

VA N G U A R D

VIRGINIA AIR NATIONAL GUARD

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January 1968

COL. GRAVATT DONS EAGLES

PRESIDENT BRIGHTENS CHRISTMAS
WITH PAY BILL SIGNATURE



Major General Paul M. Booth, Virginia's Adjutant General (left), and Colonel Gravatt's wife, Phyllis (right), pin Eagles on Colonel Percy O. Gravatt, Jr (center), Commander of the 192nd Tactical Fighter Group, Virginia Air National Guard, during a ceremony in General Booth's office on Tuesday morning, 9 January 1968. (Photo courtesy The Richmond News Leader)

Col. Percy O. Gravatt, Jr, was promoted to Colonel by National Guard Bureau Special Order Number 5, dated 5 January 1968, which showed his date of rank as 28 September 1967. He received the order at the ceremony Tuesday.

Col Gravatt joined the Virginia Army National Guard as a Private on 23 December 1940. After 1 1/2 months, he was assigned to the 111th Field Artillery where he served for 2 years. In February 1943 he entered Aviation Cadet Training as a Sergeant. He graduated from pilot training and was commissioned a Second Lieutenant on 7 January 1944.

He was assigned to the European Theater of Operations from September 1944 to October 1945 during World War II. During this combat tour, he flew 225 combat hours and 59 missions. He was credited with destroying one enemy aircraft in the air.

For recognition of the fine nature of his service during WWII and since, he was awarded the Distinguished Flying Cross, the Air Medal with 6 clusters, the American Defense Service Medal,

World War II Victory Medal, the American Campaign Medal, the National Defense Service Medal, the Armed Forces Reserve Service Medal, the European--African--Middle Eastern Campaign Medal with 3 Battle Stars, the Air Force Longevity Service Award, and the Army of Occupation Medal.

Col. Gravatt joined the Virginia Air National Guard as a pilot, 1st Lieutenant, on 19 October 1948. In March of 1951 he was called to extended active duty along with the other members of the VaANG for service during the Korean conflict.

After Korea, he continued to serve for several years as a pilot. Then in 1954 he attended Aircraft Maintenance Officer Sch. at Chanute AFB, Illinois. He graduated in July of 1955. He then served as Aircraft Maintenance Officer and later as Deputy Commander for Materiel before becoming Group Commander on 22 November 1964.

After Korea, he was also promoted to Captain (Mar 54), Major (Jun 59), and Lt Col (Jul 63) before becoming Group Commander.

WASHINGTON (AFNS) -- President Johnson made Christmas a little brighter for some 3.5 million active-duty military personnel when he affixed his signature to the military pay bill on Dec. 16.

The move effected a 5.6 per cent increase in basic pay for the servicemen, retroactive to Oct. 1, and for automatic pay adjustments in 1968 and 1969 to match those granted Civil Service personnel.

Thanks to extra efforts on behalf of local accounting and finance offices, many Air Force families received first benefits of the pay raise in supplemental paychecks several days before Christmas.

All Air Force members will have their pay records updated with the increases in the final December checks.

Mr. Johnson noted he had signed military pay raise bills in each of the four years he had been in office. There have been five pay bills in as many years. He said the servicemen would be guaranteed "full equality...and not bring up the rear as they too often have been forced to do in the past."

Military pay, Mr. Johnson continued, has risen 40 per cent since 1962.

"Military men and women and their families," he said, "surely deserve a standard of living equal to the demands we place on them. That is our duty to those who bear the hard duty of defending our freedoms and guarding our peace."

"Patriotism can be its own reward, and thank God we have so many gallant men and women willing to live and die by that belief. But that is no excuse for making patriotism a penalty," the President concluded.

