



NOVEMBER, 1965

Tennessee

M A G A Z I N E

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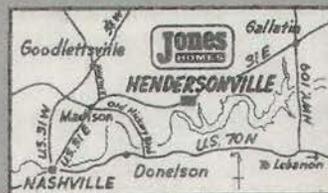
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To The Point

by John E. Stanford

I like people who know how and when to get "to the point." Perhaps that is why this column is so named. This is not to say that some preliminaries are objectionable or that diplomacy should be a lost art. But almost every pursuit should have an objective, a point.

A dozen or so years ago I was looking over the facilities of a printing plant under consideration for a contract on the magazine I was editing at the time. One of the owners of the plant, whom I had never met before, came up and said, "I always heard that the best way to get a contract was to ask for it. Are you going to print with us or not?"



STANFORD

This was getting to the point just a bit too fast for me, and for one of the few times in my life, I was at a loss for words. I hedged away from any definite answer.

A month or so passed, during which time it was decided that the magazine in question would be printed in this particular plant, which was in a different city and some distance from my home base. I returned to this city and printing plant and made my way straight to the part-owner who had made his point on such short notice a month or so earlier.

Without so much as a greeting my first word to him was: "Yes."

He looked puzzled, not seeming to recall either my visit to his plant or his to-the-point question.

"Yes, what?" he asked.

"Yes we're going to sign the contract you asked me about a month ago," I answered.

He grinned, we signed and for the almost nine years that the magazines I edited were printed in this plant, neither of us ever again came to the point so abruptly as we did on those two occasions.

But as little boys used to, and perhaps still, say . . . he started it!

How Do You Like?

If you will forgive a personal reference I will, next month, complete fifteen years of editing this magazine and, prior to it, a similar publication in Kentucky. This is the preliminary to my point: Never in my working life have I been as proud of any one issue as I am of this one.

The reason: for the first time since publication of THE TENNESSEE MAGAZINE was begun in September, 1958, all of the 175,000-plus copies are being printed on double-coated paper with a 4-color picture on the cover and inside. From the standpoints of paper quality, size, number of pages (and content, we hope) no other Statewide Electric Co-op publication in the nation (and there are approximately 30) is matching that of THE TENNESSEE MAGAZINE. This is by way of complimenting the Management and Directorship of your co-ops, which make this magazine possible and available to you as electric co-op members. They want for you the very best in the way of a publication, just as they want, and are providing for you, the best in electric service.

If you like the new look of your TENNESSEE MAGAZINE, why not tell your local co-op, or us? If you don't, tell us what we can do to make it more to your liking.

In Memory . . .

In the May 1964 issue of this publication it was my sad lot to report the passing and to pay my humble tribute to a man who, to me, was the finest gentleman I have ever known.

It is similarly difficult, but necessary, to acknowledge, fewer than 18 months later, the passing of his Life's Companion for 54 years. She was a woman who possessed almost boundless love for her God, her husband, her children and her neighbors. For those whose lives she touched, the world has been a better place.

She was my Mother.

Tennessee MAGAZINE

Official Publication of the
**TENNESSEE RURAL ELECTRIC
COOPERATIVE ASSOCIATION**

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J. C. Hundley, Executive Manager

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On The Cover

All-Electric kitchens are pretty, practical, and an investment in the future.
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SOMETHING NEW In Health Insurance FOR YOU

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MAGAZINE READERS WRITE TODAY



This is the old steam thresher which has been a part of the Hollingsworth's family since 1934.



Ewell Hollingsworth, who harvested his 1965 wheat crop with the thresher, checks the steam boiler which will burn either wood or coal.



Ewell Hollingsworth, brother of Ewell, harvested his last wheat crop with a combine but still admires old thresher.

The Hollingsworth's Thresher Might Well Be Called...

A MECHANICAL TREASURE WITH A HEART OF STEAM

By John E. Stanford

Pictures by Frank Gonzales

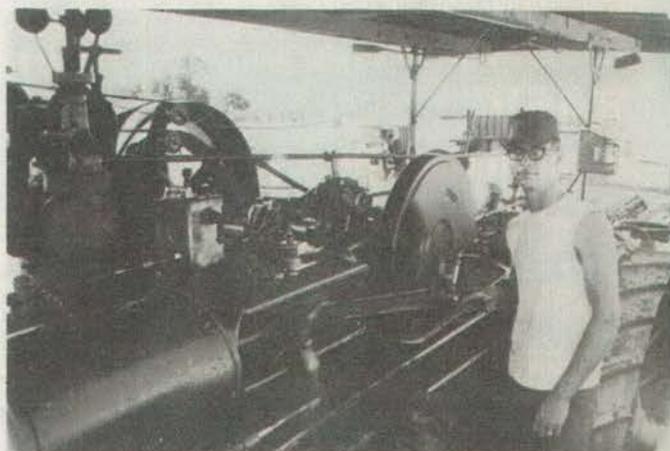
Ever so often the question is asked of someone if he or she would like to go back to the "good old days" before the availability of electricity. Insofar as electric service is concerned, virtually no one is interested.

But when it comes to the matter of harvesting wheat, there's a man in Robertson County who still prefers an old steam thresher over the modern combine, and for reasons that don't take long in rubbing off on the casual visitor to his farm near Barren Plain, Tennessee, just north of Springfield.

Barbee Hollingsworth, who farms some 1,300 acres with his brother Ewell, was raised in a tradition of harvesting wheat with a steam thresher and he isn't quite ready to break this tradition. His late father, Ceph Hollingsworth, threshed wheat for some 75 years and always received a premium price—without the benefit of the modern combine.

At first sight of the old Keck-Gonnerman steam thresher and separator, the first, if silent, question is where the Hollingsworths "dug up" this almost extinct piece of equipment. The answer is that they didn't dig it up at all. It was purchased by the Hollingsworths in 1934 and has been in efficient use every harvesting season since—and to the tune of at least one millions bushels of well-threshed wheat.

The wood-or-coal-fired engine of the metal-wheeled thresher works up 19-horsepower for its own propulsion, or to operate through a belting system the thresher and separator units. Wheat is hauled to the thresher in the field on 4-wheel, mule-drawn dagoes.



Larry Hollingsworth, son of Barbee, is the third generation to be served, and well, by the steam thresher.

One of the prime advantages of the steam thresher is that wheat, when ready, can be cut and shocked, and then brought to the thresher within any reasonable time later. With a combine, the wheat generally has to be threshed at very near the time it is ready.

It has been said that nothing should, or can, stand in the way of true progress. Even between the two Hollingsworth brothers, Barbee and Ewell, there is no longer complete agreement as to whether the steam thresher or the combine is the better way to harvest wheat.

Just this past harvest, Ewell went to the combine method on his 96-acre allotment of wheat. Barbee harvested his 94 acres with the old steam thresher.

No one knows for certain how much longer the Hollingsworth's steam thresher will last, or whether it will be retired before it reaches the end of its mechanical life.

What is known for certain is that the old steam thresher did an excellent job in its "day", it's still doing a good job in the day of the modern combine . . . and for practical as well as sentimental reasons, it just might still be around tomorrow to show mechanical marvels not yet manufactured how a wheat threshing job really should be done!

Wiring Inspection Assures Safe, Adequate System

Middle Tennessee Electric requires that all new wiring be inspected before electric service is connected. This includes new or additional wiring in old houses, too. The inspections are made by the State Wiring Inspectors who are employed by the Tennessee Department of Insurance and Banking.

The wiring installation must conform to the National Electrical Code, state laws (Regulation 15), and the additional local standards established by Middle Tennessee Electric.

All these regulations have been developed from the actual experiences and observations of thousands of engineers and inspection officials over many years. They have been developed to safeguard the unwary homeowner from the hazards of mis-handled electricity. The Co-op insists that the inspections be made because it feels that it has a moral obligation to its members in helping them have safe wiring systems in their homes.

We are now entering into the heat-



State wiring inspector John S. Fite is shown here inspecting a new 200-amp service entrance installed in an old house.

Manager's Comments



by W. W. McMaster

Most of America's electric power industry is owned by investors. These people have bought the common stock of our country's largest industry in the hope of profit. The profit is virtually assured by the monopoly given in the franchise, and the law and precedent which allows them a return of about six percent on their investment after all expenses, including taxes.



W. W. McMaster

In practice, the monopoly and guaranteed return make the investor-owned power supplier a cost-plus contractor for the supply of electric power to the community. Cost-plus contracting is wholly unjustifiable in the power industry. In defense industries, where urgency and no previous experience make this sort of contract necessary, it must be tolerated. In the electric power industry there is no need nor justification for the waste and inefficiency bred by this practice.

