

YANGUARD

VIRGINIA AIR NATIONAL GUARD

Volume XIX No.2

Byrd Field, Sandston, Virginia 23150

February 1975

MOBILITY AND THE ORI

On 8 February 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 exercise will be 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 at X-Hour (0700 Local). Check the daily bulletin for your name and be prompt in attendance.

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 BSE to complete the requirements to process 90 - 125 personnel and marshal 100,000 lbs of cargo, including filler.

Waivers. Maximum realism is highly desirable during an ORI. All actions necessary to support a mobility deployment must be accomplished unless a waiver or simulation is granted by the Group Mobility Officer. 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 for which additional waivers or simulations are desired, the request should be presented immediately to the Group Mobility Officer, who can be located in 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 weap-

ons 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 exercise. The individual's 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 practice ORI exercise 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

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. Determine 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

(See MOBILITY, Continued on Page 4)

MANDATORY ATTENDANCE
8 FEBRUARY 1975 - 0700
LOOK SHARP - CHECK YOUR
UNIFORM, HAIRCUTS, ETC...!

1. SEMIANNUAL SECURITY INSPECTIONS

The semiannual security inspection program outlined in AFR 205-1, paragraph 13-304b, establishes the basis for administrative security self-inspections by unit commanders and office chiefs at any level of command. To be effective, these inspections require in depth review of procedures relating to classification, declassification, downgrading, destruction, storage, accountability and control, and the dissemination of classified material.

Use of the Checklist contained in Attachment 3, AFR 205-1/TAC Sup 1, for this purpose is encouraged. However, too many times inspectors, in a rush to accomplish this directed duty, simply mark a checklist item as being in compliance with appropriate directives without referring to the directive for some background information. As a result of this procedure, Inspector General Reports and staff assistance visits conducted by Security Police and Administration personnel continue to cite security deficiencies. Careful selection of experience and qualified personnel, and a conscientious application of the checklist mentioned above, should provide commanders and office chiefs with an effective self-inspection program.

2. SECURITY EDUCATION FILM

A new film was recently released by Aerospace Audiovisual Service (AAVS) entitled "New Approaches in Espionage" (SFP 2257). This new film will be an excellent tool for commanders to use in complying with the annual briefing requirements of AFR 205-57, Reporting and Investigating Espionage, Sabotage, Terrorism and Subversion. The film is 32 minutes in length and early reviews of it are highly favorable. Security managers and commanders should insure that the film has been scheduled for their base. Additional information on this subject was published in TIG Brief No. 21, 1974.

3. NEW PERSONNEL SECURITY FORMS

The following new AF forms are prescribed for use by AFR 205-32, 25 October 1974. Commanders and office chiefs should immediately establish their requirements with their local Publication Distribution Office (PDO). Use of the forms is dependent on their receipt from the PDO.

NEW

*2583 Request for Investigation, Clearance and Unescorted Entry

REPLACES

TAC Form 265, Request for Security Clearance/Access Data

NEW

**2584 Record of Personnel Security Investigation and Clearance

REPLACES

47 Certificate of Eligibility and Record of Personnel Security Clearance

NEW

2585 Access Authorization Certificate

REPLACES

47a Access Authorization Certificate

*TAC Form 265 will be rescinded shortly in a TAC Publications Bulletin.

**AF Form 2584 is used only by Chiefs, Security Police and other officials authorized to grant personnel security clearance.

(Extracted from TACRP 205-1, Issue NR 4, December 1974)

WANTED

STRIPES! - All grades, all sizes. Your EMO is having a difficult time procuring enough stripes to keep a steady supply of all grades and sizes on hand. We ask YOUR support in our "Stripe Recycling Program" which will require all personnel who are promoted to turn in their old stripes when they pick up their new ones. This program will benefit "EVERYONE" and should help keep a steady supply of stripes on hand at all times. SO REMEMBER -- when you are promoted and come to EMO to pick up new stripes be sure to bring your old ones as turn ins and accept our congratulations.

CBPO CUSTOMER SERVICE CENTER

Do you have a problem or a question regarding the military? Want an answer? If so, then you should contact the Customer Service Center within the CBPO.

The Customer Service Center is the focal point for obtaining in-

BILLETING FOR VA ANG

All personnel that are eligible for billeting will receive a 192TFG Form 13 (Reservation for Billeting) about two (2) weeks before each UTA. That card is to be used for UTA reservations ONLY! It IS NOT to be used for EQT, AFTP, or ATD reservations. Any reservations that need to be made for EQT, AFTP or ATD will have to be made through your squadron commander in accordance with 192TFG Regulation 30-1. Again, the reservation cards you receive in the mail can ONLY be used to make UTA reservations. If you request reservations for any dates other than the regularly scheduled UTA, they WILL NOT be made. Reservations for dates other than the UTA must come through your respective squadron commander.

