

# VA N G U A R D

VIRGINIA AIR NATIONAL GUARD

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## AGE 55 RETIREMENT PROPOSED

The Honorable G.V. "Sonny" Montgomery (D-Miss) introduced a bill to lower the age of retirement for members of the Guard and Reserve who have completed 20 good years for retirement.

Montgomery has introduced in the 94th Congress an Act to lower the age of members of the National Guard and Reserve to receive pay for Non-regular service.

His bill, H.R. 99, would allow retired pay at age 55 with 20 or more years of creditable service, with an option to receive retired pay as early as age 50, subject to the same actuarial reduction as for Federal Civil Service employees.

This will serve as an effective recruiting incentive and assist in keeping your Guardsmen or Reservists in the all-volunteer force. Earlier retirement stimulates promotions and increases visibility, thus alleviating stagnation. Also Guardsmen would be able to close the gap in protection for survivors by reducing the period between 20 qualifying years for retirement and their first retirement entitlement under existing law.

## EXEMPTION FROM JURY DUTY

EXEMPTION FROM JURY DUTY is permissible only when state Guard personnel are on active duty, according to a recent opinion from Atty. Gen. Andrew P. Miller. Replying to a request from Guard Adjutant General Maj. Gen. William J. McCaddin, Miller said the exemption applies to "all active officers and members of the active National Guard," while they are on fulltime duty in the active service of a uniformed service, (including) duty on the active list, full-time training duty, annual training duty, and attendance, while in the active service, at a school designated as a service school . . ." The exemption does not apply to Guard personnel who are on an inactive duty status, in other words, those on a weekend drill status, Miller wrote. Reprinted from summer 1975 edition of the Virginia Guard Post.

## VA NG ENLISTED ASSOC.

Virginia National Guard Enlisted Association. Renew your membership this month. Nothing for you to do except pay your dues.

E-9	\$9.00	E-6	\$6.00
E-8	\$8.00	E-5	\$5.00
E-7	\$7.00	E-4-E-1	\$4.00

Checks payable to VNGEA. Mail check to:

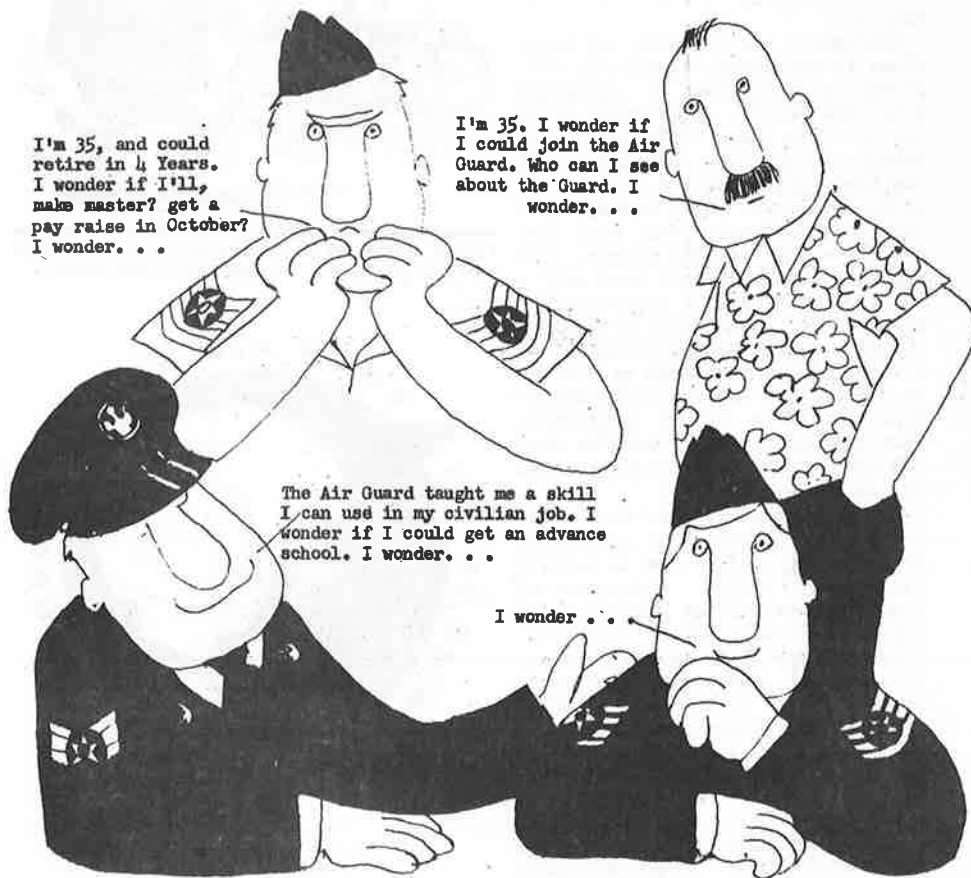
R. P. KUYKENDALL  
823 14th Street  
Waynesboro, Virginia 22980  
Support your National Guard.