To guarantee a fair return on the investor's money is correct and in keeping with the American way. To practice waste and to actually reward inefficiency at the expense of the rate-paying public is contrary to what Americans believe, yet this is what is actually happening. The present system of allowing these investor-owned utilities a monopoly and a return of six percent after all expenses actually encourages them to keep the expenses high. The rate-paying public is the perennial loser under this arrangement, and the system makes this winner-loser status permanent.

This legalized gouging of the consuming public for the supply of an essential product disturbs many thoughtful persons. They tolerate it because they regard it as less evil than socialism or government ownership.

ing season, when most home fires occur. Co-op members who are using electric heaters in old homes should be especially interested in making sure their wiring is properly installed and not overloaded. One of the best guarantees you can have is an approved inspection report from the state wiring inspector.

So, if you are having some wiring done this fall, or if you are adding electric heaters, be sure to have the work inspected and approved by the State Wiring Inspector.

Inspection fees vary according to the size of the service entrance:

| | |
|------------------------|--------|
| 0 - 30 amp entrance | \$4.00 |
| 31 - 60 amp entrance | 5.00 |
| 61 - 100 amp entrance | 6.50 |
| 101 - 200 amp entrance | 7.50 |
| 201 - 400 amp entrance | 12.50 |

Inspectors and their phone numbers are:

Williamson County—Billy White, 794-2668

Rutherford County—B. D. Hight, 893-4006

Wilson, Cannon, and northeast Rutherford counties—John S. Fite, 237-3621 (Watertown).

Fortunately, there is a third alternative—customer ownership and non-profit cooperative operation. This method, pioneered by America's rural electric cooperatives, is time tested and has proven feasible and efficient. The principal of customer ownership removes the conflict of interest between customer and company inherent with the investor-owned system. Non-profit cooperatives assure that rates will always be as low as possible and still maintain good service.

In this way, as in so many others, America's rural electric cooperatives have led the nation down the Middle Way of common sense, fairness, and a genuine concern for the welfare of the common man. In pioneering this Middle Way, the rural electric co-ops have steered a steady course between extreme left and extreme right and proved it practical. They have brought the boon of electric power to 20 million Americans and made an idea live and thrive.

Middle Tennessee Electric is proud to be numbered among America's 1,000 rural electric cooperatives—pioneers in the Middle Way.

KILOWATT NEWS • KILOWATT NEWS

4-H Club Members Learn About 'Study Lighting'

An important activity associated with the 4-H electric project is the lamp-making workshop, at which members themselves put together table lamps or pin-up lamps from kits provided by Middle Tennessee Electric.

Cindy and Debby Thorne, daughters of Thomas and Mildred Thorne of Rutledge Lane, near Lebanon, are two 4-H'ers very active in the electric project who have taken advantage of these workshops to make themselves good study lamps. Both girls have given numerous demonstrations on electricity in the Carrol Club, where they are members, and in county contests. Cindy was the county winner in her division this year and represented Wilson County at the district contest.

Cindy and Debby each made a study lamp at a lamp-making workshop last year. They had previously

learned, as a part of the electric project, of the necessity for, and the requirements of, a good study lamp. They had learned that a study center should be set up at their home in a quiet spot where they could concentrate on their studies. The study lamp they made was one that met all the requirements to provide glare-free, adequate, diffused light. It was tall enough that the bottom of the shade would be even with the eye when in a studying position, it would spread light over the entire study area, and the bulb size, 150 watts, was adequate to provide enough light to read by.

With their good study lamps, and with the information they have learned about study centers, Cindy and Debby feel that their study periods at home are more productive, and that their eyesight is being protected through



Cindy and Debby Thorne are shown here with one of the study lamps they made as a 4-H electric project.

good lighting. The 4-H Club is unparalleled as a source of such instruction and information where boys and girls learn by doing.

FOP Opens Camp for Underprivileged Youngsters

Middle Tennessee Electric is privileged to serve a wide variety of electrical loads in its capacity as a rural electric Co-op. Many of these electric services are of such a nature that it is quite gratifying to be able to provide electric service to them. One such service in Wilson county is the Andrew Jackson Lodge #5 of the Fraternal Order of Police Camp, located in Glen Hills on Old Hickory Lake. This camp has been built over the past five years by members of the or-

ganization, which is composed of about 125 men who are members of law enforcement or related agencies in Nashville and surrounding counties.

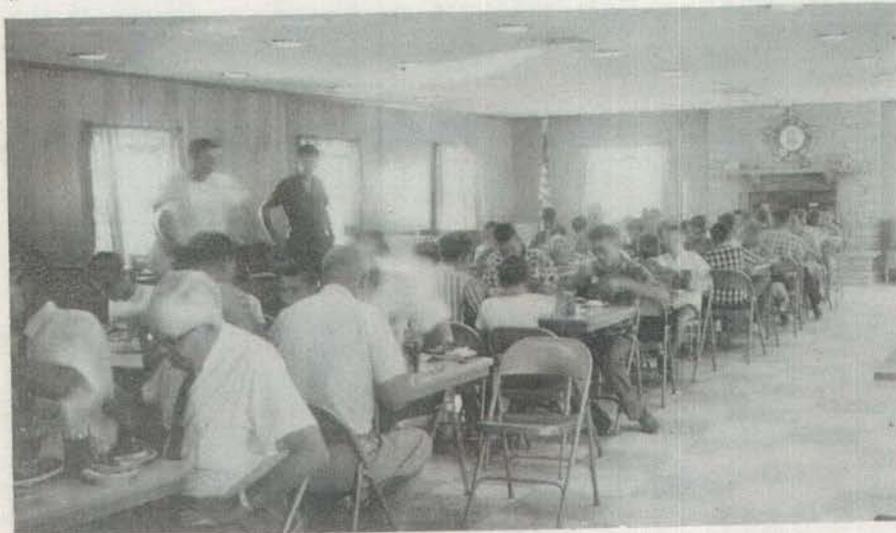
The main purpose of the camp is to provide a free week of summer camp to underprivileged boys and girls from the mid-state area. The camp opened this summer, and in its first week, 51 boys attended. They ranged in age from 9 to 14, and thoroughly enjoyed a week of swimming, boating, tours, games, exhibitions, demonstra-

tions, and many other activities. Without the help of this fine group of men, few of these children would ever experience such a week as this. According to Capt. C. B. Fowlkes of the Safety Department, president of the FOP, many of the children had to be clothed before they could come to the camp.

The campsite, ideally located for its purpose, is composed of an electrically heated barracks and an air conditioned combination cafeteria-activities-meeting room. House trailers are set up for members of the FOP who direct the camp.

Plans call for several different groups of boys and girls to attend the camp for a week each year. The children are chosen by church and charity groups throughout Middle Tennessee.

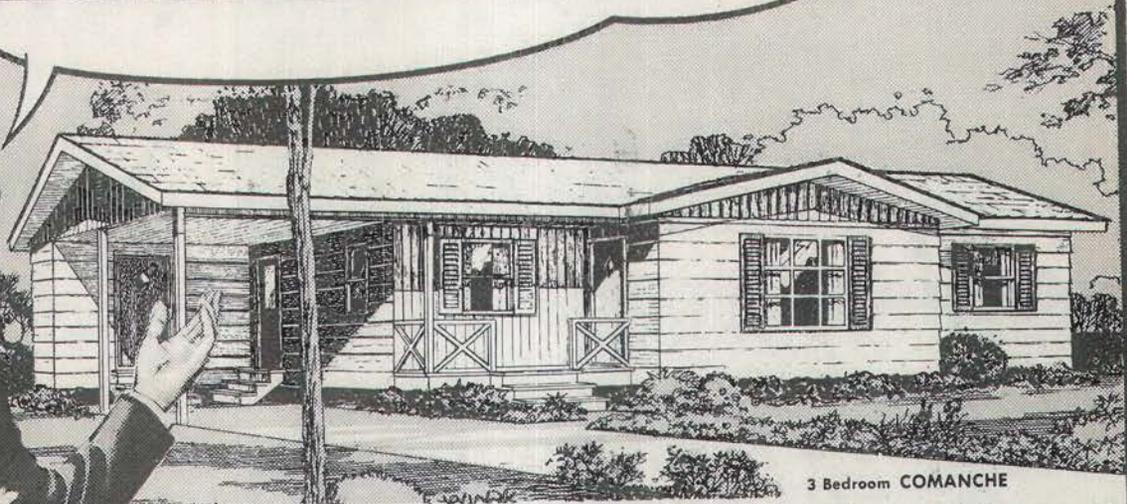
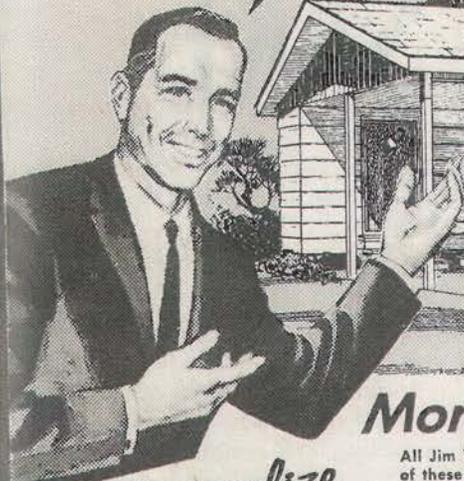
It is felt by members of the FOP that by providing a camp for these youngsters at such an impressionable age, that a lot of juvenile delinquency may be averted. The funds for the operation of the camp come through donations by interested groups and individuals, and by dues paid by the members. All labor is donated by FOP members and those who direct the camp.



