# Beulaville And Wallace **Guard Units Earn** High Score

Guradsmen from Duplin Co. tal grades ever awarded an in-fantry unit of the North Caro-lina National Guard at Fort Bragg last month. The unit, Company A, is composed of u-nits at Wallace and Beulaville. Captain John Carr, comman-ding Officer reported this week the two combined units scored the two companies ther infantry 98,87 to lead all other infantry nies. "We do not kno for certain," said Capt. Carr. "whether the score is a record in the state, but certain-ly few units in the past 15 years have scored higher. And to my knowledge never have men worked so hard in a common purpose or learned as much in two weeks summer training as did our men in June."

53

Official scores were received last week from the division headquarters in Raleigh. Second place in the Infantry's three brigades was taken by a sis-ter unit of the same battalion, Commany C. of Tacksonvilles Company C of Jacksonville-Morehead City.

Both units are members of the fifth battalion with headquar-ters in Kinston. They are com-manded by Lt. Col. Charles A. Summerlin of Goldsboro. Said Col. Summerlin this week "All of us are extremely proud of the record Wallace and Beulaville compiled. The entire bat-talion, composed of men from seven towns in Eastern Carolina, did outstandingly well from the standpoint of training. Their grades reflect it."

"The three line companies finished in the top seven places and headquarters company was close behind them."

Individual members of the ny were informed of the official grades during the week-end. It also amounted to ano-ther "first" for the Guard. They began the first of their back-to-back weekend drills.

The 16 hour training period is Saturday afternoon and night

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and all day Sunday. Capt. Carr, together with the commanding officer of the Beu-laville unit, Lt. Richard C. laville unit, Lt. Richard C. White urged cooperation and un-derstanding on the part of fami-lies and employees. "We will need the help of everyone, if we are to reach the ultimate ob-jectives, high degree of train-ing, a readiness status not known before in the Tarheel Guard, and completion of Com-plex and Advanced Training. "We had no choice, explain-ed the commander, the decision to do away with the conventional

to do away with the co to do away with the conventional weekinght drill and drill from 10 weekends, one weekend each month, was made by the divi-sion commander. They know that it would be impossible to complete the training required during the two hours on Mon-day night. "Thus we are drilling for eight hours on Saturday and eight hours on Saturday and eight hours on Sunday." The Saturday drill begins at one p.m. and will end at 10,00. On Sundays training begins at eight and continues until five p.m.

p.n The drills will be evenly di-vided between armory training and field bivouacs. Company employing the use of blank and harmless amount blank and simulated explosions, will be conducted in a training site five miles Northwest of Beu-laville on the Pink Hill High-

"We know," said Capt. Carr, "that this sometimes will be an inconvenience to the employee who hires a Guardsman. Asking them to let him off for a half day on Saturday can be a problem. But we have always had the full and complete un-derstanding and cooperation from almost all employers and

I hope we can again." Young men desiring to join either the Wallace or Beula-ville units are invited to visit



Women in Business

Mrs. J. L. Sloan, bookkeeper at Wallace Hardware and Machinery Company of Wallace, was formerly Eleanor Bradshaw, daughter, of Mr. and Mrs. James Bradshaw of Route 1, Teachey. She attended Wallace-Rose Hill High School and attended Miller-Mott Business College in Wilmington. Mrs. Sloan has been employed in her present position since finishing school. She was married to Mr. Sloan in December 1963, and they live at Route 1, Chinquapin.



milk.

these boats, looks on the inside

much like a comfortable bus.

Wide windows afford a good

view of the shore as it streams

past, and the seats remind you

somewhat of an airliner's seat,

but there's no seat belt - at

least for now - no attractive

gal to bring you coffee, tea or

The pilot kicks over the 180

hp diesel and edges the white

and blue craft away from the

dock. As soon as he's clear,

he rams the throttle forward

and the engine begins to grab

hold. Within minutes the bob-

bing from the waves disappe-

ars and the nose of the boat

lifts out of the water followed

promptly by the stern. You're

airborne, in a sense. The Aqu-

afoil really begins to pick up speed. The hull is oft of the

water and the total wetted sur-

face of the craft is cut by

97%. Drag is almost nil. At

about 35 mph the pilot cuts

back on the throttle and the

BOATS THAT FLY? During World War II, a flying boat was an ungainly, full bellied airplane that could land on water. But there have been some changes made.

"Flying boats" a re now plying the waters between New York City and the New York World's Fair on regular scheduled runs at speeds up to 40 miles per hour. Most of the time their bulls are completely out of the water, riding on thin aluminum "wings" under the water.

I finally took the time to board one of these hyrofoil boats, as they are called, for a spin around the East River. I can safely say they're like nothing you've ever ridden in. The

them, either during the weekend training or during the week. Complete and detailed information is available from either 1/Sgt. Jasper Tull Brinkley in Wallace or S/Sgt. LeRoy J. Kennedy in Beulaville. boat settles into a comfortable

These boats ride on underwater wings, lifting them out of the water about 2 to 3 feet. The wings, or foils, are cur-ved, with the widest part at the outside edge. Thus, when the boat rolls slightly, the wide portion of the foil dips deeper into the water and lifts the boat back onto an even keel. The whole idea is much like airplane wings that lift as they move through the air.

