in response to a full-fledged military operation, such as Korea; or to something as potentially dangerous as the Berlin Crisis; or a heart rendering call to rush rare blood to the bedside of a stricken patient somewhere in the United States. To all of these, and more, the Air Guard of South Carolina has answered the call. The second 25 years would see new people advanced to roles of leadership on every level. Already new people were being trained for these roles by those who—with the wisdom that only hindsight can provide—could rectify past mistakes and envision changes that would be essential if the future course were to remain constant.

MSgt. William W. Horton checks out Capt. Curtis L. Williamson on the F-102 flight simulator. Horton has instructed flight crews on Link trainers since the early 1940s, when he taught Army Air Corps cadets.



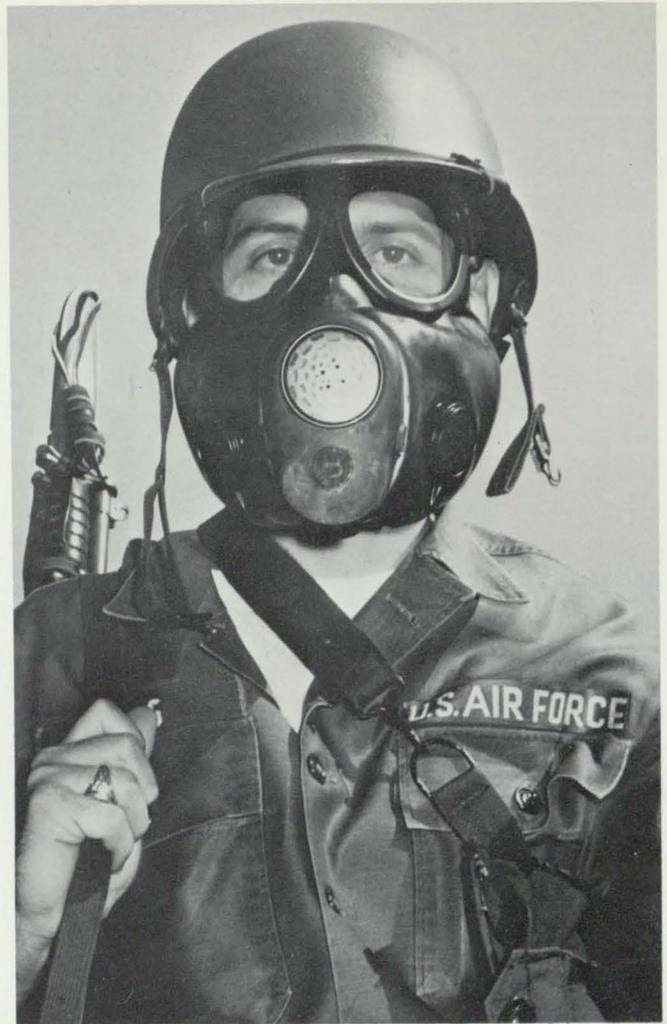
“Looking back,” Gen. Morrell reflected on the 25th anniversary, “I can see where we made many mistakes. In particular, there was too much reliance—almost total reliance—on two or three key people (at any given time). We did not make adequate use of our staff officers. . . . Didn’t bring them in on long-range planning and as a result they were not as aware of Guard personnel and practices as they could have been. When we lost one of these key people the organization temporarily floundered.”

There were indications that the Guard would face even sterner tests than it did during its first 25 years. Military contingency planning for the Seventies and beyond called for the National Guard—Army and Air—to be assigned a new and larger responsibility in support of the active military establishment. Future emergencies requiring a rapid buildup of the armed forces, Secretary of Defense Melvin R. Laird had made clear, would be met by mobilizing the Reserves and the National Guard and not through higher draft calls—as was the policy in the Sixties.

The second 25 years was certain to bring changes in personnel, and changes in unit missions as well. In the words of the Greek philosopher, Heraclitus, “There is nothing permanent except change.” As with anything, change brings challenges.

There were few who doubted the challenges would be met.

1971 Pilots lineup.



Riot trainee.





Survival training can get wet. *From left*, in the raft, are Maj. Bill Pilcher, Maj. Sam Workman and Capt. Bob Hanlin.

Vic Trumble congratulates Major George R. (Jet) Jernigan, left, and Capt. George B. Inabinet Jr. on parking their F-102 "tub" exactly on the spot. It was Jernigan's last flight before retiring from the S. C. Air Guard in 1971.







Taking time out for a break are J. R. Rucker, John C. Shealey, Charles B. Barlow and James W. Connelly.

Everyone had fun at the “marriage” of Marion Ike and Stanley M. Klimazewski. The “womanless wedding” was held in 1968.



Sgt. James F. Williams makes himself comfortable to solder a generator used by the 240th at North Field.

