

YANGUARD

VIRGINIA AIR NATIONAL GUARD

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GENERAL INSPECTION 6 - 7 APRIL 68

As directed by Tactical Air Command, a Ninth Air Force Inspection Team will conduct a General Inspection of the 192d Tactical Fighter Group 5 thru 9 April 1968.

The team will include twelve officers and twenty-two non-commissioned officers, and is scheduled to arrive by military aircraft at 0940, 5 April 1968.

Attendance is mandatory for all personnel, 6 & 7 April 1968.

A Personal Conference Period will be held at 1000 hours, 6 April 1968, in the Chaplain's office, Room 32, O & T Bldg.

An in-ranks inspection will be held Sunday morning, 7 April 68, at 0730 hours, repeat 0730 hours, on the aircraft ramp. Uniform for the Inspection will be blue uniform with visor cap. Shoes must be shined to a high gloss and haircuts should be military and not over three (3) days old. Look SHARP!

QUOTE OF NOTE (An AFNS Feature)

"There has been much discussion about our bombing campaign against the military and war-supporting installations in North Vietnam. The point has been made that this campaign has not succeeded in stopping the flow of men and supplies to the south nor in breaking the spirit of the North Vietnamese aggressors. But nothing can emphasize its effectiveness more compellingly than the hue and cry the Communists are raising over it. The clamor for stopping this campaign as a condition for negotiation clearly proves that our bombing strikes are hurting the North Vietnamese far more than they are willing to admit". (Air Force Chief of Staff, Gen. John P. McConnell, Altus Okla., March 12, 1968.)

VaANG NCO ASSOCIATION

The Virginia Air National Guard NCO Association will hold its regular monthly meeting at 1630 hours, Saturday, 6 April 1968, in the club.

do it right the first time ZERO DEFECTS

ANG NCO ACADEMY CLASS DATES ANNOUNCED

The very successful ANG NCO Academy of July and August 1967 is available again in 1968. The courses will be conducted at McGhee Tyson Airport, Knoxville, Tennessee with class starting dates of 23 June and 21 July for two weeks duration for Phase I. New this year is the Phase II course, available for those who have completed one of the two summer sessions held last summer. The Phase II class date is 7 July for two weeks.

Further details may be obtained from CBPOT.

ON BASE PARKING

Are you one of the guilty drivers who arrive too late and are unable to find an approved parking space for your car. If so, you had better change your ways.

Starting this drill, any vehicle illegally parked (on grass, no parking areas) will be towed away.

Security Police will be in place to direct parking. They will be acting under the direct orders of the Base Commander. Anyone reported as being uncooperative will lose on-base driving privileges.

Since there are not sufficient parking spaces available, the late comers will be parked on the gravel ramp. Moral: "The early bird get the parking space".

TRANSMISSION SECURITY

FREE LONG DISTANCE SERVICE: You may already have a free long distance telephone! What you say on the phone is being sent to enemy intelligence offices all over the world. It doesn't cost you a thing --- except, maybe, your freedom. Watch what you say over the phone. Your telephone is NOT secure. Don't discuss classified or sensitive information over the telephone at any time.



Captain Franklin E. Tillman and his wife Patricia Phillips Tillman were fatally injured in an auto accident on 8 March 1968. Captain Tillman was Avionics Officer within the 192d Tactical Fighter Group Headquarters.

Captain Tillman joined the Va ANG in January 1963 as Ground Safety Officer. About a month and a half later, he was assigned as Group Avionics Officer. He held this position for the remaining five years of his VaANG membership.

He obtained his commission before joining the VaANG. He was appointed a Second Lieutenant in the Air Force Reserve in April 1954 upon satisfactory completion of Aviation Cadet Training. He then served as a pilot and as ground safety officer on extended active duty until December 1957. During this time he was promoted to First Lieutenant. He was promoted to Captain during a year's tour of extended active duty as a result of the Berlin crisis call-up.

During the Berlin call-up, Capt Tillman served as Construction Engineer at an air base in France. During his previous tour of EAD, he had (cont'd on pg 2)

NEXT UNIT TRAINING ASSEMBLIES

6-7 APRIL 1968

0800 HOURS, SATURDAY
0730 HOURS, SUNDAY

CAPSULE LAW

(An AFNS Feature)

The word "residence", standing alone, is the place where one physically resides. The term "legal residence" or "domicile", is a permanent home. A wife's domicile is usually the same as her husband's. Children's domiciles are the same as their parents' until they establish their own.

To change a domicile one must be physically present in the new location and at the same time show intent to adopt it as a new domicile and to abandon the old domicile.

