

—Mississippi Strong—

Newsletter of the MS NG NCO Association Auxiliary

August-September 2020

In this issue of the *Mississippi Strong* newsletter you will find: membership information; the EANGUS Auxiliary scholarship recipients; seasonal highlights; and much more.

Please send any information for the newsletter to Vivian via email at vivtay7@aol.com. Remember to buy your tickets for the MS Auxiliary drawing (see below & page 18). Thanks, y'all!



BUY TICKETS FROM AUXILIARY FOR AN OPPORTUNITY TO WIN:

Winner's choice of Hilton Hotel package or \$300.00 cash; 2nd prize also awarded.
Tickets: \$5.00 each or 5 for \$20.00.

Send your check with your name and phone number to Connie or Vivian no later than August 31. The drawing will be held on September 26 at the MS Aux. Past Presidents Lunch.



Meet the new Mississippi Auxiliary Chaplain

Wendy Clark, married to SFC Michael Clark, has agreed to serve as the Mississippi Auxiliary Chaplain. Michael is assigned to the 184th ESC. He has served for 28 years. Wendy works as the Office Manager at Stone Dental in Wiggins and has been there for 20 years. She and Michael are members of Pineview Baptist Church. Like you I appreciate that Wendy has agreed to serve and I know we all look forward to getting to know her!



50th EANGUS
ANNIVERSARY
Conference
NEW MEXICO
August 8-11, 2021
Albuquerque



51st EANGUS
Conference
ARKANSAS
August 7-10, 2022
Little Rock



52nd EANGUS
Conference
MINNESOTA
August 13-16
2023
Rochester

Important Dates in August and September

August 1—Air Force Day

August 4, 1790—U.S. Coast Guard Established

August 7, 1782—Purple Heart Medal Established

August 7, 1964—Vietnam War Began

August 14, 1945—Japan Surrendered, Ending WWII

August 14—National Navajo Code Talkers Day

August 16—National Airborne Day

August 19—National Aviation Day

August 26—Women's Equality Day

September 2, 1945—V-J Day: Japan Signed Formal Surrender

September 7—Labor Day

September 10, 1962—U.S. Naval Sea Cadet Corps Incorporated

September 11—Patriot Day and National Day of Service and Remembrance

September 13—Grandparents Day

September 14, 1814—"Star-Spangled Banner" Written by Francis Scott Key

September 17, 1787—U.S. Constitution Approved; Constitution and Citizenship Day

September 18, 1947—U.S. Air Force Established

September 18—POW/MIA Recognition Day—*Never Forget... America's 82,000 missing in action include more than 72,000 from WWII, 7,600 from Korea, 1,500 from the Vietnam War, 126 from the Cold War, one from Operation El Dorado Canyon, two from Desert Storm, and three Defense Department contract civilians from Operation Iraqi Freedom.*

September 22—Autumn Begins

September 27—Gold Star Mother's Day

September 29, 1899—VFW Established

*"Let every nation know, whether it wishes us well or ill,
that we shall pay any price, bear any burden, meet any hardship,
support any friend, oppose any foe, to assure the survival and success of liberty."*

—President John F. Kennedy

Virginia H. Brown

September 5, 1933 - May 15, 2020



Virginia H. Brown, long time resident of Raymond passed away May 15, 2020 at the age of 86 with her daughters by her side. She was born, Virginia Lee Hightower, in Natchez, Mississippi to parents Grover C. and Lula Ellen Hightower. Virginia was married to the late Martin Luther Williams Jr. and they had three children, Marty, Janice Lynn and Cindy Ellen. After the loss of her husband in 1971, Virginia worked hard raising and providing for her children. She was an inspiration of strength during those years.

In 1985 she found love again and married Clarence E. Brown (J). Together they enjoyed 35 years of marriage.

Virginia worked for Standard Life Insurance before leaving to work for the VA Medical Hospital. She retired in 1994 after 20 years of service. Virginia was a member of the Mississippi National Guard NCO Association Auxiliary, Army NCO Association Auxiliary and the American Legion Auxiliary. Virginia and JR joined St. Columb's Episcopal Church in August 2001 and were confirmed October 20, 2001. She loved her church family dearly and enjoyed helping in the church office.

Virginia is survived by her husband JR, son Martin Luther Williams III, daughters Janice Lynn Rushing and Cindy Ellen Burns (Mark). Grandchildren, Lance and Abbie Rushing and Bethany Lee Todd (Justin). Great grandchildren, Landon Trace Rushing and Mia Lee Todd.

A private service for family was held at St. Columb's Episcopal Church.

Please remember to pray for Virginia's family.

Busy Guard

Gen. Daniel Hokanson is now the 29th chief of the National Guard Bureau, leading more than 450,000 Army and Air National Guard troops. Hokanson, who most recently was director of the Army National Guard, succeeded Air Force Gen. Joseph Lengyel and is now a member of the Joint Chiefs of Staff. As he assumed responsibility August 3, he said the Guard has “never been busier or more visible” and “what we do now and what we do next will ultimately shape our nation's future.”

Hokanson and Army Chief of Staff Gen. James McConville will both talk about the future during the National Guard Association of the United States' virtual annual meeting August 28-19.

—AUSA's Five Things
August 10, 2020

August 29, 2005 Changed the Face of the Mississippi Gulf Coast

Most of us in Mississippi remember exactly where we were when Hurricane Katrina came ashore in Mississippi. Katrina was one of the deadliest hurricanes to hit the United States. Many of our Association and Auxiliary members had just returned from EANGUS/Auxiliary Conference in Orlando, Florida which was held August 21-24, 2005. The MS NG NCO Association and Auxiliary had presented plans for the 2006 EANGUS/Auxiliary Conference to be held in Biloxi, Mississippi. Those plans were washed out into the Gulf of Mexico. Utah would pick up the 2006 Conference with the theme *Mountains and Magnolias*; the theme incorporated magnolias in recognition of the state of Mississippi. Eligible EANGUS members on the Coast affected by Katrina were grateful to receive funds from the EANGUS "We Care for America" Foundation, Inc.

The storm sat over much of the Gulf Coast for nearly 17 hours causing 11 tornadoes, a 28-foot storm surge, and 55-foot sea waves. The enormous eye of Hurricane Katrina made its final landfall on the Mississippi Gulf Coast. The storm hit the mouth of the Pearl River, with winds of more than 150 miles per hour. Highest sustained winds were 120 miles per hour. This caused severe damage right on the coast as well as 6-12 miles inland as well.

