

Excises

FIRE

Carbines

207A.S.G. FIRES CARBINES

At 1200 Saturday, May 21st, the 207 Air Service Group, under the command of Capt. Hughes left the Niagara Falls Air Guard base and headed for the rifle range at Medina New York. The weather was fine and it looked as though it would be a perfect weekend. On arrival at camp, Sgts. Mauro and Wright set up the field ranges, while the mess personnel set up their equipment.

Later in the day there were instructions in the four positions we were to use when firing the carbine. The carbines were disassembled, cleaned, and reassembled before-hand so that they were now ready for firing.

Guard duty started that night and every man stood one hours guard duty.

Sunday started wet and muddy and it looked as though we had come for nothing, because we couldn't fire in the rain. Breakfast was good, in fact all the meals were good, and the coffee was excellent. Later in the morning it stopped raining, so the officers and non-coms fired a few rounds to loosen up the guns, but this was stopped by more rain. The day eventually did clear and we started firing our forty rounds apiece. Firing was continuous with only a few halts so that the men in the pits could be relieved. All but four men had fired when the rain began again.

While the firing had been going on, the tent and mess equipment had been loaded onto trucks, ready for us to leave. After the carbines had been cleaned we left the range. Everyone was tired, but we all agreed that it was worth it.

Pvt. B. Kelly

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On June 11, our C-47 left for Dover, Del. with a load of 6 guardsmen to look over the camping facilities at our proposed summer encampment.

THE INQUIRING REPORTER
 (His questions bring ahs, ohs, and sometimes even answers. Watch for him, he may ask you)
 Question: WHY DID YOU JOIN THE AIR NATIONAL GUARD?

Answers:

Capt. R.H. Hintermeier;

Flying and training in tactical aircraft. I wanted to help in the national defense of my country, and for the pay and fellowship the guard offers. And to help make the 136th. Fighter Squadron the best unit in the guard.

Capt. C.M. Poston Jr.;

Because

I like to fly.
 Pvt. R. Dell;

So I could get practical training in Air Force regulations, preparatory to my enlistment in the regulars. Not only do you learn good things but you have time for good clean fun.

Pvt. R.C. LePresti;

That's a funny question to ask right now, but I suppose I wanted to feel useful. I joined because I wanted to finish school and be connected with the AAF too, so I choose the ANG.

OOPS, I FORGOT

That's one excuse that will not hold water when you do not salute an officer. All personnel at this base were instructed to salute all officers under the following conditions.
 1. When outside (that includes drill halls)
 2. When reporting to one (or one talks to you)

It is standard military courtesy to render a salute to an officer and if this is not done, corrective action may be taken against you. The veterans and old timers here at the field have been very lax in their observance of saluting, and in the words of one officer, "They are definitely not up to the standards of the Air Force". REMEMBER: When in doubt, salute. you can't be wrong.

THE THUNDERBOLT

FOUNDED: April 4, 1949 at the
Air National Guard Base
Niagara Falls, N.Y.

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Lt. W.R. Landis

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Pvt. B. Kelly
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Published Monthly by the ANG,
Niagara Falls, New York.

EDITORIALS:

As you may have noticed, the composition of the staff of The Thunderbolt has been changed a little with the addition of a managing editor and several staff reporters to augment Lts. Nicklas and Landis. Managing Ed. is Pvt. Floyd Dach who has had experience in putting out newspapers to the extent that he was Editor of his high school paper. All the special service reporters have had some reporting experience. But the staff is not large enough yet, we could use another dozen staff reporters. A newspaper cannot be put out efficiently with a staff of only 5 or 6, it takes a closely operating staff of 12 to 15 men to put out a really top notch paper. Our short-handedness is one reason why this edition of the Thunderbolt was so delayed. If you want the Air National Guard to have a really good paper, one that you can be proud of, how about coming out for the staff. It won't take much of your time, and what time it does take will be well spent. --The Editor.

A week ago Saturday, Capt. Poston, Capt. Miller, Lt. Nicklas, Lt. Johnson, Lt. Bleuitt, Lt. Champagne RON at Mitchel Field due to bad weather encountered on the return trip of their X country. They all reported that Mitchel Field was in deed a wonderful place to RON, however the wives of the above officers do not agree. A trunk line from New York to Buffalo was wide open and sizzling for the better part of an hour, while the 6 pilots said "yes; dear, no dear, & it won't happen again dear".

On the serious side, more X countries can be taken as soon as more of the pilots check out and get their instrument cards. The new fiscal year begins this July and pilots are urged to get out and get the necessary and required time so they may obtain their cards.