A domicile can be, but is not necessarily, the same as a "home of record" or "place of entry on active duty" or "permanent mailing address" shown on personnel records. However, a "legal residence" shown on Federal Withholding Income Tax Exemption Form (W-4) in pay records is evidence of the domicile location.

Your domicile is where you may vote, apply for veterans' bonuses pay resident rather than non-resident tuition for children in college, claim a homestead and pay state income taxes based on total income from whatever sources.

If not sure of your domicile, consult your Legal Assistance Officer.

**HAVE YOU
FILED YOUR
INCOME TAX
RETURNS?
TIME IS
RUNNING
OUT!**



CLOSE ENOUGH--NOT GOOD ENOUGH
(An AFNS Editorial)

Heard the expression, "Close enough for Government work"? What does it really mean?

It leaves the impression that the job does not have to meet high work standards. That any attempt, no matter how conscientious, to complete a job is good enough. That's wrong.

Air Force members are asked to use every management tool at their disposal to save money, time and manpower. Doing a job and doing it with speed and accuracy accomplishes all three goals.

Let's use the expression, "This meets our high standards".

We're a part of the Government.

TILLMAN (cont'd) also served 18 months overseas in Japan.

Captain Tillman's civilian occupation was electrician. He trained for his trade at the Norfolk Naval Shipyard Apprentice Electrician School, receiving his diploma in 1963.

Captain Tillman and his wife were active in their community. They had participated in Sunday School teaching, choir work, and Church youth activities. Captain Tillman was vice chairman of his Church's board of deacons.

Captain Tillman is survived by five children, four of whom were severely injured in the automobile accident that killed their parents.

The Park View Baptist Church, of which the Tillmans were members, has established a trust fund to aid the orphaned children. The fund is designed, to quote Dr. Thomas J. Powers, pastor of the Church, "to help provide the education the parents surely would have provided for these children.

A box will be available in the mess hall during the April drill into which contributions to the Tillman Children's fund can be deposited. Or contributions can be mailed directly to the Park View Baptist Church, Hatton and A Streets, Portsmouth, Virginia 23704.

**AIR CHIEFS PRAISE
AIR GUARD UNITS**

WASHINGTON, D. C. (NGAUS)---Top brass of the Air Force praised Air National Guard readiness and accomplishments in testimony before the Senate Armed Services Committee in February.

Commenting on the response of the mobilized units, General John P. McConnell, Chief of Staff, called it "the finest response to a Reserve Forces call-up that we have ever had".

Secretary of Air Force Harold K Brown noted that in many cases, the mobilized men reported "within three hours of the call to duty".

"They (the mobilized units) add to a proud tradition of service to the United States through more than a generation of hot and cold wars". The Secretary also noted, "units not called to active duty are also making a vital contribution to our national security at a time when much of the regular Air Force is fighting in Southeast Asia".

**AIRMEN, AS WELL AS OFFICERS,
NOW MAY WEAR oxidized, silver-color wire embroidery hat or cap insignia and U.S. lapel insignia, instead of the metal variety. Authority came in Change D to AFM 35-10.**

The VANGUARD is an official monthly newspaper published by and for the personnel of the 192nd Tactical Fighter Group, Virginia Air National Guard, Byrd Field, Sandston, Virginia.

The opinions expressed herein do not necessarily represent those of the Adjutant General of Virginia or the Virginia Air National Guard.

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WHY I WANT TO BE A PILOT

(The following was written by an 11-year old boy in the fifth grade. It should be of interest to all airplane drivers.)

When I grow up I want to be a PILOT because it's a fun job and easy to do. That's why there are so many PILOTS flying around these days. PILOTS don't need much school, they just have to learn to read numbers so they can read instruments. I guess they should be able to read road maps too, so they can find their way home if they get lost.

PILOTS should be brave so they won't get scared if it's foggy and they can't see, or if a wing or motor falls off, they should stay calm so they'll know what to do. PILOTS have to have good eyes to see through clouds and they can't be afraid of lightning or thunder because they are much closer to them than we are.

The salary PILOTS make is another thing I like. They make more money than they know what to do with. This is because most people think that PLANE flying is dangerous, except PILOTS don't because they know how easy it is. I hope I don't get airsick because I get carsick and if I get airsick, I couldn't be a PILOT and then I would have to go to work. (TACPS)

**VIRGINIA NATIONAL GUARD
ASSOCIATION CONFERENCE**

The Annual Conference of the Virginia National Guard Association will be held 19 & 20 April 1968 at the Hotel John Marshall in Richmond, Virginia.

All officers of the Virginia Air National Guard are expected to attend at least the business session on Saturday morning.

Full particulars will be mailed to you soon.