The Biloxi Bridge that connected Biloxi to Ocean Springs literally collapsed. All of the coastal Mississippi towns were flooded over 90%, causing those who remained to climb to rooftops in efforts to be rescued; 238 people in Mississippi lost their lives as a result of Hurricane Katrina.

Numbers of historic buildings that had been on the Coast for years simply disappeared. Of course you can't truly rebuild a historic home. Today historic markers describing these homes sit in front of empty lots. Even today there are homes still being rebuilt. But all around Coastal Mississippi there are driveways that lead to empty lots due to Hurricane Katrina's force and flooding. Damage was estimated at \$30 billion (2005 USD).

Mississippi turned to a disaster response plan set up after Hurricane Camille in 1969 and pre-positioned 3,000 Guardsmen at Camp Shelby in the south and Camp McCain in the northern part of the state so that they and their equipment were ready to immediately respond to the after effects of the hurricane.

The electrical grid was gone, internet was down, telephone lines were down, no cell phones, and radio and television ceased. It took about six hours for Mississippi Guardsmen to drive 60 miles to the devastated area. In describing the Guard's response in New Orleans and in Mississippi, former Chief of the National Guard Bureau, retired Army Lt. Gen. H. Steven Blum, said it was the "finest hour" in the National Guard's 400-year history. He also said, "By any measure, it was the fastest, most massive military response to any natural disaster that has ever happened. Our response was the epitome of what the National Guard is and why it is a national treasure."





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"Your Honor, I would have concentrated on the facts, but they weren't in my favor!"



**MS NG NCO ASSOCIATION
AUXILIARY
PAST PRESIDENTS**

1970-71—Dot Brown, deceased	1996-97—Suzie Stewart
1971-72—Doris Williams, deceased	1997-98—Barbara McCay
1972-73—Virginia Brown, deceased	1998-99—Shirley A. Ritter, deceased
1973-74—Agnes Tupman, deceased	1999-2000—Janet McCullum*
1974-75—Ruth Ann Crawford	2000-2001—Pearleen Pearce
1975-76—Dianne Sullivan	2001-2002—Phyllis Barranco, deceased
1976-77—Delores Ford, deceased	2002-2003—Karla Dickens
1977-78—Dot Dudley, deceased	2003-2004—Pat Burchfield
1978-79—Beverly Hurst	2004-2005—Christina Ammons
1979-80—Elwanda Keith	2005-2006—Gloria Cooley
1980-81—Billie Davis	2006-2007—Connie Myers
1981-82—Beverly Lee, deceased	2007-2008—Danna Davis
1982-83—Dot Brown, deceased	2008-2009—Florence Wright
1983-84—Judy Harris	2009-2010—Pat Bishop
1984-85—Ann Hart	2010-2011—Karen Solots
1985-86—Dot Pee, deceased	2011-2012—Pat Burchfield
1986-87—Paulette McLeod, deceased	2012-2013—Pat Burchfield
1987-88—Paula Carrigan	2013-2014—Cathy Adams
1988-90—Brooks Marr	2014-2015—Cathy Adams
1990-91—Ancia Lowery	2015-2016—Christina Thomas*
1991-92—Mildred Geary, deceased	2016-2017—Connie Myers
1992-93—Danna Davis	2017-2018—Connie Myers
1993-94—Doris J. Hoxie, deceased	2018-2019—Angelia Carnes
1994-95—Linda B. Bishop, deceased	2019-2020—Angelia Carnes
1995-96—Vivian D. Taylor	2020-2021—Connie Myers

*unable to complete term





The U.S. Department of Defense (DoD) wants to restrict Veterans from transferring their Post-9/11 GI Bill benefits to their families. Join us in helping Congress protect Veterans' rights!

Answer The Call

<https://eangus.org/legislative-calls-to-action-2/?vvsrsc=%2fCampaigns%2f70270%2fRespond>

HELP PROTECT OUR RIGHT TO TRANSFER THE POST 9/11 GI BILL

The Department of Defense has indicated they wish to further limit and deny service members and veterans the right to transfer their education benefits to their families. The Post 9/11 GI Bill Transferability Entitlement Act (TEA Act) in the Senate and House has been introduced as a response to DoD's intention to limit education benefits, and will ensure that transferring education benefits becomes an entitlement for all military families. Please join us by reaching out to your Senator and member of Congress to vocalize your support for S. 2327 and HR. 5522, the Post 9/11 GI Bill Transferability Entitlement Act (TEA Act).

Letter (*Please add your own story about this issue to personalize your message*)

The Department of Defense has indicated they wish to further limit and deny service-members and veterans the right to transfer their education benefits to their families. The Post 9/11 GI Bill Transferability Entitlement Act (TEA Act) in the Senate and House has been introduced as a response to DoD's intention to limit education benefits, and will ensure that transferring education benefits becomes an entitlement for all military families.

I believe military families should have the ability to use their earned benefits as they see best, and I no longer want to see military families denied the benefits they were promised. I encourage you to support the TEA Act and fulfill your promise to protect veterans and their families.

CHECK EANGUS—LEGISLATIVE ACTION CENTER—FOR CALL TO SUPPORT S.3731 & H.R. 6967

Support Our National Guard Act

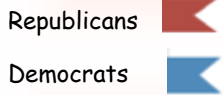
EANGUS members, please contact your Congressional delegations and ask for co-sponsorship of H.R. 6967 and S. 3713. These bills would require the Secretary of Defense to provide to certain members of the National Guard serving on active service in response to the coronavirus (COVID-19) the transitional health benefits provided to members of the Reserve Component separating from active duty. Representatives Joe Cunningham and Steven Palazzo introduced H.R. 6967 the, "Support our National Guard Act" to provide members of the National Guardsmen and their families with six months of TRICARE medical coverage following federal Title 32 active duty statuses. Senators Joe Manchin and Joni Ernst introduced its counterpart language, S. 3713.

"Our National Guard men and women have been called upon, once again, by the nation's leadership to help combat the novel coronavirus pandemic in America. The risks are great; so are the hazards. By definition, Hazardous Duty Incentive Pay is a monetary incentive for volunteers who perform hazardous duty based upon the inherent dangers of that duty and the risks of physical injury. EANGUS agrees with Senator Joni Ernst that the duty our National Guard members are performing embodies that risk, and should receive Hazardous Duty Incentive Pay for COVID-19 response duty," said Sergeant Major (retired) Frank Yoakum, Executive Director of the Enlisted Association of the National Guard of the United States.

PLEASE REMEMBER TO LET MS AUXILIARY LEGISLATIVE CHAIRMAN VIVIAN TAYLOR KNOW WHEN YOU HAVE RESPONDED TO CALLS TO ACTION AND WHEN YOU RECEIVE RESPONSES FROM LEGISLATORS. THANKS!!!

