

**VANGUARD**

VIRGINIA AIR NATIONAL GUARD

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April 1975

**ORI & MEI 19-20 APRIL 1975****9TH AF IG TO  
INSPECT**

As directed by the Tactical Air Command, the Inspector General, Ninth Air Force, will conduct an Operational Readiness Inspection and a Management Effectiveness Inspection of the 192d Tactical Fighter Group and all attached units, during the period 18-22 April 1975.

Attendance is MANDATORY for all personnel 19 and 20 April 1975. UTAs will begin at 0700 hours, REPEAT 0700 HOURS on each of these days.

There will NOT be a Group formation or an Inspection in Ranks. However, general military appearance will be monitored by the Inspectors in individual sections. Uniform of the day will be the work uniform normally prescribed by your section for a normal UTA. Uniforms should be complete! Fatigues should have your proper grade, name, and Air Force tapes affixed properly and a head cover should be worn outside at all times except when working on the aircraft ramp. Haircuts should conform to AFM 35-10 and shoes should be shined to a high gloss.

Remember that a neat appearance of our members will give the Inspector's their first impression of the Virginia Air National Guard - LOOK SHARP!

**ANNUAL FIELD TRAINING**

Annual Field Training for the 192d Tactical Fighter Group and all attached units (except the Civil Engineering Flight) will be held at the ANG Permanent Field Training Site, Savannah, Georgia, 26 April through 10 May 1975. The 192d Civil Engineering Flight (with the exception of fire fighters) will travel, via commercial air, to Camp Beauregard, Louisiana, during the same period.

Your orders, directing where and when to report should have arrived with this Vanguard. Check them for errors and see your Unit Commanders for corrections.

DRIVE SAFELY!!!

**FREE BEER**

Now that I have your attention, read on. Driving to Savannah for summer camp? Do you intend to have an automobile accident on the way? How about while driving at camp and on the way back? It's safe to say that nobody will intentionally damage his vehicle and/or himself (her vehicle and/or herself).

We may be fortunate and not have any vehicle accidents, but it'll be more luck than skill if we don't. I guarantee that there will be some close calls that under different circumstances would result in a serious or fatal accident. Why? Here are some reasons:

1. Speeding (or driving too fast for conditions.)
2. Alcohol
3. The other guy (who may be speeding or drunk).

**REMEMBER THIS!**

If you are involved in an accident, the use of your seat belt will probably save your life. Without it, a relatively minor mishap can cost you your life. Some facts:

1. More than 55,000 motorists are killed each year in the U.S.
2. In over 40% of all crashes, speeding (or driving too fast for conditions) is a factor.
3. Almost 50% of all fatal accidents involve drinking drivers.
4. In one study of 28,000 accidents at speeds up to 50 mph, there were no fatalities when lap and shoulder belts were being used.

Please drive safely! Don't be the other guy. (P.S. I lied about the free beer.)

**SAFETY AWARDS**

Safety Award nominations for the first quarter 75 are due by April drill. One category has been changed from Airmen of the Quarter to Air Guardsman of the Quarter. All enlisted non-technicians are eligible for this award. NCO of (Continued on Page 2, Column 2)

**MOBILITY EXERCISE**

On 19 April 1975 the 192d Tactical Fighter Group will be required to demonstrate its capability to process, marshal, and deploy personnel and equipment in accordance with 192d TFG ORI Plan 123 and 192TFGM 400-1.

The Mobility Phase of the ORI will begin at X + 0:00 on Saturday. A mobility concept meeting for all key mobility personnel, and mobility work unit supervisors will be held in the mess hall, building 3652 at X-Hour (0700 Local). Check the daily bulletin for your name and be prompt in attendance.

The uniform for deploying personnel will be the cotton utility, 0G107 (fatigues).

Annex "R" will be implemented and contains most of the equipment as shown in Part 3 to 192 TFGM 400-1 Mobility Plan. Some semi-permanently installed equipment, and the equipment and personnel required to support deployment/employment was omitted.

Prime BEEF Teams may be deployed before the parent group, and may go to a different destination. If subject to ORI or DCI, respectively, they will be inspected as soon as possible and in depth, therefore, our schedule of events will probably specify the following processing and marshalling sequences:

Flight Elements, Prime BEEF C Team, Initial Support Element, Enroute Support Teams and sufficient TSE and BSE to complete the requirement to process 90 - 125 personnel and marshal 100,000 lbs of cargo, including filler.