Adults and youngsters alike enjoy dinner in the air conditioned cafeteria at the FOP camp on Old Hickory Lake.

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ELECTRICAL INSPECTIONS

For SAFETY'S SAKE

By Charles L. Youngerman, *Electrification Advisor*
Duck River Electric Membership Corporation

The electrical inspection program is designed to safeguard you and your belongings against electrical hazards. An electric wiring inspection tends to assure that the wiring and materials used were tested and approved for their applications and that these materials were installed to meet Electrical Code standards.

Power distributors usually require an approved electrical inspection before permanent electric service is connected on new wiring jobs. Electrical inspections are recommended when major changes are made on any wiring system.

The National Electrical Code and Tennessee Wiring Code cover only the minimum provisions necessary for safety. These codes are not intended as a design specification nor as an instruction manual for untrained persons. The fact that a wiring job passes an electrical inspection doesn't necessarily mean that it is adequate or that it will continue to be free from hazards without proper maintenance and updating as additional load is added.

Hazards most often occur because of overloaded wiring and improper use of electrical equipment. All electrical equipment and materials should be tested and listed by a recognized testing laboratory for the application

on which it is used. The electrical industry is growing at a very rapid pace and as it does, many Electrical Code changes and revisions are necessary to cover these areas safely.

Adequate grounding is one of the most essential things for a safe electrical system. In the event that a faulty current occurs on a wiring system properly grounded, the fuse on that circuit will blow. This is one good reason grounding-type outlets are now required in all new wiring installations. These outlets, as well as much other equipment, must be bonded back to a common ground at the main service entrance.

Only a few years ago mobile homes and travel trailers were wired only with one 15 amp., 120-volt circuit. This industry has boomed in the past decade and today mobile homes can be bought all-electric with the modern appliances enjoyed in conventional homes such as: dishwashers, ranges, water heaters, laundry equipment, central heating and cooling, etc. These homes, many of which require a 100 or 200 amp. service, cease to be classified as a travel trailer to which electric service might be furnished with an extension cord. They must be wired in permanently. However, approved plug-in type cords and special service equipment are available for

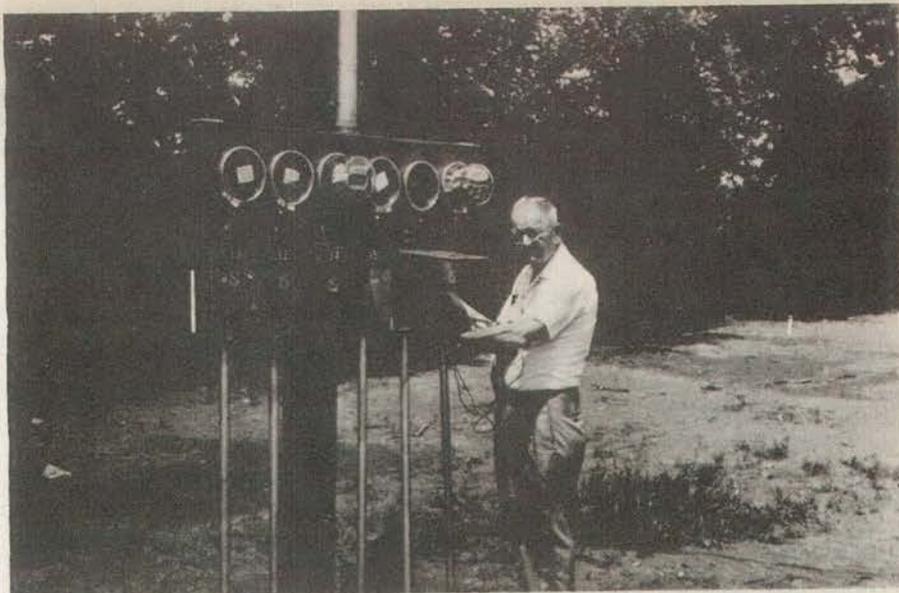
trailers requiring 60 amp., 240-volt and smaller service entrances.

High limit cut-off switches are safety devices that have become an electrical code requirement on water heaters during the past year. A switch of this type will disconnect electric service to a water heater if the temperature of the water exceeds approximately 190° F. All water heaters now being made and sold in Tennessee are required to have this device on them. The high limit switch provides added protection over and above the pop-off valve that has been a requirement for several years. It eliminates the possibility of a hazardous condition.

An electrical inspection program is operated by the state of Tennessee. It is a function of the Department of Insurance and Banking, Fire Protection Division. Mr. R. E. Ward is the Chief Electrical Inspector for the State and all Deputy Electrical Inspectors work under his supervision. Most electric cooperatives in the state work very closely with the electrical inspection program. Most cooperatives have Power Use personnel who will assist member-consumers with adequate electrical wiring plans.

We are all interested in safety and believe that safe electrical practices should be contagious. *If it's for Safety—Lend a Hand.*

Mr. Glen Cates, Deputy Electrical Inspector, is seen here checking the ground continuity of the service entrance equipment at Mr. J. H. Murrey's "mobile city" near Lewisburg, Tennessee.



High limit controls are now a requirement in Tennessee on water heaters. This water heater at the home of Larry Benderman, Maury County, is being inspected by Mr. W. L. Butler, Deputy Electrical Inspector.



Seen here, inspecting a 30-ton unit of air conditioning at the University of the South Library, Sewanee, is Deputy Electrical Inspector W. B. Lawson. The library has more than 100 tons of cooling capacity for its 116,000 square feet of floor space.



Family FARE

By Erma Angevine,
Coordinator of Women's Activities, NRECA

The consumer's voice is largely unheard on Capitol Hill. The ordinary man or woman has no lobby. Now and then a U.S. Senator or Representative, noting these unrepresented constituents, makes his mark as the consumers' friend and spokesman. One such was the late Senator Estes Kefauver. No other Senator has been as daring as he was.

Trying hard to protect consumers, however, is Senator Philip Hart of Michigan, who succeeded Senator Kefauver as chairman of the Anti-trust and Monopoly Subcommittee.

Senator Hart authored the so-called "truth-in-packaging" bill, upsetting some industrial giants who fail to see why the consumer needs protection from deception in packages and labels. Industry spokesmen and consumers have filled thousands of pages with testimony on this bill. Senator Hart, after careful study of the stories told the Senate committees, mailed his Michigan constituents a list of ten ways to save money in the marketplace.

1. When the old package or bottle takes a new shape or size, check the content statement — chances are good that you're now getting less for your money.

2. Check the content statement again when you see such words as "new" or "improved" on the old package. These adjectives may shield a drop in amount.

3. Always check the bottom shelves. It's a psychologically established fact that products sell best at eye level. Sometimes, retailers take advantage of this to push a higher profit item on eye-level shelves.

4. Don't assume the largest size in the same product line

is the better buy. It may or may not be. The only way to be sure is to figure the cost per ounce.

5. Watch out for the well-displayed "special" at the end of the counter or in the checkout area. One grocer who could not sell a certain canned food at 9c a can dumped them into a large basket at the end of the aisle and marked it: "Special. 10 cans for \$1." He sold out in one day.

6. Don't be influenced by compelling color or package design. What's important is the value of the contents. And beware of the large-looking box. It may actually contain less than its smaller appearing competitor. Check that content.

7. Be careful of "cents-off" deals. In some cases they are money-savers. But often they are merely devices to get your attention or to cover up a price increase when the "sale" is over. We found some products that have always been "cents off."

8. Don't be misled by such qualifying adjectives as the "giant half quart." This is merely the old-fashioned pint by a different name.

