

HQ NORTH CAROLINA AIR NATIONAL GUARD

LINEAGE

STATIONS

Charlotte, NC

ASSIGNMENTS

COMMANDERS

BG William J. Payne, 15 Mar 1948-17 Sep 1976

BG Jerry W. Cochrane, 18 Sep 1976

BG Harold C. Earnhardt, 1 Jan 1983

BG James A. Melvin, III, 17 Nov 1988

BG Charles D. Burnfield, 15 Feb 1993

BG Fisk Outwater, 25 Sep 1996

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Organizational Excellence Award

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

Hq NC ANG: Advises and assists the Adjutant General in the administration, logistics, and training of Air National Guard units within the State, in performance of State requirements and in preparation of the Air National Guard for its Federal mission. Plans for and conducts operations in support of Civil

Defense.

The North Carolina Air National Guard is composed of six elements reporting directly to and under the direction of Brigadier General William J. Payne, Assistant Adjutant General for Air, State of North Carolina. These units are Hq, N.C. Air National Guard, 145 Military Airlift Group, 263 Mobile Communications Squadron (Contingency), 156 Weather Flight, 206 Weather Flight, and the 145 Communications Flight (Support). These units, with the exception of the 263 Mobile Communications Squadron (Contg) and the 206 Weather Flight are located at Douglas Municipal Airport, Charlotte, NC. The 263 Mobile Communications Squadron (Contg) is located at Badin, N. C, with a detachment at Wadesboro, NC. The 206 Weather Flight is located at Raleigh-Durham Municipal Airport, Morrisville, NC, and provides weather support for the 30th Infantry Division, N. C. Army National Guard.

Air National Guard unit manning documents are the documents which authorize military manpower spaces. Problems encountered in previous years in the areas of authorizations versus ceilings continued at the beginning of this period. The commander must consider the drill pay ceiling when filling a manning document position. He alone must decide which positions to fill and those positions which can be left vacant. The unit manning document thus becomes a desired goal in the event of active duty. In this State, we are authorized 1,234 military spaces in accordance with approved unit manning standards. The programmed drill pay spaces were 1,100 which meant that approximately 90 of authorized positions could be filled in FY 1969. The overall Air National Guard drill-pay spaces were increased effective 1 July 1969. The drill-pay ceiling of the 145 Military Airlift Group was again increased to 100% of authorized spaces.

The majority of airmen assigned to N. C. Air National Guard units were non-prior service personnel at time of enlistment. Maintenance of authorized strength levels is dependent upon receipt of sufficient USAF training spaces to enlist non-prior service personnel. When drill-pay ceilings are increased, an increase in USAF Service School spaces should follow. The Air National Guard is not in a position to depend entirely on non-prior service enlistment quotas and training spaces to meet strength requirements. A small percentage of personnel with active duty experience are enlisted each year and a small percentage of personnel who complete their service obligation with the Air National Guard reenlist or extend enlistments. The introduction of the Selective Service Random Selection Procedures decreased the available manpower to fill authorized enlistment/service school training quotas. However, we were able to fill all spaces authorized and still have a waiting list. Non-prior ser-

vice personnel are processed for enlistment in accordance with priority system established by the Department of Defense. Order of enlistment is: Priority I: applicants who have not undergone random selection for induction ; Priority II : applicants who have undergone random selection for induction. Every effort is made to retain experienced airmen completing service obligation, through explanation of benefits, advantages of continued training, and appeal to patriotism. Retention of trained personnel will continue as a problem area until additional benefits are made available. A reenlistment bonus for the Reserve Forces would eliminate some of the loss of trained and proficient manpower. The turnover of a large force of trained personnel each six years is expensive and has an adverse effect on the operational capability of units of the Reserve Forces. During the latter part of this period, there was extensive discussion of an all volunteer regular force and the impact of such a program on the National Guard.

During this period, the Air National Guard continued operations under the generally accepted concept that the Air National Guard has passed from a training organization to an operational unit. At the beginning of Fiscal Year 1969, two airlift missions were flown to Vietnam each month. This was the anticipated level of participation in Fiscal Year 1969. These missions were supported from Air National Guard appropriations intended to support the ANG training mission. We were able to provide operational support as a by-product of our Air National Guard training dollars, thus giving the taxpayer double value for his defense dollar. Participation in Vietnam missions was over and above the average of three missions flown each month to Europe. Missions to Vietnam were later reduced to an average of one each 20 days due to budgetary limitations. The 145 Military Airlift Group entered FY 1969 with a capability rating of C-2, which indicates fully operational with minor exceptions. The limiting factor was a shortage of flight engineers and loss of qualified pilots. Additional flight engineers entered Cruise Control Training Course in February 1969. Overall shortage in assigned strength became the limiting factor later in the year. C-1 rating, fully operational, was attained in December 1969 and maintained for the remainder of the reporting period. During this period, the 145 Military Airlift Group continued its excellent record of accident free flying and flew the C-124, unit equipped aircraft, (or primary weapons system), a total of 11,200 hours. This makes a grand total of 18,838 hours in the Globemaster and a noteworthy total of 60,498 accident free flying hours through 30 June 1970. At the close of this period, the