SOUTH CAROLINA AIR NATIONAL GUARD

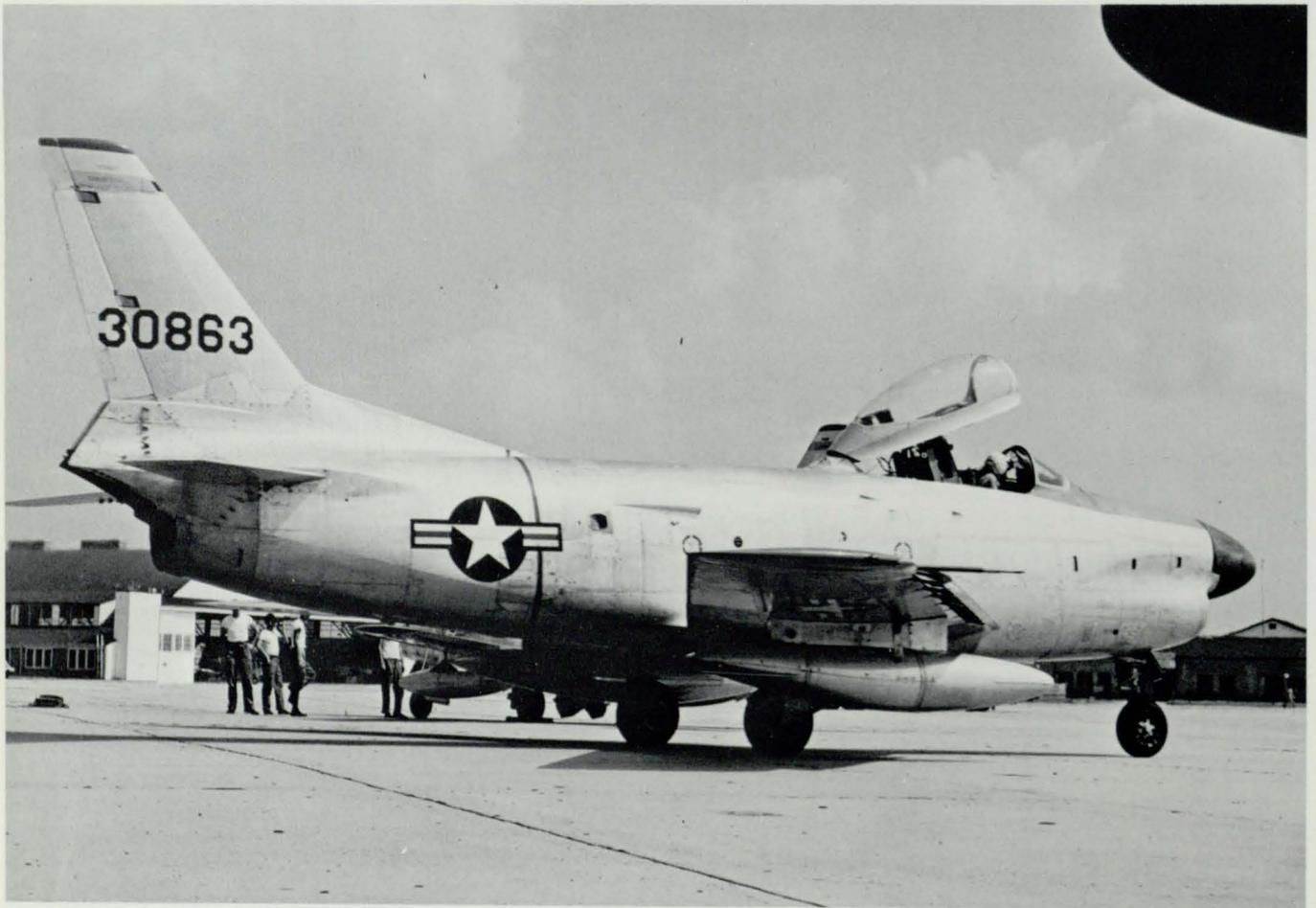




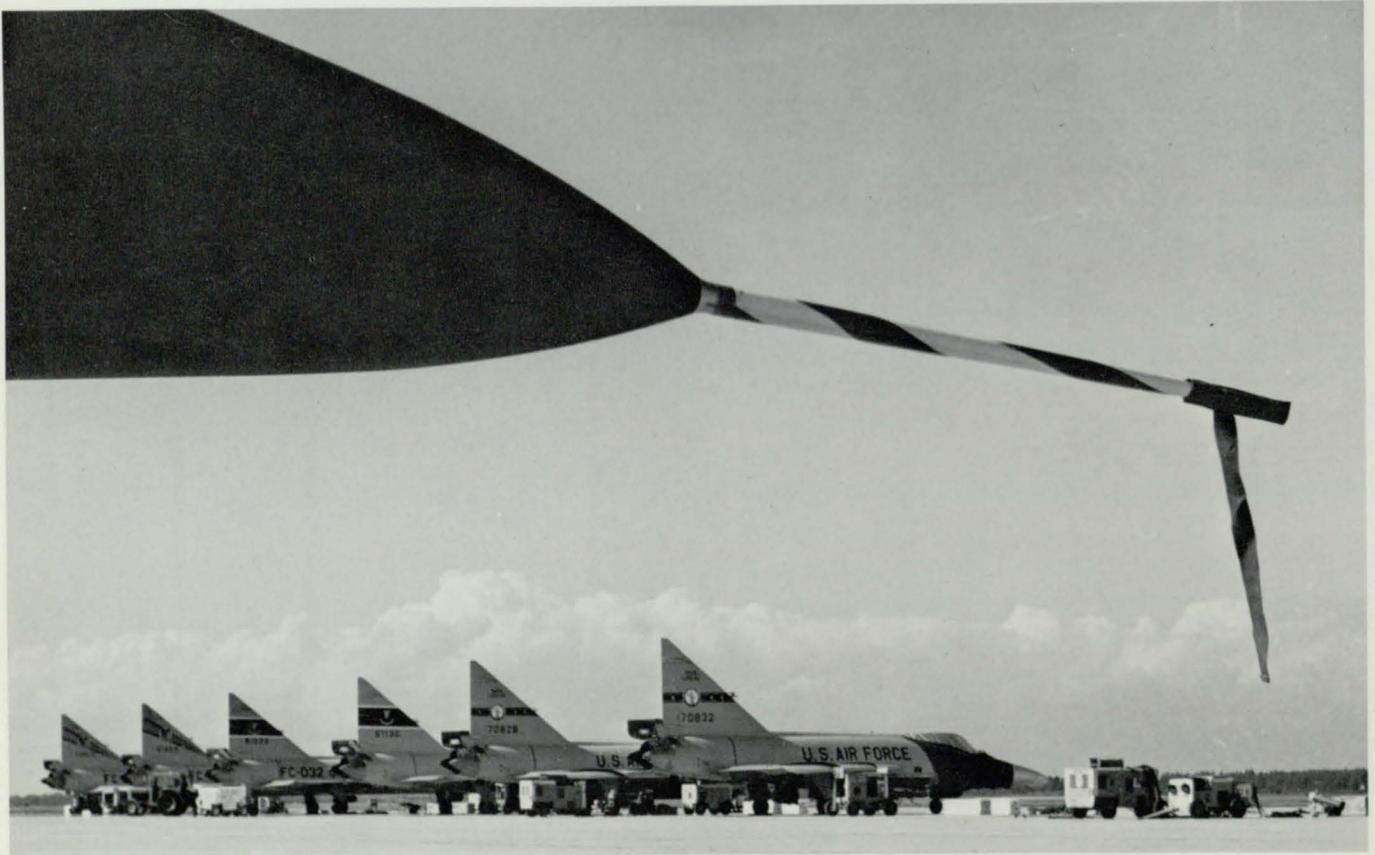


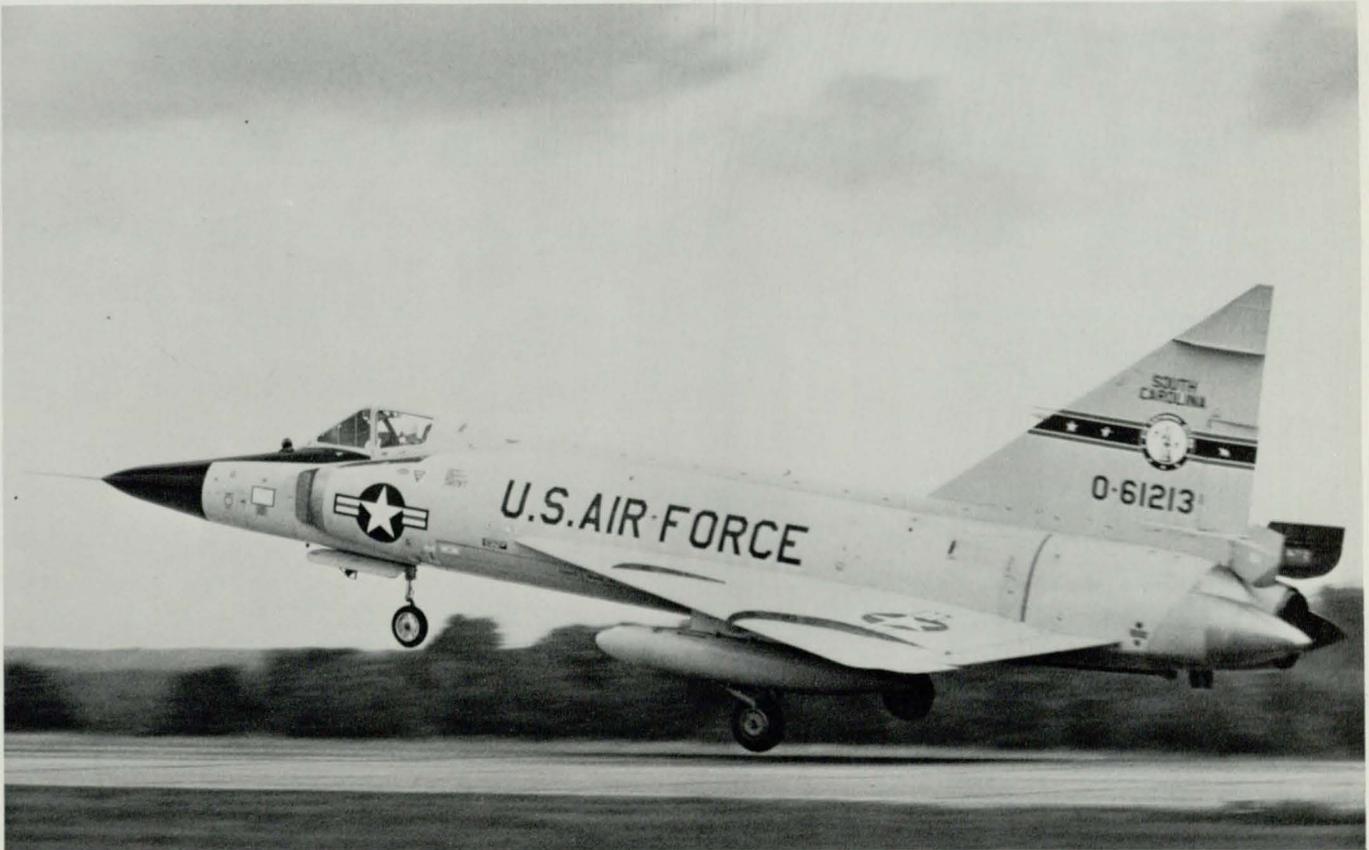


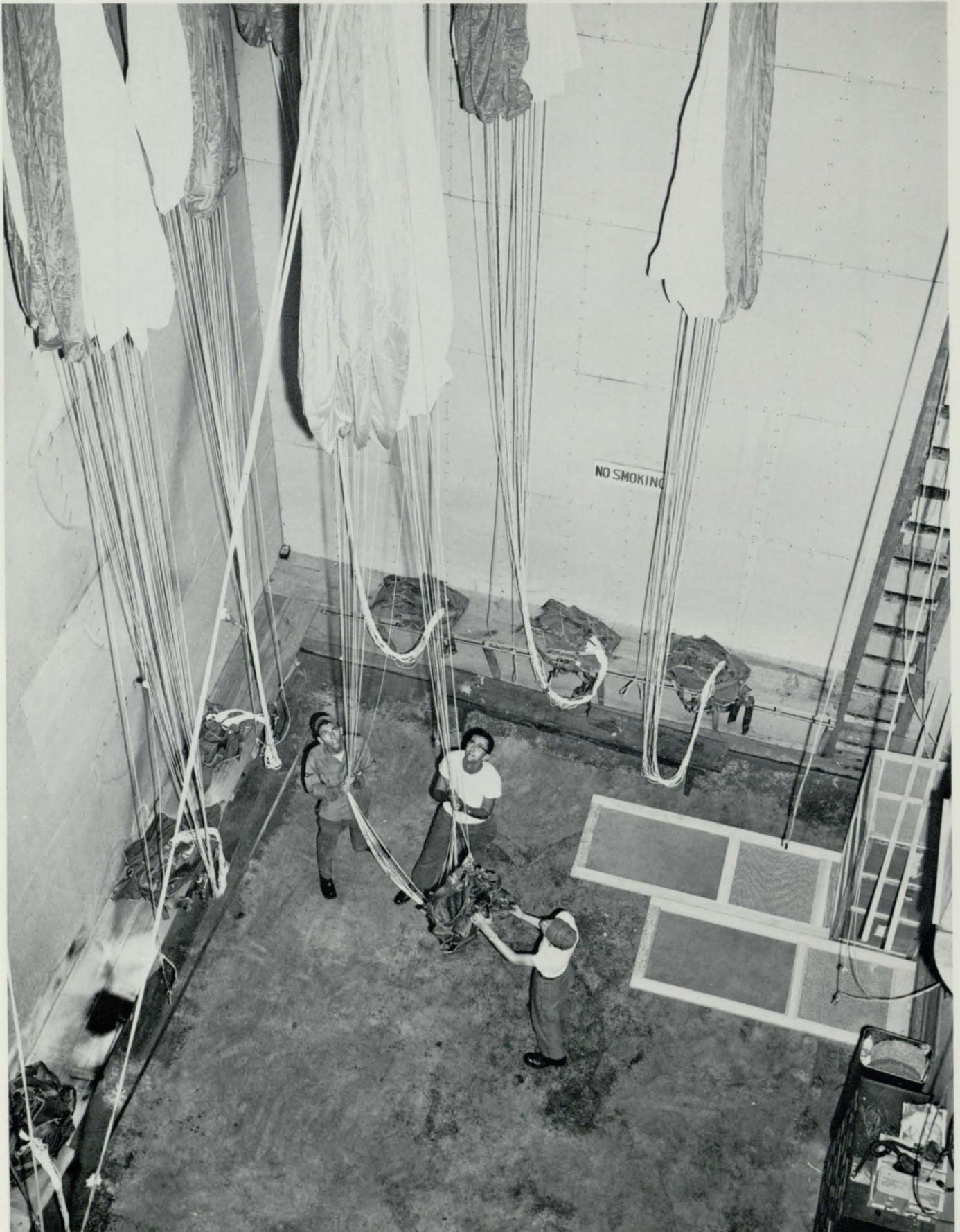








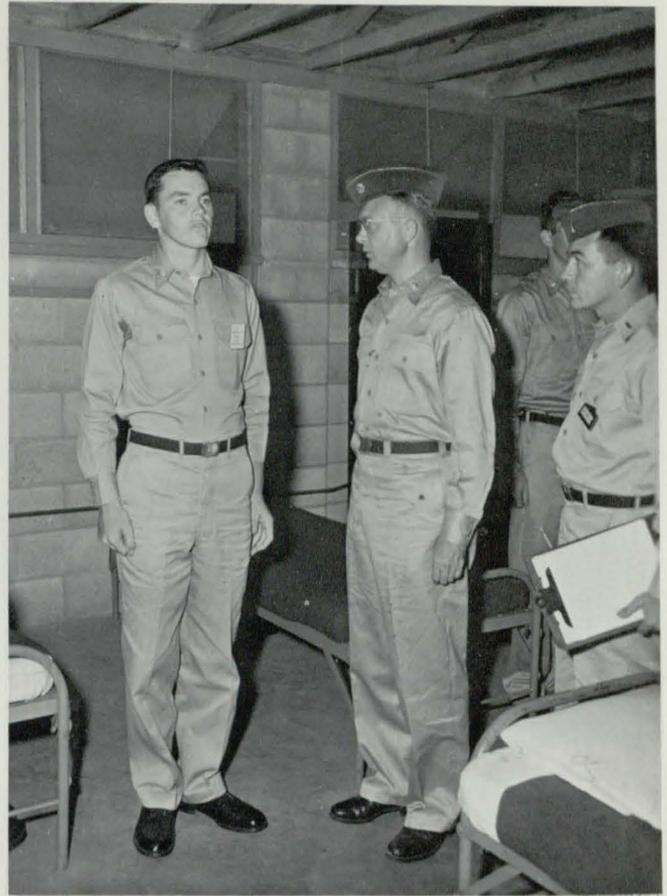




Straightening lines on the pilot's last link with the ground which, hopefully, he will never have to use.



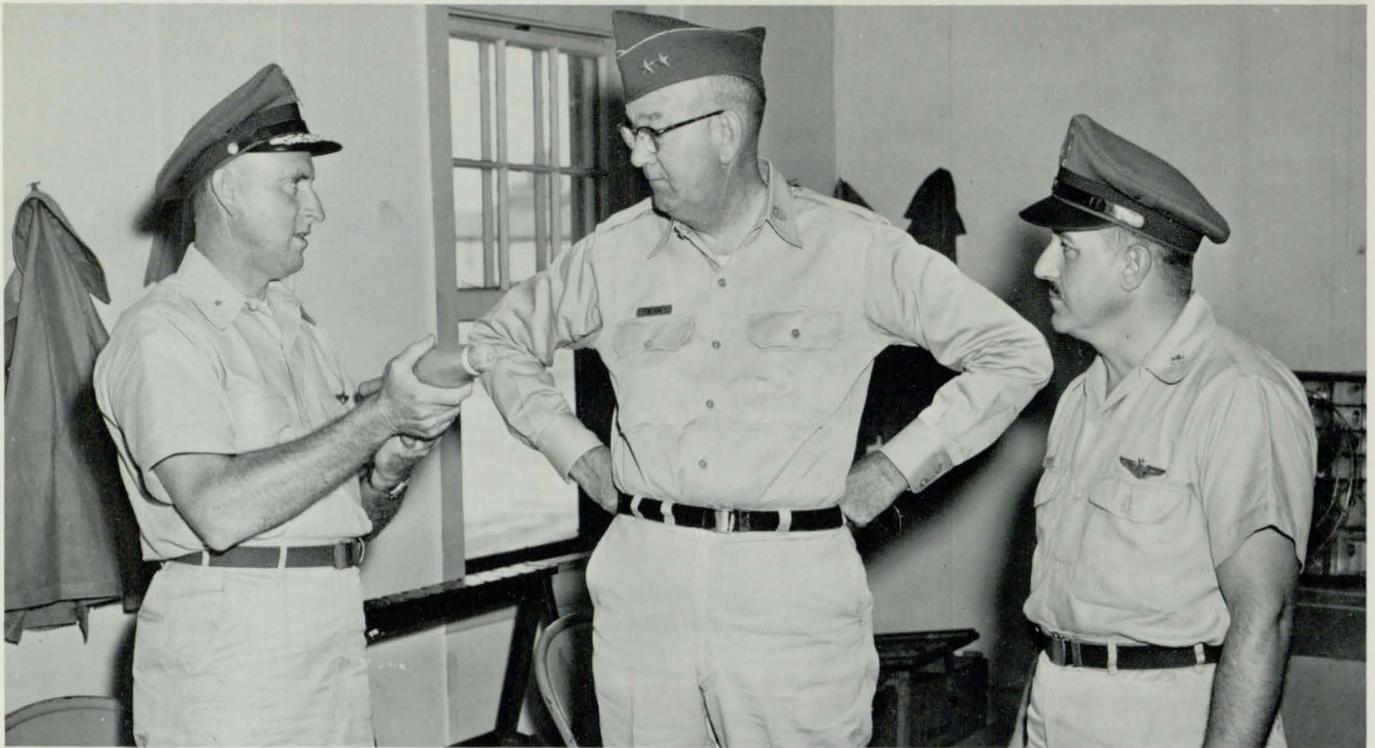
Ron Trotter comforts his "patient," a blood donor. Air Guardsmen and civilian workers at McEntire have consistently supported the Red Cross blood program.



Maj. Sam Finklea and Lt. Bill Riser pull a Saturday morning barracks inspection at summer camp in the mid-fifties.