9. The phrase "less calories" may actually mean less product. Fluffing up the oleo or slicing the bread thinner might make it less fattening per bite but be careful that it doesn't cost more per ounce.

10. Use a pocket calculator whenever possible. It's the only practical way to discover your best buy among competing products that sell for 21c, 32s, and 35c and weigh 16½, 22¼, and 26 ounces respectively.

I've tried using these guidelines the past few months in buying weekly groceries. Believe me, it pays off.

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Volunteer Views

by J. C. Hundley
Executive Manager, TRECA

During the recent "Good For All Americans" meetings held at three sites across the state of Tennessee, Ray McDonald of the National Rural Electric Cooperative Association made the following pertinent and timely observations:

"Energy provides the material foundation for civilized living. Where man must rely solely on the energy of his own body, he can sustain only the most meager existence. The mortar in the ancient pyramids of Egypt is bonded with human blood. Pharaoh had a very pressing and economic reason for pursuing the Israelites as they fled from Egypt. For with this exodus, Egypt lost the energy equivalent of three diesel locomotives.

"The civilization of ancient Rome fell as a result of Christianity. Two men whose names we shall never know because history failed to record them for us, changed all of history. One stood up and said that it was wrong to pit Christians against lions in the arena. The other, too, stood up and declared that slavery was wrong. Christians—and others—were eventually freed from slavery and Rome fell, for it had no other source of energy.

"Through the electric energy that your groups have made available to rural America, your members enjoy the services of more servants than any queen had 500 years ago, and live far better than did kings. Just by turning on a switch, or by plugging in an appliance your ladies control the energy equivalent of 33 faithful household servants. Each farm has nearly 54 such persons at its command. Every industrial worker in our country today has the energy equivalent of 244 men at his fingertips.

"As you drive home this afternoon 3,000 men will push your automobile along the road. Each locomotive engineer controls energy equivalent to that of 200,000 men . . . each captain of a jet aircraft that of 700,000 men. Well over two million nine hundred thousand men push our giant Atlas rockets into outer space and the human equivalent of one hydrogen bomb is far beyond all of the combined muscle power of mankind since the dawn of civilization.

"This 'control-energy' is a responsibility from which none of us can retreat. For that country which uses its energy capabilities wisely can offer mankind advantages which it has never envisioned. If used unwisely, it can destroy humanity or at least reduce it to the level of bare animal existence from which it would take countless generations to recover.

"The decision is ours—the responsibility is ours. It has taken us untold centuries to face the stark realization that we are not just a part of a community, not just a part of a county, a state, a nation, or even the world. We are

actively a part of a universe. And, maybe even of some unknown yet beyond."

Electrical Gap Closed

Some idea of how rural Tennesseans have pulled themselves up electrically by means of their rural electric co-ops may be judged through recent information released by the United States Department of Agriculture.

On January 1st, 1935, some 10.9% of the nation's farms were served with central station electric service. In Tennessee on that date, only 3.6% of our state's farms were so served, or 33% of the national average.

By April 1st 1940, the national average had climbed to 30.4%. By that same date 15.7% of Tennessee's farms were being served with central station service, raising our state total to 51.6% of the national average.

By April 1st 1950 the national average had risen sharply to 77.2% of all farms served. Tennessee's total during that 10-year period also soared, to 71.2% of all farms served. That raised our total to 92.2% of the national average.

By June 30 of this year, the national average stood at 98.2% of all farms in our country being served with central station electric service. On that same date this past summer, 98.3% of Tennessee's farms were being served with an abundant and dependable source of inexpensive electricity, thanks to Tennessee's rural electric co-ops and their wholesale power supplier, the Tennessee Valley Authority. At long last, after starting near the bottom of the electric power totem pole, the Volunteer State has made it to the top.

Farm Population Declines

This same USDA report also discloses a couple of other points of interest regarding Tennessee's place in the overall agricultural picture. In 1935, Tennessee's farms comprised 4% of all farms in the United States. Today, our farms comprise 4.5% of our nation's farms.

Our total farms, both nationally and in Tennessee, have diminished (or consolidated) at a rapid rate in the past 30 years. Nationally, there are only 48.7% as many farms today as there were in 1935. In Tennessee, we have 55.5% as many farms as we had in 1935.

In summary, agriculture is still a mighty important industry in Tennessee by any basis of judgment or comparison.

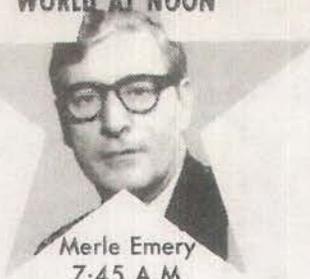
Electrically, the need for power in our small town, rural and farm areas has not much more than begun. Happily, your rural electric co-ops are geared to—and will do—the job.

COUNTRY JUNCTION



with Eddie Hill
Mon. thru Friday
6:00 A.M.

MORNING NEWS &
WEATHER
WORLD AT NOON



Merle Emery
7:45 A.M.
12:00 N-12:05 P.M.
Mon. thru Fri.

WLAC-TV BINGO



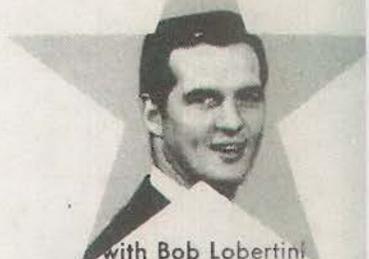
with Bob Lobertini
Mon. thru Fri.
9:00 A.M.

SINGIN

with
Mo
1

see the stars
every day on
5

RADAR WEATHER



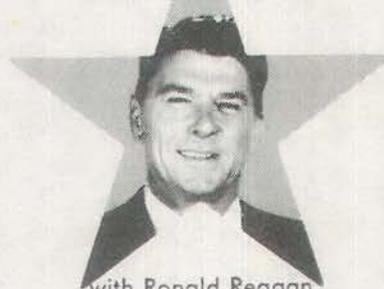
with Bob Lobertini
Mon. thru Fri.
6:15 P.M. & 10:15 P.M.

FILMS OF THE 50'S



Fri. & Sat.
10:30 P.M.

DEATH VALLEY DAYS



with Ronald Reagan
SUNDAY
5:30 P.M.—COLOR

VANDY FOOTBALL



Jack Green & Gary Sanders
SUNDAY
Following NFL Game

MOVI



WLAC

LLOYD THAXTON



Mon. thru Fri.
3:30 P.M.

BIG SHOW



Mon. thru Fri.
4:00 P.M.

NEW BEAT



with Bill Jay
Mon. thru Fri.
6:00 P.M.

TODAY IN SPORTS



with Gary Sanders
Mon. thru Fri.
6:20 P.M. & 10:20 P.M.

BIG NEWS



with Rick Moore
Mon. thru Sat.
10:00 P.M.

MILLION DOLLAR MOVIE



WEDNESDAY
11:30 P.M.
Sun. and Thurs., 10:30 P.M.

MARSHAL DILLON



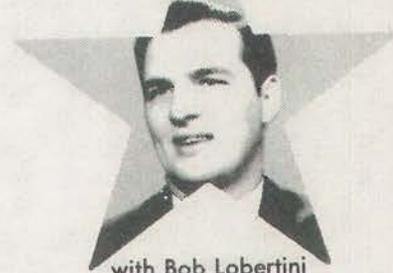
with James Arness
TUESDAY
7:00 P.M.

POPEYE PARTY



with Bob Lobertini
SATURDAY
11 A.M.

FOOTBALL SCOREBOARD



with Bob Lobertini
SATURDAY
6:15 P.M.

NASHVILLE'S NO. 1 TV STATION

TV CHANNEL 5



A forklift is used to load almost ten tons of cargo in the C-97.



This is the seven-man crew of Tennessee Air National Guardsmen that made the trip to Madrid. From left are: T/Sgt. Hugh Parchman, loadmaster; S/Sgt. Herbert Hedgepath, flight engineer; Maj. Joe Mason, aircraft commander; SMS Dorman Hayes, loadmaster; Maj. Bill Breen, first pilot; CMS J. R. King, flight engineer; and Maj. John Fletcher, navigator.

Tennesseans carry Air Force Cargo to Europe and the Far East as . . .

THE GUARD GOES GLOBAL

by Joseph W. Sloan

The big C-97 transport looked just like any other military airplane, including the distinctive white star and two-foot-high letters that spelled out "U. S. AIR FORCE." But there was a difference, because high on the tail was painted the name "TENNESSEE," and just below the name there was a circular emblem. The emblem bore the image of that Minuteman of Revolutionary War fame who, on a moment's notice, would lay aside his plow and pick up his rifle to fight for his freedom.

