

VAANGUARD

VIRGINIA AIR NATIONAL GUARD

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December 1976

AG'S ANNUAL SMALL ARMS TOURNAMENT

The Annual AG's Small Arms Tournament was held during the month of October, at Dam Neck Naval Base. The VaANG was represented by two teams, one rifle and one pistol team competition. There were two types of competition within each team, the Open Class and New Shooter Class. The Open Class consists of individuals who have competed in one or more AG tournaments, and the New Shooter Class is made up of individuals who have never entered in tournament competition.

This year's tournament competition team members were Capt Allen R. Smith, SMS Jack S. Sandford, TSG Earl H. Clark, Jr., TSG Daniel R. Bowers, SSG Robert L. Peace, and SSG Robert K. Cash. In the rifle competition, first place trophy for the 100 Yard Slowfire M16 Rifle, Open Class, went to SMS Sandford. SSG Peace won the first place New Shooter Award for M16 competition.

In the 45 Cal. Automatic Pistol Competition our team placed second in overall competition with the outstanding efforts of Capt Smith, TSG Clark, TSG Bowers, and SSG Cash.

Individual awards for pistol competition were as follows: TSG Clark won the Overall Match Award and the Distinguished Marksman Award for Open Class; SSG Cash was winner of the Combat Crouch Stage for Open Class; Capt Smith was winner of the first place Combat Crouch Stage for New Shooter Class and winner of the New Shooter Award.

We congratulate this year's team for their outstanding effort and for the numerous awards won in state competition.

AIR RESERVE FORCES SUPPLEMENTAL PROGRAM

The National Guard Bureau has announced the schedule for classes of the officers' professional military education program, formerly titled the Airpower Seminar, now called the Air Reserve Forces Supplemental Program. The course will be conducted at Maxwell AFB, Alabama. The Air National Guard will receive eleven spaces for each class. Personnel in the grades of Lt Col thru Maj Gen may attend. Top secret security clearance is required.

Three periods, 24-28 January 1977, 22-25 February 1977, and 11-12 April 1977, are scheduled. The first period (designated as Period II), entitled "Assessment of the Threat Opposing US and Allied Forces", is designed for senior intelligence officers. The second period (designated as Period III), entitled "Analysis of Strengths and Weaknesses of US Offensive and Defensive Strategic Forces", is designed for senior operations and command level personnel in SAC and ADCOM missions. The third period (designated as Period IV), entitled "Theater Air Warfare", is designed for senior operations, staff, and command level personnel in TAC and MAC missions.

Applications must be received in NGB/DPT no later than 30 days prior to the class start date, for the class requested. An official military photo (8 x 10), a biographical sketch, and the recommendation of the Adjutant General must accompany

the NGB Form 65, Application for Training. Interested VaANG officers should apply through the CBPO, Room 4, O & T building.

NCO AND AIRMAN ADVISORY PANEL

The ANG/AFRES NCO and Airman Advisory Panel will hold its eighth meeting on 25-27 January 1977 at Hq ARPC, Denver, Colorado.

All Air National Guard enlisted personnel are invited to submit recommendations or suggestions (agenda items) for the panel's consideration.

All items will be appropriately staffed and if approved by the panel will be forwarded to the Director, Air National Guard, or Chief, Air Force Reserve, for further consideration.

Originators of agenda items should determine to the best of their ability that all submissions require policy determination and are in the best interest of the Air Force. A status and/or disposition report will be provided the originators of each submission following the conclusion of the council meeting.

NATIONAL GUARD RESERVE SUMMER LEAVE

National Guardsmen and reservists take part in annual training sessions to keep current with their military responsibilities. Nearly all take time off from work for the training. Absences, lasting from a few days to a few weeks, call for temporary adjustments by the trainee and his employer.

Federal law (Chapter 43, Title 38, U.S. Code) requires the employer to excuse a worker for military training duty, and to permit the worker to return to his position with such seniority, status, pay and vacation time as he would have had if he had not been absent for military duty.

Employers are not, however, required to pay for lost time because of training. Some do as a matter of policy; others do not.

It is illegal for an employer to downgrade an employee for his Reserve activities.

The law covers employees in private industry and federal, state and local government agencies, except those who hold temporary positions.