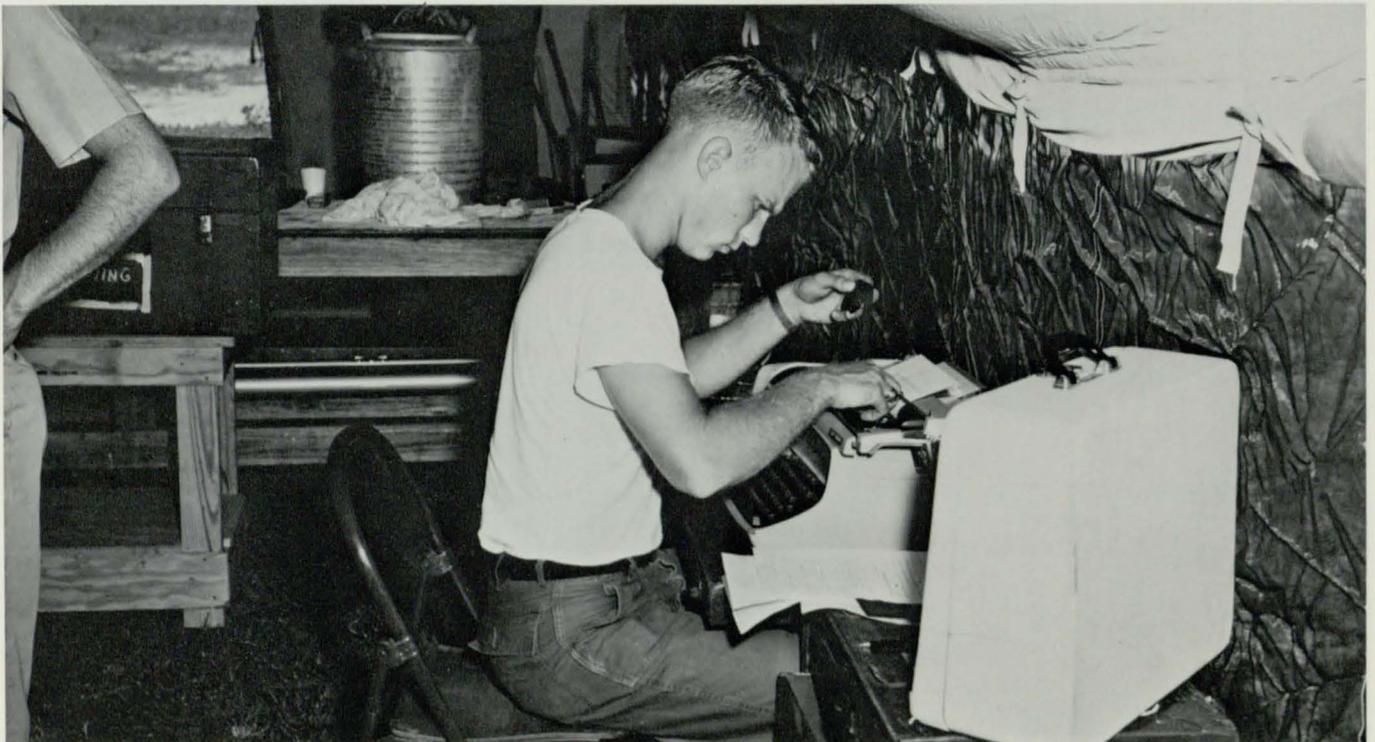
Sergeant Wessinger takes dead aim with his .45 caliber pistol.

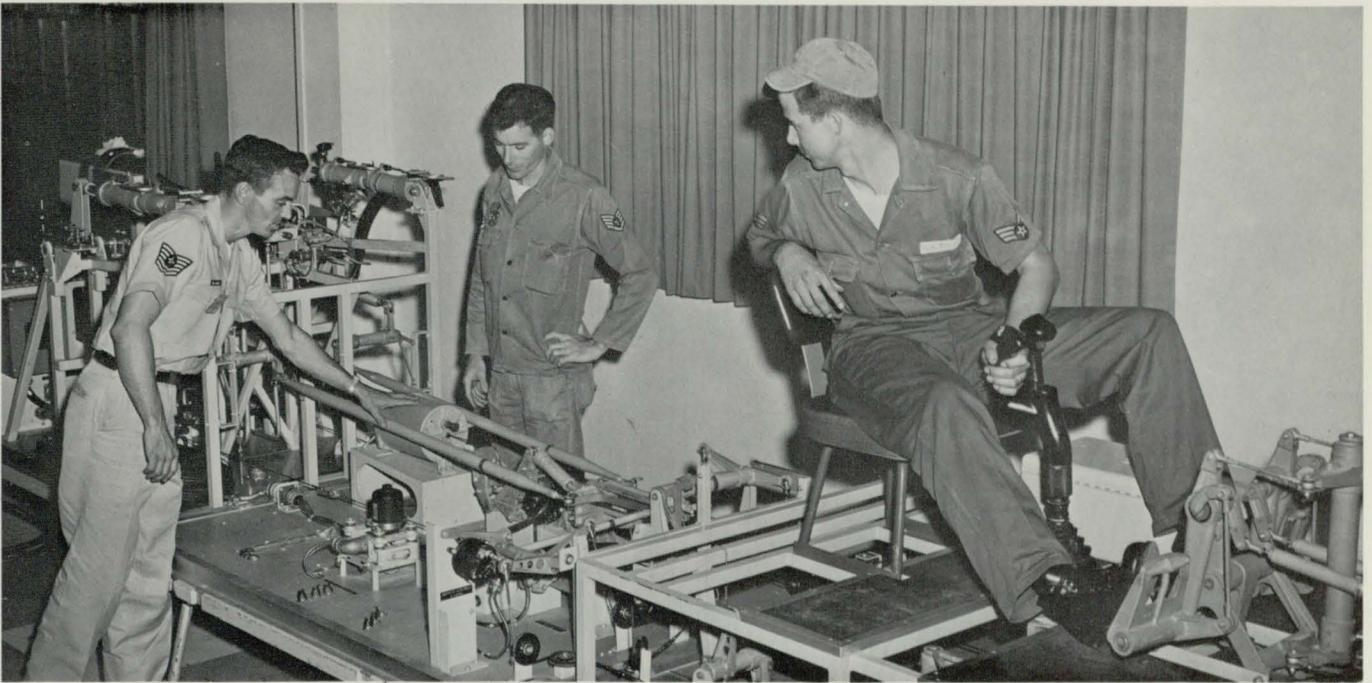




Brig. Gen. Barnie B. McEntire Jr., SCANG chief of staff, explains a rocket firing mechanism to Maj. Gen. Frank D. Pinckney, state adjutant general, during the SCANG's field training exercises at Travis Field near Savannah. Gen. Pinckney often visited the SCANG during field training. Looking on is Maj. Robert S. Corbett, 157th Fighter Interceptor Squadron commander.

Airman Cameron Manning works furiously midst the heat and the flies in his tent at North during field training exercises of the 240th in 1968.





Guardsman Johnny Walton of Sumter, right, handles the stick of an F-102 flight control trainer while TSgt Flavius Williams points out components of the control system. SSgt William B. Able Jr. looks on.

The workings of a jet airplane can be extremely complicated, as this young airman finds out in a briefing with two skilled aircraft mechanics.



**UNITS OF THE
SOUTH CAROLINA AIR NATIONAL GUARD
McENTIRE ANG BASE
EASTOVER, S. C.**

HEADQUARTERS, SCANG

169TH FIGHTER GROUP

Headquarters 169th Fighter Group
157th Fighter Interceptor Squadron
169th Consolidated Aerospace Maintenance Squadron
169th Combat Support Squadron
169th Supply Squadron
169th Civil Engineer Flight
169th USAF Dispensary

240TH MOBILE COMMUNICATIONS FLIGHT

240TH FLIGHT FACILITIES FLIGHT



GEN. ROBERT H. MORRELL

Chief of Staff

Gen. Robert H. Morrell started his military career in 1936 as a member of the Marine Corps Reserves, but he was not destined to remain a foot soldier for long.

After leaving the Marine Corps, Morrell entered the Army Air Corps pilot training program in February, 1941. He served in a variety of assignments stateside, including a stint as consultant to author John Steinbeck, who was writing a book for the Army Air Corps.

Morrell left the Air Corps in June, 1946, and that September became South Carolina's first Air Guard officer. He also became a full-time Guard maintenance officer and technician.

The general served on active duty during the Korean Conflict from October, 1950, to July, 1952; and during the Berlin Crisis from November, 1961, to November, 1962.

Morrell has amassed 6,300 flying hours during his 28 years of military flying. He has flown the L-16, L-17, B-26, C-47, P-51, T-33, F-86, F-86L, F-104 and F-102.

Morrell was named chief of staff in May, 1961, after the death of Gen. Bernie B. McEntire. His promotion to brigadier general came in December, 1964.



COL. GRADY L. PATTERSON, JR.

COLONEL GRADY L. PATTERSON JR.

Assistant Adjutant General for Air

Col. Patterson first enlisted in the Army in 1942, later joining the Army Air Corps to earn his pilot's wings and commission in 1944. Piloting the F-51 in the Asia-Pacific Theater, he logged 66 combat hours in 11 missions during WWII.

His flying expertise and experience led to his selection for key SCANG positions after the war. He served with the Air Guard in Spain during the Berlin Crisis, and also served on active duty during Korea.

Col. Patterson served in operations staff positions before his selection as Assistant Adjutant General For Air on May 25, 1971. Since 1966, he has held the civilian position of South Carolina's State Treasurer.

COLONEL ROBERT S. CORBETT SR.

Deputy Chief of Staff

Col. Corbett, a command pilot with more than 4,000 flying hours, won his pilot's wings and commission in 1942 in the U. S. Army Air Corps.

During WWII, he flew 250 hours in 71 combat missions in the Asia-Pacific Theater. He continued to serve as a pilot in the U. S. Army Air Corps Reserves after the war, becoming a SCANG pilot in 1949.

Col. Corbett served active tours with the SCANG when it was activated in 1951 during the Korean Conflict and in 1961 during the Berlin Crisis.

He served as commander of the 169th Fighter Group from 1961-1971, earning promotion to the rank of colonel only two years after assuming the post.

Col. Corbett became SCANG Deputy Chief of Staff for Operations in August, 1971.



COL. ROBERT S. CORBETT, SR.



Headquarters SCANG

First Row: Robert H. Morrell, Grady L. Patterson, Jr., Robert S. Corbett, Sr., Bernard A. Daetwyler, L. G. Funderburk, Sam J. Workman, James A. Weston, Jr. *Second Row:* William J. Buchanan, Jr., Donald J. Eleazer, John M. Motley, Deleon R. Wallace, William L. Jeter, Tommie W. Shirley.





LT. COLONEL ROBERT A. JOHNSON SR.

Commander

169th FIGHTER GROUP

The 169th Fighter Group was organized in 1957—the same year that the entire S. C. Air Guard was reorganized and placed under the U. S. Air Force Air Defense Command.

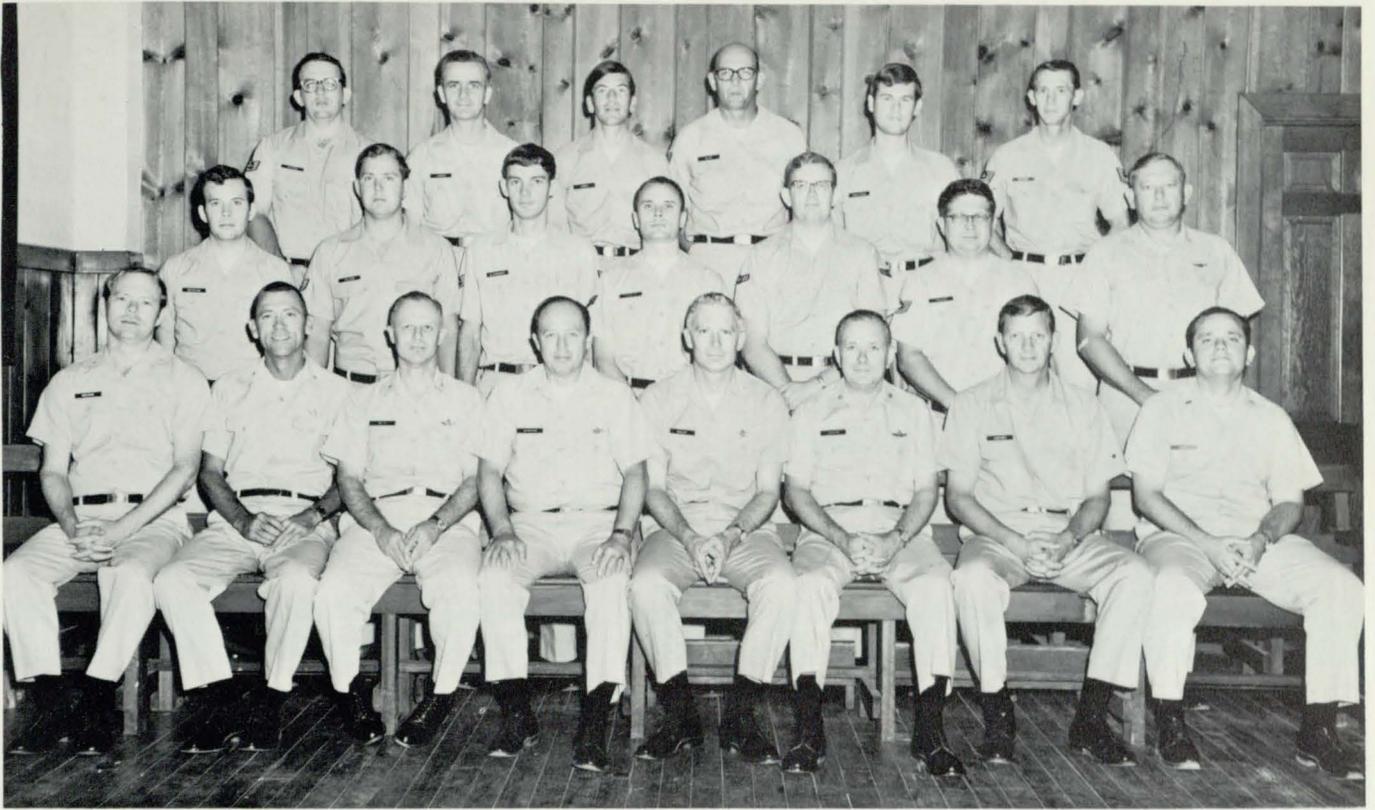
The group, from the time of its inception until the Silver Anniversary, served as the primary SCANG organization. In it were all SCANG units except the 240th Mobile Communications and Flight Facilities flights.