(See new drill pay rates on pg 3)

| | |
|------------------------|--|
| NEXT UNIT TRAINING | |
| ASSEMBLIES | |
| 20 AND 21 JANUARY 1968 | |

AIR GUARD TO SUPPORT DART
TOW TARGET MISSION

The NGB has been requested by TAC, at the suggestion of USAF, to support the TAC F-4-D and E wings with dart tow target support. The F-4 is not capable at this time of towing dart targets although development work has been underway for some time. The Bureau's initial response to this request stated TAC would have to provide active duty mandays, per diem and provide flying hours for this purpose. Approximately 1000 tow sorties are going to be required. TAC has requested USAF to provide the mandays, and indications are, that due to the high priority involved, mandays, per diem and flying hours will be provided. It is anticipated that F-84F and F-86H units will be used for this purpose. USAF air bases to be supported are Homestead, McDill, Seymour-Johnson and George AFB.

AIR NATIONAL GUARD NOTES

WASHINGTON, D. C. (NGAUS) -----

Mission Accomplished! In Fiscal Year 1967, Air Guard transport units airlifted 41,845 tons of cargo and 146,092 passengers while logging some 34,343,122 nautical miles flown.

-----NGAUS-----

Federal equipment in the National Guard inventory in 1967 was valued at more than \$3.9 billion.

-----NGAUS-----

The National Guard Bureau staff consisted of 276 persons, of whom 92 were military, on 30 Jun 1967.

COLONEL BLESSE FLIES
300TH MISSION

Col. Frederick C. Blesse completed his 300th combat mission while flying an F-4C Phantom jet fighter-bomber from the 366th Tactical Fighter Wing, Da Nang AB, Vietnam.

He also flew 2 tours in the Korean War. He shot down nine MIG 15s and one prop aircraft to be credited as a double ace.

Colonel Blesse has flown more than 80 combat missions in F-4 Phantom jet fighter-bombers since coming to Vietnam in May.

A 1945 graduate of the United States Military Academy, Colonel Blesse won all six Air Force gunnery awards at the 1955 Fighter Gunnery meet. He is the only Air Force pilot to accomplish this feat.



(An AFNS Feature)

Instead of taking out a loan to pay for a purchase, you can often obtain credit directly from the seller by making a "credit purchase."

In general, the cost for this type credit will be higher than the cost of a loan from a bank, Credit Union, or life insurance company.

However, at the time you make your purchase, this generally will be the credit which the seller praises as the most convenient and quickest method of financing your purchase.

It may be, but you will be the one paying for that speed and convenience. So even though it may be easier at the time of purchase, consider whether it will be easier later when it comes time to make payments.

A sound place to borrow money is from a life insurance company. As payments are made on life insurance (except term insurance) the cash surrender value of the policy increases. The cash surrender value is the amount of money which is returned if the policy holder decides to cancel the policy.

If the policy holder has been paying for the life insurance for a number of years, the policy could have a substantial surrender value.

An insurance company will permit loans up to that amount of money without further security or co-signers. Their security is the policy.

Rates are usually reasonable, five or six per cent usually per year (or an effective rate of about 10 to 12 per cent per year.)

One must consider, however, that borrowing against life insurance may jeopardize insurance coverage. If the loan is not paid off as agreed to, the policy may be cancelled and the loan collected from its surrender value.

Therefore, as with any other type of credit, it is important to borrow only the amount that can be repaid.

SAFETY CORNER

DON'T BE A PEEPHOLE DRIVER

Are you a peephole driver? Peephole drivers only clean enough dew, frost, snow or ice off the windshield to barely see out. They limit themselves to "tunnel" vision as they can only see

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PHOTOGRAPHER:

SSG Robert A. Flournoy

straight ahead.

Then there is the driver who does a good job cleaning the windshield, but neglects the sides and back window. Good vision means being able to see in all directions.

Steamed up car glass is also a nuisance, a very dangerous one. Moisture inside the car condenses when it comes into contact with the colder glass and fogs car windows. The heater blower will eventually clear the windshield, but it is a good idea to pull off the road and wait until it does.