UNITED STATES CONGRESSIONAL MEMBERS - MISSISSIPPI

UPDATED SEPTEMBER 1, 2019



116th Congress

January 3, 2019- January 3, 2021

Mississippi U.S. Senators



Senior Senator
Roger Wicker

The Honorable Roger Wicker
555 Dirksen Senate Office Building
Washington DC 20510
(202) 224-6253
Fax: (202) 228-0378
email: <http://www.wicker.senate.gov>



Junior Senator
Cindy Hyde-Smith

The Honorable Cindy Hyde-Smith
702 Hart Senate Office Building
Washington DC 20510
(202) 224-5054
Fax: (202) 224-5321
email: <http://hydesmith.senate.gov>

Tupelo Office
330 West Jefferson St
Suite B
Tupelo, MS 38804
P.O. Box 3777
Tupelo, MS 38803
(662) 844-5010
(662) 844-5030 Fax

Jackson Office
U.S. Federal Courthouse
501 East Court Street
Suite 3-500
Jackson, MS 39201
(601) 965-4644
(601) 965-4007 Fax
(662) 844-5030 Fax

Hernando Office
321 Loshier Street
PO Box 385
Hernando, MS 38632
(662) 429-1002
(662) 429-6002 Fax

Gulfport Office
2909 13th St
3rd Floor, Suite 303
Gulfport, MS 39501
(228) 871-7017
(228) 871-7196 Fax

Jackson Office
190 East Capitol Street, Suite 550
Jackson, MS 39201
(601) 965-4459
(601) 965-4919 Fax

Oxford Office
911 East Jackson Avenue, Suite 249
Oxford, Mississippi 38655
(662) 236-1018
(662) 236-7618 Fax

Gulf Coast Office
2012 15th Street, Suite 451
Gulfport, MS 39501
(228) 867-9710
(228) 867-9789 Fax

Mississippi District U.S. Representatives



1st District
Trent Kelly

Washington, D.C.
The Honorable Trent Kelly
1005 Longworth House Office Building
Washington, DC 20515
(202) 225-4306
(202) 225-3549 Fax
<https://trentkelly.house.gov/>

Columbus Office
318 North 7th St, Suite D
Columbus, MS 39701
(662) 327-0748
(662) 328-5982 Fax

Hernando Office
2565 Caffey St, #200
P.O. Box 218
Hernando, MS 38632
(662) 449-3090
(662) 449-4836 Fax

Eupora Office
855 South Dunn St
Eupora, MS 39744
(662) 258-7240
(662) 258-7240 Fax

Tupelo Office
431 West Main St
Tupelo, MS 38804
(662) 841-8808
(662) 841-8845 Fax

Farmington Office
4135 County Rd 200
Corinth, MS 38844
(662) 687-1525
(662) 841-8845 Fax



Washington, D.C.
The Honorable Bennie Thompson
2466 Rayburn House Office Building
Washington, D.C. 20515
(202) 225-5876
(202) 225-5898 Fax
<http://benniethompson.house.gov/>

Bolton Office
107 West Madison St
Bolton, MS 39041
(601) 866-9003
(601) 866-9036 (Fax)
(800) 355-9003 (In State)

Greenville Office
910 Courthouse Ln
Greenville, MS 38701
(662) 335-9003
(662) 334-1304 Fax

Greenwood Office
728 Main St, Suite A
Greenwood, MS 38930
(662) 455-9003
(662) 453-0118 Fax

Jackson Office
3607 Medgar Evers Blvd
Jackson, MS 39213
(601) 946-9003
(601)-982-5337 Fax

Marks Office
P.O. Box 356
263 East Main St
Marks, MS 38646
(662) 326-9003

Mound Bayou City Hall
PO Box 679
106 Green Ave, Suite 106
Mound Bayou, MS 38762
(662) 741-9003
(662) 741-9002 Fax



Washington DC
The Honorable Michael Guest
230 Cannon House Office Building
Washington, DC 20515
<https://quest.house.gov>

Starkville Office
600 Russell St. Suite 160
Starkville, MS 39759
Phone: (662) 324-0007

Meridian Office
2214 5th Street
Meridian, MS 39301
Phone: (601) 693-6681

Brookhaven Office
230 S Whitworth Ave
Brookhaven, MS 39601
Call for Appointment
Phone: (601) 823-3400

Brandon Office
308B East Government Street
Brandon, MS 39042
Phone: (769) 241-6120

