

U.S. air command streamlining skills

United Press International
ANTWERP, Belgium — The ability to move ground forces ranks second only to nuclear bombs as a deterrent to war and the U.S. Air Force's Military Airlift Command is streamlining its troop movement skills this week, the command's leader said.

In the event of a Soviet invasion of Europe, the U.S. Army would need to deploy nearly 1 million soldiers — fast.

The solution rests squarely on the MAC, Gen. James Allen said. Centered at Scott Air Force Base, Ill., near St. Louis, and spread over 300 bases worldwide, MAC is now ready for war.

"MAC is unique in that we are one of the few commands who fly essentially the same peace time mission that we fly in war time," said MAC spokesman Capt. Frank Randall, in Europe for the annual Reforger (Return of Forces to Germany) maneuvers.

MAC is one leg of the U.S. military transportation scheme

which includes rail and sea assets. MAC is also the quickest and most immediately available means of moving troops and

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— MAC spokesman Capt. Frank Randall

supplies into a war zone and moving out refugees and wounded.

In peace time, MAC has nearly 1,000 air craft operating in 24 countries. In war time, that strength can be doubled with reserves, such as the 433rd Transport Wing from Kelly Air Force

Base in San Antonio, currently on active duty at Chievres Air Base in the flat coastal prairies of Belgium.

Even at that, MAC officials say they are spread thin.

"No matter what we do, we need more airlift," Randall said. "We can carry most of the 82nd Airborne Division if we drop everything else. But we can't drop everything else."

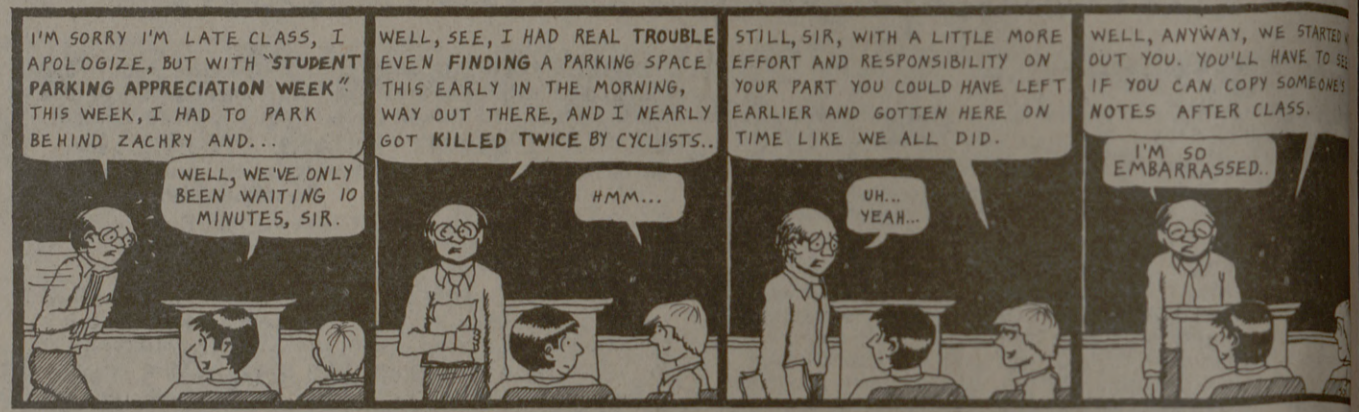
So backing up the active and reserve planes and pilots, MAC keeps in contact with the civilian reserve air fleet, about 400 civilian jet airliners specially equipped to be quickly converted into military transports.

MAC operates the C-9 Nightingale "Flying Hospital," evacuating wounded from the battlefield to U.S. hospitals such as Wilford Hall Air Force Hospital and Brooke Army Medical Center in San Antonio.

It also maintains aircraft ranging in size from the huge C-5A Galaxy Transport down to the C-130 Hercules, the military's workhorse.

Warped

by Scott McCullar



Hometown still disowns him but Woody Guthrie celebrated

United Press International
OKLAHOMA CITY — Monday, Labor leaders throughout the nation chanted the words of one of America's folksinging legends, Woody Guthrie, but the people in his Oklahoma hometown still refuse to honor their native son.

Allison Kelly said the town cannot glorify Guthrie without glorifying his left-leaning background.

Kelly said a newspaper article in 1943 linked Guthrie to activities at the Soviet Embassy. He said any special observance for Guthrie would be "the commemoration of a communist."

In addition, Kelly said, Guthrie was identified as "a

member of the cultural division of the Communist Party and a member of the Brighton section of the party in Brooklyn."

Guthrie, who wrote the AFL-CIO's theme song, "Solidarity Forever," often chanted on Labor Day and wrote about the plight of the poor and the common man. Guthrie wrote about 1,000

folk songs and ballads, including "So Long, It's Been Good Know You," "This Land is Your Land, This Land is Yours" and "In the Okla-Tonahoe Where I was Born."

He died in New York in 1965. His death was attributed to Huntington's Disease, a system that wears away the

TIA to acquire a name change

United Press International
HOUSTON — Texas International Airlines officials have denied reports Continental Airlines would move its headquarters from Los Angeles to Houston in its merger with TIA, but admitted the Texas-based company would probably soon get a name change.

TIA spokeswoman Stephanie Roth said TIA remains a separate company from Continental, although the two carriers are both subsidiaries of the newly approved Continental Airlines Corp., which is part of the Texas Air Corp.

TIA stockholders approved the purchase of Continental

stock, and last May they were notified that TIA would probably change its name in the fall of 1982 "to identify it more closely with Continental." However, no name for the regional airlines has been announced, Roth said.

"They (Continental) are in California and we (TIA) are here and we're each doing our own thing," Roth said. "The new name has not yet been announced."

But two airline executives told newspapers the California-based Continental will move to Houston where the parent Texas Air Corp. is headquartered.

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