This airplane belonged to the Tennessee Air National Guard, and the seven men who climbed aboard on a Friday afternoon had temporarily laid aside their "plows" for a week to help our country in its present military effort. They were to make a routine cargo run to Europe and back, with stops scheduled in Delaware, Newfoundland, England, Spain, the Azores, and Bermuda.

This was the 24th day of September, 1965, and it was the seventh overseas flight to be made that month

by the Guardsmen of the 105th Air Transport Squadron at Nashville.

The first stop on this trip was at Dover, Delaware, one of three main terminals of the Military Air Transport Service on the east coast. The cargo for this trip was already assembled on pallets, awaiting the arrival of the Guard plane from Tennessee. Within ten minutes after the plane was parked, the two loadmasters, S/Sgt. Hugh Parchman of Route 2, Mt. Juliet, and SMS Dorman Hayes of Donelson, were loading the cargo.

Parchman normally works as a mail carrier out of the station at Nashville Metropolitan Airport. Hayes is a full-time employee of the Tennessee Air National Guard, whose normal duty is Personal Equipment Technician.

The cargo included a wide variety of shapes and sizes weighing from 7 pounds to 505 pounds. There were 780 pounds of U. S. Mail and a large quantity of movie film for Harmon AFB, Newfoundland. There was also an empty coffin container and 40 pounds of explosive cargo, for the U. S. Air Base at Mildenhall England.

But most of the boxes contained electronic equipment and engine parts.

The flight path carried the Tennessee crew past New York and Boston, and over the Maritime Provinces, and it was 2:30 Saturday morning when they arrived in Newfoundland. This was Canadian country, abounding in small lakes, wooded countryside, and moose. But no recreation was on the schedule for the Guardsmen—only a 15-hour stop for crew-rest—and then on the way to England.

The hop across the North Atlantic was the longest going over—slightly over ten hours. The two pilots were Major Joe Mason, the Aircraft Commander, and Major Bill Breen, First Pilot. Mason's civilian occupation is a pilot for American Airlines. Breen is an insurance agent for Kimbrough-Phillips in Nashville. It was 7 a.m. Sunday, London time, when "MATS 22661" finally touched down at Mildenhall, England.

Even though the pilots had been at work for 12 hours, England was only a 2-hour stop to unload before the final "short" leg down to Spain.



Tennessee Guardsmen in the cockpit high over the Atlantic are (from left) pilot Bill Breen, flight engineer Herbert Hedgepath, and aircraft commander Joe Mason.



The French countryside is fascinating to an old farm boy from Tennessee. Co-op member Hugh Parchman from Mt. Juliet, gets a good view from his seat 8,000 feet up.

Much of the English countryside was visible through scattered clouds and haze. The Tennessee farmers noted that the British farmers stacked their baled hay in the shape of a house and covered it over with loose hay, giving it the appearance of a thatched roof. The flight passed over the Thames River and the eastern part of greater London. The white cliffs bordering the English Channel were clearly visible 8,000 feet below.

From Le Harve to Barritz, the French countryside was a beautiful expanse of small green fields, spotted with red-roofed villages of various sizes. Crossing the Pyrenees Mountains into Spain, the land below turned brown, and appeared much like the southwestern part of the United States.

The seven men from Tennessee arrived at Torrejon Air Base at 2:30 Sunday afternoon, Madrid time; 30 minutes ahead of schedule, and 42 hours out of Nashville.

The crew was allowed 48 hours in Spain before they had to begin the return trip. Madrid was 22 miles from the air base, and nightfall saw all the crew members in town, riding in little taxis that dodged around, scaring passengers and pedestrians alike. Communications with the Spanish people was a real problem, accomplished with much waving of hands and shaking of heads.

With the help of Major Mason, who had been to Madrid before, eleven p.m. found the Tennesseans standing in line for supper at picturesque Botin's, a three-story inn that

is taller than it is wide, and which was last remodeled in 1725. Fish soup (with sea shells in it), roast suckling pig, and wine emphasized the fact that these country boys were a long way from home.

Evening activities normally run well into the morning in Madrid, so a Flamenco dancing performance at Corral de La Moreria was witnessed before the crew descended on the Zurbano Hotel for what remained of the night.

Monday was spent shopping in downtown Madrid, with the crew buying such memorabilia as silver goblets and swords. The 15-pesata (25 cents) bus ride back to the base carried the crew past the Purina feed mill and the Coca-Cola bottling plant.

There was not a full load of cargo ready at Torrejon, so the crew was given its choice of going to Chateaux, France, Mildenhall, England, or Rota, Spain, to complete a load for the trip back. Rota, a Naval supply base near the Straits of Gibraltar, was selected since it was closest. It was only an hour to Rota, where five more tons of cargo were taken aboard. Included were two missile guidance control systems and 900 pounds of secret material from atomic submarines, accompanied by an armed courier.

With almost ten tons of cargo, the heavily loaded C-97 now required the full attention of the flight engineers, responsible for delivering maximum power and endurance from the four engines. This work was shared by

CMS J. R. King of Hermitage, and S/Sgt. Herbert A. Hedgepath of Nashville. King is a full-time employee and Chief Flight Engineer with the 105th squadron. Sgt. Hedgepath works for a truck rental service.

The flight from Spain to Lajes Field in the Azores was only five hours. The Azores are a collection of picturesque Portuguese islands, strategically located about 1,300 miles west of Spain. The islands include such features as fences made of dark volcanic rock, two-wheeled ox carts, cobblestone highways, and roadsides abloom with hydrangeas, wild roses, and pink lilies.

But it's only another 15-hour crew-rest stop for the Air National Guard, then on to Bermuda, an eleven-hour leg over nothing but water that will require the full and undivided attention of the single navigator on the flight, Maj. John Fletcher of Estill Springs. Maj. Fletcher normally works for the Tennessee Department of Civil Defense, but this night he will be working with the sextant, the Loran set, his computer, and maps, keeping the plane on the proper course over a vast area where the only landmarks are the stars. Fletcher's job was complicated by hurricane Carol, located 450 miles northwest of the Azores, an area to be avoided.

About four hours after they left the Azores, a ground station named "New York Oceanic Control" advised "MATS 22661" by radio that there was severe turbulence around Ber-

(Continued on page 30)

*In Terms of Rural Community
Development . . .*

Small Watersheds Pay Big Dividends

By Claude D. Crowley
Soil Conservation Service

This is Site No. 13 on Buchanan Hollow, Hudson's Creek, Jennings Creek Watershed District. Drainage area comprises 697 acres, height of dam is 45 feet, and normal pool is eight acres. The structure was contracted in September 1961 and completed in October 1962. It was seeded to fescue and ladino clover. Total cost was \$165,000.

Newspaper carrier Phil Pilcher eased his bike up to the shallow edge of the water which covered Highway 51 about a mile south of Ripley, in Lauderdale County. Floods were nothing new to Phil. People who use the roads around Ripley are accustomed to fording the high water.

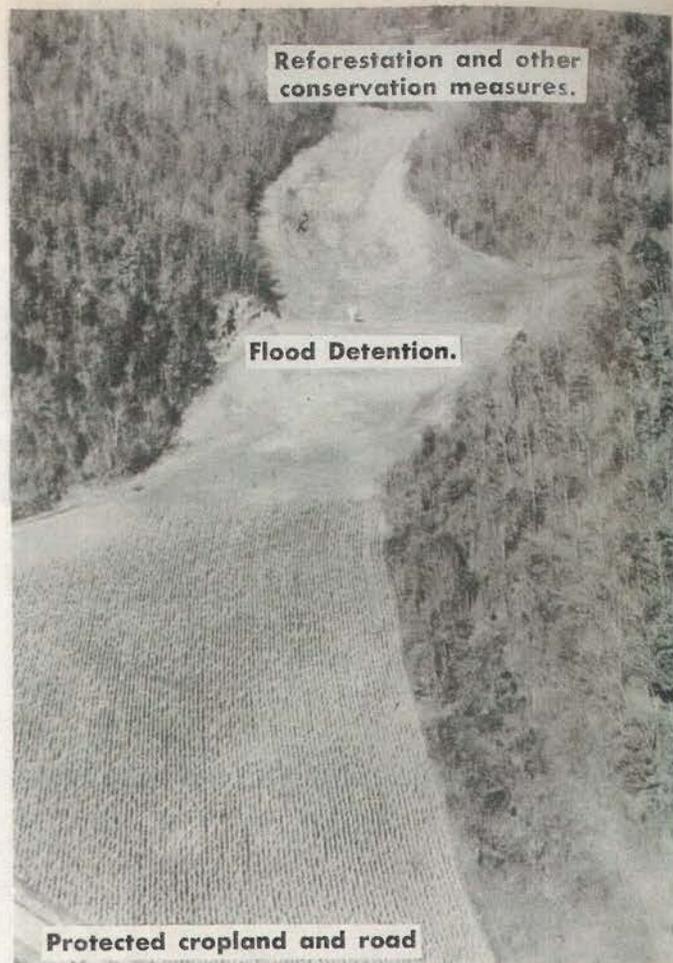
Phil thought he could make it across. He kicked off and pedaled into the water, feeling it get deeper as he went. Suddenly the bicycle shifted, and Phil found himself being carried off the highway. With relentless force, the torrent sluiced him over the road's shoulder. Phil made a desperate grab at a low-hanging willow limb as he was swept into deep water.