ROARING TWENTIES REVIEW IS ROARING SUCCESS



PERSONNEL CORNER

The following personnel were promoted to the grades indicated on 1 March 1968:

192D TACTICAL FIGHTER GROUP
MARSHALL G. STOKES SSG

192D CAMRON
DALLAS C. FAIRES A1C
LINWOOD L. GARY SSG
JOHN B. JEFFRIES SGT
DONALD T. TALLEY A1C

192D COMBAT SUPPORT SQUADRON
DOUGLAS R. ADAMS A1C
FREDERICK T. ADKINS SGT
DANIEL R. BOWERS A1C
GENE C. CHANDLER A1C
LAIRD D. DUNCAN SGT
JOHN W. EGNOT SGT
ROY G. FARMER SGT
GEORGE T. GAY SSG
HOMER A. HUMPHREYS SSG
WILLIAM M. POWERS JR SSG
LOUIS E. TIMBERLAKE JR SGT
GEORGE W. WHITBY JR SGT

192D SUPPLY SQUADRON
JOHN E. MCKENZIE JR A1C
JOHN B. SWARTWOUT III SGT

192D COMMUNICATIONS FLIGHT (SPT)
STEVEN C. OZMORE A1C

192D TAC DISPENSARY
JAMES M. BECK JR SSG

The following personnel were discharged from the Virginia Air National Guard in March 1968:

192D CAMRON
A1C WILLIAM H. MCCOOK 8 Mar 68

192D COMBAT SUPPORT SQUADRON
SSG JOHN A. MUNRO JR 11 Mar 68
SSG THOMAS W. WALTON 15 Mar 68

The following personnel re-enlisted in the Virginia Air National Guard in February and March 1968:

192D TACTICAL FIGHTER GROUP
SSG PHIL H. HASKINS 13 Feb 68
SSG HARRY C. HATCHETT 13 Feb 68

192D CAMRON
TSG ROCK W. HARRIS 13 Feb 68

192D COMBAT SUPPORT SQUADRON
SSG DANIEL M. PEARSON JR 1 Mar 68
SSG RICHARD D. PENNINGTON 15 Mar 68

192D SUPPLY SQUADRON
TSG GEORGE R. HULON 6 Feb 68

192D TAC DISPENSARY
SSG JOHN H. LEWIS JR 6 Feb 68

Semi-annual interest checks, in guaranteed amounts, are the good returns you get if you invest in Series H—current income—Savings Bonds.

The following airmen attained the HONOR ROLL by scoring 75%ile or higher on SKT's administered during January and February. An additional honor is bestowed upon those who score 95%ile (the highest possible score) by presenting them a certificate signed by the Group Commander.

192D CAMRON
SSG DONALD W. BRADLEY 90%ile
SSG EMMETT F. PERKINS 80%ile
A1C CHARLES E. KNIGHT JR 90%ile
A1C DAVID H. MILBY 80%ile
A1C HAROLD G. PAYNE 80%ile
A1C DAVID C. STEWART 75%ile
AMN FRANK A. NORRIS JR 80%ile

192D COMBAT SUPPORT SQUADRON
MSG WALLACE E. HARDING 75%ile
A1C ROBIN L. BEACHAM 85%ile
A1C PAGE A. CAMPBELL JR 85%ile
A1C RONNIE M. HOLLEY 90%ile

192D COMMUNICATIONS FLIGHT (SPT)
A1C DAVID F. TERRY 85%ile

192D SUPPLY SQUADRON
A1C LARRY W. EDMONDSON 85%ile
A1C JAMES A. MARABLE 80%ile
AMN EDWARD A. HARRIS 75%ile

Thrifty Servicemen apply their income tax refunds to the purchase of U.S. Savings Bonds. Just check the appropriate box on your tax form.

ARMY AND AF HAVE ESTABLISHED NEW CHARGES FOR THOSE WHO MUST reimburse Govt. for GI meals. Daily charge for those who must pay only food costs in field and garrison ration messes is \$1.32 (breakfast 27¢, dinner 60¢, supper 45¢); for those who must add operating costs, \$1.60 (8¢ more for breakfast, 10¢ more for dinner and supper); for those to whom special per diem rate apply, \$2.50 (still another 18¢ for breakfast, 50¢ more for dinner and supper).

sorry 'bout that...



New G. I. Bill Serves All Vets With 181 Days' Duty After Jan. '55

Washington (AFPS) — Benefits of the new G.I. Bill are not limited to Vietnam veterans, but apply equally to veterans who served in the Armed Forces anytime after Jan. 31, 1955.