POOP FROM THE GROUP RECRUITING:

The Air National Guard is still recruiting new members for its ranks. If you knew of anyone who you think is interested or might become interested in the air guard, talk to him and bring him out for an interview. There are still positions open for men in the following fields, just to name a few, military police, aircraft mechanics, radio mechs, electronics men and others. Promotions are in line for the men who get in early, time is limited, so lets all get in there and push the enlistment right along to the top.

LIKE \$10.00 ?

The 136th. Fighter Squadron is still lacking a squadron insignia, so how about showing a little more interest in it and at least submit a rough design. It doesn't have to be anything fancy, just what you think it should look like. You never can tell, yours might be the winning design. That \$10.00 prize money would come in mighty handy these summer nights when you want to take your girl out. So how about a little more action and get a design in before the other fellow deats you out of it, and wins that prize money for himself?

DON'T FORGET

Don't forget from July 24th, to Aug. 6 is our summer encampment at Dover Air Force Base, Dover, Delaware. From reports it is quite a place and we will not be the only units in training down there, some others that will be with us are the 137thFS, 138th.FS, 139th.FS, their weather stations, and other squadrons.

SLIGHT VACATION

The C-47 which we have, recently flew down to Porto Rico with Majow Wolfson and Capt. Hintermeier at the controls. Stowed away in the hold of the plane was a load of freight including a truck and a jeep destined for the National Guard of Porto Rico. Their stay lasted for 6 days.

ATHLETIC EQUIPMENT NEEDED

The 136th. F.S. is in need of some baseball equipment. If you have an old bat, ball or gloves, that you are not using or that are damaged, bring them in and we may be able to use it. If we can get enough equipment together, we can challenge the Navy to a game or play inter-squadron games.

OPERATIONS MEMO

All pilots will be required to fly eight (8) hours per month, two (2) of which will be instrument and one (1) will be night flying.

(We now have 30 parachutes, all new, so lets start using them)
(Pilots may now obtain their flying gear from Q.M.S.)

C-47 ARRIVES AT BASE

On the 11 of May, 1949,

Col. Leuhring and Major Ploetz went cross-country via Westchester to Van Nyes, California to pick up a C-47 transport plane destined for our base. After an interesting but uneventful trip back, they landed at Niagara Falls Airport and taxied to their home strip.

The superb flying of the two pilots was much in evidence by the fact that a wrens nest, complete with egg to match was found intact stowed aboard. The nest was discovered in a wheel well during the 100 hour inspection.

The C-47 is on a temporary loan from Westchester Replacement Depo and it is assigned to us for an indefinite period of time.

The plane is a twin engine transport with a max speed of 230mph at 8500 and a cruising speed of 207 mph. It's normal range is 2125 miles with a total load capacity of 3335 lbs. Wing span is 95', length 64'5", height 16'11", and a gross wt. of 25,200 lbs.

THEY TOO MUST WORK

Gone are the glorious days of the flyboys, all play and no work. Now they too must work.

All pilots (fighter) have been assigned additional duties along administrative lines. This is to promote greater efficiency of the organization. All of these sections are now completed and much work is being done, so much so that the squadron will function especially well during the summer maneuvers.

WANTED:

An experienced typist to help put out the Thunderbolt

THE C.O.S CORNER

MAJOR DISSETTE:

I would like to bring to the attention of the personnel of the 136th. Fighter Squadron that bulletin boards have been erected and posted as their source of information. As summer encampment time approaches, confusion can be minimized by your frequent survey of these sources of information.
Lt. Col. Harper;

The improvement shown by our Headquarters Detachment in military courtest, appearance, and drill during the last two weeks is deserving of special comment. There is a satisfaction about being a member of a well drilled and disciplined unit that makes the small amount of extra work well worth while. It should be the ambition of everyone to be the best soldier in the best squad of the best flight of the best detachment of the best group of the 52nd. Fighter Wing. Naturally the 52nd. Fighter wing is the best of the 12 Air National Guard Wings. Proficiency is acquired by degrees and you are definitely improving. Take pride in your qualifications - think up ways of making yourself a better soldier and your unit a better unit. Every Guardsman has a right to be proud of his contribution to the defense and security of his country. Keep up the good work that you have so well begun.

Mr. Kirsch;

I would like to take this opportunity to stress the importance of field training to all Air National Guardsmen. The summer secampment is the only training period designed to allow us to operate as a true fighter unit.

Our forty-eight weekly drills are spaced too far apart and are of too short duration to provide the best operational training. We must rely on formal lectures given under far from ideal conditions for most of our training.

At Dover AFB however, the ships of our group will be participating in actual interception. They will be firing for score, and dive bombing for the record. Maximum effort will be expected of our flying personnel, and we need every man in every organization to keep our pilots flying.