The employee is expected to return to work as soon as his training has ended. The law says the trainee should report for work following training at the beginning of his next regularly scheduled working period after the end of the last day necessary for him to travel from the place of training to his place of employment, or (See SUMMER LEAVE...cont on Page 2)

a Very
MERRY
CHRISTMAS

and a
HAPPY
NEW YEAR!

PERSONNEL CHANGES

The following personnel were enlisted into the Virginia Air National Guard during the month of November. Those identified with (1) are prior service; those with (2) are non-prior service and those with (3) are palace chase. WELCOME Y'ALL! GLAD TO HAVE YOU.

192D CAMRON

SSG MCGEE, GERALD E. (1)
SGT BASKERVILLE, JOHN C. (1)
SGT CLARK, EARL M. (1)
SGT MCENDREE, DEBORAH A. (1)
SGT SCOGGINS, WILLIE L. (1)
SGT STEWART, LAWRENCE E. (1)
SGT WHITEHEAD, SIDNEY D. (1)
AB ELLIS, JAY N. (2)
AB LOYALL, ANTHONY W. (2)

192D COMBAT SUPPORT SQUADRON

SGT CHILDREY, MICHAEL J. (1)
AB HARRIS, ROSA J. (2)
AB KENDRICK, BETTY J. (2)

192D CIVIL ENGINEERING FLIGHT

SGT OCONNELL, DONALD W. (1)

192D WEAPONS SYSTEMS SECURITY FLT

SGT COLLINS, ALLEN L. (1)
SGT SHORT, ST CLAIR I. JR. (1)

192D MOBILITY SUPPORT FLIGHT

SGT GEISSLER, RUSSELL E. (3)
SGT KNIGHT, JAMES E. (1)

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

149TH TACTICAL FIGHTER SQUADRON

SGT PELTON, DWIGHT S.

192D MOBILITY SUPPORT FLIGHT

SGT WILSON, TIMOTHY D.
AMN TUCK, WILLIAM D.

192D CAMRON

TSG RICE, WILLIAM D.
SSG ANDERSON, HERMAN JR.
SGT ASSAID, STEVEN T.
SGT TESTERMAN, RONALD E.

192D COMBAT SUPPORT SQUADRON

SSG COBALIS, FERNANDO J. JR.
SSG EVANS, MELVIN B.

192D TAC CLINIC

SSG WHITLEY, HORACE L. JR.
AMN LEWIS, PATRICIA

192D CIVIL ENGINEERING FLIGHT

SSG COX, ROGER L.
SGT WATSON, WILLIAM W.

192D COMMUNICATIONS FLIGHT (SPT)

SSG FISHER, BETTE D.

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

192D MOBILITY SUPPORT FLIGHT
SGT SUMMERSSET, REGINALD J. 192CSS

192D COMBAT SUPPORT SQUADRON
SGT COULTER, TIMOTHY C. 192MSF

192D CIVIL ENGINEERING FLIGHT
AB BURNETT, GLENN L. 192CAM
AB CORDLE, RICHARD A. 192CAM

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

192D CAMRON

TSG BECK, DAVID R.
TSG MARTIN, CHARLES H. JR.
SSG CHENAULT, HENRY W. JR.
SSG HARVELL, BRYANT K.
SSG KEENE, CHARLES W.
AMN KREBS, WINIFRED R.
AMN SANDFORD, JACK S. JR.

192D COMBAT SUPPORT SQUADRON

AMN DAVIS, PETRICE S.
AMN HUX, CHARLES S.

192D CIVIL ENGINEERING FLIGHT

AIC ROBERTSON, JOHN E. JR.
AMN BUNCE, STEVEN C.
AMN BURNETT, GLENN L.

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

192D MOBILITY SUPPORT FLIGHT

AB CHRISTIAN, JOHN R. III
AB SAMS, ELMORE R.

192D CAMRON

AIC CANTOR, STEVEN N.
AB HAYWOOD, MARK W.

192D CIVIL ENGINEERING FLIGHT

AB WALLACE, JERRY W.

SUMMER LEAVE . . . Con't

within a reasonable time thereafter if he is delayed by factors beyond his control.

The employee must request leave for the training period. No particular form is needed. When he is told of his military training dates, he should in turn tell his employer.

The Office of Veterans Reemployment Rights, Labor-Management Services Administration, is responsible for enforcing the provisions of the law, informing veterans, reservists and employers of the reemployment program and assisting them with any problems they may have. The Agency's compliance officer for Virginia is Joseph B.