Opening windows until the temperature inside the car equals that outside---so that warmer moist air stops causing condensation on the glass---is an uncomfortable but effective way of correcting steamed interiors.

Wiping a small section to peep through is not enough.

Don't be a peephole driver!

BUCKLE UP--HOME OR AWAY

To most fair-thinking people, a double standard of conduct is unacceptable. However, many of us practice a double standard when we drive.

We talk seat belts and use them on the open highway. But we don't wear them when we drive on base or in town.

Admittedly, we drive much more slowly on base and in town than on the open road, but statistics prove that the vast majority of accidents occur within 20 miles of home. You are far more likely to have an accident on a city street than on a state or U. S. Highway.

Even if you don't have an accident, you'll profit by buckling up any time you get behind the wheel. If you buckle up every time, it will soon become a habit; one you won't forget when you take to the open road.

NEW AIR NATIONAL GUARD DRILL PAY RATES (DAILY)

| PAY GRADE | UNDER 2 | OVER 2 | OVER 3 | OVER 4 | OVER 6 | OVER 8 | OVER 10 | OVER 12 | OVER 14 | OVER 16 | OVER 18 | OVER 20 | OVER 22 | OVER 26 |
|-----------|---------|--------|--------|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|---------|
| 0-6 | 24.77 | 27.23 | 29.01 | - | - | - | - | - | 30.00 | 34.73 | 36.51 | 37.31 | 39.47 | 42.82 |
| 0-5 | 19.81 | 23.28 | 24.87 | - | - | - | 25.65 | 27.02 | 28.82 | 30.98 | 32.76 | 33.74 | 34.93 | - |
| 0-4 | 16.72 | 20.34 | 21.71 | - | 22.10 | 23.09 | 24.66 | 26.04 | 27.23 | 28.42 | 29.21 | - | - | - |
| 0-3 | 15.54 | 17.36 | 18.54 | 20.53 | 21.51 | 22.29 | 23.49 | 24.66 | 25.26 | - | - | - | - | - |
| 0-2 | 12.45 | 14.79 | 17.76 | 18.35 | 18.74 | - | - | - | - | - | - | - | - | - |
| 0-1 | 10.70 | 11.84 | 14.79 | - | - | - | - | - | - | - | - | - | - | - |
| 0-3* | - | - | - | 20.53 | 21.51 | 22.29 | 23.49 | 24.66 | 25.65 | - | - | - | - | - |
| 0-2* | - | - | - | 18.35 | 18.74 | 19.34 | 20.34 | 21.12 | 21.71 | - | - | - | - | - |
| 0-1* | - | - | - | 14.79 | 15.79 | 16.38 | 16.97 | 17.56 | 18.35 | - | - | - | - | - |
| E-9 | - | - | - | - | - | - | 17.97 | 18.38 | 18.81 | 19.22 | 19.64 | 20.04 | 21.09 | 23.14 |
| E-8 | - | - | - | - | - | 15.08 | 15.50 | 15.91 | 16.33 | 16.74 | 17.15 | 17.57 | 18.61 | 20.67 |
| E-7 | 9.48 | 11.36 | 11.78 | 12.20 | 12.61 | 13.01 | 13.42 | 13.85 | 14.47 | 14.88 | 15.29 | 15.50 | 16.54 | 18.61 |
| E-6 | 8.17 | 9.92 | 10.33 | 10.75 | 11.17 | 11.57 | 11.99 | 12.61 | 13.01 | 13.42 | 13.64 | - | - | - |
| E-5 | 7.05 | 8.69 | 9.10 | 9.50 | 10.13 | 10.54 | 10.95 | 11.36 | 11.57 | - | - | - | - | - |
| E-4 | 5.93 | 7.44 | 7.85 | 8.47 | 8.89 | - | - | - | - | - | - | - | - | - |
| E-3 | 4.29 | 5.99 | 6.41 | 6.82 | - | - | - | - | - | - | - | - | - | - |
| E-2 | 3.54 | 4.96 | - | - | - | - | - | - | - | - | - | - | - | - |
| E-1 | 3.41 | 4.54 | - | - | - | - | - | - | - | - | - | - | - | - |

*Commissioned officers with over four years' enlisted service

Here are the new daily drill pay rates for Reservists and National Guardsmen under the new military pay law, effective from October 1. The "drill pay" rates equal one day's basic pay per month.