Citizens of the 57,000-acre Cane Creek section of Lauderdale County have been plagued with flooding and its associated problems for as long as anyone can remember. Rains as small as one inch in 24 hours send high water spreading over cropland, roads, and bridges.

Such hair-trigger flooding is costly. Almost complete crop losses occurred on some of the county's most fertile cropland for four consecutive years, from 1956 through 1959. The average annual damage to crops has been estimated at more than \$331,000. Discouraged farmers have shifted large acreages to less productive uplands.

Construction recently started on a watershed protection and flood prevention project which will put an end to the danger and insecurity brought about by the bad-acting creek.

The Cane Creek project is in many ways typical of the 27 small watershed programs that are being installed in



Tennessee. In the first place, there was an obvious need for teamwork to attack the community-sized problems spawned in the watershed.

But what is a watershed, anyway?

"Watershed" means the drainage area of a stream. Large watersheds, like the Cumberland River Watershed, are made up of many smaller ones. Their boundaries are natural, not man-made. Because water does not observe boundaries, it is desirable to treat soil and water management problems in natural units—watersheds.

Usually the welfare of people in small watersheds are closely linked. Many watersheds cover not only rural area, but sizable towns as well, bringing together rural and urban people to work for their common benefit.

No one had to convince Phil Pilcher's rescuers of the need for community action on Cane Creek's floods. Six employees of Ripley's Universal Electric Company formed a human chain and hauled Phil to safety. Rescued and rescuers escaped with nothing worse than a thorough soaking, shaken nerves, and a muddy bike. This happened in 1964.

The Watershed Protection and Flood Prevention Act, Public Law 566, was passed in August, 1954. This act provides technical and financial assistance to local groups that seek to carry out a watershed conservation project.

In 1958, the Lauderdale Soil Conservation District urged the landowners of the Cane Creek Watershed to organize a watershed district and apply for assistance through Public Law 566. A referendum was held in accordance with



This 73 acre reservoir on Porters Creek was enlarged with funds provided by the Tennessee-Arkansas-Mississippi Council of Girl Scouts. The surrounding property is owned by the Council and the lake and adjoining lands are part of the Girl Scouts' recreational facilities.

Tennessee's Watershed District Act of 1955, and landowners voted for organization 378 to 20. Federal planning aid was approved.

"Our assistance to local watershed groups such as this begins with study," J. R. Sasser, head of the Soil Conservation Service in Tennessee explains. "We first want to know how much landowners can increase water absorption in the soil. The soil is the greatest reservoir of all, and water stored there is available for growing crops or trees, and the surplus trickles down to replenish the water table. This is why land treatment—reforestation, land restoration and seeding, farm ponds, and other conservation practices is the first step in any watershed plan."

Landowners in watersheds carry out the conservation measures with SCS assistance provided through the local Soil Conservation District program. If needed, a special technician is assigned to the watershed to speed up conservation planning. The Agricultural Stabilization and Conservation Service, in many cases, allots extra cost-sharing funds to get the practices on the land faster. Conservation becomes a matter of community spirit, and a source of community pride.

The next step in the typical watershed plan is to build small upstream reservoirs to catch would-be floodwaters after heavy rains. Some watersheds do not require flood detention dams. Some have only one reservoir, while others may have 20 or more, depending on the size and need.

How the construction is financed depends on whether the dam will be just a flood detention dam, or a multiple-



Senator Ross Bass spoke at the dedication of Tennessee's first completed Public Law 566 Watershed Project.



The finishing touch to all watershed dams is a good cover of grass. This machine is blowing mulch on Dam No. 13, Jennings Creek Watershed, Jackson County, Tenn.



The Fentress County Farmers Co-op truck was caught in this 1962 "small watershed" flood near Livingston. The vehicle stayed in the water four days. The Livingston-Jamestown highway was closed for five days. According to SCS surveys, there are 175 small watersheds in Tennessee that could benefit from group action aided by Public Law 566.

Continued from Page 21

purpose dam. As a general rule, Public Law 566 aid pays for the cost of construction, and the local organization pays for the land, easements and rights-of-way.

The flood-detention dams operate like a bucket with a hole in it. The dams built high enough and strong enough to have a flood storage pool. Excess runoff from heavy rains gather behind the dam. A pipe through the dam lets the captured floodwater out at a safe rate. The roads, croplands and communities downstream are protected.

The third step in a typical watershed project is the treatment of the stream channels.

Generations of floods and erosion have filled many stream channels with sand, gravel and debris. Excess water jumps the banks, cutting scour channels and dumping sterile soil, sand or gravel on valuable cropland.

Most watershed plans include a program of cleaning, straightening, and clearing the main and tributary channels for orderly water management.

What are the benefits of watershed projects? Perhaps the best way to answer this question is to give some examples which the reader may someday visit.

One of the best examples of upland conservation may be seen in the Sand Creek Project in Fayette County, Tennessee. In 1954-55, landowners, with the aid of the U. S. Forest Service, U. S. Soil Conservation Service, and Tennessee Division of Forestry, set six-inch-high loblolly pine seedlings on 724 acres of erosion-slashed land. Much of this land had been unproductive for generations.

In 1964, during a thinning operation, selected trees were

sold to a post-treating firm. This thinning is part of a long-range program to create maximum rural income while improving watershed values. The landowners received \$9 to \$10 per acre for trees harvested and the thinning operation removed the less desirable trees and opened up the forest for faster growth.

In neighboring Johnson Creek Watershed, Madison County, about 2,000 acres of new forests, planted on severely gullied land in 1957, are nearing the thinning stage.

Jennings Creek, in Jackson, Macon and Clay Counties, has been termed a "Killer" because one of its flash floods snuffed out the lives of six people in one horror-filled night. A project including the installation of 12 flood detention dams is nearing completion in the 41,600-acre watershed.

Kelly Clark of the Jennings Creek Watershed remembers many hair-raising problems of the past and gives his impression of the present:

"After a storm, I used to park my school bus on the town side of the creek and spend the night with relatives," he asserts, "Now I have no flooding problems."

A. C. Bilbrey lives below three completed dams on the Pine Lick Creek, a large tributary. In March, 1965, a 1.76 inch rain fell on that area.

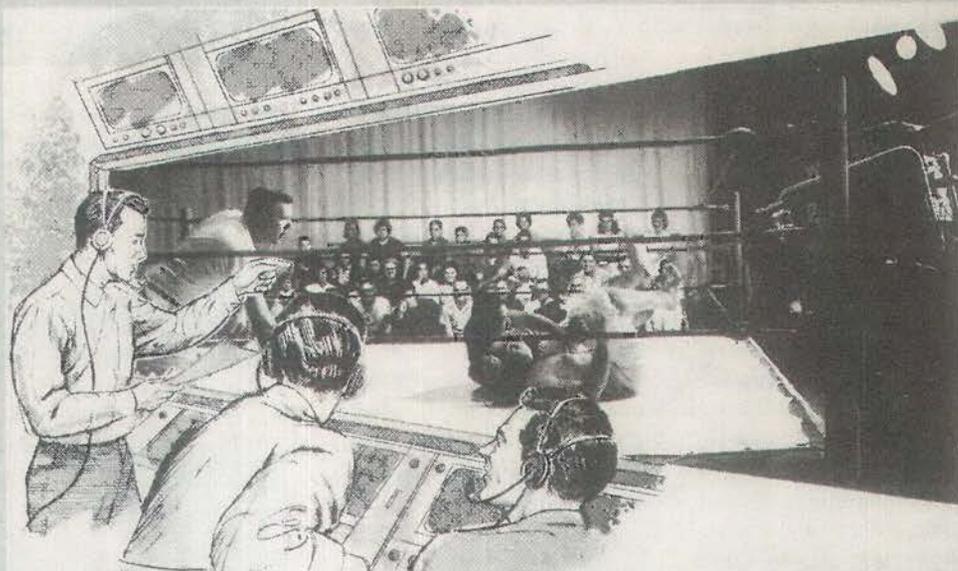
"It just opened up and let it fall," Bilbrey said. And what about the dams? "They saved us. They just let a little dribble through."