SOCIAL ACTIONS

CONTROVERSIAL ISSUE ON ALCOHOLISM

by SSGt Romeo V. Allas

Alcoholism is a psychological, physiological dependency on alcohol that leads to a person's inability to function, unacceptable behavior or the impairment of his or her duty performance, deteriorating physical or mental health, financial irresponsibility, and breaking personal relationships. In other words, it's tough for the alcoholic and the people near the alcoholic.

The quantity of alcohol is not necessarily the indicator of alcoholism, nor is the frequency of use. Initially, however the person involved cannot "consistently" choose how much or how long he/she will drink; but as his/her involvement with alcohol deepens, he/she loses the ability to "consistently" choose when or how much to drink. If unchecked, this growing involvement with alcohol leads to the total control over it's consumption and the ultimate destruction of the individual.

Alcoholism is a highly complex problem to which anyone regardless of race, religion, rank, ethnic background, social class or occupation position is vulnerable.

Alcoholism is progressive and destructive but it can be successfully treated or controlled if detected by someone or accepted by the individual himself/herself that he/she has a drinking problem. But along these lines, we can encounter great difficulty in recognizing the problem as it is a person's right to exercise his or her judgment in the use of alcohol, as opposed to drug abuse. Alcohol abuse seems to be as much a part of society as religion or other social functions.

Too often individuals are afraid to discuss drinking problems for fear of reprisals. Drinking also often takes place in social occasions and fellow workers hesitate to confront social misbehavior and even applaud with statements like, "Joe can really hold his liquor"; or, "Did he really put on a show last night".

The Social Actions Office is available to discuss in total confidence any problem that you may have regarding alcoholism or drinking problem.

Beever, Acting Director, Veterans Reemployment Rights, U.S. Dept. of Labor, Room N 5469, 200 Constitution Avenue, N.W., Washington, D.C. 20212. Phone: 202-523-8611.

SAFETY

How well can you remember the Christmas holiday season last year? All the joys and pleasures of the holidays tend to reinforce the Christmas spirit. However, human nature has a tendency to cause us to forget small, unpleasant situations. Can you recall finding a frayed wire on your Christmas tree lights when you took them down last year? Do you remember almost falling off the rocking chair when you used it to stand on in order to place the star on top of the Christmas tree? Of course these things did not happen to all of us. They are mentioned to merely remind you that if you really stop to think, you will remember something from a previous Christmas season that struck you at the time as an unsafe situation.

Even minor accidents can spoil the merriment of the season, although minor accidents by their nature usually cause only minor inconveniences. The real point is to think about safety while you are enjoying Christmas. Therefore, the following items are listed to help you have a safe and happy Christmas season.

1. Do not overload electrical outlets/circuits when putting up Christmas lights.

2. Examine all electrical cords to check for frayed or broken insulation.

3. Arrange the wiring on your Christmas tree lights so that you can easily and conveniently turn them on or off without danger of tripping over or falling into the tree.

4. A cut Christmas tree becomes quite dry after spending a few days in a heated home. Any sparks, open flames or excessive heat will cause ignition and you would be absolutely amazed to see how fast and furious a dry Christmas tree will burn.

5. If you use an artificial metallic foil tree, do not string electrical lights on it - the potential is severe.

6. If you are using your fireplace, do not burn discarded Christmas wrappings in it. It will cause large amounts of burning or glowing paper embers which may settle on your asphalt shingled roof, causing a fire.

7. Keep bubbling fondues in the center of a large table, so if they accidentally tip, the burn hazard to your family and guests will be minimized.

8. Do not overfill alcohol or other flammable liquids in open flame fired chaffing or serving

dishes. The heat from the flame will cause the fuel to expand and possibly overflow onto the table.

9. Keep an excessive number of "cooks" and "tasters" out of the kitchen. The resulting confusion creates too great a potential for accidents.

10. Drink alcoholic beverages in moderation and let someone sober drive if you have had too much in the way of Christmas spirits.

The above points are by no means exhaustive and are to serve as memory jogs so that you may truly have a very Merry Christmas and a happy and prosperous New Year.

MOBILITY BAG

Currently action is being taken which will more clearly identify tasking for the Mobility Support Flight. Until that time the Mobility Support Flight will be the primary source to satisfy personnel shortages in the aviation Unit Type Code (UTC).

