

# YANGUARD

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VIRGINIA AIR NATIONAL GUARD

## GOV. NAMES VaANG WEEK

### 45 DAY TOUR CHANGED TO TWO YEARS

"The President of the United States implemented the provisions of Title I, Public Law 89-687, 15 October 1966, by Executive Order No. 11327, 15 February 1967. Based on this authority, the Department of Defense has issued DOD Directive 1215.13, February 23, 1967, giving guidance to the Military Services for the involuntary order to active duty of Ready Reservists who are not satisfactorily complying with their incurred military service obligation."

The following is a breakdown of DOD Directive 1215.13:

Suspension of the provisions of Chapter 41, AFM 35-3 with respect to authorizing the invoking of the 45 day tour and "report for induction" procedures as a means of inducing training participation. Non-prior service Air National Guard members will now be subject to being ordered to active duty for a period up to two years.

The effective date for the new ruling is 1 June 1967 and under present law is effective until 30 June 1968.

The provisions for invoking the 45 day tour for a ready reservist who has a satisfactory attendance record but has failed to progress in specialty training will remain in effect.

Active duty period for which inducted will be until the total service on active duty and active duty for training equals 24 months. Enlistments or periods of military service may be extended, if required, until a total of 24 months active duty has been completed.



THE VaANG - THEN AND NOW

As the Virginia Air National Guard celebrates its twentieth anniversary this month, one fact becomes abundantly clear - that an organization's effectiveness is, in large part, a manifestation of the talent, dedication, and experience of its personnel. There are several guard members whose association dates back to that first muster in 1947, and whose activities since that time have made the 192d Tactical Fighter Group the "ready-now" unit it is today.

Charter members still very much around are LtCol Thomas P. Glenn, Major James Gayhart, Chief Master Sergeant Burl Sutton, Senior Master Sergeants Morris Cramer and James Hughes, and Master Sergeants Gildardo M. Molina and Vivian M. Mann. There are several others who, although not charter members, joined shortly after and certainly qualify as "old-timers." Col William E. Haymes, LtCol Percy O. Gravatt Jr, LtCol Wallace R. Lundie, Major Benjamin F. Armstrong, Major Stuart E. Tompkins, Capt Kenneth E. Gathright, CMS Harvey L. Mahoney, CMS (see "THEN AND NOW" on page 2)

Governor Godwin, on Wednesday, June 7, 1967, called for the observance of June 18-24 as Air National Guard Week to honor the state organization, founded in 1947 under the command of Colonel Ivor Massey.

Several special activities, including an open house and beauty pageant, have been scheduled to mark the 20th anniversary of the Virginia Air National Guard during June and July.

Godwin noted that in 1951 "the Virginia Air National Guard was among the first of such units to be called for service in the Korean war. Again in 1961, it was among the first reserve forces called to active duty during the Berlin Crisis."

He lauded the Guard's "high state of training" and its preparedness to assist Virginians "in times of disaster or civil strife."

To start its 20th Anniversary Celebration Week, the Virginia Air National Guard will host a dance from 8:30 p.m. to 1:00 a.m. on Saturday, 17 June 1967. Music will be by "The Occidentals."

A beauty pageant will highlight this first day's activities. The pageant will be from 9:30 p.m. to 10:30 p.m. hosted by Bill Sanders from radio station WLEE. The contestants will meet the judges on Friday during a luncheon at the John Marshall Hotel. The judges, at press time, are Lt Col John K. Stonnell, Air Force representative of the Civil Defense Staff, Commonwealth of Virginia; Mr. Hamilton (Ham) Gowin, Chief Inspector, General Aviation District Office, Federal Aviation Agency; and Colonel William E. Haymes, Assistant Adjutant General for Air, Commonwealth of Virginia. The contestants and the units they represent are:

Miss Katherine Belvin....Comm Flt  
Miss Patricia Campbell...Group Hq  
Miss Janice Collins....Fighter Sq  
Miss Mary Horton.....Support Sq  
Miss Cheryl Oakley....Weather Sq  
Miss Mary Lou Robertson..Maint Sq  
Miss Darlene Rogers...Dispensary  
Miss Jill Santmier.....Supply Sq  
(see page #3 for photographs)

Open house is planned 8 July.