Lt. Col. Robert H. Morrell first commanded the parent unit, relinquishing the post in 1961 to Lt. Col. Robert S. Corbett Sr. to become SCANG Chief of Staff. Lt. Col. Corbett held command until August, 1971, when he was named Deputy Chief of Staff in state headquarters.

Lt. Col. Johnson then became group commander, after having served in various staff positions within the headquarters. He held the post on the silver anniversary and, as such, commanded some 700 of the SCANG's 850 Guardsmen.

A seasoned veteran of flying, Lt. Col. Johnson won his pilot's wings in 1944. In addition to serving as a pilot during WWII, he has served with SCANG on active duty tours in Germany and Spain.

He served as commander of the 157th Fighter Interceptor Squadron prior to joining the group staff, and has more than 5,500 flying hours.



HQ 169th Fighter Group

First Row: Thomas N. McLean, Darrell W. Jackson, Donald E. White, Howard P. Jernigan, Charles L. Mielke, Robert A. Johnson, Sr., William A. Humphries, Marvin C. Jones. *Second Row:* Thomas R. Beckham, Paul E. Felker, William S. Cloaninger, Thomas L. Gramling, Albert F. Welch, Jr., David G. Traxler, Jr., Francis D. Rogers, Jr. *Back Row:* Ronnie E. Watson, Jack D. Coward, Johnny E. James, Worth T. Allen, Wilford E. Wadford, Jr., Bobby G. Gregory.





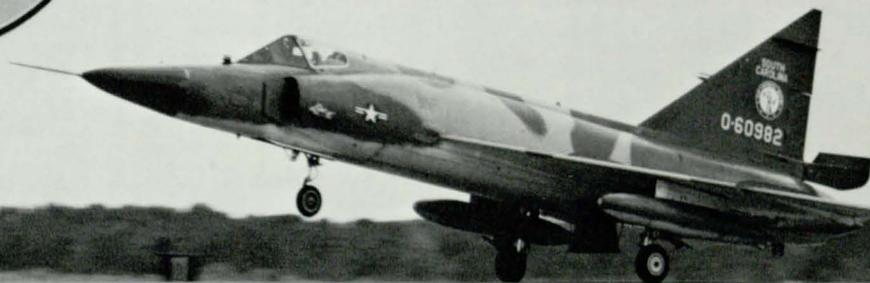
LT. COL. STANLEY V. HOOD
Commander



LT. COL. RALPH BRADFORD
Operations Officer

157th FIGHTER INTERCEPTOR SQUADRON

From the first muster of the SCANG on Dec. 9, 1946, the 157th Fighter Squadron has played an integral role in the history of the Air Guard. Though mission and aircraft have varied through the years, the squadron has been the primary flying unit of SCANG. Its combat ready members met the challenge of the Korean Conflict and the Berlin Crisis, and continue to fulfil an active air defense alert commitment by keeping aircraft and crews on alert around the clock. The unit, on the silver anniversary, piloted the SCANG's 18 F-102 all-weather jet interceptors.





157th Fighter Pilots

First Row: Paul V. Hawkins, Phillip L. Latham, Allen C. Pate, Jerry C. Spearman, Richard I. Hunter. *Second Row:* Dewey D. Foster, Jimmy N. Roberts, Jerry H. Risher, Yeadon D. Dorn, Jr., George B. Inabinet, Jr., Robert F. Gray.

157th Fighter Pilots

First Row: Robert L. Hanlin, Charles J. Bradshaw, John F. Saverance, Henry D. George, Joseph E. Gable, Edward K. Jewell. *Second Row:* Robert B. Dorn, Jr., Walter Y. Wessinger, John M. Johnson, Jr., Thomas C. Haygood, Jr., Jimmy L. Heisz, Herschel L. Morningstar, Jr.





157th FIS Hq. Airmen

First Row: Lt. Col. Stanley V. Hood, Joe H. Lowder, Charles J. Nadel, Henry S. Rollins. *Second Row:* John L. Smith, Jr., James C. Hatchell, Jr., John F. Howell, Richard K. Chapman. *Back Row:* John J. Leech, Jr., Richard A. Turner, Stewart I. Harvin, III, Frank M. Lourie.



169th CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON

The 169th Consolidated Aircraft Maintenance Squadron (CAMRON) was organized on April 10, 1958, from the redesignation of the 169th Materiel Squadron. The unit, largest in the SCANG, performs all maintenance on the Air Guard's aircraft and their sophisticated systems. The squadron was honored as the most outstanding SCANG unit in 1970.



MAJOR CHARLES BLOUNT
Commander

CAMRON Officers

Officers from CAMRON are, *from left*, Capt. Irvin B. Kyzer, Lt. Frank C. Khare, Maj. Charles L. Blount, Lt. Col. Homer L. Keisler, Lt. Richard L. Cochran and Capt. Howard E. Duvall, Jr. Keisler was commander of CAMRON until just before the 25th anniversary, when Blount was named commander.





169th CAMRON, Elect, Hyd. & Instr.

First Row: James Hewett, Gerald Stoudemayer, Charles Savage, Tom Brock, Barry Klien, Daryl Nations. *Second Row:* Dane Brown, Jeff Bedenbaugh, Buddy Pedersen, John Pedings, Dennis Lewis. *Back Row:* Robert Foster, James Davis, Charles Prescott, Clifford Watson, James Comer.

169th CAMRON, Administration

First Row: Harold Simmons, Don Wilson, Allen Pregnall, Tom McGee, Tommy Christmus. *Second Row:* Jimmy Joye, Hugh Harbort, James Stanton, James H. McLean, Tracy Pittard. *Back Row:* John Harsey, Thelton Shelley, Bob Sanders, Charlie Ayer.





169th CAMRON, AGE, Sheet Metal

First Row: Ferrell Horton, Mark Smith, Melton Shealy, Preston Cook, David Jordan, Greer Shealy, Roy Young.
Second Row: Charles Harmon, Charles Honeycutt, Kit Buckley, Dan Young, Charles Boland, Joe Berry, Jimmie Wright, Jr. *Back Row:* Robert Ray, Kit Wilson, Sam Ezzell, Buster Keel, Leslie Scruggs, James Davis.

169th CAMRON Engine Shop

First Row: Frank Dunn, Jerry Fisher, Chuck Oswald, Walter Drafts, John Wrenn, Mike Lightfoot, Ronald Thomas, Bill Gibson. *Second Row:* Carter Montgomery, George Papajohn, James Christopher, Ed Jones, John Warth, Charles Heaton, George Batton. *Back Row:* Bill Kinlaw, Ronald Burroughs, George Roof, Bill Kennedy, Arliss Hallman, Roger Harley.





169th CAMRON Flight Line

First Row: Allen Campbell, Bill Cliett, Ed Claytor, Bill Threatt, Johnny Ruff, Steven Craps, Brosig Harmon. *Second Row:* James Hare, Ronald Sweatt, Bill Huffstetler, Terry Wingard, Fred Deshong, Rodger Thomas, Francis Hanks. *Back Row:* Noland Ardis, J. B. Oswald, RobRoy Honeycutt, John Chick, Glenn Walter, Gordan Sox, Robert Dominick.

169th CAMRON, NDI Lab

Tom Sinner, Bob Landrum, Dial Shealy, Bob Stilwell, Willie Gibson, Roger Davis.





169th CAMRON, Flight Line

First Row: Julian Tanner, Gary Prewett, Warren Connor, John T. Bowie, Andrew Baird, Armour Milner, Gus Anderson, John Aiken. *Second Row:* Billy Ellison, Eugene Tucker, Jackie Mincey, Joe Leech, Vitalis Viavoda, Paul Pilkington, Bill Vinson, Ford Cox. *Back Row:* Grady Shull, Robert Utsey, Henry Tindal, Shelton Mincey, Kaiton Yawney, Cleve Wilson, Wayne Wright.

169th CAMRON, Flight Line

James Montalbano, Dewey R. Bullington, Ed Bartsch, Bill Ackerman, Charles Couch.





169th CAMRON, Flight Line

First Row: Victor Trumble, James Dempsey, Frank Manning. *Second Row:* Don Roy, Clyde Craft, Jimmie Childers. *Back Row:* Jimmy Young, John Metz.

169th CAMRON, Q. C., PE Maintenance

First Row: William Wright, C. V. Huffstetler, Bill Horton, Francis Christmus, Roy Wiedemann. *Second Row:* George Eleazer, Lewis Bullington, Isaac Porter, James Barker, Don Harper. *Back Row:* Jerry Couch, James Eubanks, Gordon Haynes, Johnny Gardner, Al Maw.





169th CAMRON, Comm/Nav, AFCS

First Row: Comer Collins, Sam Cooper, Bud Maxwell, Bobby Morton, John Montgomery, Robert Mitchell, Mike Daetwyler. *Second Row:* Harry Smith, Harold Hinson, Bill Meetze, Larry Smith, Gerald Keisler, Hubert Dehaven.

169th CAMRON, Armament

First Row: Ed Boozer, James Boozer, Dan Pelosi, Robert Schnieder, George Rodgers, Chris Smith. *Second Row:* Doug Granger, Clarence Ellison, Paul Childress, David Stuckey, Charles Newman. *Back Row:* William Williams, Bill Eldridge, Donald Ballentine, Homer Rose, Darryl Maples.





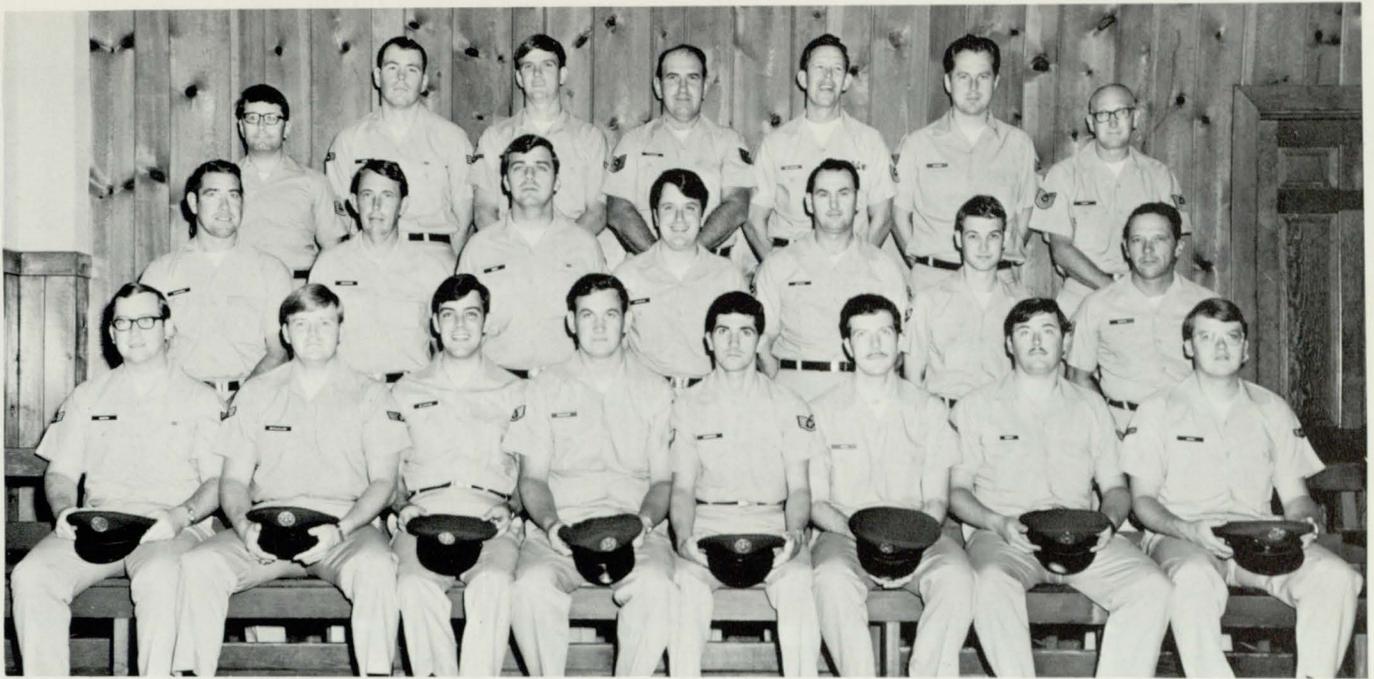
169th CAMRON, Radar

First Row: Ronald Gregory, Charles Housand, John Graham, Gregg Williamson, Bobby Petty, Clarence Caudill, Tommy Erwin, Arliss Hallman, Jr. *Second Row:* Bill Seeley, Dale Wallace, Watson Dorn, Allen Rivkin, Judd Pardue, Ernest Steele, Howard Pees, Bill Maddox. *Back Row:* Leland Austin, Dozier Wallace, Jim Haack, James Hiott, Bill Aull, Don Hawkins, Charles Looney.