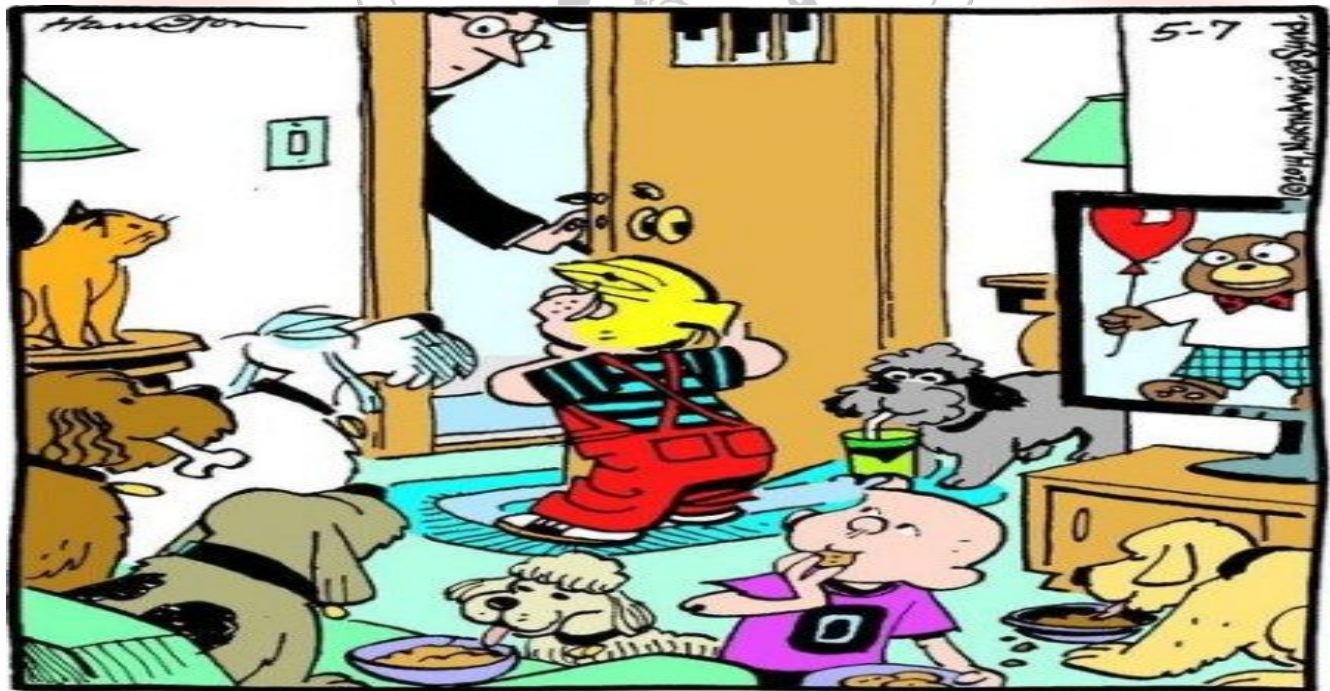


Washington, DC
The Honorable Steven Palazzo
2349 Rayburn House Office Building
Washington, DC 20515
(202) 225-5772
(202) 225-7074 Fax
<http://palazzo.house.gov/>

Gulfport Office
84 48th Street
Gulfport, MS 39507
(228) 864-7670
(228) 864-3099 Fax

Hattiesburg Office
641 Main Street, Suite 142
Hattiesburg, MS 39401
(601) 582-3246
(601) 582-3452 Fax

Pascagoula Office
3118 Pascagoula Street
Suite 181
Pascagoula, MS 39567
(228) 202-8104
(228) 202-8105 Fax
*Office by Appointment Only



"HOW'S YOUR SENSE OF HUMOR TODAY, DAD?"

Iowa 2019
 EANGUS & EANGUS Auxiliary Conference
 Books
 Available to Read
 or Download at <https://eangusconference.org/>



46th EANGUS AUXILIARY
 Conference Book 2019

<https://online.fliphtml5.com/papa/iqvb/-p-1>

50th EANGUS Conference August 8-11, 2021 Albuquerque, New Mexico



Molly Pitcher, fearless woman
 helping with cannon duty

A heroine of the Revolutionary War, Molly Pitcher was the nickname of a woman said to have carried water to American soldiers during the Battle of Monmouth on June 28, 1778. Historians say that Molly Pitcher is a fictional woman who represented the many women working on the battlefields. Yet, there is also historical evidence that Mary Ludwig Hays was the real Molly Pitcher.

Different Classes of Membership for the Auxiliary

Annual Member—Your spouse must be a member of the MS NG NCO Association. In Mississippi the annual membership is \$13.00.

Lifetime Member—Your spouse must be a Lifetime member of the NCO Association and you must be a current annual member of the Auxiliary. The cost is figured on your age.

Associate Member—You do not have to have anyone in the Guard. This membership shows your support of the Guard, the NCO Association, and the Auxiliary. There are no voting privileges and you cannot hold an office. Cost is \$10.00 for Mississippi and EANGUS Auxiliary associate membership.

Mississippi Auxiliary Associate Lifetime Member—The rules are the same as for an Associate Member, except it is for Mississippi Auxiliary Lifetime only and there will be no more dues. Cost is \$100.00.

EANGUS Auxiliary Associate Lifetime Member—The rules are the same as for the Mississippi Auxiliary Associate Lifetime Member, except it is for the National Organization only and there will be no more dues. Cost is \$100.00.

Lifetime membership is good for both the Auxiliary and the individual. Please inquire if there is something you don't understand. Any Officer would be happy to help you!

🎉🎉🎉🎉🎉 **Newest Lifetime Member** 🎉🎉🎉🎉🎉

Sharon C. Beard

MS Auxiliary #189, EANGUS Auxiliary #833

**MISSISSIPPI NATIONAL GUARD NONCOMMISSIONED OFFICERS
ASSOCIATION AUXILIARY STATE LIFETIME MEMBERSHIP APPLICATION**

Card Number assigned by MS Auxiliary Treasurer _____

Applicant's Name: Last First Middle Maiden

Street Address or Post Office Box

City State Zip Code

Phone Number: _____ (home) _____ (work or cell)

Age _____ Birthday _____ Army Guard _____ Air Guard _____

Spouse's Name Rank Unit

EANGUS Auxiliary Lifetime Membership Number _____

Cost of Lifetime Membership: An annual member may become a lifetime member by payment of a fee of **\$10.00** plus the annual dues that apply until the applicant reaches the age of **65**. This is a non-refundable payment. After the age of 65, no dues are required, only the \$10.00 fee. If the applicant is not a lifetime member of the EANGUS Auxiliary and does not become one, the applicant would have to continue to pay annual EANGUS Auxiliary dues.

Date application received by MS Auxiliary treasurer _____

Date received by MS Auxiliary Executive Council _____

LIFETIME DUES SCHEDULE

<u>Current Age</u>	<u>Amount Due</u>	<u>Current Age</u>	<u>Amount Due</u>	<u>Current Age</u>	<u>Amount Due</u>
Age 65 or over	\$10.00	51	\$94.00	37	\$178.00
64	\$16.00	50	\$100.00	36	\$184.00
63	\$22.00	49	\$106.00	35	\$190.00
62	\$28.00	48	\$112.00	34	\$196.00
61	\$34.00	47	\$118.00	33	\$202.00
60	\$40.00	46	\$124.00	32	\$208.00
59	\$46.00	45	\$130.00	31	\$214.00
58	\$52.00	44	\$136.00	30	\$220.00
57	\$58.00	43	\$142.00	29	\$226.00
56	\$64.00	42	\$148.00	28	\$232.00
55	\$70.00	41	\$154.00	27	\$238.00
54	\$76.00	40	\$160.00	26	\$244.00
53	\$82.00	39	\$166.00	25	\$250.00
52	\$88.00	38	\$172.00	24	\$256.00



**Enlisted Association of the National Guard
of the United States Auxiliary**
SPOUSE MUST BE AN EANGUS LIFETIME MEMBER
APPLICANT MUST BE CURRENT STATE & EANGUS AUXILIARY MEMBER

LIFE MEMBERSHIP APPLICATION

2018--November

_____ Date of Application

Name (Last) (First) (Middle) (Maiden name, please)

_____ Mailing Address

_____ City, State

Age Date of Birth State Affiliation State Verification

Spouse's Name Phone number

_____ Email Address

Army _____ Air _____ Lifetime number assigned by EANGUS for Spouse: _____

COST OF LIFE MEMBERSHIP

An annual member may become a life member by payment of **\$25.00 plus the annual dues which apply until the applicant reaches the age of 60**. This is a nonrefundable payment. After age 60, no dues are required. Application must be accompanied by verification of eligibility from the treasurer of the state of which the applicant is an annual member.