NEXT UNIT TRAINING

ASSEMBLY

17 JUNE 1967

## CHAPLAIN'S CORNER



### WHAT IS COURAGE?

#### Courage Is a Moral Quality

Even at a very early age, some people give evidence of special aptitudes. One seems to be "a born athlete," another "a born musician." Courage, however, is not an aptitude; it is not something with which a person is born. It is, rather, a quality of character which is gradually developed by beliefs and attitudes and by the manner in which the will is used in making choices between alternatives. Courage is a moral quality. "It is," as someone has said, "a cold choice between two alternatives, the fixed resolve not to quit; an act of renunciation which must be made not once but many times by the power of the will. Courage is will power."

The subject of courage is especially relevant to members of the military profession, because the ultimate purpose of our service is to secure the peace through the development and maintenance of a state of combat-readiness. To achieve this purpose, we must have the courageous will to risk our lives.

We may at any time be required to face great danger or to endure extreme difficulty and hardship. In active training, in passive waiting, or in actual combat we must possess both fighting power and staying power. This requires courage, the moral quality which enables men to withstand the extreme stresses to which they are often subjected. It is a moral quality involving the whole man, his mind and body, his heart and will. The quality of his courage is usually the reflection of his attitudes, the degree of self-discipline he has achieved, and the amount of will power he has developed by refusing to quit when faced with difficulty or danger.

#### CHANGE IN CDC COURSE TIME LIMITS

ECI has established new time limits for completion of all ECI courses. The new time limit is 12 months, including time for taking the course examination and the retake examination. THIS MEANS NO SPECIAL SUSPENSE FOR THE COURSE EXAMINATION. ECI says the new rule will not create any problems since fifty percent of all students complete their enrollments in 6 months or less. Only 1.11 percent take 12 months or more and ECI can grant extensions where and when justified.

"THEN AND NOW," cont'd from pg 1  
Francis C. Stonnell, and SMS Willie F. Hall are in this category.

Following are some personal observations from some "old-timers" which contrast 1947 and the intervening years with 1967:

LT COL LUNDIE - "Just about every phase of the operation during the unit's beginning years was very informal. There wasn't much difference between the officers and enlisted man while working together. During that time all of us were WW II veterans trying to put our military training to good use. Because of this, everyone worked together to get the job done without having to worry about one letting the other down. Trained personnel were in short supply. Mechanics doubled as ground crew; sometimes if a pilot wished to fly, he might have to fuel his own plane and check the pre-flight himself. There were not many flying restrictions in those days.

If I wanted to get some flying hours in, it was a simple matter of going out and finding an aircraft that was in working order. Control tower communication was so bad that on many parts of the airfield contact with the tower was non-existent."

CMS "SMOKY" HUGHES - "I was in the Army during the war and had just settled back into civilian life when approached to join the unit at Byrd Field. Through my experience in armament, it was felt that I could add something to the newly formed unit. Two days after joining, I was offered a job as a full-time technician in the motor pool. I have been there ever since in that capacity. Our main mission in those days was to prove to the Air Force that they needed units like ours for a good reserve force. Most of our equipment and money was supplied by the state. Because of this, we were ill-equipped and understaffed.

It took the Korean War to convince the Air Force that we were of great importance to the country in time of crisis. We were unable to get more money after the war was over, but it was not until 1958 that the Air Force really brought the Air Guard under its wing."

MSG VIVIAN MANN - "I joined the original unit quite by chance. Although I had noticed ads in the newspaper that the Air Guard was to be organized, I didn't take any serious action until, while driving past the airport, I noticed a sign pointing to the new unit's location. It wasn't much of a sight; an old hangar with a few P-47 aircraft parked out-

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side. I had been in the infantry during WW II and was still under a ten-year inactive reserve obligation as were all veterans at that time. Going back to the Army in case of another call-up didn't appeal to me very much so I figured that joining the Air Guard was the best thing.