Waivers. The most Maximum realism is highly desirable during an ORI. All actions necessary to support a mobility deployment must be a accomplished Mobility Controller. No waivers or simulations may be assumed. If possible, all waivers and simulations should be agreed upon at the Mobility Ground Rules Meeting, but if unforeseen circumstances occur during the exercise (Continued on Page 3, Column 2)

# SECURITY POLICE

## SECURITY QUESTIONS?

1. What phrases are used in the sabotage notifications system to denote unusual or suspicious acts? ANS: Helping Hand or Covered Wagon.
2. What phrase describes a suspected or possible hostile action against priority resources? ANS: Helping Hand.
3. What phrase would be used to report a highly probably or confirmed hostile action against priority resources? ANS: Covered Wagon.
4. What are priority resources? ANS: Priority designations that apply to the various graduated levels of security importance into which aerospace operational resources are categorized, such as priority A, B and C.
5. What priority is assigned to the resources contained in the restricted area in which you work? ANS: The Group Command Post and the F-105 aircraft area priority "C" resources.
6. What phone number do you dial to report a Helping Hand or Covered Wagon? ANS: 77
7. What does the letter "E" on the Restricted Area Badge stand for? ANS: Escort Official.
8. Who is your Unit Security Officer? ANS: Depends on what Sqdn, you are assigned; check bulletin board or ask your supervisor, if unknown.
9. What are your basic security responsibilities in the security system? ANS: Replies will encompass the following:

- a. Detection of unusual or suspicious incidents/persons.
- b. Reporting all suspicious incidents/persons to Security Police.
- c. Contain such situations to include detention of suspicious persons or isolation of area to limit damage or prevent injury to personnel.

### HELPING HAND AND COVERED WAGON REPORTING PROCEDURES

Upon detecting an unusual incident, unauthorized person(s), or unidentified object(s) within a restricted area, you will take the following action immediately:

1. Notify all personnel in the area by yelling three times, "HELPING HAND/COVERED WAGON!"
2. Notify Security Police by the FASTEST MEANS AVAILABLE, giving complete information about the incident by:

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- a. Base Phone "77."
- b. Notify a sentry, security patrol, or any radio vehicle in your area.

- c. If no communications are available, send a runner to make the report to Security Police.
3. Apprehend suspicious or unauthorized person(s) and remove from immediate vicinity of priority resources. DO NOT TOUCH unidentified containers or objects.
4. Turn over all unidentified or unauthorized person(s) to the Security Police Alert Team (SAT) and render that assistance requested by the SAT.

## AWARDS Con't

the Quarter and Maintenance Man of the Quarter awards remain unchanged.

Supervisors at all levels may submit nominations for these awards. The best nominations usually have an indorsement from the unit commander. Keep in mind that award winners are chosen on the basis of justification submitted. We have talented people - let's publicize that talent.

Questions? Call the Safety Office - class A ext 28.

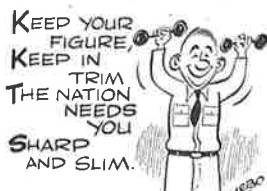
## Course 9 'In' As ECI Drops 7A-B Series

A new ECI course, Course 9, has replaced Courses 7A and 7B, the NCO academic and leadership courses respectively.

The new six-volume Command NCO Academy Correspondence Course is based more nearly on the resident NCO Academy programs than were the old 17-volume 7A-7B combination.

The new course is mandatory for all aspirants to the supervisory level, except that the other alternatives such as the resident academies could meet the same requirement. Anyone who applied for course 7A or 7B since about the beginning of the year were sent the new course instead by Extension Course Institute, since the former pair of courses have been totally dropped from the curriculum.

Eligibility to take Course 9 is limited to staffs, techs, and masters.



# CHAPLAINS CORNER

## FAITH AND WORSHIP

The spiritual life of the Christian centers about the experience of worship - in fellowship with others of like conviction or sometimes alone. Regular worship, both individual and corporate, is indispensable for Christian nurture and spiritual growth. Worship has been called the "power house" from which believers in God derive spiritual sustenance and refreshment.

Many of us complain that this kind of experience - spiritual growth and renewal - very seldom happens in our lives. After the worship services we feel as empty as before them. If worship is to be rewarding, it must be entered with faith - faith that the Almighty God, maker of heaven and earth, is also Father. He is the Father of our Lord Jesus Christ and He is "Our Father." "True worshippers shall worship the Father in spirit and in truth, for the Father seeks such to worship Him."

Worship begun in such faith opens the door to all sorts of possibilities. It leads to an exalted vision of God and a sense of personal awe and adoration. It assures forgiveness of sins and invokes a spirit of thanksgiving. It awakens the vision of service and calls forth the giving of self and substance. It fortifies the servant for the mission he accepts.