Year of birth _____ + 60	=	_____	=	_____ ()
		Current Year	X	\$ 7.00
		Life Membership Dues to age 60:	=	_____
		Application Fee:	+	\$ 25.00
		TOTAL:		\$ _____

A Life Member card number will be assigned by the LIFE MEMBERSHIP CHAIR. _____

Mail this application along with applicable dues to:
Vivian Taylor, LTM Chairperson, PO Box 101, Clara, MS 39324-0101

_____ Date received by EANGUS Auxiliary Treasurer Amount \$ _____

-- Side By Side We Stand With Pride --

November 2018

MS NG NCO ASSOCIATION AUXILIARY MEMBERSHIP APPLICATION

YOUR NAME: _____

YOUR HOME ADDRESS: _____

CITY: _____ ZIP CODE _____

HOME PHONE: _____ WORK PHONE: _____

E-MAIL ADDRESS: _____

WEDDING ANNIVERSARY: _____ BIRTHDAY: _____

SPOUSE:(NCO) _____ RANK: _____

UNIT ASSIGNED: _____ ARMY: _____ AIR: _____

CITY: _____ DISTRICT: _____

Spouse Current Member of MS NG NCO Association YES _____ NO _____

Spouse MS NG NCO Association Membership Number _____

Did Spouse join NCO Association On-Line? YES _____ NO _____

CHECK ONE BELOW – LEVEL CHECKED WILL INDICATE DUES

- NEW ANNUAL MEMBER \$13.00
- RENEWAL MEMBER \$13.00
- ASSOCIATE MEMBER MS AUXILIARY ONLY \$5.00
- ASSOCIATE MEMBER MS AUXILIARY AND EANGUS AUXILIARY \$10.00
- LIFE MEMBER EANGUS (STATE ONLY) \$6.00
- LIFE MEMBER STATE (EANGUS ONLY) \$9.00
- LIFE MEMBER (BOTH STATE & EANGUS)

It is understood that by acceptance of this application and membership dues, I will be a member in good standing with the Mississippi National Noncommissioned Officers Association Auxiliary. I agree to abide by the rules and regulations as set forth in the Constitution and Bylaws of the Auxiliary and that violation of the same is cause for revocation of membership.

DATE: _____ YOUR SIGNATURE: _____

PLEASE MAIL APPLICATION TO:
TREASURER PAT BURCHFIELD
MS NG NCO ASSN. AUXILIARY
2443 DOGWALK RD, TUTWILER, MS 38963

MAKE CHECKS PAYABLE TO:
MS NG NCO ASSOCIATION AUXILIARY

MISSISSIPPI NATIONAL GUARD NONCOMMISSIONED OFFICERS ASSOCIATION AUXILIARY STATE ASSOCIATE LIFETIME MEMBERSHIP APPLICATION

Name (Last) (First) (Middle) (Maiden)

Address (Street and/or P.O. Box) City State Zip Code

Phone Number (Home) (Work or Cell)

Email Address

Spouse

Your Birthday Anniversary

COST OF STATE LIFETIME ASSOCIATE MEMBERSHIP: \$100.00

DATE SIGNATURE

Please mail this application along with application dues to:

Treasurer Pat Burchfield 2443 Dogwalk Road Tutwiler, MS 38963



Please Make Checks Payable To MS NG NCO ASSOCIATION AUXILIARY

ENLISTED BY

Individuals who support the objectives of the Auxiliary but do not otherwise qualify to join as annual or lifetime members, we invite you to join as a state associate lifetime member. Currently the Mississippi Auxiliary has fourteen (14) State Associate Lifetime Members. The Mississippi Auxiliary appreciates your support!



EANGUS AUXILIARY LIFE NATIONAL ASSOCIATE MEMBERSHIP APPLICATION

Life National Associate Membership may be issued to individuals who support the objectives of the ENLISTED ASSOCIATION OF THE NATIONAL GUARD OF THE UNITED STATES (EANGUS) AUXILIARY but do not otherwise qualify for annual or lifetime membership. A national life associate member shall not be a voting delegate, eligible for scholarships, or qualified to hold office in the AUXILIARY. Dues are **\$100.00** (one hundred dollars). This is a onetime non-refundable payment.

Request for Life National Associate Membership

Date _____ Member ID _____
(Member ID will be assigned)

State Auxiliary Affiliation _____

Name _____

Company/Corporation Name _____
(If applicable)

Address _____

City _____ State _____ Zip _____

Home Phone _____ Cell Phone _____

Email Address _____

Signature _____

Hard copy membership applications may be mailed with dues payment to current EANGUS Auxiliary Membership Chair, Judith Putman, 1234 Road 137, Emporia, KS 66801. Please allow 30 days for processing hard copy membership applications.

Make check payable to EANGUS Auxiliary.

FREE email subscription to EANGUS Auxiliary news publication, *The Signal* (if email address is provided).

Check here for hard copy subscription to EANGUS Auxiliary news publication, *The Signal* at a cost of \$25.00 for 11 issues.

The Mississippi Auxiliary currently has nine (9) EANGUS Auxiliary Life Associate Members; one is deceased.

EANGUS AUXILIARY SCHOLARSHIPS

One (1) USAA Auxiliary scholarship in the amount of \$3,000 (three thousand dollars)

One (1) EANGUS Auxiliary Scholarship in the amount of \$2,000 (two thousand dollars)

One (1) EANGUS Auxiliary Scholarship in the amount of \$1,500 (one thousand five hundred dollars)

Two (2) EANGUS Scholarships in the amount of \$1,000 (one thousand dollars)

Packets in hands of judges—recipients to be announced soon.

Still Standing—U.S. 80 Bridge at Vicksburg

Ninety years ago this year, for the first time you could drive a car from the Atlantic to the Pacific across the Southern United States without having to ferry across a river. Because in April 1930, the U.S. 80 Bridge was completed across the Mississippi River at Vicksburg—finishing a dry, connected roadway from Tybee Island, Georgia to San Diego, California. It was the only bridge across the Mississippi south of Memphis at the time. Five years later, the Huey P. Long Bridge opened in New Orleans. In 1940, the bridges at Greenville and Natchez opened.

Before bridges you had to drive to the nearest ferry (there was a ferry at Vicksburg, but still...) and wait for it to finish its run across the river. Then you would unload on the other side, reload, chug back across the river, dock and unload again before you could get on.