As in the case of SMS Hughes, I was asked to be a full-time technician in the motor pool. In those days enlisted personnel were either in the motor pool or an aircraft mechanic or both. One of my duties was refueling the airplanes. There weren't enough of us to do the job so sometimes the pilots helped. They had to if they wanted to fly that day. Unlike today's modern tank-trucks for fuel, we mounted a tank on a trailer or on the back of a truck to serve the purpose. After pulling along side the plane, I would hook up the line to the fuel tanks and hand pump the fuel into the plane.

The one thing I liked most then was the way everyone helped each other in getting the job done. There were really no specialists in one field or another like today."

MSG MOLINA - "In the beginning, when the Guard was organized in June of 1947, the unit was ill-equipped and it was difficult to persuade the Army Air Force (there was no regular Air Force in those days) to grant the necessary planes and supplies which we needed for our operations. However, in spite of the lack of equipment, the unit performed its mission well, and since the Korean Conflict in 1951 the Air Force has come to realize that the ANG is an important and effective organization, capable of performing the most difficult missions.

(see "THEN AND NOW" on page 3)

HOW ABOUT TOMORROW? BUY BONDS

MEET THE BEAUTY CONTESTANTS



Miss Patricia Campbell, representing Group Headquarters, is an 18 year old from Mechanicsville, a graduate of Lee-Davis High School, whose hobbies and interests include piano, organ, guitar, flute, & teaching Sunday School.



Miss Jill Santmier, representing the 192nd Supply Squadron, is a 21 year old native of Winchester and a graduate of Massey Business College. Her hobbies and interests include swimming, bowling, and being a majorette.



Miss Darlene Rogers, representing the 192nd TAC Dispensary, is an 18 year old Richmonder and a graduate of Highland Springs High School. Her hobbies and interests include music, collecting records, and reading books.



Miss Mary Lou Robertson, representing the 192nd Consolidated Aircraft Maintenance Squadron, is an 18 year old Richmonder and a graduate of Meadowbrook High School. She belongs to Job's Daughters and her hobby is painting.



Miss Mary Horton, representing the 192nd Combat Support Squadron, is a 21 year old resident of Highland Springs presently attending RPI. Her hobbies and interests include water skiing, dancing, and music.



Miss Cheryl Oakley, representing the 200th Weather Squadron, is a 19 year old Richmonder who is presently attending the University of North Carolina. Her hobbies and interests include writing and dancing.



Miss Janice Collins, representing the 149th Tactical Fighter Squadron, a native of Bradford, England, an airline stewardess now living in Arlington. Her hobbies and interests are travel, swimming, sewing, and writing.



Miss Katherine Belvin, representing the 192nd Communications Flight, is a 23 year old Richmonder now attending Richmond Professional Institute. Her hobbies and interests include dancing, swimming, and painting.

"THEN AND NOW," cont'd from pg 2  
Now, the regular Air Force recognizes the Guard as equal to its own flying forces and supplies it accordingly.

I feel that the future for the ANG is excellent and that the services provided afford a real tax saving to the American citizen."

MAJOR GAYHART - "When the Guard was organized in June of 1947, I was one of the few men who had experience with the P-47, which was our first fighter plane. Because of my experience, I was made Crew Chief of the first plane we received, and, as I recall, the pilot of the plane was our first Squadron Commander, T. Todd Dabney.

In those days we did not have

the safety regulations or the complex equipment which we have today. Our equipment was often make-shift and the pilots flew in kind of a razzle-dazzle manner.

Today, the ANG's equipment is very complex and the safety regulations are many. We have IBM machines and an extensive maintenance data collection system to support our operations. In spite of the longer flying hours and the complexity of our planes and maintenance system, we have fewer accidents today than we did in the old days.

I remember our first summer camp in Dover, Delaware, and how we slept in tarpaper barracks and ate from messkits. Our dishwashing system then was the same as the Army uses in the field today

- the old barrel system. Now, of course, the Guard has modern facilities of all kinds, from commercial motor vehicles to streamlined eating facilities and sleeping quarters.

As far as the difference between the men of the old school and the men of the younger generation, I must say that the men we get today are a high calibre group and do excellent jobs. Some are a little green in the beginning, but it doesn't take long to mold them into first class Guardsmen."



