

# YANGUARD

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VIRGINIA AIR NATIONAL GUARD

## 'THE THUD' REPLACES 'THE HOG'

Our ancient 19 and 20-year-old F84-F Thunderstreaks (affectionately known as "hogs") will soon be nothing but a fond memory. They are being replaced by the newer, highly sophisticated F105-D Thunderchief or "The Thud."

In this change of aircraft, we are taking a giant leap forward. A comparison of the capabilities of the two aircraft shows this. Incidentally, Jon R. Donnelly, military editor of the Richmond News Leader, in his 12 November article quoted our Commander, Lt Col Claude F. Heath, as saying, "It will be like going from a 'Model A' Ford into a new Cadillac." Specifically, this is how the two aircraft compare: The Thud can perform efficiently in all types of weather whereas the Hog cannot. The Thud can carry more than 12000 pounds of ordnance whereas the Hog can carry only about one-fourth as much or about 3000 pounds. The Thud's J75 engine delivers 26,500 pounds of thrust whereas the Hog's J65 engine delivers little more than one-fourth as much at 7200 pounds. The Thud, capable of speeds above 1200 miles per hour, travels more than twice the 600 mile per hour top speed of the Hog.

Can we earth-bound VaANGsters comprehend the thrill our pilots will surely feel hurtling along through the heavens in that sleek aircraft at a fantastic 1200 miles per hour? Surely, they might feel as John Gillespie Magee, Jr., did who said in his poem, "High Flight," these well-remembered words:

Oh, I have slipped the surly bonds  
of earth  
And danced the skies on laughter-  
silvered wings;  
Sunward I've climbed, and joined  
the tumbling mirth  
Of sun-split clouds--and done  
a hundred things  
You have not dreamed of--  
wheeled and soared and swung  
High in the sunlit silence,  
hov'ring there,  
I've chased the shouting wind  
along, and flung  
My eager craft through footless  
halls of air.  
Up, up the long, delirious, burn-  
ing blue  
I've topped the windswept  
heights with ease and grace



FRONT AND SIDE VIEWS OF THE F105 THUNDERCHIEF (THUD)

Where never lark, or even eagle  
flew.  
And, while with silent, lifting  
mind I've trod  
The high untrespassed sanctity  
of space,  
Put out my hand, and touched  
the face of God.

The Thud's modern electronic equipment and other high performance capabilities will also drastically affect unit manning particularly in the Maintenance Squadron. Authorizations will jump by nearly one-third, going from about 700 to a little over 1000 men. Between 80 and 100 of the new people will be full-time technicians. No increase is expected in the number of pilots.

The first step in becoming operationally ready in the new aircraft

has already been taken. Six pilots departed 13 November for McConnell AFB, Kansas, to begin ten weeks of transition training. The remaining thirty-four pilots will train either at McConnell or at Byrd Field and will become completely operationally ready within twelve to eighteen months.

The first Thuds will probably arrive at Byrd Field early in 1971 and will be flying by June 1971. Having Thuds at Byrd Field may require some expansion of the field's facilities.

So, farewell to the Hog; hello Thud! But, so that the Hog is not all together forgotten, Col Heath has asked that one of them be given to us to be used as a permanent monument at Byrd Field. Another Hog may end up in "Travel Land," Richmond's transportation display.

## VANGUARD CHAPLAIN'S CORNER

### SECURITY

#### CAPSULE LAW



An Air Force staff sergeant gave a used-car dealer a down payment of \$1,000 on a \$2,500 car. Then he signed a contract for the balance, including bank financing and a 90-day free guarantee. As the sergeant walked out of the office, the dealer said he had spilled ink on the contract. He pulled out some blanks, told the sergeant to sign them and promised to fill them in while the sergeant was checking over his car.

When the sergeant returned, the dealer put the new contract into an envelope and stuck it in the sergeant's pocket because his hands were dirty from examining his car. Later, when the sergeant opened the envelope, he found that \$95 was added for a warranty, that a finance company rather than a bank was to handle the financing, and that his debt had been increased by a total of \$630.95.

This is only one of many gimmicks used by unscrupulous businessmen in tricking the trusting and unsuspecting into signing a blank contract. It cannot be overemphasized that a person who signs a blank contract for any reason, is inviting trouble. No deal is so good that you must sign now--take time to carefully read the contract and obtain competent advice if you have any question whatsoever.