The ride is uncommonly smooth. We tore through some nasty currents, eddies, and chops in the Aquafoil without as much as a tremor. Conven tional boats going through the same water were throttled way back or taking a beating. The strange feeling comes when the pilot throws the wheel over and the boat starts to turn. Most boats bank into the turn. These start to bank to the outside before the extra lift of the wide part of the foil brings them back to a vertical position. The lean isn't great, but it's slightly unsettling the first time around.

I asked the obvious question about striking underwater objects at 35 mph with those thin, knife-like foils. The manager of the operation told me he'd had one Aquafoil run into a mudflat at full tilt. To be sure, it shook up the passenger a little, but the boat was pulled off and continued her run normally. The big problem is heavy beams and logs in the water. Some are just too big to cut through and hard to shake off. A crewman aids the pilot in spotting these floating menaces, but they haven'i always been able to avoid tham. Still, no damage has been done.

Part of the durability of these boats lies in the fact that the vulnerable hull is completely out of the water at speed. A lot of it has to do with the fact thay they're total aluminum boats, though. The foils high-strength aluminum while the hulls are thick aluminum sheet. Aluminum was a natural choice f or these boats, since the designer wanted his boats light, strong, and virtually maintenance free. So marine aluminum is used throughout .

The people at American Hydrofoils, who are running these water taxis to the Fair, are looking to the future with an eye toward setting up regular communter runs. The boats will carry 22 people and have been given the okay by the the Coast Guard for passenger carrying. If this comes to pass, yours truly will certainly be thinking seriously about going to work in a flyngi boat. It'll

be the only way to travel.

## PAGE 3 THE DUPLIN TIMES-PROGRESS SENTINEL, JULY 30, 1964 Social Security

more than \$100 as an employee,

nor render substantial services

Another important fact to re-

member: the "retirement

test" does not apply to benefi-

claries aged 72 or over. Begin-

ning with the month you are 72

you can receive all of your

monthly benefits regardless of

If you are now 65 or over,

you should inquire immediately

about your social security ben-

efits. A claim for social secur-

ity benefits can be retroactve

for only 12 monhts, and mon-

thly benefits not claimed with-

in that period are lost forever.

fice at 311 East Walnut Street

in Goldsboro has free booklets

explaining the social security

'retirement test" in detail.

Write, phone, or visit the dis-

trict office for your copy and

for any other informtaion a-

bout social security.

Your local social security of-

in self-employment.

how much you earn.

## BY: James P. Temple District Manager

Are you losing social securi-ty benefits? The Social Secur-ity Administration believes that some people are - that is, some people over 65 who have never applied for benefits because they are still working. But, you don't have to retire

completely to get social security benefits. Many people earning more than \$1200 a year may still receive some benefits, especially those with earned incomes below \$3600 a year.

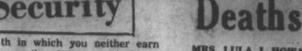
Here is how the social security retirement test works. If your yearly earnings are less than \$1200, you will receive all of your yearly benefits. When your earnings go over \$1200, benefits must be withheld. If your earnings are no more than \$1700, one dollar in benefits is withheld for every two dollars of earnings above \$1200. All earnings, whether or not covered by social security must be counted. Unearned income, which includes interest, dividends, and pensions, is not

counted. If your yearly earnings go over \$1700, one dollar in benefits must be witheld for each dollar of earnings over \$1700. Thus, if your yearly earnings are \$2500, the deduction on the first \$1700 is \$250 and the deduction on the remaining earnings is \$800 (the amount of earnings over \$1700.) By adding the two amounts we arrive at a total deduction of \$1050. A worker's earnings determine the deduction made from his and his eligible dependents' yearly benefits. A retired work er entitled to a monthly benefit of \$90 would receive very little in benefits if he earned \$2500 a year. But if his wife were 65 and they were eligible for monthly benefits of \$90 and \$45 on his account, they could still receive \$570 in combined yearly benefits with that amount of earnings from work. There is one exception to the

basic retirement test: no matter how much you earn in a year, you will get your social security benefits for any mon-

Incidentally, hydrofoil boats are nothing new. Alexander Graham Bell designed and built one in 1920 that would do 70 mph, but nothing further ever came of it. The Eureopeans are going strong on hydrofoil designs, and the Russians are now running hydrofoil river boats that carry 300 or more passengers. Stick around. Maybe your

next boat will have wings.



## MRS. LULA J. HOWARD

SEVEN SPRINGS - Mrs. Lula Jarman Howard, 62, of Seven Springs, Route 1 die Tuesday. She was a membr of the Church of Jesus Christ of Latter Day Saints, Albert son Chapel.

Funeral services were held at 2:30 p. m. Wednesday at the home with Elders of the church officiating. Burial was in the family cemetery near Potter's Hill.

Survivors include her hus band, Tommy Howard; a son, Ernest W. of Dudley, Rt. 2; two daughters, Mrs. Corbett Lanier of Mount Olive, Rt. 1 and Mrs. Henry Blizzard of Deep Run, Rt. 1; three grandchildren; two brothers, Johnny Jarman of Rose Hill and Robie Jarman of Jacksonville; three sisters, Mrs. Coy Taylor of Beulaville, Rt. 2, Mrs. Corace Taylor of Pink Hill, Rt. 2 and Mrs. Oscar Sanderson of Deep Run, Rt. 1





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