Infinite, therefore, are the possibilities of worship open to the Christian. Are you deriving such benefits from your worship? Are you satisfied with its fruits? Is it for you the "power house" from which you derive sustenance and refreshment for the soul? Or perhaps the basic question to be asked is "Do you worship regularly?" Remember the promise of the Bible, "Blessed is the people whose God is the Lord."

### SHORT NOTICES

During the Protestant Worship Services at 08:30 hours on Sunday, 20 April 75. Chap Sant'Anna will preach on the theme "When We Worship."

The Mormon Worship Service will not be held this coming UTA because of the demands of ORI.

Attempts are being made by our Chaplain to secure the services of a Roman Catholic Priest to celebrate mass at the Base Chapel. The Chaplain would like to hear from the Roman Catholics that are interested in this religious activity.

# PERSONNEL CHANGES

The following personnel were enlisted or appointed into the Virginia Air National Guard during the month of March. Those identified with (1) are prior service, those with (2) are non-prior service, those with (3) are palace chase and those with (4) transferred from another ANG unit. SSG Holmes transferred from the Maryland ANG. WELCOME Y'ALL! GLAD TO HAVE YOU.

192D CAMRON  
SSG PERRY, PHILLIP W. JR (1)  
SGT SPRINGER, STANLEY D. P. (1)  
SSG VEELEY, RAYMOND H. (1)  
AB VICK, RONALD A. (2)

192D COMBAT SUPPORT SQUADRON  
AB LEFFEL, VICTORIA L. (2)  
SGT PRICE, ROBERT W. JR. (1)  
AB REDELL, LAURIE R. (2)  
SGT WELSH, CHARLES P. (1)

192D CIVIL ENGINEERING FLIGHT  
SSG BLAUVELT, ROBERT P. (1)  
AB PATTERSON, REGINALD E. (2)

200TH WEATHER SQUADRON  
SSG HOLMES, WILLIAM L. III (4)

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

HEADQUARTERS, VaANG  
SSG ADKINS, CARY B. JR.

192D TACTICAL FIGHTER GROUP  
SGT RATCLIFF, DAVID C.

192D MOBILITY SUPPORT FLIGHT  
SGT RIPLEY, NELSON L.

192D COMBAT SUPPORT SQUADRON  
SGT GENTRY, RONALD D.  
SSG MIFFLETON, CHARLES R. JR.

192D TAC CLINIC  
AB BEAVANS, NANCIEE E.

The following transfers took place during the month of March. Unit from which transferred is shown opposite each name.

192D MOBILITY SUPPORT FLIGHT  
TSG WEIS, ROBERT L. 192COMM FLT

149TH TACTICAL FIGHTER SQUADRON  
AIC HUNT, DANIEL B. 192MSF  
SSG WILLIAMS, WILLIAM C. III TAC CLINIC

Our congratulations go to the following personnel who were pro-

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moted to the grades indicated during the month of March.

192D TACTICAL FIGHTER GROUP  
LTC COKE, HARTWELL F. IV

192D TAC CLINIC  
CPT COTTRELL, JOSEPH M.  
AMN STURGILL, TERESA L.

149TH TACTICAL FIGHTER SQUADRON  
LTC WASHINGTON, JOSEPH A.

200TH WEATHER SQUADRON  
COL CONDAXIS, JAMES P.

## SHADE 1084 BLUE UNIFORM

The wearout period for the old type Blue uniform is 30 June 1976. Those personnel with this type uniform please come to EMO and order the new type.

### MOBILITY Con't

for which additional waivers or simulations are desired, the request should be presented immediately to the Senior Mobility Controller, who can be located through your Mobility Control Center. Simulations must be represented by physical evidence of the item or person simulated; e.g., a card or placard will be used to indicate what the simulation is, for each simulation.

Weapons and Ammunition will be simulated and will not be marshalled nor issued; however, a placard will be used to indicate the weapons and ammunition increments, required documentation (packing lists, load lists, etc) will not be simulated.

Personal Baggage, other than tool boxes, professional kits and bunker clothing will not be required during this ORI. The individuals name will be penciled on the outside baggage tag so a cross-check can be made to the manifest. (No bench stock in tool boxes.)