The Combat Support Squadron and Group Headquarters personnel must be used when the Mobility Support Flight does not possess the required AFSC. In all cases total base resources must be exhausted prior to requesting manning assistance for actual deployments and ORIs.

TACR 400-1 provides guidance for unit selection and preparation of personnel for deployments, in support of contingencies, rotations and exercise plans. Unit Mobility Officers/NCOICs are directed to follow this guidance in assigning personnel to mobility positions.

Female personnel are considered available for assignment to TSE and BSE only. They will not be assigned to ISE or ESTs. In the event of actual deployment, female personnel will be replaced by male personnel.

Present policy calls for the most qualified and available personnel to be assigned to mobility. Basic trainees will not be assigned to mobility.

REBELS AGAIN MEET REDCOATS

by Capt Frank McNally

"When we fly a maritime mission, we usually send up a 'Hunter' to try to hassle the four 'Buccaneers' and break up their attack. It can get quite testy flying around at 300 feet."

"The 'Thud' is a great airplane. It will get the bomb on the target and then get us out of there in a hurry. We fly with some peacetime (See REBELS... continued on Page 5)

CHAPLAIN'S CORNER

MERRY CHRISTMAS

by Capt Sant'Anna

Bells, music, gifts, Santa Claus, happy children and many other factors and attitudes make it clear that Christmas is just a few days ahead of us. Christmas is the good news of incarnation, of the Word which became flesh and came to dwell with us. Jesus, the Son of God, King and Savior, came into the world to redeem mankind, bringing joy, peace and love.

Christmas is more than a time for celebration. It is also a challenge. He came to give Himself for mankind, to love His friends and enemies, to show the magnitude of God's love for His creation. Christmas is then a challenge for selfishness: to know and experience that it is more blessed to give than to receive; a challenge for brotherhood: we are all children of God and we cannot claim the fatherhood of God unless we also claim the brotherhood of all persons; a challenge of peace: peace on earth, good will toward men.

As long as there are those who will not share, and those who will hate, and those who will promote war, the challenges of Christmas need to be stressed: selfishness, brotherhood and peace.

May this Christmas season be a most blessed one and the coming year of 1977 very prosperous to all members of the 192TFG and their families.

CHAPEL SERVICES

Protestant Services - 1315 hours
Catholic Services - 1400 hours
Mormon Services - 1500 hours

The VANGUARD is an official monthly newspaper published by and for the personnel of the 192d Tactical Fighter Group, Virginia Air National Guard, Byrd IAP, 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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CORONET FIFE - "THUDS TO ENGLAND & BACK"

By Captain Frank McNally

On October 22 at 7 A.M. forty-one F-105 pilots gathered in the pilot briefing room at the Virginia Air National Guard's 192d Tactical Fighter Group and received their initial weather briefing on Coronet Fife. The objective of Coronet Fife was to move 18 F-105s across the Atlantic to RAF Lakenheath in the United Kingdom. The distance would be 3,786 miles and would require ten aerial refuelings for each F-105. Fifteen Strategic Air Command KC-135 Stratotankers plus an EC-135 Tactical Deployment Control Aircraft would form the initial tanker task force. Other tankers would rendezvous with the F-105s near Lages Air Base in the Azores for the final refuelings. In addition Military Airlift Command C-141 Starlifters would transport more than 165 maintenance and support personnel and their equipment to RAF Lakenheath.

The Virginia Air National Guard's 192d Tactical Fighter Group supplied the deployment commander, 22 pilots and 130 support personnel while the 113th Tactical Fighter Wing, Washington D. C. Air National Guard supplied seven pilots and 52 support personnel.

"Doing what we say we can do," sums up the thoughts of Colonel Claude Heath as he talked about the success of Coronet Fife. Colonel Heath, commander of the 192d TFG served as commander for the deployment.

After the initial 7 A.M. briefing the pilots broke up into cell groups for their flight briefings.

The plan called for 24 F-105s to be launched from Byrd International Airport between 3 A.M. and 4 A.M. on October 23rd. Six of the aircraft would serve as airborne spares in case one of the primary aircraft had a maintenance malfunction, and go only to the first air refueling point.