Bilbrey is accustomed to seeing his narrow bottomland fields covered from hill to hill after such a rain.

(Next month: More benefits and how to get started)

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KNOXVILLE
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WHBQ-TV 7



Thanksgiving

"Our harvest being gotten in, our Governour sent foure men on fowling, So that we might after a more special manner rejoyce together after we had gathered the fruit of our labours. They foure in one day killed as much fowle as, with a little help beside, served the company almost a weeke."

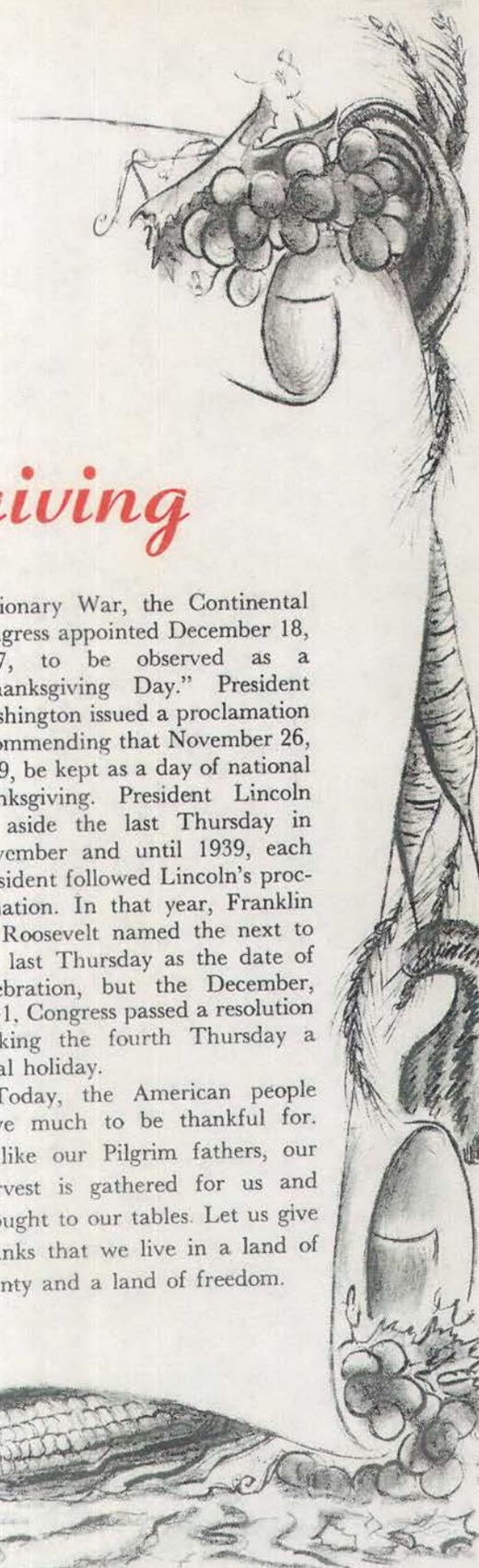
This quaint old account describes the first Thanksgiving celebrated by the Pilgrim Fathers in October, 1621.

There was plenty of roast turkey, fish, wild fruits from the forests, vegetables from their gardens and corn bread. Not only the Pilgrims but many of the Indians, among them Chief Massasoit, joined in the three days' feasting.

Although we read of Thanksgiving Day being observed each year, it is not until 1636 that we find a record of celebration such as we now keep. During the Rev-

olutionary War, the Continental Congress appointed December 18, 1777, to be observed as a "Thanksgiving Day." President Washington issued a proclamation recommending that November 26, 1789, be kept as a day of national thanksgiving. President Lincoln set aside the last Thursday in November and until 1939, each President followed Lincoln's proclamation. In that year, Franklin D. Roosevelt named the next to the last Thursday as the date of celebration, but the December, 1941, Congress passed a resolution making the fourth Thursday a legal holiday.

Today, the American people have much to be thankful for. Unlike our Pilgrim fathers, our harvest is gathered for us and brought to our tables. Let us give thanks that we live in a land of plenty and a land of freedom.



Foods, Facts and Fashions

By Robbye Nowell, *Home Economist*, Gibson County E.M.C.

GIFTS, *pretty and practical for the home . . .*



December brings the magic of Christmas that penetrates the home as no other holiday season can. Christmas is a family affair and each year as this joyous season approaches, we once again have an opportunity to show our loved ones our affections through gifts we select for them.

Gifts especially desired are those which can be used each day and while they are being used still add beauty to the home. There is much to be said in favor of giving electrical appliances to the house as Christmas gifts. Fortunately, ideal gifts that say exactly what you want them to are plentiful.

A Christmas present of music will not only put a sparkle in every eye and a song in every heart as you hear the familiar melodies of "Silent Night" and "Adeste Fidelis" on Christmas morning but will give year-round pleasure to the entire family. This gift of music could be a stereo, black and white or color TV, a console TV-record player, AM-FM radio or an electric organ. Any of these will be enjoyed each day and in addition will add beauty to your home.

A modern frost-proof or frost-free food freezer tied with a big red bow would certainly make an ideal gift. The freezer will pay big dividends to the homemaker as she sees her family has the well-balanced meals they need each day of the year. With the freezer she can plan ahead, cook ahead, and serve nourishing meals in a minimum amount of time. Each member will benefit in that every day will be a holiday as far as delicacies from the freezer are concerned.

High on the list of most wanted gifts very well might be an electric range—the homemaker's best friend. Once

it was the homemaker who "watched the pot"—today the modern electric range has taken over this duty, thus freeing the homemaker for other more enjoyable activities. Electric ranges, whether free-standing or built-in, have many features truly designed with the homemaker in mind. Features such as: built-in meat thermometers, rotisseries, timers, automatic over controls, and doors that lift off or ovens which pull out for easy cleaning, not to mention those ovens designed to be cleaned electrically.

A gift that is sure to delight every member of the family is an appliance which takes over the most-disliked of household chores. Why, of course, it's an automatic dishwasher. Christmas dinner as well as all other meals will be more pleasant if there is a dishwasher no further away than your kitchen.

An ideal gift which will be greatly appreciated is an automatic washer and dryer. Washday blues will take on another color—a cheery one—for the family laundry can be done anytime of day in any kind of weather.

Yet another gift which is sure to please is a quick-recovery electric water heater to supply all the hot water needed both day and night.

To make this a truly family Christmas, one that will be remembered a long time, why not plan a gift of an electric heating and cooling system for your home. One which will enable you to enjoy a pleasant physical environment regardless of the season.

Perhaps you may prefer to light up your home for a brighter 1965 Christmas in a way which will provide modern light for living to be enjoyed for years instead of days.

Holiday Candies And Goodies

Now with the spirit of Christmas already in the air why not set aside a day for the pleasant task of making several batches of candies and goodies to have plenty to serve family and guests who drop by to wish you a Merry Christmas.

I doubt there is even a dieter so strict but that he or she won't throw discretion to the winds during the holidays and enjoy some of those homemade candies and goodies.

CHOCOLATE COCONUT DIPS

- $\frac{2}{3}$ cup sugar
- 3 tablespoons water
- 1 cup, minus 1 tablespoon, light corn syrup
- 4 cups flaked coconut
- 1 package (8 squares) semi-sweet chocolate, cut in pieces

Combine sugar, water, and corn syrup. Heat to boiling. Add coconut and cook until small amount of syrup forms soft ball in cold water (or until candy thermometer shows 236° F.). Drop from teaspoon in uneven balls on wax paper. Cool. Melt chocolate over warm (not boiling) water. Allow it to cool slightly. Drop coconut centers in chocolate, lift out on wax paper, cool until firm. Makes 5 dozen candies.

Favorite Caramels

- 2 cups sugar
- $\frac{1}{2}$ lb. butter
- $1\frac{3}{4}$ cups corn syrup
- 1 can ($14\frac{1}{2}$ oz.) evaporated milk
- $1\frac{1}{2}$ tablespoons vanilla
- 1 cup chopped nuts

Place all ingredients except vanilla and chopped nuts in saucepan. Cook over high heat until candy thermometer reaches 210° F. Reduce heat and continue cooking, stirring constantly, until thermometer registers 244° F. or when a small quantity forms a hard ball when dropped in cold water. Remove from heat, add vanilla and chopped nuts. Stir vigorously and pour into greased pan. When cold, turn out, cut into squares and wrap each square in waxed paper.