In preparing for an ORI the following tasks are necessary to be accomplished by the Unit prior to arrival of the inspection team:

1. Review contingency tasking
  2. Review unit mobility plan
  3. Select contingency plan to be exercised
  4. Coordinate message traffic
  5. Prepare letter of instruction
- In conducting an ORI the inspectors are looking for the following as a minimum:

1. Evaluate initial planning actions
2. Monitor activation of work centers

3. Attend in-briefing
  4. Attend mobility briefing
  5. Receive arrival and departure briefings
  6. Evaluate all work centers
  7. Load inspection
  8. Manifest packages evaluated
- As a guide line for passing this ORI the following information has been extracted and compiled from various publications:

Basic Pass/Fail Determination: Can the unit safely move the proper personnel and material to satisfy all tasked contingencies?

1. Safety of flight
2. Airlift loading times
3. Annex to support each task

- MOBILITY CONTROL CENTER -

### Criteria:

1. Realistic schedule of events
  - a. Sufficient time for processing and marshalling
  - b. Meeting aircraft loading times
2. Control - Direction - Supervision of work centers
  - a. Disseminate information
  - b. Monitor progress
  - c. Problem identification and resolution

### Deficiencies:

1. Unrealistic schedule of events
2. Inadequate control and supervision

- ALL MOBILITY WORK CENTERS -

### Criteria:

1. Organization and manning
2. Communications
3. Coordination

(Continued on Page 4. Column 1)

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.

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MOBILITY Con't

Rating:

1. Mobility plan - Annex for each task
2. Support aircraft departure times
3. Dangerous cargo
4. Three or more work centers unsatisfactory

- MOVEMENT CONTROL UNIT -

Criteria:

1. Receiving and parking support aircraft
2. Debrief aircrews and obtain actual ACL
3. Departure briefing for aircrews

Deficiencies:

1. Departure briefing
2. Determining and passing actual ACL

- AIR PASSENGER TERMINAL -

Criteria:

1. Passenger transportation
2. Manifesting
3. Designating and briefing air troop commanders
4. Passenger briefing
5. Passenger and baggage loading

Deficiencies:

1. Passenger manifest improperly prepared
2. Passenger briefing incomplete
3. Troop Commanders not prepared
4. Passenger baggage not loaded

- AIR CARGO TERMINAL -

Criteria:

1. Marshalling area properly marked
2. Inventory and receipt for cargo
3. Proper manifesting
4. Cargo couriers designated, briefed, prepared
5. Use of Actual ACL
6. Dangerous cargo documentation and handling
7. Cargo separated into aircraft loads
8. Aircraft loading times.

Deficiencies:

1. Cargo couriers not prepared
2. Cargo manifests improperly prepared
3. Dangerous cargo not documented
4. Total ACL not used
5. Cargo inventory and receipting
6. Manifest summary incorrect

- SUB MOTOR POOL -

Criteria:

1. Dispatch and control
2. Sufficient quantity and type
3. Sufficient operators

- CARGO PREPARATION AND MARKING -

Criteria:

1. Mobility identification markings
2. Dangerous cargo packaging, marking, documentation
3. Cargo weight and cube
4. TAC forms 402 and 403
5. Classified cargo procedures

Deficiencies:

1. Dangerous cargo and 1387-2
2. TAC forms 403 weights incorrect
3. Pallet weights
4. Center of gravity markings
5. Actual weight vs stencilled weight

- PERSONNEL PROCESSING -

Criteria:

1. Current MPR
2. Mobility folders
3. Processing times IAW schedule
4. Errors in processing folders
5. Sign out register

Deficiencies:

1. Errors in processed records
2. Mobility position roster outdated
3. Requests for manning assistance
4. Sign out register

- MOBILITY ORDERS UNIT -

Criteria:

1. Correct personnel identification
2. Publishing times IAW schedule
3. Amendments must correct errors

Deficiencies:

1. Incorrect name - rank - SSAN
2. Incorrect distribution
3. Some personnel not on orders
4. Insufficient coordination with MCC and APT

After all the previous reading about mobility you have now realized that in order to pass this exercise it must be accomplished by a maximum effort on the part of all members of the 192d Tactical Fighter Group.

Upon reporting for duty on the 19th of April 1975, and you are assigned

a mobility position, insure that you have the following items in your possession:

1. Armed Forces ID Card (DD Form 2AF)
2. Metal ID Tags and Chain
3. Geneva Conventions ID Card (Medical & Chaplain)

Timing and accuracy are the most important things to remember during this exercise, if we fail to meet the departure time as indicated in the published schedule of events, which will be at X + 7:00 and every 30 minutes thereafter, we have failed the entire exercise regardless of our efforts.

It is my belief that each individual will perform his job in a professional manner and use great expertise in passing this ORI.