169th CAMRON, Radar

First Row: Dewey Daniels, Maurice Kyzer, Joe Cathcart, Willard Windham, Joe Patrick, Jerry Price. *Second Row:* John Yandle, Thomas Moore, Charles Caulder, David Higginbotham, John Mixon. *Back Row:* George Boozer, George Fulmer, Heyward Haltiwanger, Pat Miller, Tom Marshall.





169th CAMRON, Radar

First Row: Carey Smith, Terry McCellan, James Beckham, Bill Coogler, Tommy Simmons, John King, Steven Berry, Ralph Smoak. *Second Row:* Leo Chapmon, Boyd Jenkinson, John Bodie, Bob Johnson, Dothan Jeffers, Warren Stokes, Ollie Smith. *Back Row:* Joe Patterson, Ardie Hane, George Brant, Russell Fisher, James Williamson, Joe Kopack, Ralph Tharpe.

169th CAMRON, Missiles, Parachute

First Row: Vic Tellez, Danny Sightler, Rick Harris, Don Harbuck, Bill Tolleson, Raymond Smith. *Second Row:* Howard Faver, Paul Howser, Willie Brinson, Randy Collins, Gerald Kunkle. *Back Row:* Robert Buffkin, James Smith, Wesley Thompson, Joe Grooms, Allen Hobbs.





169th CAMRON, Make-up

First Row: John Mills, George Reeves, Henry Wessinger, Bill Huff, Richard Felder, James Bishop. *Second Row:* Robert Berry, George Wagstaff, Shuler Scott, Dennie Dillard, James Connor. *Back Row:* Harold Morgan, John Kyzer, Irvin Hunt, Charles Young, George Corley.

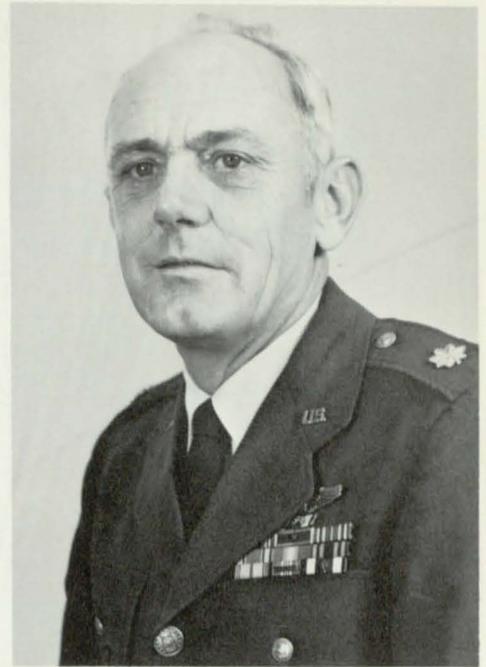
169th CAMRON, Make-up

First Row: Jerry Finley, Jerry Reed, Henry Corbin, Roger Krick, Kenneth Zinkand, Thomas Raymond. *Second Row:* Jack E. Crooke, Marvin D. Campbell, Stephen T. Savitz, William J. Kennedy, III, Thomas B. MacDowell.



169th COMBAT SUPPORT SQUADRON

Organized July 1, 1964 with the reorganization of the 169th Fighter Group, the 169th Combat Support Squadron assumed responsibility for most SCANG support functions. Second in size only to the 169th CAMRON, the squadron includes such functions as Base Communications, Security Police, Legal, Administrative and Chaplain Services, Personnel, Finance, Motor Pool and Food Services.



LT. COL. ORVILLE D. FETTERLY
Commander

169th Combat Support, Orderly Room

Eugene L. Brantley, James C. Hatchell, Charles L. Rucker, Edward L. Hiott, III, Clarence T. Tobias, Jr., William G. Derrick, Jr.





Admin, Ops., Chaplain and Legal

First Row: Charles J. Hammet, Michael W. Tighe, William P. Power, Allen J. B. Robinson, Robert L. Cloaninger, Glen C. Jernigan. *Second Row:* Henry D. Goldberg, William W. Jordan, George S. Hawkins, Alvin G. Bouknight, William N. Cobb, Roy G. Caldwell. *Back Row:* Frederick L. Bartlett, Stephen F. Corley, Burrell W. Best, Jr., John B. Huggins, Larry T. Huggins, Daniel C. Goolsby.

169th Combat Support, Comptroller

First Row: Harold E. Guerry, Samuel L. Finklea, III, Dennis W. Addis, Frank M. Rogers, IV, Shirley M. Baxter, Ernest L. Passailaigue, Jr., Toby W. Lee, Lamar P. Brown. *Second Row:* Clemence D. Turbeville, Melvin C. Flack, Joe H. Dowling, Herbert R. Tanner, John D. Flowers, Horace T. Young, James R. Richardson, Harvey R. Mathias, James F. Bailey.





Motor Vehicle Maintenance and Operations

First Row: Clifford W. Reece, Jr., Kenneth J. Bass, Lawrence W. Thorpe, George W. Rabon, Stanton M. Mack, William D. White, Charles K. Kaiser, William H. Gwinn. *Second Row:* Thomas E. Harbort, William A. Hall, Joseph M. Mooneyhan, John C. Wingard, Jr., Marion H. Watson, Jr., Thomas N. Leaphart, Alva H. Derrick, Jr., Raymond B. Dorman. *Back Row:* Olin C. Poe, Larry D. Coggins, Charles D. Isbell, Amos A. Frick, Adrian F. Ingram, Robert G. Turner, Ronald L. Wilbourne.

169th Combat Support, Base Communications

First Row: Walter N. Foster, Jr., James E. Tindal, William T. Bateman, Ernest W. Darby, Richard I. Dillon. *Second Row:* Kenny R. Coggins, Barry A. Murphy, James Y. Perry, III, James E. Goddard, III. *Back Row:* Thomas F. Wingard, James F. Huiet, Jr., Phillip L. Corley, Kenneth B. Wicker.





169th Combat Support, Procurement

David A. Graddick, Charles L. Rucker, Daniel S. Atkinson, Terry W. Lawrimore, William E. Woodruff, Franklin A. Drafts.

169th Combat Support, Security Police

First Row: Karl S. Bowers, William A. Reis, Silas T. Moore, Ronald E. Galloway, Robert B. Mills, Michael C. Haygood, Joseph A. Silvia, Anthony C. Brazell. *Second Row:* James F. Walsh, Jr., William L. Lafaye, Jr., Donald A. Caughman, Roland L. Tarrance, Vernon D. Northcutt, George E. Simmons, Thomas W. Irick, Jr., Heyward A. Stuckey. *Back Row:* Thurmond Crouch, Edmond L. Deketeleare, Nathaniel Roberson, Donnie L. Godsey, Edward A. Gill, Calvin L. Thaxton, Jr., Fred L. Davis, Jr.



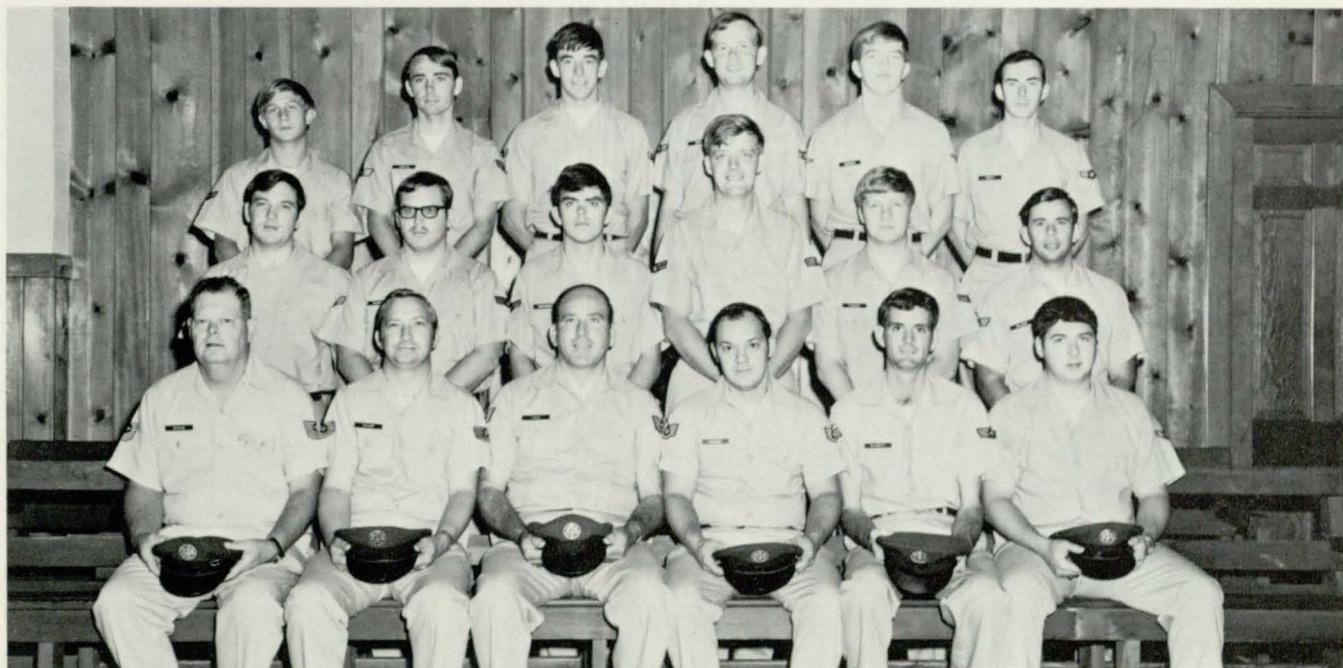


Consolidated Base Personnel

First Row: John A. Cloyd, Edmond E. Tiller, William A. Berrian, III, Thomas A. Joyner, Jr., Lawson H. Barr, Jr., William S. Goldman, Thomas J. Stack, James D. Lovette. *Second Row:* John R. Nelson, William N. Kellahan, Melton D. Shealy, Daniel S. Atkinson, Thomas A. Joyner, Claude A. Shealy, Hubert H. Paul, Jr. *Back Row:* William O. Baston, Jan P. Pittard, Robert D. Kight, Lester T. Jones, Ralph F. Nash, Randall M. Connor, Leo D. Ross.

169th Combat Support, Food Service

First Row: Leonard D. Beckham, John W. Taylor, John B. Frick, Ralph D. Cramer, Jr., Henry D. Rembert, II, David B. Metts. *Second Row:* Jerry L. Lansford, Robert E. Marriott, Richard A. Overstreet, Robert B. Askins, Jr., Henry W. Turner, Robert N. Williams. *Back Row:* David J. Kinder, Ray E. Compton, Timothy M. Lever, Danny R. Smith, Ernest D. Derrick, Timothy B. Shealy.