SECURITY CORNER

If you did not take Phase I, Security Education - Motivation Test during the December UTA, contact your Security Officer. This is a mandatory test that must be kept on file by your Security Officer.

Your ID Card is a means of identification and a required item that must be carried on your person at all times. If you have recently been discharged from active duty and do not have a Reserve ID Card, report to your supervisor or CBPO immediately. If you have been discharged from active duty you will surrender your active duty ID Card to Security Police, Pass and ID Section or to CBPO.

The Security Police Section would like to thank all personnel of this unit, especially the permanently assigned technicians for the cooperation we have received from all of you during the past year. We hope that we can assist you in all Security and Law Enforcement functions during the new year as you have assisted us.

Automobiles without proper affixed base decals will not be permitted on base after 1 Jan 68. Decals, with insurance expiration dates (month and year), must be placed on the left side of the front bumper. Information on decals may be obtained from the Security Police Section.

PERSONNEL CORNER

The following personnel were enlisted or appointed during the period October 1967 through January 1968 and are assigned as indicated:

149TH TACTICAL FIGHTER SQUADRON

| | |
|-----------------------------|-----|
| CAPT EDWARD J. GORMAN | NOV |
| CAPT JAMES P. GUNTER JR | OCT |
| CAPT JOHN R. SHURLEY | NOV |
| 2NDLT ROBERT L. BAKER | NOV |
| 2NDLT WILLIAM E. HAYMES, JR | DEC |
| 2NDLT THOMAS O. PITTS | DEC |
| AB ROBERT E. PERRIN | JAN |

192ND CAMRON

| | |
|----------------------------|-----|
| TSG WALTER C. HARR | NOV |
| AB ROBERT L. ARNOLD II | OCT |
| AB HAROLD D. BLAKE | JAN |
| AB WILLIS E. COTTRELL JR | JAN |
| AB WILLIAM A. CROWDER | JAN |
| AB JOHN L. DONAHOE | JAN |
| AB CHARLES B. EARNHARDT JR | JAN |
| AB THOMAS E. EDELBLUT | JAN |
| AB GERALD R. FORD | JAN |
| AB CHARLES E. HALL | JAN |
| AB GARLAND M. HAZELWOOD | JAN |
| AB KENNETH L. HOLMBERG | JAN |
| AB RAYMOND E. KNIGHT JR | JAN |
| AB TED F. LIMBRICK | JAN |
| AB JOHN R. MCNEELY | JAN |
| AB HERBERT T. MILES | NOV |
| AB HENRY F. MILLER, III | JAN |
| AB JOHN W. ROLLINS, III | OCT |
| AB DAVID C. STEWART | OCT |
| AB BAKER L. TALBOTT, JR | JAN |
| AB STEWART M. WALKER | JAN |
| AB ARNOLD L. WHITE | JAN |

192ND SUPPLY SQUADRON

| | |
|-----------------------|--|
| SGT CARROLL E. PERINE | |
|-----------------------|--|

192ND TACTICAL FIGHTER GROUP (HQ)

| | |
|---------------------|-----|
| AB STEVEN M. MILLER | JAN |
|---------------------|-----|

192ND COMBAT SUPPORT SQUADRON

| | |
|----------------------------|-----|
| SGT JERRY F. MORRIS | OCT |
| AB WAYNE A. BURRUSS | NOV |
| AB JOHN B. GLENN | JAN |
| AB FRAZKELIN N. MELTON, JR | OCT |