"We had to schedule the early take off in order that the arrival at RAF Lakenheath would be before dark," Colonel Heath said. "Even though all the pilots had been to Andrews Air Force Base and flown the instrument approach on the F-105 simulator, TAC peacetime regulations required that the aircrews arrive before dark. After an eight hour flight and ten air refuelings, we felt a daylight landing would be safer." The Tactical Air Command not only required the early landing arriving prior to darkness but also required that pilots be familiar with the approaches to all possible

abort bases. All pilots flew the abort approaches on the F-105 simulator.

The Richmond, Virginia night was crystal clear. The temperature was twenty-nine degrees and the stars were out in the millions as the pilots walked in the 2 A.M. darkness to their aircraft for the walk around, preflight and engine start. Fourteen F-105 Ds and four F-105 F models were the primary aircraft.

More than four hundred local residents milled around the hangar area waiting to witness the launch of the 24 aircraft. There would be noise, but the idea of watching the take off of that many F-105 aircraft on such a beautiful night had brought out the sizeable crowd. In addition, the 192d had announced to the local media that they were serving coffee and doughnuts to anyone interested enough in watching the launch.

"Everything went according to schedule," said LtCol "Tee" Coke, the launch officer for the mission and one of the prime planners for the deployment. "I don't know what could have been done to make it better."

All 24 primary aircraft were launched and at the first air refueling point, the six scheduled airborne spares returned to Byrd International Airport. It had been a smooth operation. The spare pilots along with the support and maintenance personnel began processing their luggage and received their anti-hijacking briefing. By the time the support personnel and spare pilots boarded the C-141s, the F-105s had reached their second air refueling point and were well on their way across the Atlantic.

"It was a great thrill to be up there in the middle of a crystal clear night, but I did feel a little intrepidation as the lights of Norfolk disappeared behind us." one of the pilots later confessed.

The eight hour, 3,786 mile flight went smoothly for all but one of the F-105s. During the second air refueling one of the F-105s broke off the refueling probe of one of the Strategic Air Command KC-135 tankers and the probe lodged in the refueling receptacle of the F-105. The aircraft along with a companion F-105 was diverted to one of the emergency alternate air fields and landed without incident in Bermuda about an hour later.

The tanker task force of 15 Strategic Air Command KC-135 tankers also included an EC-135 Tactical Deployment Control Aircraft which had sophisticated communications equipment on board and enabled the task force commander Col Heath to monitor the progress of the F-105s during the transatlantic crossing.

Eight hours after their departure from Byrd International Airport, 16 F-105s landed at RAF Lakenheath in the United Kingdom. The time was 4 P. M. local time when LtCol W. P. "Whitey" Lemmond, a Hopewell, Va., lawyer and substitute judge as well as squadron commander of the 149th Tactical Fighter Squadron of the Virginia Air National Guard touched his F-105 down on the runway at Lakenheath.

RAF Lakenheath's own 48th Tactical Fighter Wing and the 493rd Tactical Fighter Squadron hosted the Virginia and D.C. Air Guardsmen during their stay.

During the two week deployment the pilots flew 87 sorties and logged more than 125 hours flying time. Weather proved to be one of the big hurdles during the deployment. Two days of flying were completely lost when fog and rain forced the cancellation of the daily flying schedule. According to one of the 493rd TFS pilots, the Virginia and D. C. airmen hadn't seen anything. He said that there have been times when flying at Lakenheath had been restricted for a week or two.

One of the important accomplishments of the exercise was to deploy aircraft and crews on cross country missions. F-105s flew to bases in Germany and Denmark. In addition to combining some close air support missions in the local area, the cross country missions enabled NATO member countries to see the F-105s, and meet with the pilots of the 192d TFG and the 113th TFW who were conducting their training as part of the short term deployment.

Other missions flown by the Coronet Fife deployment force included low level navigation routes in England and Scotland, maritime attack missions, and close air support missions. Aircrew members received classified theatre briefings and were able to get a good idea of what the USAF and NATO mission is and how the Air Guard would fit in if called on.

The exercise from departure to return included more than 380 flying hours and 117 sorties.

The return to Byrd International Airport began with flight crew briefings on Friday, November 5th. Crew rest began on Friday evening and by ten o'clock Saturday morning the first cell pilots had climbed in their F-105s and started engines. Sixteen F-105s were scheduled to make the return flight to Byrd. Take offs were on time and all aircraft hit the first air refueling point on time. Two aircraft however encountered problems and were forced to return to Lakenheath. The remaining 14 F-105s completed the eight and a half (See CORONET...continued on Page 5)



30 years have passed since MacArthur prayed for lasting world

PEACE

For many people who were alive in 1941, it is hard to realize that 35 years have passed since Pearl Harbor Day, December 7 of that year, or that more than 30 years have elapsed since the end of World War II.