Your base legal Assistance officer is available for help in such matters. (An AFNS Feature)

#### MOBILITY EXERCISE SUNDAY

A mobility exercise will be conducted on Sunday, 22 November 1970 for all personnel who hold a mobility position. In addition this exercise will include the Communications Flight personnel and will be centered primarily on personnel processing for records review, records updating, immunizations, etc. Personnel are required to have in their possession at time of processing an I.D. Card, Dog Tags and TAC Form 400 (Mobility Position Card). Personal baggage, clothing and tool kits are NOT required.

Mobility equipment WILL NOT be assembled or marshalled. **NOTE:** All personnel are reminded to read the daily bulletin and the mobility schedule of events.

by  
Chaplain Ken Taber

"Blessed art Thou, O Lord our God, King of the Universe, for thou hast made bread from the earth."

Before each meal in a Jewish household, God is praised with this blessing. The Lord God is the physical as well as spiritual source of our life. Common household bread is used to represent this truth, and the Lord God is given our thanks by blessing it.

Thanksgiving, or giving thanks, is one prayer offered to God where we, sinners, are making overtures to God without thought of an answer or reward. Giving thanks is pure, unconditional giving of men to their Maker a way of returning to Him a gift of our own.

We should practice saying "thank you" more often, not just to persons around us, but also to God who has created us, preserved us and given us all the blessings of life. Try it anew this Thanksgiving!

**CHAPEL SERVICES will be held**  
**in the mess hall at 1500 hours**  
**Sunday afternoon**

#### WIVES CLUB

The Wives Club will meet at Club 149 on November 18, 1970 at 8:00 P.M. Plans for the Dinner Dance on December 5, 1970 will be completed. Any Air Guard Member requesting tickets should contact a Wives Club Member or Jack Maynard as soon as possible. Music will be by the Blue Royals for the Dinner Dance.

Mrs. Harvey Mahoney, Program Chairman, will introduce Mrs. Edwin Pearson who will give a demonstration on Christmas Decorations. Hostesses for the meeting will be Mrs. Paul M. Booth, Mrs. Thomas R. Dixon and Mrs. William E. Haymes.

Use the Club entrance from Beulah Road ("D" Street Gate) in Sandston.

#### ANG LEADERSHIP SCHOOL

National Guard Bureau has recently announced one additional full length class to the Air National Guard Leadership School at McGhee Tyson Air National Guard Base in Knoxville, Tennessee. Effective date is 11 January 1971 to 5 February 1971. Any interested E-2s', E-3s', or E-4s', contact the Unit Training Office (SGT LIGON) during November UTA.

#### 1. TERRORIST BOMBINGS/BOMB THREATS:

The threat to personnel and property from terrorist bombings and the loss of time and production as a result of bomb threats have become matters of national concern. The threat may be anonymous or from an identifiable source, by telephone or in writing; the recipient of the warning may be anyone on base; it may encompass a single building or many places simultaneously, and the bomb might or might not exist.

Annex K, OPLAN 355 has been published. Supervisors should become familiar with this Annex and brief their personnel on the importance of identifying all persons who enter work areas, barracks, maintenance areas, and administrative offices.

Each person must be curious as to who a stranger is, and what he is doing in their work area. Suspicious packages, items out of place, and unusual objects, should be reported to the Security Police and your immediate supervisor.

2. EXPANDED SECURITY: The Security Police Section will be inspected by advisory personnel from Seymour Johnson Air Force Base during the November 1970 UTA. The expanded Security portion of this inspection will take place Sunday, 22 November 1970. Restricted Area Badges, AF Form 1199 will be required to gain entry to restricted areas during this exercise.

3. BUMPER DECALS: Paragraph 3f, 192d TFGR 125-1 states that decal will be permanently affixed to the left side (drivers side) of the front bumper or a permanently mounted plate. Personnel that do not comply will not be allowed on base.

*Turkey Shoot at Club 149 each Friday at 1630, and on Saturday UTA's. Proceeds to go to Club 149 Improvement Fund.*

The VANGUARD is an official monthly newspaper published by and for the personnel of the 192d 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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Lt Col Claude F. Heath

#### MANAGING EDITOR:

Lt Col Wallace R. Lundie

#### INFORMER OFFICER:

Capt Autry N. Noblitt

#### PHOTOGRAPHER:

SSG Robert A. Flournoy

## NCO OF THE MONTH

SSgt. John C. Irvin, of the 192d CAMRON Squadron, has been named the outstanding N.C.O. of the Month of November for the Virginia Air National Guard.