Date and Nut Roll

- $\frac{1}{8}$ teaspoon salt
- 1 egg white
- About $3\frac{1}{2}$ cups sifted confectioners sugar
- 1 tablespoon butter or margarine
- 1 teaspoon vanilla
- 12 pitted dates, chopped
- $\frac{1}{2}$ cup chopped pecans or walnuts

Add salt to egg white and beat until foamy. Gradually add 1 cup confectioners sugar. Add butter or margarine and vanilla. Beat well. Stir in rest of sugar. Mix well. Turn onto a board sprinkled lightly with confectioners sugar. Knead in chopped dates. Form into two rolls, 2 inches in diameter. Roll in chopped nuts. Wrap in waxed paper and chill. Cut into $\frac{1}{2}$ -inch slices when cold.

COURTESY OF GENERAL ELECTRIC

Often, though not always, these one-of-a-kind gifts are expensive. They will, however, bring unexpected dividends in the quality of family living. Why not this year plan a gift which will be pretty and practical for your home. One the entire family can enjoy each day of the year.



Will Your Livestock Drink Through Chopped Ice Holes?

While water is the cheapest ingredient in your feeding program, it is often neglected during the winter months. It is vital that animals have plenty of fresh, clean water, temperature-controlled so that they will drink all they need. Having water available 24 hours a day, every day of the year enables your animals to reach their peak efficiency in the conversion of feed to meat, milk and eggs.

Automatic electric livestock waterers are the answer, automatically providing all the necessary water at a drinkable temperature regardless of the outside temperature.

Fifty to 80 percent of the animal's body weight is water. For this reason water is so important. Year-old beef steers or heifers, weighing 1,000 pounds, will drink about 12 gallons of water a day or 4,380 gallons a year. Will you be able to provide your livestock with this amount of water without having to break ice in the water tanks during the coming winter months?

Water is perhaps most important to the dairy herd. Dairy cows will drink from 80 pounds of water for the lightest milker to 190 pounds for the heaviest milker. With milk being 87 percent water it is easy to see why they will drink as many as 10 times daily if water is available.

Research has shown that ice-free water can increase dairy cow water consumption by 18 percent. Automatic electric livestock waterers provide ice-free temperature-controlled water regardless of the time of year . . . economically increasing your profits.

The automatic electric waterers are available for all types of livestock—whether it be poultry, beef or dairy cattle, hogs, sheep or riding horses. Waterers are available which will serve two pens at once or are a combination unit which will water cattle or horses and hogs. There also are automatic electric waterers for your individual poultry needs.

Automatic electric waterers which are operated with a pump jack instead of a pressurized system are available. These enable farmers to utilize a pump jack which would otherwise have a limited use because of the annual winter fight against ice.

Farmers should take care in anticipating their needs when purchasing a waterer to obtain maximum operational economy. When the correct size waterer is used the constant change of fresh water brings in well-temperature water, cutting down the length of time the electric heating element must operate.

As a rule of thumb, a general

purpose bowl will handle up to 30 head of cattle or 60 hogs with a large combination waterer handling up to 150 cattle and 250 hogs.

Water should not be heated above 45°F. as tests show that it is neither profitable or necessary. You can easily double your operation costs by heating a few degrees above this temperature.

Not only do the automatic electric livestock waterers provide water in the winter but they keep the water cool in the summer. Ohio and Missouri researchers have found that feeder cattle with access to 65° F. water in summer, gained from .26 to .44 pounds more per head per day than checklot steers with access to water heated by the sun to 89° F.

Regardless of the type of automatic electric livestock waterers which you install, proper grounding is absolutely essential to prevent electric shock in case a short should ever occur in the electrical parts. Information concerning the installation and grounding can be obtained at your electric cooperative office.

Winter is almost here. An automatic electric livestock waterer installed now will erase winter water worries. Your livestock can have plenty of temperature-controlled water . . . and you'll never have to break ice on those cold, blustery mornings.

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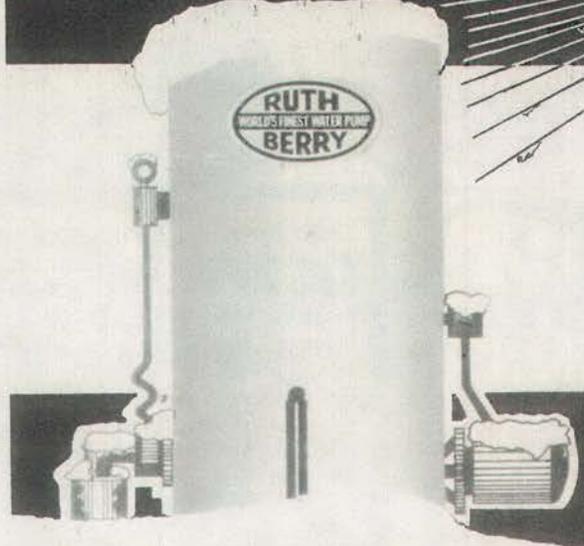
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Aircraft commander Joe Mason checks out weight of cargo with loadmasters Dorman Hayes and Hugh Parchman.

muda, with winds gusting to 65 mph. All aircraft heading for Bermuda were being diverted to other fields. After consulting with navigator Fletcher and flight engineer King, aircraft commander Mason altered course in mid-Atlantic, and headed for Newfoundland, which had been selected, even before take-off, as one of the possible alternate destinations should Bermuda be closed.

After crew-resting at Newfoundland, it was only five hours to Dover to unload, and three more hours to Nashville, and home, on Thursday night.

In less than a week, the Tennessee Guardsmen has logged almost 50 hours of flight and traveled over 11,000 miles. By Friday morning, these modern-day Minutemen had laid aside their Air Force "Blues" and once again picked up their mailbag, typewriter, or "plow," as the case may be, and continued their civilian occupations.

NATIONAL GUARD continued from page 19 . . .

Such global operations as this are a relatively new mission for the Air National Guard. The Nashville squadron shifted from RF-84 jets to the C-97 transport planes in April 1961. The Tennessee Guard squadron at Memphis, and 23 other units across the nation, also converted to transports about the same time. This gave the Guard a new face, with 200 heavy transport aircraft, and the opportunity to make real contributions to the nation's peace-time military operations.

Previous history had cast the Guard largely in the role of "weekend warriors," playing soldier and being held in reserve until needed to fight a war.

Now, however, the Air National Guard makes significant contributions in support of the active military establishment, with approximately 75 overseas cargo flights per month as a part of the Military Air Transport system.

Guard crews based at Nashville have made flights during 1965 into Viet Nam, Bangkok, Tokyo, Panama, Brazil, France, England, Germany, Spain, Italy, Greece, Scotland, and many points in between. The crews fly the regular routes they would fly if they were called to active duty, becoming familiar with all the procedures, from how to properly load the aircraft, to how to navigate the congested airways of the small European countries.

Besides the overseas flights for MATS, the Air Guard has much other real work to perform. During 1965, the Nashville squadron has participated in a large number of "mercy flights," transporting critically ill pa-

tients to special hospitals around the country.

And hardly a weekend passes during the summer without scores of Air Guard planes being used to carry other Guardsmen to summer camp. This past summer, over 30,000 Guardsmen were airlifted to and from their field training sites by the Air Guard, hitting a peak of 201 flights in one week.

The airplane used are older types C-97s and C-121s that the Air Force has replaced by jets. But maintenance is excellent. There has been a few incidents where engines caught fire or landing gear malfunctioned, but there has not been a single crash or fatality in over four years' operation of the 200 aircraft.

The significant thing about the NEW GUARD, the GLOBAL GUARD, is that it is already a part of the Air Force team. If the Tennesseans were called to active duty tomorrow, there would be no change in the work they have been doing for the past four years . . . there would just be more of it.

(The author, Joseph W. Sloan, is Director of Member Services for the Middle Tennessee Electric Membership Corp. at Murfreesboro. He holds the rank of Major in the Tennessee Air National Guard, and is Communications-Electronics Staff Officer for the 118th Air Transport Wing Headquarters in Nashville. Two of the crew members named in the story are Co-op members. Hugh Parchman is served by Middle Tennessee Electric, and John Fletcher is served by the Duck River Electric Membership Corp.)

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THE TENNESSEE MAGAZINE acknowledges with regret the death on October 18 of Ewing Hoskins, Manager of Tri-County Electric Membership Corporation, Lafayette, Tennessee. Hoskins, 54, had devoted some 25 years of his life to the cooperative rural electrification program. He had been Manager of Tri-County EMC since the late 1940's. He is survived by his wife, one daughter and two grandchildren.

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Sunday

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