## GROUP PICNIC

All VaANG members, family, and/or guests are invited to attend the 192D TFG Picnic to be held at the Club immediately following the Saturday UTA.

The menu will consist of steamed crabs, hamburgers, hot dogs, potato salad and chips, and soft drinks. The families are reminded not to come before 3:00pm Saturday.

**NEXT UTA 19-20 JULY 1975**



# SECURITY POLICE CORNER

SECURITY OF FIREARMS AND MUNITIONS--SAC/IG  
(Extracted from TIG Brief Jul 1975)

Although considerable effort and emphasis have been placed on protecting firearms and munitions, recent inspections have revealed problems in the accountability of these resources. A general lack of "common sense" accountability practices has been found to exist in many firearms handling activities, including security police armories, life support facilities, small arms ranges, etc.

The loose accountability of these sensitive resources makes them a lucrative target for pilferage from within, as well as to the ever-present threat of overt hostile actions, to procure Air Force weapons illicitly for unlawful purposes. Some of the more frequently noted problem areas include:

Units fail to maintain adequate listings of weapons to facilitate rapid identification of lost or stolen firearms. (para 6-8, AFR 125-37, "Protection of USAF Resources")

Receipting for firearms and munitions is not always adequately completed as required by paragraph 6-9, AFR 125-37. Many units using the AF Form 1297, "Temporary Issue Receipt," fail to accomplish all required documentation items, such as weapons type, model number, caliber, manufacturer, and, more importantly, the serial number. One recently inspected unit used only a sheet of paper with a signature and weapon "butt" number for a receipt. Another unit, holding firearms for a supply agency, issued an M-16 to an individual who verbally identified himself to armory personnel. This individual was allowed to draw the weapon and depart without benefit of any receipt.

Proper inventories of arms munitions are inadequately completed. This is especially true in activities where large quantities of weapons/munitions are stored. Methods of inventory do not always insure accurate round counts of ammunition are completed. When it is necessary to issue only limited numbers of weapons/munitions on a shift/daily basis, many units do not take advantage of using "numbered seals" and an authoritative verification of these numbered seals to cut down the time required for individual "round/weapon"

counts. To use the "sealed container" approach, the container must be of sufficient strength to ward off unauthorized and undetectable entry.

The aforementioned points are but a few of the pertinent items to consider regarding positive accountability of weapons and munitions. To reiterate one of General Jones' main points in his article entitled "The Terrorist Threat-Not A Passing Phenomenon" (TIG Brief 1, 17 January 1975), "we must carefully assess security afforded to all our weapons, to include small arms and munitions, and insure we are not found wanting in our abilities to protect these resources appropriately".



LOOK THERE, ELROD, THAT GUY HAS A CHICKEN ON HIS SHOULDER. I'LL BET HE'S THE COOK.



# SAFETY

TOWARD SAFER DRIVING

The Virginia Division of Motor Vehicles (DMV) is constantly looking for better methods to improve safety on our highways. Of course, the aspects of highway safety fall in three major areas.

- (1) Highway design and construction.
- (2) Vehicle design and manufacture.
- (3) Driver proficiency and attitude.

The first area is primarily under the purview of the State Highway and Transportation Department while the second is the responsibility of the auto manufacturer. In both instances, the Federal Government has a great deal to say, particularly in the areas of safety as well as pollution control. However in the third area, driver proficiency and attitude, the DMV has the primary responsibility in Virginia.

The first step is assuring that all drivers have achieved a minimum level of competency by establishing suitable criteria for licensing requirements. Heretofore, that is where the effort ended on any kind of an organized and meaningful basis. Traffic violations were handled basically on an individual case basis.