192ND COMMUNICATIONS FLIGHT (SPT)

| | |
|---------------------------|-----|
| TSG EDWOOD B. HARMON, JR | NOV |
| AB PAUL D. SCULTHORPE, JR | NOV |
| AB EDWARD W. WIRSCH | NOV |

The following personnel were promoted effective 1 January 1968 to the grade shown:

192ND CAMRON

| | |
|-------------------------|-----|
| TROY D. HOLLAND | SSG |
| CHARLES V. ALBIS | SGT |
| HERBERT B. BEVERLY, JR | SGT |
| THOMAS C. GLAYTON | SGT |
| GEORGE T. GWALTNEY | SGT |
| JOHN C. IRVIN, III | SGT |
| WILLIAM B. MADREN | SGT |
| MELVIN T. BLISS | A1C |
| PAUL L. DORN | A1C |
| JOHN S. HYATT | A1C |
| ROBERT E. MARCHANT | A1C |
| FRANKLIN W. STANLEY | A1C |
| RONALD L. TRIMMER | A1C |
| ALLEN T. WARD | A1C |
| STEVEN R. WARD | A1C |
| CLARENCE H. WHITLOW, Jr | A1C |

192ND COMBAT SUPPORT SQUADRON

| | |
|---------------------|-----|
| GARLAND L. HAMLETT | TSG |
| ALVEY J. COVEY | SGT |
| BENJAMIN C. LAPRADE | SGT |
| RICHARD E. OSBOURNE | A1C |

192ND COMMUNICATIONS FLIGHT (SPT)

| | |
|-------------------|-----|
| GERALD K. BAGGETT | A1C |
|-------------------|-----|

192ND TAC DISPENSARY

| | |
|--------------------|-----|
| WILLIAM E. CLAWSON | A1C |
|--------------------|-----|

REORGANIZATION NOW REALITY
FIRST UNITS CONVERT 1 DECEMBER

WASHINGTON, D. C. (NGAUS) --- Reorganization of the Army National Guard is now a reality, two years after it was first proposed. With all but three States accepting the plan, Secretary of Defense Robert S. McNamara ordered the reorganization to begin 1 December.

Concurrent with the reorganization, the high priority Selected Reserve Force (SRF) will be modified to meet the Army's current assessment of its needs. First step will be an immediate conversion and strengthening of the present 118,903-man Army Guard force. This revised force then will be replaced on May 1 by a completely new SRF-II which now organizes and begins training to assume the mission.

The reorganization is phased by unit through 30 May 1968. By 1 June, the Army National Guard should be in its new eight-Division, 18-Brigade combat structure. The reorganization means the loss of 15 combat Divisions and other organizations totaling almost 2,000 company-sized units, although the new force remains at approximately the same strength as the present one since the remaining units are manned at 93 percent of wartime strength and higher. Some present units are authorized only 50 percent of wartime strength.

The Army Guard now contributes 744 units to the 150,000-man SRF. The temporary realignment of the Army Guard portion to meet immediate needs will find some 20 units converted, some 149 units of other types added, and some 27 units no longer required in the SRF dropped. The Army Guard will contribute some 620 units and 89,000 men to the new SRF-II.

While the new SRF-II force is being organized, the revised SRF will continue to maintain its mobilization-ready posture. The Army Guard side of the SRF-II force will include the 26th Infantry Division, Massachusetts, and the 42d Infantry Division, New York, and Separate Infantry Brigades from Louisiana, Arkansas and California. The Army Reserve will contribute a fourth Brigade, the 157th Infantry Brigade from Pennsylvania.