But when they opened the Highway 80 Bridge, any time of the day or night, in only the amount of time it takes to drive a mile and a half, you were in Louisiana. It was a time machine. Well, a time saving machine, at least.

The traffic lanes on the old bridge at Vicksburg are a little gamey. Both lanes together are only 18 feet wide. Ninety years ago, a nine-foot lane was plenty of room for a Model T. However, the first time I went over the bridge was in a Greyhound bus taking me to Fort Polk, Louisiana for U.S. Army basic training. As soon as we got on the bridge, the driver cut the wheels to the right and hugged the guard rail all the way across to make room for traffic going in the opposite direction. Halfway over, I decided basic training would be a breeze if I survived long enough to get there. (Turned out I was wrong, but that's another story.) Automobile traffic no longer uses the old bridge. It could. The structure is still sound. But several years ago, the bridge was closed while the approaches on both the east and the west ends were repaired. It was never reopened.

But the bridge is far from unused. There are railroad tracks next to the traffic lanes—tracks that are in constant use all day and all night. Those tracks have been in use for 90 years.

It is still the only railroad bridge across the Mississippi River in the state.

One other thing I find interesting is the old bridge is moving westward. There is a fault under the east bank of the Mississippi River at Vicksburg and the bedrock on which the bridge is built has slipped toward Louisiana about 30 inches at the east end of the bridge over the 90 years of its existence. Not so much on the west end. But fault and all, the old Highway 80 Bridge is solid and sound and ready to stand another 90 years.

But hugging the guard rail while crossing it will scare the gajeebers out of you.

—Walt Grayson

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August 18, 1920

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Operation El Dorado Canyon

The United States on April 14, 1986, launched Operation El Dorado Canyon, a controversial but highly successful mission that hit Col. Muammar Qaddafi squarely between the eyes. Working with carrier aircraft of the US Sixth Fleet, Air Force F-111s of the 48th Tactical Fighter Wing flew what turned out to be the longest fighter combat mission in history. The crushing strikes caused a remarkable reduction in Libyan-sponsored terrorist activity.

In the mid-1980s, the F-111s of the 48th TFW, stationed at RAF Lakenheath in Britain, formed a key element of NATO power. If war came, the Aardvark's long range and night, low-level bombing capability would have been vital in defeating a Soviet attack. To the south, in the Mediterranean, the Sixth Fleet engaged Soviet warships in a constant game of mutual surveillance and stayed in more or less permanent readiness for hostilities.

Fate would dictate that the 48th TFW and Sixth Fleet carriers would be teamed in a totally unexpected quarter against a very different kind of enemy. They would strike not in or around Europe but on the North African littoral. They would go into action not against Soviet conventional forces but against an Arab state bent on sponsoring deadly terrorist acts.

Western nations had long been alarmed by state-sponsored terrorism. The number of attacks had risen from about 300 in 1970 to more than 3,000 in 1985. In that 15-year period, a new intensity had come to characterize the attacks, which ranged from simple assaults to attacks with heavy casualties such as the Oct. 23, 1983, truck bombing of the Marine Barracks in Beirut.

Qaddafi, who seized power in a 1969 coup, had long been an American antagonist. Each year, Libya trained 8,000 terrorists, providing false passports, transport on Libyan airliners, and access to safe houses across Europe. Libyan support for terrorist operations exceeded all nations except Iran. It disbursed \$100 million to Palestinian terrorists eager to strike Israel.

"Heroic" Actions

Qaddafi joined forces with one of the most notorious terrorists of the time, Abu Nidal. In November 1985, Abu Nidal's operatives hijacked an EgyptAir transport; 60 passengers were killed, many in the rescue attempt staged by an Egyptian commando team. On Dec. 27, 1985, Abu Nidal terrorists launched simultaneous attacks on airports at Rome and Vienna; 20 passengers and four terrorists were killed in these events. Qaddafi publicly praised the terrorists, called them martyrs, and applauded what he described as "heroic" actions.

President Ronald Reagan at about this time gave his approval to National Security Decision Directive 207, setting forth a new US policy against terrorism. He had decided that the US needed to mount a military response to Qaddafi and his brethren, but first he wanted to obtain cooperation from the Western Allies and allow time for the removal of US citizens working in Libya.

Meantime, the Sixth Fleet, based in the Mediterranean Sea, began a series of maneuvers designed to keep pressure on Libya. Two and sometimes three aircraft carriers (Saratoga, America, and Coral Sea) conducted "freedom of navigation" operations that would take US warships up to and then southward across a line at 32 degrees 30 minutes north latitude. This was Qaddafi's self-proclaimed "Line of Death."

The Line of Death defined the northernmost edge of the Gulf of Sidra and demarcated it in Qaddafi's mind, at least from the rest of the Mediterranean. The Libyan leader had warned foreign vessels that the Gulf belonged to Libya and was not international waters. The message was that they entered at their own risk and were subject to attack by Libyan forces. Thus Qaddafi, by drawing the Line, unilaterally sought to exclude US ships and aircraft from a vast, 3,200-square-mile area of the Med which always had been considered international.

The skirmishing soon began. On March 24, 1986, Libyan air defense operators fired SA-5 missiles at two F-14s. The Tomcats had intercepted an intruding MiG-25 that came a bit too close to a battle group. The next day, a Navy A-7E aircraft struck the SAM site with AGM-88A HARM missiles. At least two of the five threatening Libyan naval attack vessels were also sunk.

Tension further increased on April 2, 1986, when a terrorist's bomb exploded on TWA Flight 840 flying above Greece. Four Americans were killed. Three days later, a bomb exploded in Berlin's La Belle Discotheque, a well-known after-hours hangout for US military personnel. Killed in the blast were two American servicemen, and 79 other Americans were injured. Three terrorist groups claimed responsibility for the bomb, but the United States and West Germany independently announced "incontrovertible" evidence that Libyans were responsible for the bombing.

It's Time

President Reagan decided that it was time for the US to act.

In the months leading up to the Berlin bombing, planners at USAF's 48th TFW had developed more than 30 plans for delivering a punitive blow against Libya. Most were variations on a theme-six or so Air Force F-111 fighter-bombers would fly through French

airspace and strike selected military targets in Libya. Planners assumed that the attack would have the benefit of surprise; the small number of F-111s made it probable that the bombers would be in and out before the Libyan defenses were alerted.

Later, when detailed speculation in the Western media lessened the probability of surprise, attack plans were changed to include support packages that would carry out suppression of enemy air defenses. These packages were to comprise Air Force EF-111 electronic warfare aircraft as well as Navy A-7 and EA-6B aircraft. This was the start of an Air Force-Navy liaison that would prove essential in the actual mission.