If an individual finds he cannot keep the reservation made for him at the Ramada Inn, it is that individual's responsibility to call the billeting office at 222-8884, Ext 47, at his own expense, not later than 1630 on the day for which the reservation was made. If it is after 1630 hours and you cannot contact the billeting office, then you MUST call the Ramada Inn and cancel the reservation. If you make a reservation, and do not keep it and failed to cancel it, you will lose billeting privileges for the next two (2) consecutive UTAs or AFTPs.

Under the authority of the National Guard Bureau to establish our own commuting distance, Colonel Claude F. Heath, 192d Tactical Fighter Group Commander, has changed eligibility criteria for billeting. Effective 20 January 1975, Guardsmen living 60 or more miles from Byrd Field, regardless of active duty or inactive duty for training status will be eligible. He feels that the new policy is more equitable than the old. For example, under the old policy, two men might be living side by side between 50 and 74 miles from Byrd Field and might be performing duty for the same period of time, and yet, because one was on active duty for training, he would be eligible for billeting, while the other, on inactive duty for training would not.

formation and services from Personnel. CSC provides you the assurance that someone is available, does care, has the expertise, and will help resolve any Personnel problem.

TSgt Gary S. Brooks is assigned to the CSC and is waiting to help you. Stop by and get the help you want.

PERSONNEL CHANGES

The following personnel were enlisted or appointed into the Virginia Air National Guard during the month of January. 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. (Cpt Orndorff transferred from the Ohio ANG.) WELCOME Y'ALL! GLAD TO HAVE YOU.

HEADQUARTERS, VaANG
SGT RINGSTAFF, GARY S. (1)

192D TACTICAL FIGHTER GROUP
SGT BANKS, CLINTON E. (3)
SGT PLATT, WILLIAM A. (1)
AIC PERRY, RICKEY H. (3)

192D CAMRON
SSG DILLARD, JAMES E. JR. (1)
SSG SZABO, ROBERT E. (1)
SGT ALEXANDER, WEBSTER III (1)
SGT WITHERSPOON, DON W. (1)
AIC GILBERT, JOHN W. (3)
AB HUSK, NOYES G. III (2)
AB PURYEAR, ROBERT W. (2)
AB WILLARD, JOSEPH B. (2)

192D COMBAT SUPPORT SQUADRON
CPT ORNDORFF, CLAUDE H. (4)
SGT FUTRELL, PHILLIP T. (1)

192D CIVIL ENGINEERING FLIGHT
AB WALLACE, JERRY W. (2)

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

192D MOBILITY SUPPORT FLIGHT
SSG BECKSTOFFER, RICHARD H.
*AB WELTON, JOHN M.

192D CAMRON
*SGT STEPHENSON, THOMAS P.

192D COMBAT SUPPORT SQUADRON
SSG GLIDEWELL, GREGORY A.
SSG RAY, RONALD L.

192D CIVIL ENGINEERING FLIGHT
*CPT FLYNN, ROBERT J. JR.

192D WEAPONS SYSTEMS SECURITY FLT
SGT HUBBARD, WILLIAM G.
SGT MULDOON, LAWRENCE R.
AIC BALDWIN, MARK B.

192D WEAPONS SYSTEMS SECURITY FLT
SGT GREEN, WILLIAM A. (1)
AB WILLIAMS, KENNETH M. (2)

192D COMMUNICATIONS FLIGHT (SPT)
SGT KEEL, MILTON L. (1)
AIC PRITCHARD, DOUGLAS J. (3)

*AB Welton ordered to active duty.
*Sgt Stephenson transferred to the North Carolina Army Guard.
*Cpt Flynn transferred to the AF Reserves.

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

192D MOBILITY SUPPORT FLIGHT
AMN DANIEL, JOHNNY M. 192CAM

192D CAMRON
AIC PERRY, RICKEY H. 192ITG

192D COMBAT SUPPORT SQUADRON
SSG LEWIS, JAMES R. 192CAM

192D TAC CLINIC
SSG MALLORY, GEORGE T. 192MSF

Our congratulations go to the following personnel who were promoted to the grades indicated during the month of January.

149TH TACTICAL FIGHTER SQUADRON
CPT HETTERMANN, MARK L.

192D MOBILITY SUPPORT FLIGHT
SSG EVANS, BRIAN W.
SSG HAGLER, DAVID L. JR.
SGT ROBINS, MARK B.
AIC PEATROSS, JOHN G.