C-124 aircraft had an average airframe time of 15,315 hours per aircraft with an average installed engine time of 564 hours. The direct maintenance man-hour factor for each flying hour is 15.4. During this period, the Group flew 103.5 percent of programmed flying hours. (Mission accomplishment will be outlined later in this report). We could not list accomplishments without again praising our aircrew members who secured time off from regular civilian positions in order to make the many trips. The attitude displayed by the employers in this area has been one of understanding and acceptance. This approach has assured an airlift capability as well as availability of employees to the civilian economy a majority of the time. We feel the realization by DoD of the airlift capability available from the Air National Guard has been one reason units have not been recalled during the Vietnam emergency. Support provided as outlined herein has required an average of nearly 500 flying hours per month during the two-year period. This is quite an achievement, especially since a major conversion had occurred 15 months prior to the beginning of this report. As of 30 June 1970, the following NC ANG units were Federally recognized and personnel were actively participating in scheduled training activities :

After many years of effort on the part of the National Guard Bureau, and other friends of the Technicians, the status of Technicians was clarified when PL 90-486, the National Guard Technicians Act of 1968, was signed by The President in August 1968. Technicians on board on 1 January 1969 became Federal employees and were eligible for many of the benefits available to employees of Federal agencies. The law is most unique in that it designates Technicians as Federal employees as a matter of law and yet it provides for certain statutory administrative authority at the State level with respect to the administration of the Technician program. Thus, the law recognizes the military requirements and the State characteristics of the National Guard and designates the State Adjutants General as the sole agent for employment and administration of the Technician program, under appropriate regulations prescribed by the secretaries concerned. Excepted Technicians constitute the majority of the Technician force. As a condition of employment, excepted employees must be members of the National Guard and hold the military grade of officer, warrant officer, or enlisted specified by the technician position description.

Considerable planning was necessary in a short period to prepare for conversion of employees to a Federal status. Orientation conferences were conducted by the National Guard Bureau dur-

ing October 1968. The conversion to systems and forms prescribed by the National Guard Bureau and the Civil Service Commission created an additional workload for the limited number of technicians available to perform these tasks. In addition, it was necessary to review past technician employment records for financial and personnel data required for completion of forms which were mandatory on 1- January 1969. In many instances, data collected covered over 20 years employment as technicians plus extended active duty in one of the armed services.

The most important factor of the new status was the retirement program and allied benefits. The Public Law provides credit for past technician service in full for Civil Service retirement eligibility purposes but there is a limitation of 557[^] for retirement pay computation purposes. We still hope that full credit for past service for all purposes will be forthcoming in the near future.

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The Air National Guard had one involuntary retirement during this period. Employee occupied a technician position no longer listed in appropriate manning document. NGB granted a waiver permitting employment for the required one year after 1 January 1969 to meet retirement eligibility requirements. Mandatory retirements will begin in the coming year. Plans are being made for replacements. Two key positions are involved.

Operations under the new system have not been too difficult. The ANG has endeavored to use Air Force prescribed forms and procedures for a number of years.

H. Air Advisors

Military Airlift Command has changed its policy regarding assignment of Air Advisors to ANG flying groups. This policy change began when all pilot advisors were withdrawn from ANG flying groups approximately four years ago. The Flying Group has not had a pilot advisor since receipt of C-124 aircraft. An officer navigator advisor has not been assigned since June 1970. MAC realized that advisors are not fully utilized after the airlift unit is initially indoctrinated in aircraft procedures and changed its manning concept. In the future an ad-

visory team consisting of one pilot, one navigator, one flight engineer, one loadmaster, one aircraft maintenance superintendent and one aeromedical technician, will be assigned for approximately 18 months following receipt of a different UE aircraft. Long range plan provides for permanent assignment of one pilot, one aircraft maintenance superintendent and one aeromedical technician. It appears pilot advisor will not become available for assignment until further phase down of Vietnam commitment. The gaining command has a responsibility to provide qualified personnel to conduct required testing under AFM 35-8. No provisions to fulfill this responsibility under the testing program has been made. The flying unit had to assume this responsibility to stay in business. This is just one more case of added responsibility without adequate manning.