However, all the 48th's plans had been rendered obsolete by April 1986. Continuous media coverage, apparently fueled by leaks from very senior and knowledgeable sources in the White House, had rendered surprise almost impossible. Moreover, the US was having serious trouble with its Allies. Britain's Prime Minister Margaret Thatcher approved US use of British bases to launch the attack. However, Washington's other Allies lost their nerve. The fear of reprisals and loss of business caused France, Germany, Italy, and Spain to refuse to cooperate in a strike.

The faintheartedness of these countries forced the US to prepare a radically different attack plan. USAF F-111s would now navigate around France and Spain, thread the needle through the airspace over the narrow Strait of Gibraltar, and then plunge on eastward over the Mediterranean until in a position to attack.

It would prove to be a grueling round-trip flight of 6,400 miles that spanned 13 hours, requiring eight to 12 in-flight refuelings for each aircraft. Inasmuch as a standard NATO F-111 sortie was about two hours, the El Dorado Canyon mission placed a tremendous strain on crews and complex avionics systems at the heart of the aircraft.

US authorities crafted a joint operation of the Air Force and Navy against five major Libyan targets. Of these, two were in Benghazi: a terrorist training camp and the military airfield. The other three were in Tripoli: a terrorist naval training base; the former Wheelus AFB; and the Azziziyah Barracks compound, which housed the command center for Libyan intelligence and contained one of five residences that Qaddafi used.

Eighteen F-111s were assigned to strike the three Tripoli targets, while Navy aircraft were to hit the two Benghazi sites. Navy aircraft also were to provide air defense suppression for both phases of the operation. US authorities gave overall command to Vice Adm. Frank B. Kelso II, commander of the Sixth Fleet.

Enter the Air Force

The composition of the El Dorado Canyon force has stirred controversy. In his 1988 book, *Command of the Seas*, former Navy Secretary John F. Lehman Jr. said the entire raid could have been executed by aircraft from America and Coral Sea. This claim cropped up again in 1997; in a letter to Foreign Affairs, Marine Maj. Gen. John H. Admire, an operations planner in US European Command at the time, said, "Sufficient naval forces were available to execute the attacks." Both attributed USAF's participation to a bureaucratic need to placate the Air Force.

The fact of the matter, however, is the Air Force had long been preparing for such a raid. When Washington decreed that there would be only one attack, it became absolutely necessary to mount a joint operation because only the inclusion of heavy USAF attack aircraft could provide the firepower needed to ensure that the operation would be more than a pinprick attack.

The Navy had only America and Coral Sea on station. According to Air Force officials involved in the plans, these two carriers did not have sufficient aircraft for effective attacks against all five targets in both Tripoli and Benghazi. At least one more carrier, and perhaps two, would have been required, said these officers.

The act of calling in a third or even a fourth carrier to handle both targets would have caused a delay and given away any remaining element of surprise. This fact was pointed out to the Chairman of the Joint Chiefs of Staff, Adm. William J. Crowe Jr. Crowe himself recognized that F-111s were needed if both Tripoli and Benghazi were to be struck at more or less the same time. They would also add an element of surprise and a new axis of attack.

For these reasons, the JCS Chairman recommended to Reagan and the National Security Council that the United States use both Air Force and Navy aircraft in the raids.

The F-111Fs of the 48th were special birds, equipped with two Pratt & Whitney TF-30 P-100 turbofan engines of 25,100 pounds of thrust each and a highly classified AN/AVQ-26 Pave Tack bombing system. Pave Tack consisted of an infrared camera and laser designator. It enabled the F-111 crew to see the target in the dark or through light fog or dust obscurations (not heavy dust and smoke). When the target was seen, it was designated by the energy of a laser beam. The 2,000-pound GBU-10 Paveway II laser-guided bomb tracked the laser to the illuminated target. Pave Tack imparted to the F-111s a limited standoff capability, achieved by lobbing the bombs at the target. As events unfolded, the Pave Tack equipment would be crucial to the mission's success.

On April 14, at 17:36 Greenwich Mean Time, 24 Aardvarks departed Lakenheath with the intent that six would return after the first refueling about 90 minutes out. Also launched were five EF-111 electronic warfare aircraft. This marked the start of the first US bomber attack from the UK since World War II. The tanker force was launched at roughly the same time as the F-111s, four of which joined up on their respective "mother tankers" in radio silence, flying such a tight formation that radar controllers would see only the tanker signatures on their screens. At the first refueling, six F-111Fs and one EF-111A broke off and returned to base. Beyond Lands End, UK, the aircraft would be beyond the control of any international authority, operating at 26,000 feet and speeds up to 450 knots.

To save time and ease navigation, tankers were to accompany the fighters to and from the target area. KC-10 tankers, called in from Barksdale AFB, La., March AFB, Calif., and Seymour Johnson AFB, N.C., were refueled in turn by KC-135s, assigned to the 300th Strategic Wing, RAF Mildenhall, and the 11th Strategic Group, RAF Fairford, UK.

Drastic Changes

What had been drafted as a small, top secret mission had changed drastically. The force now included 18 USAF strike aircraft and four EF-111F electronic warfare aircraft from the 42d Electronic Combat Squadron, RAF Upper Heyford, UK. The lead KC-10 controlled the F-111s.

The size of the attack force went against the judgment of the 48th's leadership, including that of its commander, Col. Sam W. Westbrook III. With the possibility of surprise gone, the 48th felt that the extra aircraft meant there would be too much time over target, particularly for the nine aircraft assigned to strike the Azziziyah Barracks. Libyan defenses, already on alert, would have time to concentrate on the later waves of attackers.

Secretary of Defense Caspar Weinberger, however, was an advocate of a larger strike, and he was supported in this by Gen. Charles A. Gabriel, Chief of Staff of the Air Force, Gen. Charles L. Donnelly Jr., commander of United States Air Forces in Europe, and Maj. Gen. David W. Forgan, Donnelly's operations deputy.

The three USAF officers believed the large force increased the possibility of doing substantial damage to the targets. On the Navy side, the Sixth Fleet was to attack with the forces arrayed on two carriers. Coral Sea launched eight A-6E medium bombers for the attack and six F/A-18C Hornets for strike support. America launched six A-6Es for the attack and six A-7Es and an EA-6B for strike support. F-14s protected the fleet and aircraft.

A high alert status characterized Soviet vessels in the Mediterranean monitoring ship and aircraft movement. Libya's vast air defense system was sophisticated, and its operators were acutely aware that an attack was coming. In the wake of the raid, the US compared the Libyan network with target complexes in the Soviet Union and its satellites. Only three were found to have had stronger defenses than the Libyan cities.