Universal Studios is currently making a motion picture about one of the most famous military figures of the Second World War, General Douglas MacArthur. Starring Gregory Peck as MacArthur, scenes of the famous surrender aboard the *USS Missouri* were filmed recently.

The surrender took place at 0904 September 2, 1945, officially ending the war just 1,364 days, 5 hours and 44 minutes after the attack on Pearl Harbor. The day dawned with the flag that had flown over the Capitol dome in Washington, D.C., being raised on the battleship's flag-staff.

At 0856 the Japanese delegation boarded the ship, headed by Foreign Minister Mamoru Shigemitsu. As they arrived, complete silence fell over the

assembled representatives of various Allied Nations there to sign for their respective governments.

After three or four minutes had elapsed, General MacArthur appeared with Admirals Chester W. Nimitz and William F. Halsey. The general took his place before the microphones to open the ceremony. At his side were General Jonathan M. Wainwright, U.S. Army, who had surrendered the Philippines in 1942, and General Sir Arthur E. Percival, British Army, who had surrendered Singapore the same year.

All parties signed the surrender document, and then General MacArthur spoke a final few words: "Let us pray that peace be now restored to the world and that God will preserve it always."

The same scene was recently staged aboard the mothballed *Missouri* in Bremerton, Washington, for filming the MacArthur movie. Pictured here are photographs of the actual event and the movie reenactment.



The Cocktail Party

The cocktail party, an American invention, has been called "a primitive, dangerous drinking rite." It seems designed to bring too many people into too small a space to drink too much too fast without eating, all spiced with conversation that can't be heard—often for the purpose of paying off social debts wholesale.

The typical cocktail party is crowded, and everyone is dressed up, hungry, and a little tense. Many of the guests scarcely know one another. The host or hostess is frequently immobilized by the crowd in a corner of the room. There is little to eat. There's not much to do but stand around uncomfortably, drink, and talk. And talking is easier than hearing. Some parties go on for hours with no breaks in the drinking.

How to cope? One can stay home. Or go with a game plan—have the ritual drink if you choose, elbow your way to the beleaguered host or hostess, pay your respects, and escape to a quiet dinner served somewhere else.

If you venture to give a cocktail party of your own, be kind to your guests. Invite no more than may be seated comfortably, even on the floor. Provide coasters that guests may use to rest their drinks on while relaxing, moving about, and conversing without having to hold the ever-present glass.

Set specific hours, say five to seven, and adhere to them. A considerate way to close the drinking phase is to serve a substantial snack. It also provides some non-drinking time before your guests start to drive home.

Noel



HANNUKAH

On Thursday evening, December 16, Jewish personnel and dependents at military installations will mark the first night of the *Hannukah* festival by lighting the first candles of the holiday. An additional candle is added to the *hannukiyah* or *menorah* (candelabra) until the eighth night on Thursday, December 23. The holiday is also marked by the giving of small gifts to children, the eating of potato pancakes (*latkes*) or donuts, and playing the *dreydel* (tops) game.

This holiday marks the 2141st anniversary of the re-opening of the Temple in Jerusalem after its desecration in the year 168 B.C. Antiochus sought to tie Judea to his polyglot empire by imposing upon it the rule of a politically favored minority backed by a military garrison. Angered by their loss of freedom and the crass violation of their holiest site, the Jews allied around Judah Maccabee and recaptured Jerusalem in the year 165 B.C.

On the third anniversary of its desecration the Temple was re-opened for Divine service. It soon became customary to "proclaim the miracle" by lighting the *Hannukah* lamp, a tradition which has lasted to this day.

REBELS . . . Con't

restrictions but if the going got tight, it could do the job and get us back."

The minutemen of 200 years ago would never have believed that man would someday fly but even more remote in their minds would have been the possibility that their successors would be trading friendly stories with members of the British armed forces.

On Tuesday, Nov 2, 1976, 18 Virginia Air Guardsmen toured nearby RAF Honington as guests of the station commander and aircrews. The Air Guard pilots received a briefing on the RAF mission at Honington, toured the base and were treated to coffee and sandwiches by their British hosts.