LT. COL. JESS J. BULLARD
Commander

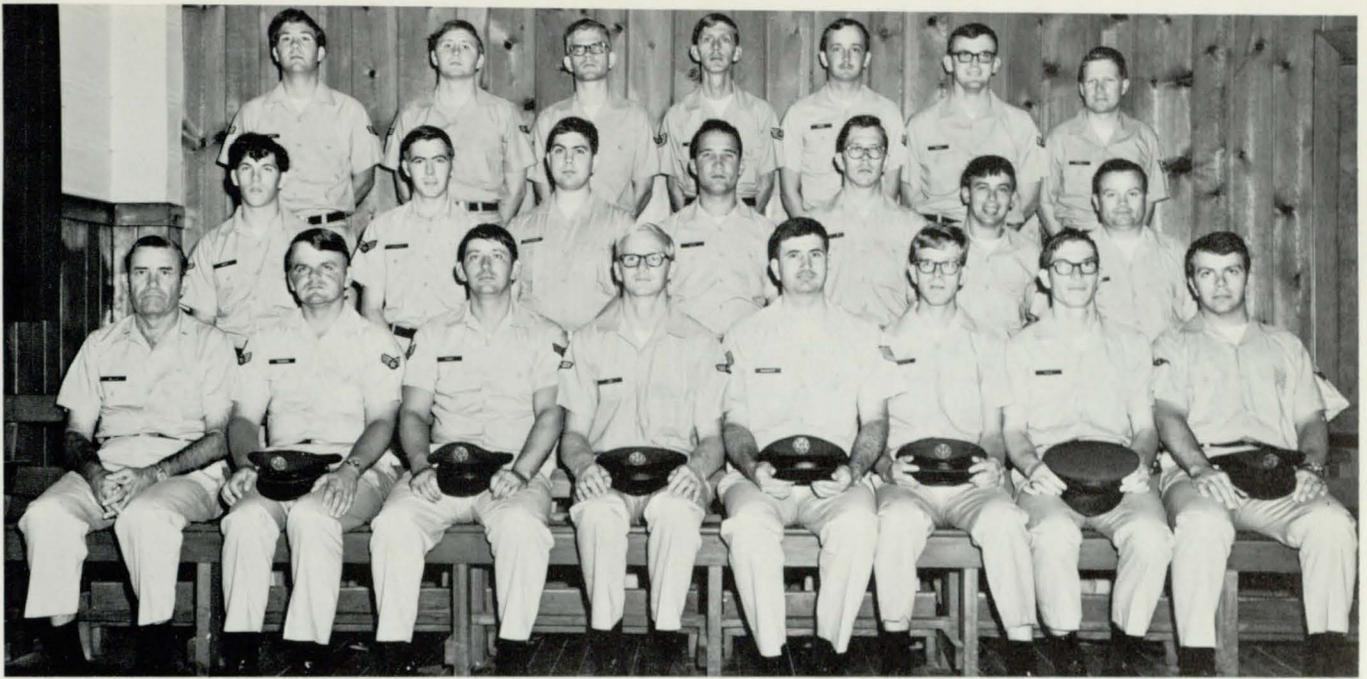
169th SUPPLY SQUADRON

On July 1, 1964 the 169th Supply Squadron was organized. It performs all supply functions for the SCANG, and includes Inventory Management, Materiel Facilities and Equipment Management sections.

169th Supply Squadron

First Row: Lt. Col. Jess J. Bullard, Maj. James H. Tuten, Maj. Robert L. Brown. *Second Row:* Capt. James M. Eargle, Jr.; Capt. Stancel L. Kirkland, Capt. George B. Moseley, Jr.





169th Supply, Equipment Management

First Row: A. E. Welch, L. F. Thomas, Jr., Paul M. Fripp, John A. Lee, R. W. Whisnant, F. H. Yarborough, Jr., D. B. Pigate, J. D. Shaleuly *Second Row:* G. R. Addy, R. W. Rodgers, W. G. Deschamps, O. R. Frick, D. M. Shackelford, M. P. Ormand, S. F. Chapman. *Back Row:* G. D. Silverfield, R. O. Yonkers, L. E. Amick, L. F. Windham, J. A. Price, K. D. Wood, R. J. Spires, Jr.

169th Supply, Materiel Facilities

First Row: Robert A. Smith, Furman D. Mattox, Joseph D. Frye, Jr., Eugene A. Cobia, William E. Russ, Patrick W. Jeffcoat, Randall Hodge. *Second Row:* Donald A. Joyner, Elmer W. Sercy, Robert L. Giacobbi, Sidney A. Hawkins, Paul W. Chavious, Percy B. Paul. *Back Row:* William E. Givens, Steve T. Berry, Gerald A. Plexico, Larry Brunson, John C. Watson, Richard D. Brigman.





169th Supply Squadron

First Row: Maj. James H. Tuten, Capt. George B. Moseley, Jr., Alfred C. Kawohl. *Second Row:* Frank K. Prewitt, Joseph R. Bunn, Jr., William D. Bouknight. *Back Row:* Charles W. Moore, Claude R. Frick.

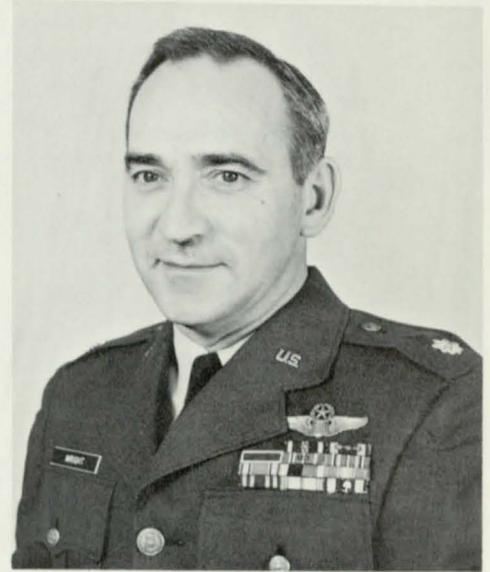
169th Supply, POL

First Row: Carlton W. Elliott, Richard R. Penix, Lee J. Furtick, III, James R. Haney, Jr., Wesley M. Wesberry. *Second Row:* Larry M. Smith, Thomas A. Gambrell, Robert M. Hancock, John W. Face, Glenn F. Bradwell. *Back Row:* Berry Bonds, Alton E. Harmon, David S. Lever, Jr., Bruce W. Breedlove.



169th CIVIL ENGINEER FLIGHT

This flight was organized on October 11, 1969 when all SCANG civil engineering functions, which had been performed by the 169th Combat Support Squadron, were placed under control of the newly formed 169th Civil Engineer Flight. In 1971, the flight became the first SCANG unit to undergo annual field training overseas when it trained for 15 days in England.



LT. COL. JIMMIE C. WRIGHT
Commander

169th Civil Engineers

First Row: James C. Cooke, Jack L. Whitton, Calvin K. Meetze, Ruben J. Barrett, Jr., Carl F. Ewan, III, Grover Wynn, Phil H. Rose, Robert Q. Lawrence, Charles L. Poole. *Second Row:* Charles T. Hook, Terry R. Cromer, Stanley W. Higgins, Fred D. Antley, William Z. McGhee, Jr., Loy L. Youngblood, Donald G. Krofchick, David D. Williamson, Trezevant T. Timmons. *Back Row:* Michael H. Shuler, Charles G. Stuckey, Johnnie M. Johnson, Charlie M. Freeman, John P. Sykula, Jr., Mike E. Stroble, Archie L. Raffine, Sidney M. Langley, Wade H. Rice.





169th Civil Engineers

First Row: Vandy J. Murray, Edward L. Skinner, Henry G. Warth, Gerald O. Flack, Joseph Stasiukaitis, Rufus A. Stone, Orvis R. Chapman, Lewis M. Caswell. *Second Row:* Donald L. Corley, Bruce B. Caldwell, Clifton G. Brown, Jr., Charles L. Sox, Daniel H. Johnson, Lawrence T. Deyoung, Hanes A. McEntire, Mason R. Brooks. *Back Row:* Frederick E. Folk, Robert C. Cooke, Willie Williams, Terry L. Oglethorpe, Worth M. Beacham, Jr., Leroy O. Rabon, Jimmy T. Pelt.

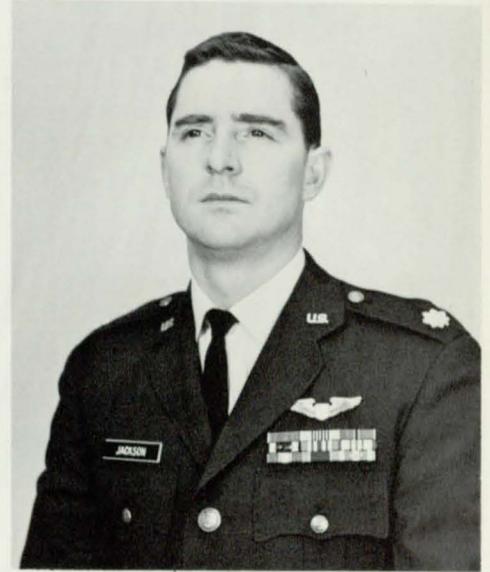
169th CE, Fire Department

First Row: Howard R. Clay, Harold L. Boyne, James M. Boozer, Jr., Ronnie L. Platt, Lewis R. Corley. *Second Row:* Tony R. Potts, Barry T. Kight, Edward J. Hertwig, Robert E. Gaskins, Joseph K. Lindler. *Back Row:* Walter E. Branham, Paul D. King, Curtis D. Holloway, Michael G. Askins, Ronnie E. Driggers.



169th USAF DISPENSARY

Although a dispensary contingent served the SCANG since the late 1940's the 169th USAF Dispensary was officially organized with the creation of the 169th Fighter Group on September 5, 1957. The dispensary has served the SCANG from one room in the old hangar in the early years to the modern dispensary facility completed in January, 1971. The new facility is the most modern at McEntire ANG Base.



MAJOR ROBERT E. JACKSON
Commander

169th Dispensary

First Row: Hermon K. Herrin, Jr., Jacob S. Ulmer, Jr., Palmer O. Hollis, James D. Cooper, Charles R. Edwards.
Second Row: Archie L. Caughman, Willie E. Atkinson, George C. Aycock, Jr., John S. Fowler, Samuel W. Guerry.
Back Row: Richard N. Caldwell, Richard A. Green, John D. Aiken, Jr., James D. Huggins.

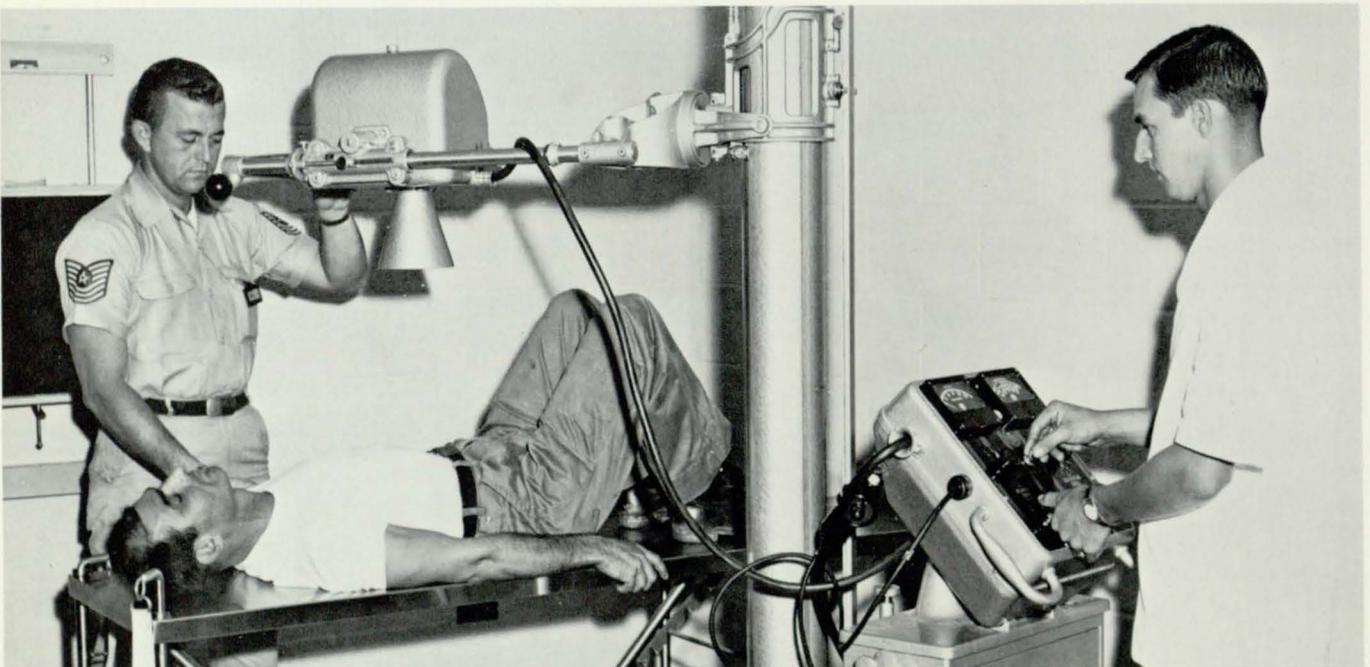




169th Dispensary

First Row: Robert E. Jackson, Petigru Clare, Edward A. Tarrants, Ronald L. Trotter, Leroy Farr, John H. Lumpkin, Jr., Charles B. Madden, Jr. *Second Row:* Albert R. Lewin, James E. Ringer, Jr., Rob V. Fiser, William A. Coats, Allen L. Teague, Jeffrey E. Rovner, Charles W. Jernigan. *Back Row:* Charles D. Wall, Michael B. Sanders, John C. Lambert, Wilbur B. Simmons, Jr., Curtis L. Vassar, Charles R. Crook.