Because of the delayed start of the reorganization, the new SRF units will not be required to complete Battalion-level Army Training Tests during Annual Field Training in 1968, but must complete Company-level APT. Also, they will be given until 31 Aug 1968 to complete their APT period. (Continued in Column 3)

(Guard Reorganization, Continued)

With an authorization for a three percent overstrength in November, the Army Guard strength will be authorized at 412,000 with some 3,005 company-sized units. However, Fiscal 1968 Appropriations fund only 400,000 year-end strength. Because the November strength was more than 417,000, the National Guard Bureau on 27 November ordered a halt to non-prior service personnel enlistments in order to let normal attrition bring the strength figures into line. The freeze on non-Veterans is expected to remain on at least through the mid-year budget review in January. Prior service personnel may still be enlisted.

The three States not accepting the new plan by 27 November when the Secretary of Defense ordered the reorganization to proceed were Illinois, Ohio and New Jersey. However, National Guard Bureau officials were hopeful that agreements would soon be reached with the remaining three States.

100 MISSIONS IN 119 DAYS

"They tell me it's some sort of squadron record," said Maj. James E. Gilliland, a pilot with the 432nd Tactical Reconnaissance Wing, after completing 100 missions over North Vietnam in just 119 days.

"We were just lucky I guess. We had good weather, very few maintenance problems and never had an abort."

Major Gilliland, flying an RF-4 Phantom with the 11th Tactical Reconnaissance Squadron, recalls the night missions over the Hanoi area as the roughest.

LOST

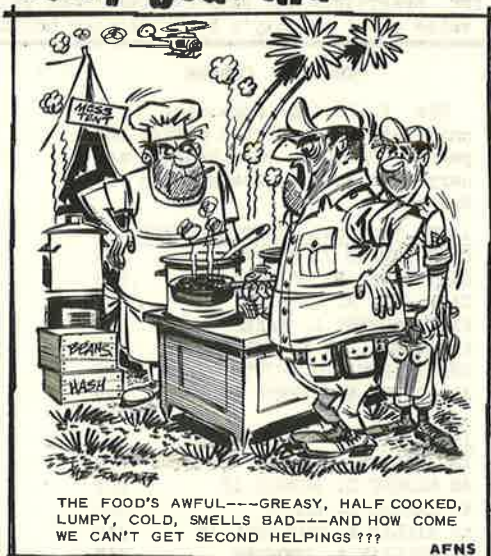
White gold star blue sapphire ring. Small triangular diamond on each side of stone. Lost during September Drill. If found contact Dwight Usry at 266-4983. Reward offered.

AWE STRUCK?

A large contingent of "Cub Scouts" on tour of the Base on 2 Dec 1967 were pleasantly surprised when passing the door to Operations when two pilots, Major Mattox and Capt Burbage, appeared in full flying attire. The guide casually mentioned that those pilots were "two of the better known of the 149th." Burbage laughingly said, "Yes, and I'm the Hot Rock." Without pause in his stride to the exit to see the jets take off, a 9-year-old "Cub" looked up without hesitancy and said, "You've gotta be kidding!"



sorry 'bout that...



THE FOOD'S AWFUL---GREASY, HALF COOKED, LUMPY, COLD, SMELLS BAD---AND HOW COME WE CAN'T GET SECOND HELPINGS ???

EDITORIAL

Year of Opportunity

What's ahead for you in 1968? What do the next 366 days have in store?

These are rather difficult questions to answer. However, there is one thing you can be sure awaits you in 1968 and that is opportunity.

There is the opportunity to become more skilled in your profession; to learn more of what is happening around you; to gain skill in a field that may be new and different; or to become more knowledgeable in your dealings with others.

All these and many more opportunities are waiting for you in the year ahead, but you must be alert and willing to work to take advantage of them.

You can't sit back and simply wish good things will come to pass. Hard work is the only thing that can make dreams and wishes come true.

At this time of the year, we have a tendency to make a number of resolutions to improve our lot during the coming year.

Unfortunately, most of these resolutions are forgotten by the end of the month.

So, rather than making a long list of resolutions, make just one resolve. Resolve to take advantage of every opportunity for improvement that presents itself in the coming year.

By doing so, you may find you have created a few opportunities for your own for you and your family to live a fuller and happier life. (AFPS)