192D CAMRON
TSG LONGEST, EDDIE C. III
TSG ROBBINS, FRANKLIN D.
SSG BARROW, COURTENAY B.
SSG LEDFORD, BRUCE H.
SSG LIPSCOMB, LEONARD W.
SSG RABORG, RONALD R.
SGT BLAKE, DANIEL E.
SGT CHENAULT, HENRY W. JR.
AMN SCOTT, RICHARD V. III

192D TAC CLINIC
SSG BENNETT, HERBERT A. JR.

192D WEAPONS SYSTEMS SECURITY FLT
CPT SCHWARTZ, WILLIAM J. JR.
SGT BRANKLEY, ROBERT E.
SGT MAYES, MICHAEL B.

The following personnel were demoted to the grades indicated during the month of January.

192D MOBILITY SUPPORT FLIGHT
AB SKITTLETHORP, DANIEL L.

192D CAMRON
AB BURCH, MICHAEL Y.
AB SAUNDERS, RAYMOND A.
AB WHITLOCK, WALLACE

192D COMBAT SUPPORT SQUADRON
AB PHILLIPS, MICHAEL A.
AB WHITE, ROBERT C.

192D CIVIL ENGINEERING FLIGHT
AB COSBY, ROBERT E. JR.

HAZARD REPORTING

The USAF Hazard Reporting System is established by AFR 127-6 to provide a simplified and effective means for any individual to alert responsible personnel to an existing or potentially hazardous condition that requires attention and corrective action.

AF Forms 457 are located in several areas throughout the unit and are available for anyone's use. Regarding the Hazard Report, keep the following in mind:

WHAT: A procedure for reporting any condition, act or circumstance that may be hazardous to persons, systems, facilities or equipment.

WHEN: Submit any time you feel a hazard exists.

WHO: You can submit one.

WHY: To get the hazard removed.

HOW: Through your supervisor to the Chief of Safety. If that is not feasible, send AF Form 457 direct to the Chief of Safety - but send it!

Most Hazard Reports are processed at unit level. Only those that cannot be corrected locally ever leave the base. The intent is to identify and correct the hazard before an accident occurs - more simply, ACCIDENT PREVENTION!

Through the Hazard Reporting System, every individual in our unit can be a safety inspector.

ALL PERSONNEL

This is the last chance to buy a ticket, from a Virginia NCO Association member, for a 1975 Honda Civic.

We need your support, and your dollar. See Jim Hague, Skeeter Glenn or Al VanOcker this drill.

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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MANAGING EDITOR:
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Capt Francis J. McNally

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TSgt Robert A. Flournoy

MOBILITY ... Con't

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 vehicles
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 Form 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.



NEW FIGHTER SELECTED--The F-16 air combat fighter has been selected for full-scale engineering development by the Air Force.



8th AF B-17s during World War II proved that daylight precision bombing of German occupied lands was both feasible and profitable. In the background is a P-51 Mustang fighter belonging to the 8th.

CHAPLAIN'S CORNER

by Cpt Kel Sant'Anna

It was a good experience to have our worship services started during the January UTA. Protestant Worship Services are now held regularly at 0830 hours and the Mormon Bible Study at 1330 hours on UTA Sundays. All guardsmen are cordially invited to participate in these religious activities at the Base Chapel.

As part of our total chaplaincy program we want to encourage other groups to organize and promote religious services. The next activity of the Chaplain will be an attempt to organize the Roman Catholics so that a visiting priest may celebrate Mass whenever convenient. It would be a great help if those guardsmen who profess Roman Catholicism would come to the chaplain's office to discuss this matter. They are cordially invited to do so.

The Chaplain has tentatively made the following schedule of his activities during UTA's:

Saturday morning - He will be in the office to interview newly enlisted guardsmen and to be available to those who want to see him.

Saturday afternoon - Visit to shops and work areas.

Sunday morning - Worship Services

Sunday afternoon - Bible Study with the Mormons and visit to the shops and work areas.

Short Notices - We gratefully welcome Sgt Mike Gibson who has volunteered to be the pianist for the Protestant Worship Services.

The meditation by Chaplain Sant'Anna during the February 9 Worship Service is entitled "Ingenious Persistence".

Mr. Thomas Henshaw, Jr., First Counselor in the Richmond, Virginia Stake Presidency of the Church of Jesus Christ of Latter Day Saints will be present during the Mormon Bible Study at 1330 hours to establish the group.

NEXT UTA

FEBRUARY 8 - 9 1975