One airman technical advisor is authorized each of the Weather Flights. Exceptionally well qualified personnel have occupied these positions during this reporting period. Air Weather Service, as intermediate gaining command under MAC, supports the advisory program in an excellent manner. The same is true of the Air Force Communications Service, which is gaining command for the 263 Mobile Communications Squadron (Contg) and the 145 Communications Flight. Weather Flight advisors are especially valuable since an Air Technician is not authorized for these units.

Advisory visits are made to our units by designated regular Air Force units. This function is performed by Hq 21 AF Staff in the case of the 145 Military Airlift Group. Since their "advice" is often challenged by the 21 AF IG Team, and their visits are time and manpower consuming, we question the value of some of the Advisory Visits and have expressed our opinion.

A report of this nature would not be complete without again mentioning the changes occurring insofar as use of the Air National Guard is concerned. We have progressed from a training concept to an operational concept. There is no question regarding the capability of the Air National Guard. Representatives of the Air Force have made this clear on a number of occasions. Aircrews are performing operational missions while on active duty and are eligible for the same awards and decorations as aircrews of the Regular Establishment. One hundred and thirty-one assigned aircrew members have been awarded the Vietnam Service Medal for service in a combat area ; 22 have one Bronze Service Star; 16 have 2 Bronze Service Stars; 17 have 3 Bronze Service Stars; 8 have 4 Bronze Service Stars and 5 have five

Bronze Service Stars denoting campaign participation. Forty aircrew members have been awarded the Republic of Vietnam Campaign Medal and 46 have been awarded the Armed Forces Expeditionary Medal.

Air National Guard aircrews continued performing operational missions in support of the Regular Establishment involved in limited wars. The increased flying time without a like increase in direct support has been an outstanding accomplishment. As in the past, we continue to wonder what will happen in future years if requirement for increased support for the active duty forces is reduced?

Throughout this period of outstanding performance by the Air National Guard airlift forces, plans have been announced to reduce the number of strategic airlift forces assigned to MAC. The 145 Military Airlift Group has not been affected as of this

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date. We are looking forward to future aircraft conversion to more modern aircraft. The associate unit concept is a reality in U.S. Air Force Reserve. It has not been applied to an Air National Guard unit.

Following- is a list of flying accomplishments during the reporting period :

- a. 11,200 flying hours
- b. 123 overwater missions
- c. 35 Southeast Asia (Vietnam) missions
- d. 2,378.3 tons of cargo flown
- e. 8,160,223 ton miles flown
- f. Flew a total of 166 cargo missions and 88 passenger missions

The bulk of our airmen have been well-trained in Riot Control, and we form the State Reserve. Our aircrews have flown several Garden Plot missions airlifting troops and equipment, vehicles, etc., in support of Civil Disturbance Control outside the State.

Several of our members have served on State duty in the Adjutant General's Public Relations/Information Program during civil disturbances within the State.

As a result of the 145th Fighter Group's assignment to the 126th Wing, Colonel William J. Payne, Commander, NCANG, stated in a letter to Major General Capus Waynick, Adjutant General of North Carolina, "I reluctantly recommend that we choose discretion as the better part of valor and accept this assignment to the Yankees as gracefully as possible with the hope that they'll stay in Chicago and bother us as little as possible".

Headquarters, North Carolina Air National Guard (State Headquarters) was authorized. Unit received Federal Recognition on 1 November 1951. Strength: 7 officer and 6 airmen.

Function (mission) of State Headquarters: Prepare plans, policies and programs for ANG units assigned to the state. Advise and assist the Adjutant General in the execution of all plans, policies, programs, logistics and training of assigned ANG units. Provide for the retention of highly experienced ANG personnel.

An additional General Officer position (Assistant Adjutant General, Air) was authorized for Headquarters, North Carolina Air National Guard effective 15 November 1961.

As the sixties came to a close, the North Carolina Air National Guard had truly established itself as a full-fledged partner with the regular Air Force. Both the 145th Military Airlift Group and its support units in Charlotte and the 263rd Mobile Communications Squadron in Badin had earned reputations throughout the Air Force as top flight units that could get the job done on time and every time. Multiple Air Force Outstanding Unit Awards for both the 145th MAG and 263rd CCS, along with an Air Force Organizational Excellence Award for Headquarters, NCANG which would be subsequently earned, would confirm that the North Carolina Air National Guard was one of the US Air Force's "best".

Air Force Order of Battle

Created: 19 Dec 2010

Updated:

Sources