Then—MSgt. C. B. Madden and an assistant prepare to X-ray Thomas E. Harbort in the McEntire dispensary during the 1950's.



240th MOBILE COMMUNICATIONS FLIGHT 240th FLIGHT FACILITIES FLIGHT

These flights grew out of the Air Guard's 240th Airways and Air Communications Service Operations Flight, initially organized on September 8, 1952. By 1966, however, the growing communications needs of the SCANG led to a reorganization of that unit into the 240th Mobile Communications Flight and the 240th Flight Facilities Flight. The communications flight provides all communications support for the SCANG's operations function, and the Flight Facilities flight furnishes all navigational aids support.

240th Officers

From left, Capt. Robert P. Smart, Commander, 240th Flight Facilities Flight; Capt. Wes H. Davis, Commander, 240th Mobile Communications Flight; and Capt. Edwin H. Beach, Communications Maintenance Officer, 240th Flight Facilities Flight.





240th Communication Operations

First Row: William J. Mitchum, James R. Clark, Clifton C. Goodwin, III, Donald D. Galloway, Thomas J. Blessinger, Alvin J. Hammer, Ethbert L. Cherry, III, Robert J. Green, John R. Fallaw, Jr. *Second Row:* Lee M. Lanier, Tommy G. Davis, Thómas S. McMillan, III, Joseph K. East, Jr., David L. Abstance, Jr., William E. Walker, Johnnie R. Snipes, Richard A. Shealey, Gregory L. King. *Back Row:* Charles L. Legrand, Danis C. Fertick, Richard E. Huffstetler, David M. Raley, Fred B. Best, III, Don M. Knight, Teddy J. Spinella.

240th Mobile Communications

First Row: John C. Shealy, Peter P. Palmer, Walter E. Clark, Jr., James W. Connelly, Calvin C. Boykin, Thomas D. Woodrum, III, Rawl J. Scheibler. *Second Row:* Newman C. Eddins, David N. Hauseman, Walter E. Kemp, III, James M. Lockwood, John S. Coleman, Francis M. Barnes, Jr., Rodney J. Dantzler. *Back Row:* Johnnie G. Gibbs, Robert W. Young, Dwight L. Johnson, Charles W. Harrell, Jr., Phillip D. Truesdale, Richard H. Myers.





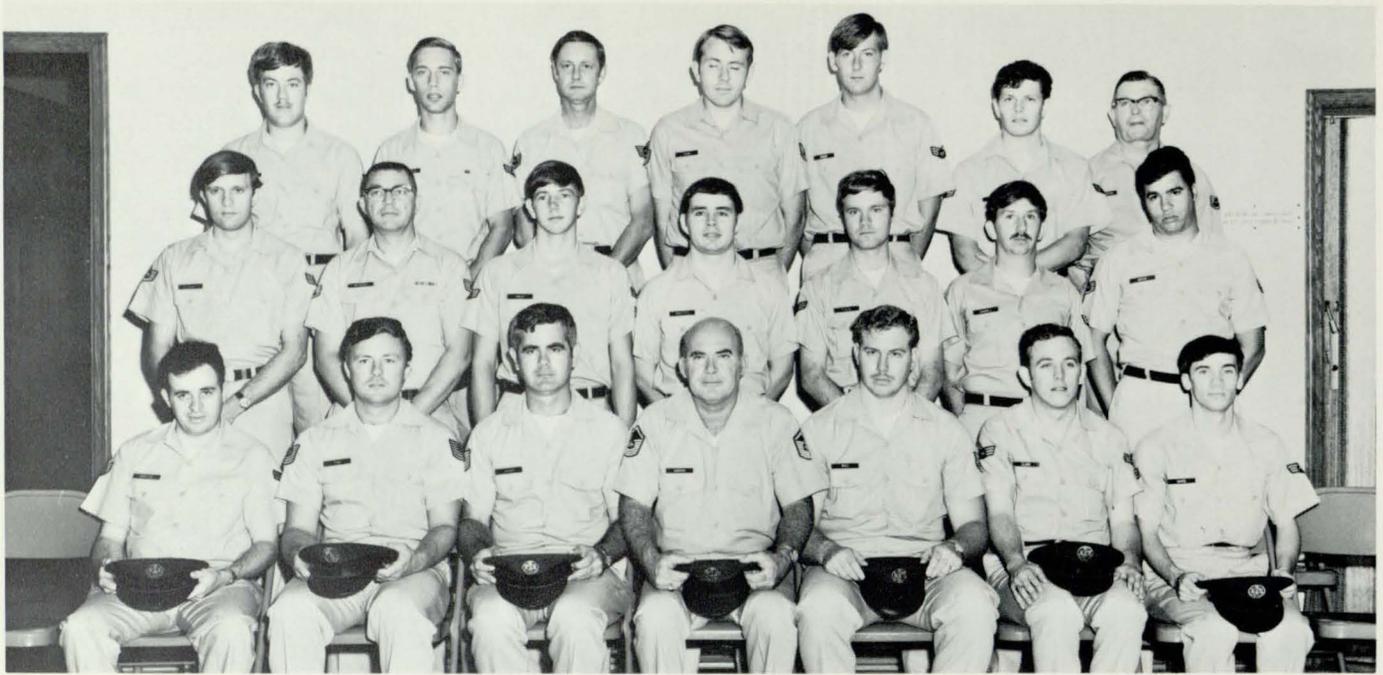
240th Mobile Communications

First Row: Hugh S. Sherer, Jr., Richard G. Wall, Hugh L. Turner, Frank M. Clark, Jr., Harry L. Hudson, Jr. *Second Row:* Lawrence T. Corley, Clyde W. Hanson, Barry J. Meyer, John R. Floyd, Jr. *Back Row:* Donald R. Carpenter, Winston R. Eubanks, Irvin H. Ulmer, Jr., Henry O. Jacobs.

240th Mobile Communications

First Row: William B. Moore, Michael P. Heath, James F. Williams, John W. Durham, Jr., Ernest C. Dowdey, Sr., Robert O. Fugate, James H. Burton. *Second Row:* Charles H. Hill, David G. Ebenhack, Timoth W. Epting, Joe S. Powell, Herman O. Griffin, Jr., Thomas J. Rosson, Robert A. Walker, Jr. *Back Row:* LeGrand Jones, Jr., John P. Mincey, Jr., George E. Sowers, Jr., Henry A. Lovett, Jr., David B. Grant, Donald R. Futch, Joseph R. Warren.





240th Flight Facilities

First Row: Alfred H. Breedin, Jr., Tazwell A. King, Jr., Henry L. Crosby, Jr., Otto Harper, Jr., Wesly M. Wall, Richard D. Clark, Charles S. Davis. *Second Row:* Luther W. Lyles, Joe Woodard, Brady R. Amick, James D. Hartley, Jr., Jefferson B. Aiken, III, Jerry W. Hanwell, James H. McLeod. *Back Row:* John H. Young, John L. Rockholz, Richard A. Epting, Gilbert F. Coan, Jr., William A. Hinson, Charles R. Bishop, Rembert O. Ballington.

240th Flight Facilities

First Row: Willard T. Felder, Bruce L. Sloan, Jr., Charles D. Barlow, Paul R. Derrick, Talmadge L. Cooke, Olin Black, Robert R. Smith. *Second Row:* Cecil L. Gowdy, Donald C. Lovette, Thomas F. Walker, Michael G. Reeves, Joseph S. Byrd, Jr., Alton C. Parnell, Jr., Larry M. Blackmon. *Back Row:* William B. Auld, James M. Oliver, James C. Cothran, Jr., Robert P. Schwartz, Larry E. Pendleton, Wayne D. Barrineau, William R. Hudson.



Barnie B. McEntire Jr.

Brigadier General

1918 — 1961

Chief of Staff

South Carolina Air National Guard

From his birth on April 22, 1918 at Irmo, South Carolina, *Barnie B. McEntire, Jr.*, was destined to greatness as an aviator and as an Air National Guardsman.

As a teenager, his love for flying led him to seek work at Columbia's Owens Field washing Piper Cubs. After attending the University of South Carolina, he entered pilot training in 1939.

It was in 1940 that he won his pilot's wings and commission in the Army Air Corps, launching an illustrious military career that was to span the next 22 years.

During WWII, he served as chief pilot and operations officer for the Air Transport Command's North Atlantic Division. It was the B-24 bomber that he piloted then. He mastered it, as he did all the aircraft he flew, and was greatly sought after as a flying instructor.

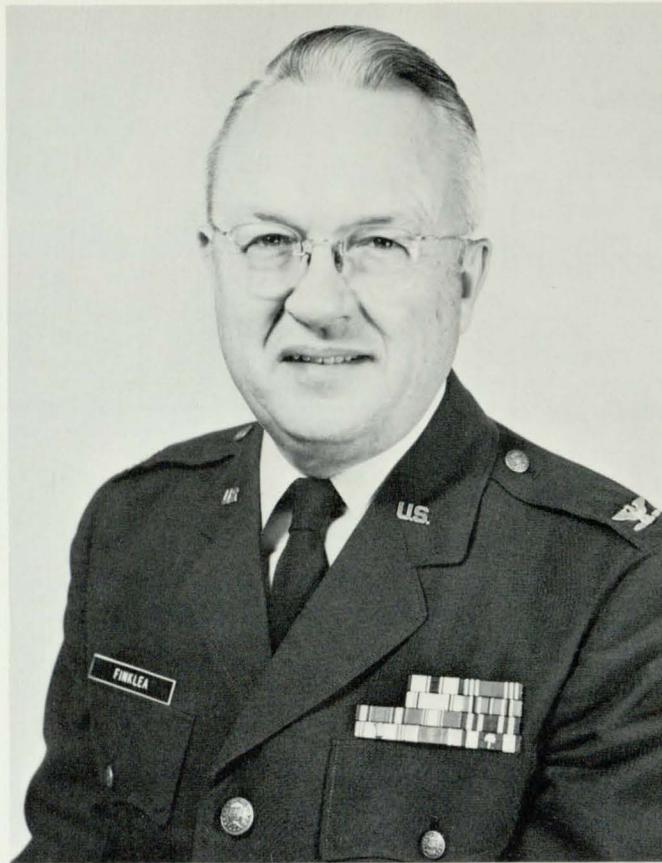
His proven expertise as a pilot, an instructor and a leader led to his selection to supervise organization of the first SCANG units in 1946. He was a lieutenant colonel then, and had flown almost every fighter aircraft in existence and many bombers.

As SCANG Chief of Staff, he skillfully molded the men he led into a viable air defense force. His success was evidenced when he led his RF-80 Air Guard squadron in crucial tactical reconnaissance missions all over Western Europe during the Korean Conflict.

On February 18, 1959, he earned the rank of brigadier general. Then, in 1960, he became the nation's first Air National Guard pilot to become checked out in the Mach 3 F-104 Starfighter jet. It was this same jet which he piloted to his tragic death on May 25, 1961, when the aircraft developed engine failure shortly after takeoff from Olmstead AFB, Pennsylvania.

His death ended a dynamic career of service, and led to the renaming of Congaree Air Base in his honor on November 10, 1961. Before his death, however, he had won national recognition for his untiring efforts in developing the Air National Guard. As pilot, general and patriot, the heritage he left will endure as long as there is a SCANG.





COL. SAMUEL L. FINKLEA, JR.
1917 — 1970

*Assistant Adjutant General for Air
Headquarters SCANG*

Col. Samuel L. Finklea, Jr., a native of Pamplico, South Carolina, was born in 1917.

A graduate of Oglethorpe University, his military career began in 1941, when he joined the U. S. Army as a private at the outset of WWII. For the next three years he served as an enlisted man, before earning his commission in 1944 in the Army Air Corps.

By 1947, he had attained the rank of captain and was recruited into the newly formed SCANG as Personnel Officer by then S. C. Adjutant General James C. Dozier. He then became part of a small nucleus of officers who would develop the SCANG into the air defense arm it is today.

With the outbreak of the Korean Conflict, he was called to serve for 18 months as Director of Administration, Headquarters, Ninth Air Force (USAF). He returned to South Carolina in 1952 to become Air Administrative Assistant to the State Adjutant General, and began an intense involvement with the SCANG.