The Veterans Administration explained that veterans who had at least 181 days' active duty service, any part of which occurred after Jan. 31, 1955, are eligible for these G.I. Bill benefits:

Educational Assistance

Full-time payments for college type training range from \$130 a month for a single veteran to \$175 for a veteran with two dependents, with \$10 extra for each additional dependent.

High School

The same payments are available to a veteran while he completes high school without losing any G.I. Bill eligibility for advanced educational benefits.

Apprentice Or Other-On-the-Job Training

Payments (based on six-month periods) begin at \$80 per month in the first period for a single veteran with added payments for veterans with dependents.

Farm Cooperative Training

Includes institutional courses. Payments range upwards from \$105 a month.

Vocational Flight Training

Payments cover 90 percent of the established charge for flight training for veterans who have the equivalent of a valid private pilot license.

G.I. Loans

VA guarantees a portion of loans made through commercial lenders. On home loans the VA will guarantee up to \$7,500 of the loan; on farm real estate loans up to \$4,000, and on non-real estate farm loans up to \$2,000. VA will make direct loans for homes in certain cases.

Medical Care

VA provides hospital care for all veterans who served in the Armed Forces after Jan. 31, 1955, (whether their service is classed as wartime or peacetime) on the same basis as for veterans of earlier wars. Top priority goes to men needing treatment for service-connected or service-aggravated disabili-

ties. If a bed is available, veterans may be admitted for any ailment requiring hospitalization if they are unable to pay for the treatment in a private hospital.

Severe Disabilities

An allowance of \$1,600 toward purchase of specially-equipped automobiles for veterans with certain severe disabilities suffered while in service.

When all votes are combined they reflect the voice of the American people. Your vote counts—use it in '68.



SECURITY CORNER

I. NEW SECURITY OFFICER: Welcome, Captain John R. Shurley, 149th Tactical Fighter Squadron.

II. RETREAT: Retreat ceremony for the 192d TFG is conducted at 1615 hours. Personnel within close proximity to the retreat ceremony be alert and render proper courtesy to the national colors.

III. RESTRICTED AREA: The boundary of the restricted area on the flight line is now marked by a red painted line instead of traffic cones. Personnel are reminded that during emergency security exercises, they will not cross this line. Personnel will enter and depart the area through the entry control point adjacent to the hangar.

Our Own, Private Monster

“Why is there so much month left at the end of the money?” seems to be a pretty common question in the average family or with the average unmarried serviceman. It appears as if the more we make, the more we spend.

Ours has become an affluent society in which, quite naturally, people want to live better. They want more of life's modern con-



veniences to make things easier and, because of these labor-saving conveniences, they are able to spend more time and more money on recreation.

However, our affluent society has created a Dr. Jekyll and Mr. Hyde monster. It's called easy credit. Buy now, pay later; no money down; unlimited credit on just your signature — these are common terms and common practices in today's world.

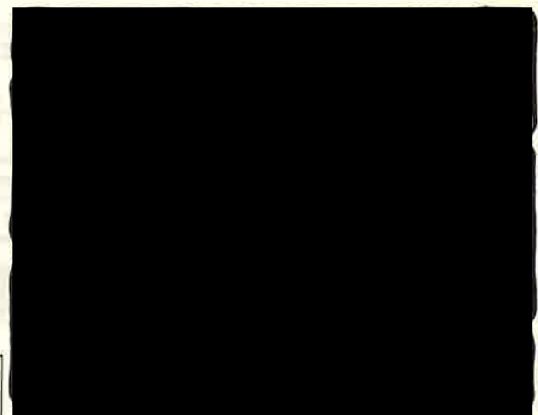
Credit is easy to get, but it's deceptive. It's a lot like a beautiful stream, pond or lake. It looks completely safe and seems totally harmless when you first wade in. But one slip and under you go. Maybe you'll come out all right and maybe not.

Credit is the same type monster. It looks safe enough, but one careless step and you slip under the surface into the blackness and turbulence below.

Credit is so easy to obtain that buyers often lose sight of the fact that monthly credit payments can quickly equal or exceed the money they have available after taking care of necessities. When this happens, the careless credit buyer must either default on credit payments, cut back on necessities or go deeper in debt by borrowing more money to meet the bills.

Before plunging into credit buying's deep waters, make sure the item is really needed and is worth the credit charges. Decide if the monthly payments can be met or if there are already too many monthly payment obligations.

Above all, decide if the item in question is really worth risking your credit rating and possibly your career in case you can't meet the payments. A good credit rating is essential to you personally and professionally. You owe it to yourself and your family to maintain it. (AFPS)



the movies and will soon be seen as a tavern maiden in "The Conqueror Worm."