Effective January 1, 1975 the DMV, through enabling legislation passed during the 1974 session of the Virginia General Assembly, is now able to systematically assess traffic violations and pinpoint the potentially dangerous driver. By this identification process, the DMV can exert constructive efforts to aid the potentially dangerous driver in correcting his unsafe driving practices before they result in an accident. The concept of prevention being preferable to cure is quite apropos in this situation. A little extra effort directed toward driver improvement, both by the individual and the State, is certainly preferable to death, injury and property damage, as well as the associated expense of police, rescue and hospital personnel, plus their equipment and facilities after an accident occurs.

Enclosed with the mailing of this Vanguard is a booklet entitled "Our Driver Improvement Program is a New Way of Keeping Score for Safe Driving". Take a few moments of your time and read it. It should prove not only informative, but also serve to remind you that safe driving is the key to the reduction of the appalling number of traffic related deaths and injuries on our streets and highways.

# PERSONNEL CHANGES

The following personnel were enlisted or appointed into the Virginia Air National Guard during the month of June. 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.

- 192d CAMRON  
 SGT DOUGLAS W. WEBB (1)  
 SSG CHARLES S. SAYLES (1)  
 SSG RONALD K. FAULCONER (1)  
 A1C HAROLD W. HODGES (3)  
 SSG NORMAN JONES (1)  
 SGT RANDY K. KYLE (1)  
 AB WAYNE E. COX (2)  
 A1C ROBERT W. HALL (1)  
 SGT TYRONE L. PLEASANTS (1)  
 SGT KERMIT D. TWEEDY (1)  
 A1C SAMUEL F. BOST (4)  
 SGT RICHARD M. MORSBERGER (1)  
 SSG DENNIS J. HARTMAN (1)

- 192d COMBAT SUPPORT SQUADRON  
 AMN NORMAN D. CARR (1)  
 MSG JAMES H. BOOTH (1)  
 SGT JAMES L. LYNCH (1)

- 192d WEAPONS SYSTEMS SECURITY FLT  
 SGT CHARLES CAREY (1)  
 AB DALE E. BATTLE (2)  
 SGT ROBERT G. RICKS (1)  
 SGT ANTHONY W. PEARSON (1)  
 AB ROBERT L. BROWN (2)

- 192d TAC DISPENSARY  
 SGT ROBERT F. DAGLEY (1)  
 AB PATRICIA B. MANUEL (2)

- 149th TACTICAL FIGHTER SQUADRON  
 SSG WILLIAM H. REED (1)

- 192d MOBILITY SUPPORT FLIGHT  
 AB WILLIAM W. KERSEY (2)

- 192d TACTICAL FIGHTER GROUP  
 AB GLENDA S. LETT (2)

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

- 192d CAMRON  
 SGT MICHAEL M. CLINE  
 SSG BILLY O. FOSTER  
 AB JAMES R. MAYO  
 SGT THOMAS E. GREEN  
 A1C ROBERT M. JUSTIS

- 192d COMBAT SUPPORT SQUADRON  
 SSG WILLIAM H. ARMISTEAD  
 MSG WILLIAM M. POWERS  
 AB JAMES H. REYNOLDS

- 192d CIVIL ENGINEERING FLIGHT  
 SGT JAMES A. JORDAN  
 SGT JAMES E. ROBERTSON

## 192d MOBILITY SUPPORT FLIGHT SGT MARSHALL C. HALL

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

- 192d MOBILITY SUPPORT FLIGHT  
 SSG WILLIAM T. CARTER 192CSS

- 192d COMBAT SUPPORT SQUADRON  
 SSG GARY A. WOOD 192CAM

- 192d WEAPONS SYSTEMS SECURITY FLT  
 A1C ROBERT T. HARRIS JR 192CSS  
 SGT FRANCIS M. DORISH 192CSS

- HEADQUARTERS, VaANG  
 SSG ERIC R. PAGE 192CSS

- 192d CAMRON  
 SSG DAVID M. HARMON 192CSS

## SSGT SPARKS JOINS

### ELITE GROUP

On Thursday, 12 June 1975, SSgt Charles R. Sparks of the 192d CAMRON, received his diploma of graduation from the Air National Guard Noncommissioned Academy. Sergeant Sparks is the tenth NCO from the Virginia Air Guard to have achieved this distinction since SMSgt Billy T. Williams was the first Virginia graduate seven years ago.