1Lt. Benjamin R. Sylvia, Aerospace Maintenance Officer of 192d CAMRON Squadron, recommended Sgt. Irvin for N.C.O. honor. Lt. Sylvia said "The continuous downpour during the first Saturday of Summer Camp, coupled with our aircraft being uncovered, created a tremendous workload demand for the Egress Section. SSgt. John C. Irvin, the Egress Section NCOIC, met this demand with a never-tiring attitude. He worked many hours of overtime putting forth maximum effort each hour on the job. His effort expended, and the resultant output, was far beyond normal expectations. I feel that his leadership ability coupled with a desire to get the job completed makes him an outstanding airman. The above traits makes him a tremendous asset to the 192d Consolidated Aircraft Maintenance Squadron and the Virginia Air National Guard."

November's N.C.O. of the Month was born in 1943 in Bluefield, West Virginia. He graduated from Crewe High School, Crewe, Va. in 1961 and later attended North Carolina State University on a football scholarship. John graduated from North Carolina State, Raleigh, North Carolina, in 1965. In 1965 Sgt. Irvin entered the Virginia Air National Guard. He is presently assigned to the Field Maintenance Section as the aircraft Egress System Technician. He holds the Small Arms Expert Marksmanship Ribbon. Sgt. Irvin's previous active duty consisted of Basic Training and Egress Systems Technician School. The sergeant is married to the former Nancy Combs of Grundy, Virginia. John and Nancy have two children, Catherine, 2 1/2 years and Anne, 1 1/2 years. Home for the Irvin's is 2422 Fillmore Road, Richmond, Virginia. Sgt. Irvin has worked for Shell Oil Company since August of 1965 as a Tires and Accessories Representative. Hunting, fishing, golf, and tennis occupy Sgt. Irvin's leisure time.

We congratulate SSgt. John C. Irvin of the 192d CAMRON for being selected N.C.O. of the Month for the Virginia Air National Guard and salute him on a job well done.

## AMN JORDAN DENIED WRIT

In August, Edward W. Jordan, Jr, had been involuntarily ordered to active duty for failure to progress satisfactorily in his on-the-job training as a jet engine mechanic. He also had a record of an excessive number of unexcused absences. Jordan claimed that a physical condition causing his hands to become numb was the reason for his failure. Our Flight Surgeon, however, could find nothing wrong with his hands.

Jordan took his case to the Federal Court where his private physician verified the condition of his hands and where Air Force physicians denied it. U. S. District Judge Robert R. Merhige, Jr. decided in favor of the Air Force and dismissed Jordan's petition for a Writ of Habeas Corpus. Judge Merhige also rescinded his earlier temporary restraining order that kept Jordan from being transferred out of Virginia.

Jordan said he would not appeal Judge Merhige's decision and did, in fact, report to Luke AFB on 12 November, 17 days after the Judge's decision. Since it is our understanding that he was allowed ten days in which to report, Jordan may now face possible prosecution for absence without leave.

We would hope that similar action to involuntarily call other members of this unit to active duty would not be necessary in the future. Nevertheless, still another VaANG member is currently being processed for failure to progress satisfactorily. DON'T LET THIS HAPPEN TO YOU!

## PERSONNEL CHANGES

The following personnel were promoted to grades indicated.

192D CAMRON

SGT BARNES, VINSON E.  
SGT DILLARD, JAMES E.  
SGT DORISH, ANDREW J.  
SGT GLASCO, PAUL T.  
SGT HICKS, GERALD W.  
SGT OWENS, RICHARD D.  
SGT ROBBINS, TEDDY R.  
SGT SHEPPARD, RONALD D.  
A1C GUIDT, MITCHELL A.

192D TAC DISPENSARY

SGT CLAWSON, WILLIAM E.  
SGT WATKINS, DANNIE L.

192D COMBAT SUPPORT SQUADRON

A1C SHEPHERD, ROBERT M., JR.  
A1C WINDSOR, GREGORY A.

192D COMMUNICATIONS FLIGHT

SSG SHERIDAN, ROBERT W.  
SSG WIRSCH, EDWARD W.

192D SUPPLY SQUADRON

SSG MARABLE, JAMES A.

The following airmen, assigned to the units indicated, reenlisted in the Virginia Air National Guard.