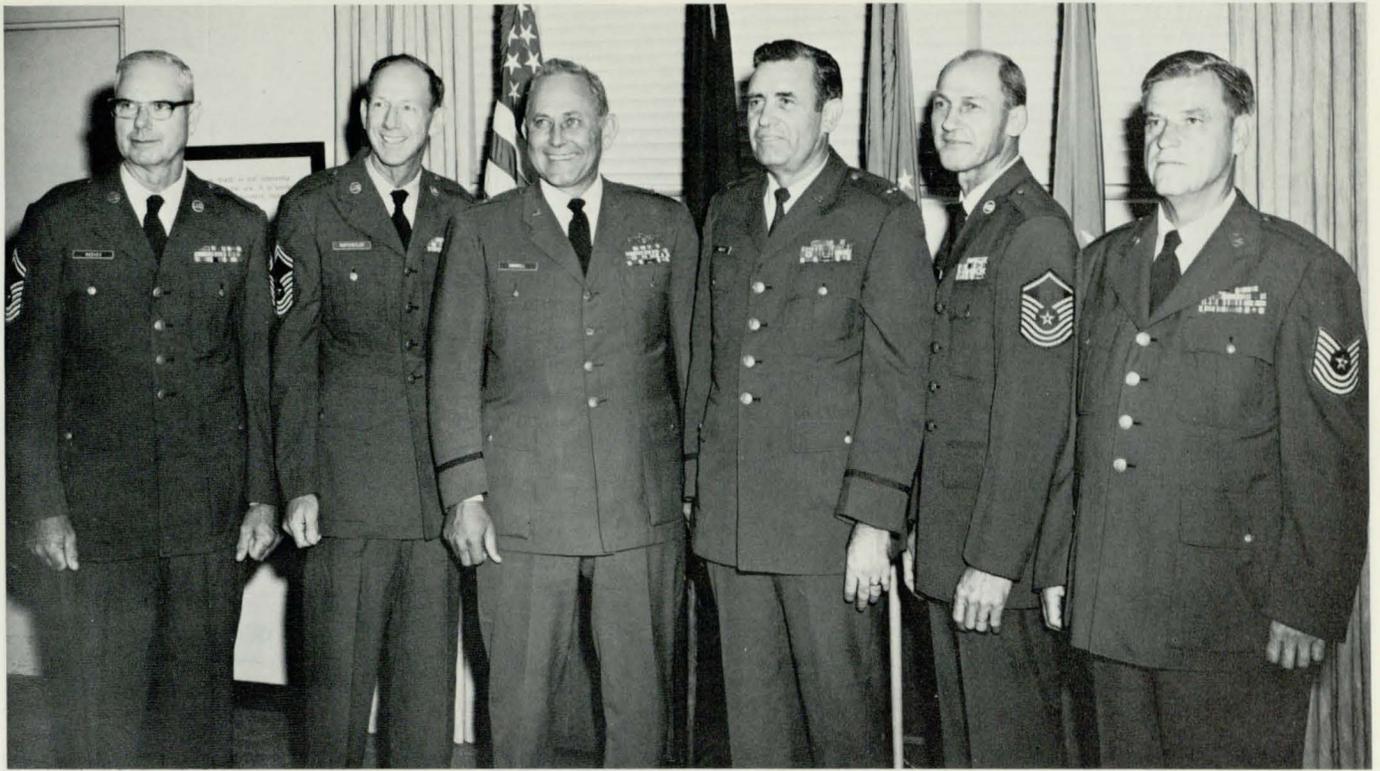
From 1957-1960, he won distinction for his achievements as Air Force Academy Liaison Officer for the U. S. National Guard Association. He was highly instru-

mental in the adoption of a new Military Code of South Carolina in 1964, and served as president of the S. C. National Guard Association in 1965.

He received the U. S. Air Force Commendation Medal in 1968. The award came as a result of his extensive efforts that led to enactment by Congress in 1968 of a law which granted federal civil service benefits to full-time National Guard technicians for the first time.

It was also in 1968 that he became Assistant S. C. Adjutant General for Air, and was again honored with the Distinguished Service Medal of the U. S. National Guard Association. The award cited him for winning esteem for the entire U. S. National Guard by his outstanding activity in such fields as education, religion, health and youth development.

Throughout his service career, Col. Finklea's dedication to the SCANG and the U. S. National Guard were invaluable assets in helping bring both organizations to the forefront as the backbone of this nation's defense structure. The goals he aspired to and achieved have won him a well deserved place in the history of the SCANG.

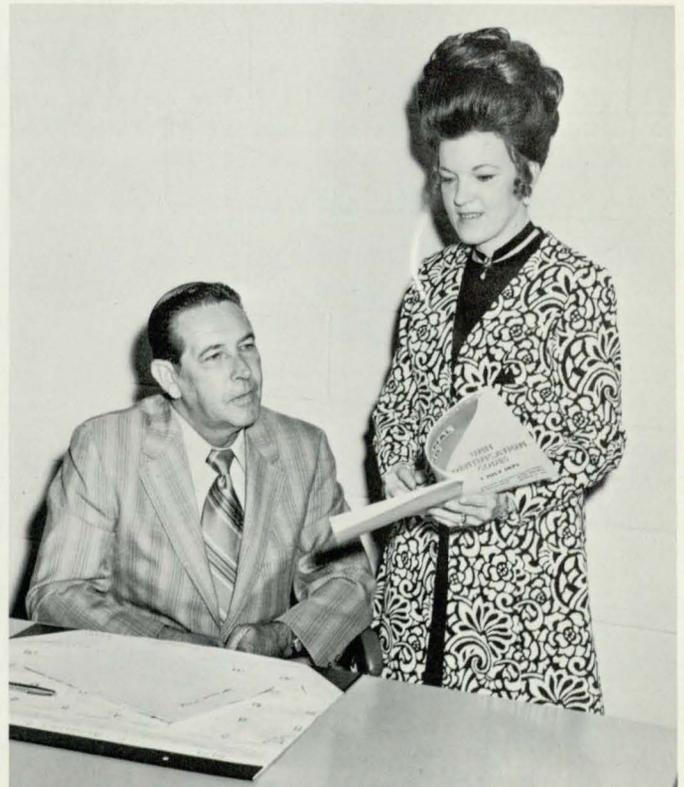


Charter Members

Charter members at the silver anniversary were, *from left*, George W. Reeves, Charles V. Huffstetler, Robert H. Morrell, Artis E. Welch, Hugh V. Harbort and Rob Roy Honeycutt. Absent when picture was taken was William C. Huckaby.

AG's Administrative Assistant

Major James A. "Bunk" Weston is the Air Administrative Assistant to the Adjutant General, with offices in the Bluff Road Armory. The long-time secretary and Girl Friday in the office is Mrs. Ruth Ballington.



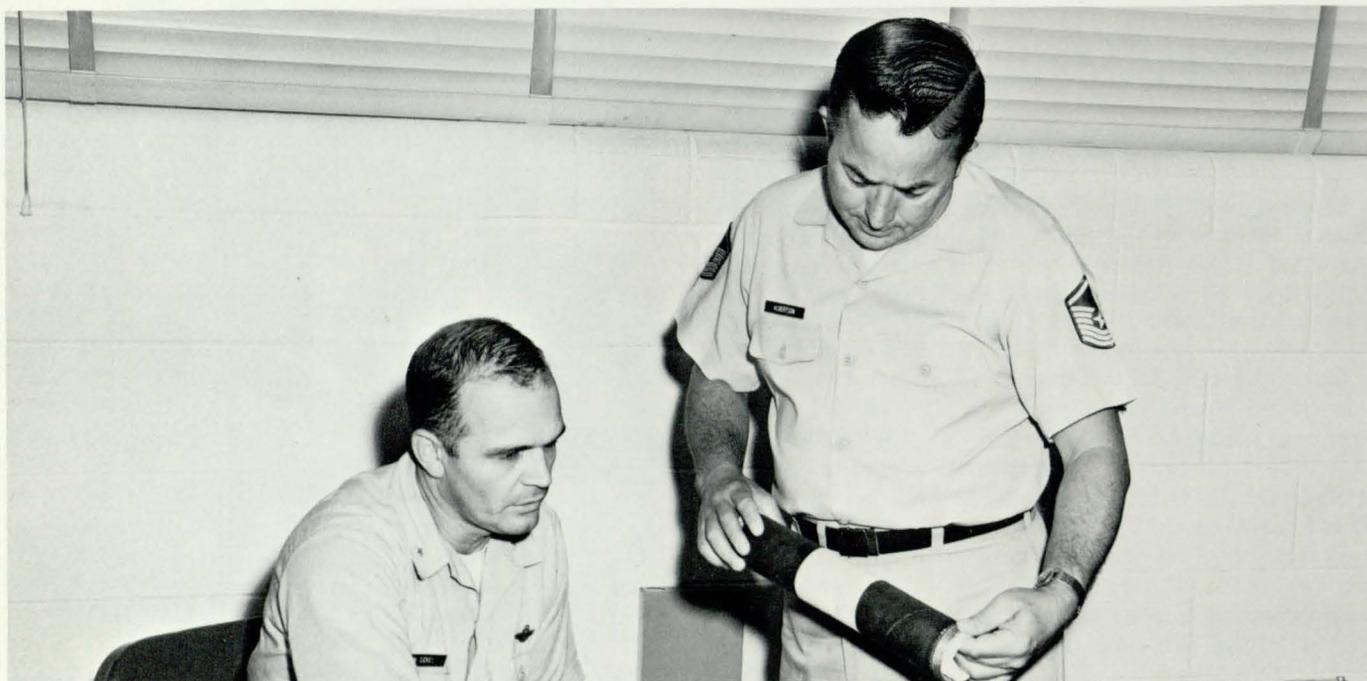


Secretaries

The secretaries and telephone operator at McEntire are Tootie Baston, Mary Lewis, Estelle Harmon, Jane White and Eloise Eley.

Air Advisor

The air advisor, Lt. Col. Daniel P. Van Sichel, is a regular Air Force officer assigned to the S. C. National Guard as liaison between the SCANG and the Air Force. Van Sichel is assisted by SMSgt. Buren M. Albertson.





Caretakers

Caretakers at McEntire are, *from left*, Douglas Hopkins, Jerry Anderson, Alonzia (Slim) Thompson, Joel Hopkins, James J. Hinson, Lester L. (Jack) Phillips and Jacob E. (Ski-bo) Wise.

Canteen Staff

Brightening the canteen are Alice Davis, *left*, and Elizabeth (Lib) McLemore.



I Am The Guard

Civilian in Peace, Soldier in War . . . of security and honor, for three centuries I have been the custodian, I am the Guard.

I was with Washington in the dim forests, fought the wily warrior, and watched the dark night bow to the morning. At Concord's bridge, I fired the fateful shot heard 'round the world. I bled on Bunker Hill. My footprints marked the snows at Valley Forge. I pulled a muffled oar on the barge that bridged the icy Delaware. I stood with Washington on the sun-drenched heights of Yorktown. I saw the sword surrendered . . . I am the Guard. I pulled the trigger that loosed the long rifle's havoc at New Orleans. These things I knew—I was there! I saw both sides of the War between the States—I was there! The hill at San Juan felt the fury of my charge. The far plains and mountains of the Philippines echoed to my shout. . . . On the Mexican border I stood . . . I am the Guard. The dark forest of the Argonne blazed with my barrage. Chateau Thierry crumbled to my cannonade. Under the arches of victory I marched in legion—I was there! I am the Guard. I bowed briefly on the grim Corregidor, then saw the light of liberation shine on the faces of my comrades. Through the jungle and on the beaches, I fought the enemy, beat, battered and broke him. I raised our banner to the serene air on Okinawa—I scrambled over Normandy's beaches—I was there! . . . I am the Guard. Across the 38th Parallel I made my stand. I flew MIG Alley—I was there! . . . I am the Guard.

Soldier in war, civilian in peace . . . I am the Guard.

I was at Johnstown, where the raging waters boomed down the valley. I cradled the crying child in my arms and saw the terror leave her eyes. I moved through smoke and flame at Texas City. The stricken knew the comfort of my skill. I dropped the food that fed the starving beast on the frozen fields of the west and through the towering drifts I ploughed to rescue the marooned. I have faced forward to the tornado, the typhoon, and the horror of the hurricane and flood—these things I know—I was there! . . . I am the Guard. I have brought a more abundant, a fuller, a finer life to our youth. Wherever a strong arm and valiant spirit must defend the Nation, in peace or war, wherever a child cries, or a woman weeps in time of disaster, there I stand . . . I am the Guard. For three centuries a soldier in war, a civilian in peace—of security and honor, I am the custodian, now and forever . . . I am the Guard.

DEDICATION

This book is proudly dedicated to those men, who lost their lives while serving with the South Carolina Air National Guard. Theirs was the ultimate sacrifice, and the memory of them serves as an inspiration to all who follow them in service. It is also dedicated to all the state's Air Guardsmen, past and present, upon whose loyal service rests the defense of a nation.



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