The Noncommissioned Officers Academy provided Sergeant Sparks and his predecessors with instruction and experience so that they graduated with the knowledge and character essential to leadership and the motivation to become a more effective and efficient NCO.

The objective of the Noncommissioned Officers Academy is a well-rounded professional NCO. Broad objectives of the Academy are:

To provide each NCO with the academic knowledge essential to his career.

To provide leadership training for the NCO to develop his capabilities and skills as a leader.

To provide each NCO the broad military education as a foundation for his continued development as a professional.

Graduates of the Academy encourage all NCOs to check with the Training Office for the Academy's program of instruction and class dates offered.

Congratulations to SSgt Sparks for his achievement and welcome home!

# A DAY AT DARE COUNTY RANGE

By Capt Frank McNally

Manteo, North Carolina is a four hour drive from Richmond. One hour from Manteo, fifty miles due west is the Dare County Range, a strafing and bombing range used by the Navy, Air Force, and Air National Guard pilots to maintain their bombing and strafing proficiency.

For the pilots of the 192d Tactical Fighter Group, the range is a twenty minute flight from Byrd Field. That sure beats five hours in a car, particularly when the summer weather can get in the high nineties.

The Dare Range is operated on weekends by Harry Mann, a jack-of-all-trades, who operates the Navy side of the range full time during the week and who works the Air Force side, used by the D. C., New Jersey, and Virginia Air Guard, on weekends.

One "too early" Saturday morning in June, I met Lieutenant Colonel Al Mattox at the Manteo Motel for the hour drive to the range. Colonel Mattox would serve as the range officer for the day. His job would be to handle radio contact between the pilots that would be using the range and the scoring tower. On the average a flight of F-105s will be on the range for approximately twenty-five minutes. The range officer clears them onto the range, advises them of local weather and winds, and gives them their scores, as he receives them from the plotting team.

After an hour drive on a two lane macadam road and a fifteen minute drive on a dirt road, Colonel Mattox and I reached a small metal building which is the operations center of the range. Here we were (See DARE COUNTY, Cont'd on Page 4)

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## DARE COUNTY CON'T

greeted by Harry Mann who let us know that the first flight would be in shortly.

After surveying the area, I followed Harry up the steps to the top of the fifty foot scoring tower that serves as both observation deck, scoring tower, and range officer's headquarters.

Two scorers sit in the center tower while another scorer uses one of the two other towers to assist in plotting. Strafing on the range is measured electronically by a special scoring device that measures the number of supersonic projectiles that pass by it.

Shortly after getting settled in the tower, we heard the radio crackle and the flight leader announced he was passing over the Alligator River, just west of the range. Colonel Mattox gave the flight winds and weather information and asked them to let him know when they had the range in sight.

"Roger lead, you're cleared in hot," were Colonel Mattox's words as he answered the leaders call that the flight had the field in sight.

On a normal range mission a flight of four F-105 Thunderchiefs will make six passes on the range. Each pilot will drop two high level and two low level practice bombs, and make two passes at the strafing target.

Cameras banging, I climbed out on the outer railing of the tower and waited for the lead to make his first pass. At 12,000 feet he began his forty-five degree dive. As he came past the tower I could see the bomb fall from the bottom of the plane and there was a white puff of smoke in the target area. Inside, Harry Mann and his crew were busily plotting the hit and Colonel Mattox was passing on the score to the leader. Before I could take the next picture, the three other members of the flight had made their passes.

The Dare County Range is a busy place on most Saturdays in the summer. Six flights of F-105s visited us that hot June day. One group came from the 108th in New Jersey and one from the D. C. Air Guard.

When it came time to pack it in, I thanked Harry and his crew for a fine visit and Colonel Mattox and I climbed back into the car for the hour drive back to Manteo and civilization.



Harry Mann, Superintendent of the Dare County Bombing Range takes a plot on weather balloon he launched to determine local winds.



Lieutenant Colonel Al Mattox clears an F-105 onto the range.



Harry Mann and one of his assistants watch an F-105 on final as they prepare to plot its bomb score.



The center plotting tower and home for the range officer during range operations.



The operations building at the Dare County Range.



An F-105 pulls up after a pass at the straf target.