192D COMBAT SUPPORT SQUADRON

TSG PEARMAN, LOUIE H.  
SSG WARD, HARRY L., JR.

192D SUPPLY SQUADRON

SSG COLLINS, DAVID A.

The following personnel were discharged from the Virginia Air National Guard during the month of October 1970.

192D CAMRON

TSG MCADAMS, LEONARD I.  
SSG WINDER, ATHEY T.  
SSG WITT, LARRY T.

192D CIVIL ENGINEERING FLIGHT

SGT EAGLES, LLOYD A.

192D TAC DISPENSARY

CPT SISSON, REBECCA A.

The following prior service applicants were enlisted into the units indicated during the month of October 1970.

192D CAMRON

SSG MABE, THOMAS T.

192D CIVIL ENGINEERING FLIGHT

AMN SCRUGGS, HOWARD L.

*Make your next  
'belt for the road'  
the safety belt  
in your car*

**NEXT U T A**  
**21 & 22 November**  
**1970**

**TRANSEC 'TIP' OF THE MONTH**

The Third-Man has been very active intercepting radio conversations on the telephone. From these areas of high compromise potential he has learned much. He has developed a complete schedule of TAC aircraft deploying to SEA. He knows what the logistic problems are concerned with deployment of TAC fighter units. Have you contributed to what the THIRD-MAN knows about our mission?

**CMSGT CRAMER RETIRES**



CMSGt Morris D. Cramer who was sixty years old on 3 November will retire at the end of the month.

A Retirement Party was presented in his honor by the Maintenance Squadron Technicians. It was held at the Richmond Dinner Theater, Tuesday night, 10 November. Representatives of all technician sections were in attendance. Special guests were Major General Paul M. Booth, The Adjutant General of Virginia; Col William E. Haymes, Assistant Adjutant General for Air; and Col Percy O. Gravatt, Jr., Assistant Chief of Staff. General Booth honored Sgt Cramer's retirement by presenting him the Virginia Bronze Star Medal.

As a memento of his nearly twenty years of service to the Virginia Air National Guard, his co-workers who attended the retirement party presented him with two matching pieces of luggage. LtCol James Gayhart, Chief of Maintenance, on behalf of Curtis-Wright Corporation presented Sgt. Cramer a copy of the original patent granted to Orville Wright for his flying machine. They also presented him a copy of the original patent granted to Alexander Graham Bell, Glenn Curtis, and others for their original flying machine. They also gave him a bunch of trinkets which included a money clip and a pocket size leather bound appointment book.

We will all miss Sergeant Cramer and wish him much happiness in his retirement.

**PW Publicity Aids Mail Flow Secretary Says**

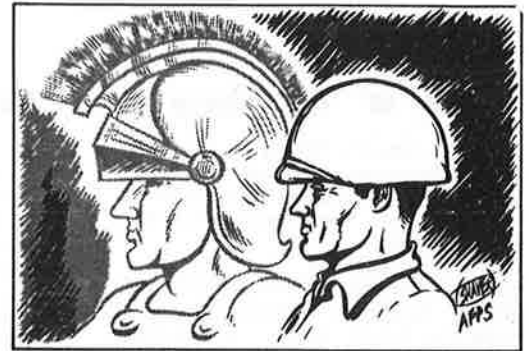
WASHINGTON (AFPS) — Secretary of the Air Force Robert C. Seamans Jr. says the policy of publicizing the plight of American prisoners of war has already had an effect on Hanoi.

He said, "Before October 1969 (and before Defense began to publicize Hanoi's mistreatment of American prisoners), only about 600 letters and cards had been received from just 110 American prisoners. Since October, (more than) 1,200 letters and cards have been released and 202 additional men have been allowed to write."

But the Secretary pointed out that even this improved flow of mail is nowhere near what is permitted and expected under the Geneva Convention. "It should be noted that no mail has ever been received from any of our men held in Laos or South Vietnam," he said.

Despite repeated pleas from our government, from private agencies, from families of the men involved, and from other countries, Hanoi has never named all the men that we believe it holds, or identified those killed in action or who may have died in captivity, the secretary pointed out.

"We should also not forget that North Vietnam has never permitted inspection of the PW camps as specified in the Geneva Convention to which Hanoi is a signatory," Secretary Seamans said.