The difficulties of the mission were great. Most of the crews had never seen combat. Most had never refueled from a KC-10, and none had done so at night in radio silence. The strike force did benefit from the presence of highly experienced flight leaders, many of them Vietnam combat veterans. They were flying the longest and most demanding combat mission in history against alerted defenses—and doing it in coordination with a naval force more than 3,000 miles distant.

Timing was absolutely critical, and the long route and multiple refuelings increased the danger of a disastrous error. The Air Force and Navy attacks had to be simultaneous to maximize any remaining element of surprise and to get strike aircraft in and out as quickly as possible.

Rules of Engagement

Mission difficulty was compounded by rigorous Rules of Engagement. These ROE stipulated that, before an attack could go forward, the target had to be identified through multiple sources and all mission-critical F-111 systems had to be operating well. Any critical system failure required an immediate abort, even if an F-111 was in the last seconds of its bomb run.

At about midnight GMT, six flights of three F-111Fs each bore down on Tripoli. Fatigue of the long mission was forgotten as the pilots monitored their terrain-following equipment. The weapon system officers prepared for the attack, checking the navigation, looking for targets and offset aiming points, and, most important of all, checking equipment status.

The first three attacking elements, code-named Remit, Elton, and Karma, were tasked to hit Qaddafi's headquarters at the Azziziyah Barracks. This target included a command and control center but not the Libyan leader's nearby residence and the Bedouin-style tent he often used. Westbrook proved to be prescient in his belief that nine aircraft were too many to be put against the Azziziyah Barracks, as only two of the nine aircraft dropped their bombs. These, however, would prove to be tremendously important strikes.

One element, Jewel, struck the Sidi Balal terrorist training camp where there was a main complex, a secondary academy, a Palestinian training camp, and a maritime academy under construction. Jewel's attack was successful, taking out the area where naval commandos trained.

Two elements, Puffy and Lujac, were armed with Mk 82 Snakeye parachute-retarded 500- pound bombs, and they struck the Tripoli airport, destroying three Ilyushin IL-76 transports and damaging three others as well as destroying a Boeing 727 and a Fiat G. 222.

Flying in support of the F-111 attacks were EF-111As and Navy A-7s, A-6Es, and an EA-6B, using HARM and Shrike anti-radar missiles. Similar defense suppression support, including F/A-18s, was provided across the Gulf of Sidra, where Navy A-6E aircraft were to attack the Al Jumahiriyah Barracks at Benghazi, and to the east, the Benina airfield. The Navy's Intruders destroyed four MiG-23s, two Fokker F-27s, and two Mil Mi-8 helicopters.

The Air Force F-111Fs would spend only 11 minutes in the target area, with what at first appeared to be mixed results. Anti-aircraft and SAM opposition from the very first confirmed that the Libyans were ready. News of the raid was broadcast while it was in progress. One aircraft, Karma 52, was lost, almost certainly due to a SAM, as it was reported to be on fire in flight. Capt. Fernando L. Ribas-Dominicci and Capt. Paul F. Lorence were killed. Only Ribas-Dominicci's body was recovered; his remains were returned to the US three years later.

Adrenaline Rush

As each F-111 aircraft exited the target area, they gave a coded transmission, with "Tranquil Tiger" indicating success and "Frostee Freezer" indicating that the target was not hit. Then the crews, flushed with adrenaline from the attack, faced a long flight home, with more in-flight refuelings, the knowledge that one aircraft was down, and the incredible realization that the raid's results were already being broadcast on Armed Forces Radio. The news included comments from Weinberger and Secretary of State George P. Shultz. One F-111F had to divert to Rota AB, Spain, because of an engine overheat. The mission crew was returned to Lakenheath within two hours.

Early and fragmentary USAF poststrike analysis raised some questions about the performance of the F-111s. Even though all three targets had been successfully struck, only four of the 18 F-111s dropped successfully. Six were forced to abort due to aircraft difficulties or stringencies of the Rules of Engagement. Seven missed their targets and one was lost. There had been collateral damage, with one bomb landing near the French Embassy.

The combined Air Force-Navy raid resulted in 130 civilian casualties with 37 killed, including, it was claimed, the adopted daughter of Qaddafi.

Yet events were soon to prove that the raid had been a genuine success, and as time passed, its beneficial effects would be recognized. It quickly became obvious that Qaddafi, who had exultantly backed the bombing of others, was terribly shaken when the bombs fell near him. His house had been damaged and flying debris had reportedly injured his shoulder. He disappeared from the scene for 24 hours, inspiring some speculation that he had been killed. When he did reappear on a television broadcast—he was obviously deeply disturbed, lacking his usual arrogance.

Libya protested but received only muted support from Arab nations. In its comments, Moscow was curiously nonjudgmental and withheld a strong endorsement of Qaddafi. More importantly, the following months would see a dramatic decrease in the number of Libyan-sponsored, anti-American terrorist events. The Red Army Faction, one of the groups that had claimed responsibility for the La Belle disco bombing, reduced its activities. Other Libyan-sponsored groups followed suit.

Slight Praise

It became evident that the F-111s and the carrier attack aircraft, ably assisted by Air Force and Navy support units, had achieved a signal success. Ironically, that success was not to receive much formal recognition. There was slight praise for the aircrews. The Air Force declined a nomination for a Presidential Unit Citation, although the Navy awarded its forces a Meritorious Unit Citation. This situation, with an excellent description of the attack, is covered in Robert E. Venkus' book, *Raid on Qaddafi*.

Operation El Dorado Canyon was carried out in the finest tradition of the Air Force. Its crews and aircraft were pushed to the absolute limits of their capability. Yet they prevailed, destroying key targets and shocking Qaddafi as a raid on Benghazi alone would never have done. More important, the effect of El Dorado Canyon went far beyond Libya, registering with the entire terrorist world. Moreover, the raid demonstrated that the United States had the capability, using fighters and large numbers of land-based tankers, to make precision strikes from land bases at very great distances.

Perhaps as important, F-111 problems surfaced during El Dorado Canyon and the Air Force set about fixing them. This was to pay great dividends five years later when, during Operation Desert Storm, the F-111F Pave Tack system flew more missions and destroyed more targets than any other aircraft in that war.

Walter J. Boyne, former director of the National Air and Space Museum in Washington, was a retired Air Force colonel and author. He wrote over 1,000 articles about aviation topics and more than 50 books. He died on January 9, 2020 just weeks shy of his 91st birthday.





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