What was the main topic of conversation? Politics? What else -- flying. The pilots traded flying stories and talked about the differences and the similarities that exist between the "Buccaneer" and the "Thud".

The typical RAF pilot usually gets 300 hours of flying time a year. They were quite surprised to learn about the part-time pilots of the Virginia Air National Guard. The Virginia pilots can expect to get anywhere between 100-120 hours a year.

"I'm a lawyer and substitute judge during the week," said LtCol W. Park Lemmond, the commander of the 149th Tactical Fighter Squadron of the Virginia Air National Guard. "One of our guys sells life insurance, others are commercial pilots, stock brokers -- and one is a peanut farmer.

"We come out on the weekends to fly because we love it. We also believe in the citizen soldier concept of a strong reserve force."

The Guard has come a long way from the rag-tag militia of the 1700s, according to Colonel Lemmond. "History has proven, from the Minuteman of '76 to the Air Guard units called to duty in Viet Nam, that we're ready to go anywhere at anytime to get the defense job done," he said.

The modern-day militiamen enjoyed their day with the British regulars. "It was a great tour," said Maj Bill Monahan, a Richmond Va. lawyer and Air Guard pilot. "I really enjoyed talking flying with someone who might someday be helping us get an important job done for NATO. There is no doubt that the RAF pilots at Honington are all business. And it was pretty obvious that they know their job well."

CORONET . . . Con't

hour, eleven air refueling trip to Richmond without incident.

In summing up the mission, mission commander Colonel Claude Heath said, "I think the entire deployment was a success. We had weather problems and encountered some aircraft problems but nothing got in the way of completing what we set out to do. We proved that an air national guard unit and in this case one unit supported with help from another, can deploy to England, complete its assigned tasks and return with minimal problems. Everyone who participated did a great job. If they need us over there in the future, we know we can get there and be ready to do whatever we are tasked to do."

In addition to the F-105 sorties, it took eight C-141 Military Airlift Command Starlifters to transport the support and maintenance personnel.

Coronet Fife included not only the Air National Guard Units directly involved but also MAC and SAC Guard and Reserve Units as well as Regular Air Force Units.

SWINE FLU IMMUNIZATION PROGRAM

The Swine Flu Immunization Program will, at long last, get under way for the VaANG this coming drill weekend, Saturday morning at 0830 hours. Following roll call, personnel will report to the main hangar area. Anyone who has received the Swine Flu (NJ) type at the Health Department or through his/her private physician will be required to show proof of same when you go through the line. Records have been annotated of personnel who have previously received this immunization and have shown proof to the Clinic. These people are excluded from processing through the line. As a reminder to all personnel, this immunization is MANDATORY for all military, both active duty and reservist.

SECURITY POLICE CORNER**1. REDUCTION IN DOD INVESTIGATIVE RESOURCES**

DOD budget curtailment, combined with a Congressionally directed reduction of manpower and funds in the Defense Investigative Service (DIS), necessitates action to offset personnel security investigative resource losses without degrading the overall personnel security program. DIS has undertaken action to reorganize its manpower structure and to otherwise streamline its operation.

All commanders and security managers are cautioned regarding the importance of developing balanced, systematic, and coordinated internal personnel security programs within their areas of responsibility to insure that disproportionate reliance is not placed upon personnel security investigations as the means of identifying problem personnel security cases. Such programs should be designed to insure that supervisory personnel recognize and discharge their special responsibility in matters relating to personnel security and security of classified information. Such programs shall provide practical guidance as to indicators which may signal matters of security concern.

The numbers of persons nominated for security clearance at all levels must be kept at the absolute minimum level required for operations and special attentions must be given to eliminating unnecessary and duplicative requests for personnel security investigations.

Changes and revisions in the scope of personnel security investigations conducted by DIS will be furnished commanders and security managers as they are received from the DOD. (Mr. Guth, Hq USAF/SPIA, AUTOVON 22-35509) (Extracted from TTG Brief No. 22)

2. AF FORM 2585: Commanders and Unit Security Managers are reminded again that all personnel assigned to your unit must have an AF Form 2585 on file. You are also reminded that CBPO only initiates required paper work for security clearance on non-prior service personnel; therefore, the Unit Security Manager must submit AF Form 2583 for all prior service personnel that enlist in your unit. Remember, you must first initiate an AF Form 2583 through proper channels before accomplishing AF Form 2585.

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