**EDITORIAL**

**A Matter of Hair**

Hair is a subject on most people's minds these days, both inside and out and pro and con. For the military man, hair may sometimes seem to be a real dilemma: how to be fashionable, yet meet military standards of style, length and neatness?

Back in the fourth century B.C., Alexander the Great directed his troops to trim their hair and be clean-shaven, to prevent the enemy from seizing their heads and giving them a real short trim—right across the shoulders, all the way. Though history does not say so, doubtless there were some who objected that Alexander's order was not "stylish." The beards were shaven, however, and historians do credit some of the success of his victories to the bare faces of his men. Further, what had once been scorned soon became style.

Today's American military man has little to fear from a hair-grabbing enemy, although assuredly such an enemy would probably take advantage of excess hair if it were present. The real purpose of a military haircut is, frankly, appearance — an appearance that portrays reliability and dependability, essential ingredients of any modern military force.

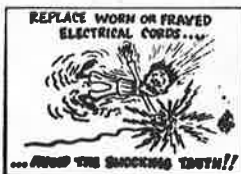
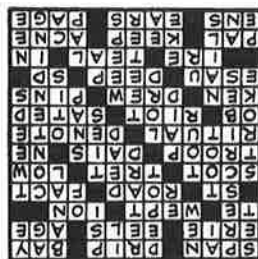
Except for some instances where a "skin-head" haircut is required during basic training and boot camp for the purpose of instilling discipline and morale, the best military haircut is not necessarily an extreme one. Most branches of service, moved by recent tenuous fads, have spelled out in various directives and regulations what is an "acceptable" military haircut. By and large, it is the same type of haircut that is worn by many men in business and industry—one that inspires confidence.

There are very few social circles where the military haircut is not looked upon with favor. For the soldier, sailor, airman and Marine who feels that he should wear his hair longer to be accepted by some of the more extreme-appearing groups of people, he can always augment his hairuteness with any one of a number of commercial hairpieces, including moustaches, beards and sideburns, that will give him the off-duty, off-base appearance he wants, and still permit him to meet on-duty, on-base military standards the next day. Indeed, many military men have already done so.

And, for those who may voice exception to such subtle deception, it should be pointed out that similar disguises have been going on since time immemorial. Primitive men and women decorated themselves with all sorts of un-natural paints and fuzzy hairpieces, cosmetics was a thriving industry in the days of the Pharaohs, short Frenchmen wore high heels in the Louis' courts, and men in Washington's day — including Washington himself — wore wigs.

For the American military man, the hair situation is merely one of keeping the pate well-groomed, hair neatly trimmed and tapered, not too long and combed back off the forehead, according to accepted and directed standards. That is both the long and short of it. (AFPS)

**Answers to Puzzle**



**CROSSWORD**

- Across
- 1-Reach across
- 5-Fall in drops
- 9-Body of water
- 12-Great Lake
- 13-Lampyris
- 14-Saburo
- 15-Dyned for sulfurium
- 16-Cried
- 18-Electrified article
- 20-Saint (abbr.)
- 22-Highway
- 24-Datum
- 27-Highlander
- 29-Allowance for waste
- 31-Base
- 32-Body of soldiers
- 34-Platform
- 35-Compass point
- 37-Ceremony
- 39-Signify
- 41-River in Siberia
- 42-Crowd
- 43-disturbance
- 44-Sallated
- 45-Range of knowledge
- 47-Delineated
- 49-Metal fasteners
- 50-Brother of Jacob
- 52-Profound
- 54-A state (abbr.)
- 55-Anger
- 57-River duck
- Down
- 2-Ordains
- 3-Three-toed sloth
- 4-Recent fabric (pl.)
- 5-Railroad station
- 6-Hold back
- 7-Prefix: not
- 8-Creek letter
- 9-Trits
- 10-Symbol for silver
- 11-Old pronoun
- 17-Tautonic deity
- 19-Proposition
- 21-Sound a horn
- 23-Lifeless
- 25-Vying
- 26-Kind of
- 27-Blow
- 28-Journey
- 30-Cravats
- 33-Remunerated
- 35-Break suddenly
- 38-Nobleman
- 40-Great bastard deity
- 43-Sesaw
- 46-Metal fasteners
- 48-Cries
- 51-Chaldean city
- 53-Parent (colloq.)
- 56-Piece out
- 58-Once around track
- 60-Born
- 61-Hebrew letter
- 62-Indefinite article
- 64-Babylonian deity
- 66-Symbol for calcium

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