

VAANGUARD

VIRGINIA AIR NATIONAL GUARD

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Byrd IAP, Sandston, Virginia 23150

February 1976

VaANG LICENSE PLATES

By now, probably everyone is aware that all National Guardsmen are entitled to Special Virginia National Guard license plates. Although the plates offer no special privileges, this is one way to be readily identified with the National Guard.

Plates are issued by numerical sequence by grade, with an expiration date of 31 March each year. All other applications will be honored, but will not be in proper numerical sequence. Limit this year is 2 sets per customer for 1 through 2500. For those General and Field grade officers wishing to have numbers 1 thru 100, there will be an additional fee of \$10.00 per vehicle.

BILLETING INFORMATION

Effective immediately, checkout time will be 1200 hours. If you fail to checkout by that time you will be charged for another day by the motel management.

Due to the steadily increasing number of VaANG members eligible for billeting, it has become necessary to provide quarters at another motel in order to cover the additional billeting requirements.

The Ramada Inn will make reservations at the Executive Motor Inn on West Broad Street, for those individuals it is unable to provide billeting for within its own establishment. This action will only occur after the Ramada Inn has become completely booked with reservations.

The same rules and regulations will apply at the Executive Motor Inn as they do at Ramada Inn. Any abuse of the rules will result in your immediate suspension. It is strongly advised that eligible members review the Billeting letter of 12 Dec 1975 which covered all rules and regulations.

CANCELLATIONS: If you find you cannot keep a reservation, YOU AND ONLY YOU must call the billeting office, the Ramada Inn, or the Executive Motor Inn and cancel your reservation. You are encouraged to get the name of the person, and the time and date of the cancellation, for your own protection.

All officers and senior NCO's of each unit desiring these plates must present a valid registration card (registered to member's name), with a check or money order, for each vehicle, payable to "Division of Motor Vehicles", in the proper amount to Administrative Services, O&T Building not later than 22 February. All other members should forward their registration card(s), checks and Certificate of Membership, AGofVA Form 66, directly to the Division of Motor Vehicles.

Type vehicles which may be so registered are automobiles, pick-up trucks, and small vans. No rented vehicles please. Fees are the same as regular plates, and vehicles must be properly insured to qualify for Special plates. Plates will be delivered by mail from DMV.

If you appear as a "NO SHOW" and are suspended, you must have the above information before any consideration for reinstatement will be given.

Remember this is a real privilege for all those eligible and if everyone will just follow the instructions the program will run much smoother and perhaps last longer.

MOBILITY

The scheduled mobility exercise for the month of February 1976 has been cancelled.

During the practice mobility exercise in January an excessive number of short-falls were brought to light, i.e., personnel not familiar with their jobs or knowledgeable of their responsibility, structural organization and manning, etc.

The following Mobility Operating Sections, Mobility Control Center (MCC), Transportation Control Unit (TCU), Air Passenger Terminal (APT), Air Cargo Terminal (ACT), Sub-Motor Pool (SMP), Mobility Processing Unit (MPU), and the Mobility Orders Unit (MOU), will conduct an in-house training exercise during the February Unit Training Assembly to include, but not limited to, review of applicable MOPS, completion of pre-formatted mes- (See Mobility, Page 4, Column 3)

CBPO CHIEF: YOUR HELP VITAL

OFFICER DEFERRED FROM PROMOTION DUE TO OUTDATED OFFICIAL PHOTOGRAPH ---
 AIRMAN DENIED BX PRIVILEGES DUE TO EXPIRED ID CARD ---
 UTA CHECK RETURNED AS UNDELIVERABLE DUE TO ERRONEOUS ADDRESS ---
 GUARDSMAN DENIED QUARTERS ALLOWANCE DUE TO FAILURE TO RECERTIFY DEPENDENCY ---
 GUARDSMAN KILLED IN AUTO CRASH - BENEFITS PAID TO EX-WIFE DUE TO FAILURE TO CHANGE BENEFICIARY ---
 Unlikely headlines??? Not at all!! Each has actually happened and the list is endless. Our CBPO people have a tough job monitoring the many personnel problems it takes to service almost one thousand guardsmen in the different units at Byrd Field. Each UTA they send out several hundred notices of various actions due and have every right to expect 100% compliance except for absentees. Taking the time to complete these actions will only benefit YOU -- not the CBPO. Just as you expect timely promotions, timely pay and a host of other timely personnel actions -- CBPO must have your cooperation in order to administer all their programs on a timely basis. Those in the "people" business are doing their utmost to service you -- help yourself by helping them!!

AIR GUARDSMAN RECOVERING FROM FALL

MSgt Martin V. Balazik, who in December fell from a Richmond Metropolitan Authority bridge, is now listed in satisfactory condition at MCV.

Of the numerous complications facing Martin's recovery, one is the possibility of limited use of his left leg due to paralysis. He has been scheduled to begin therapy soon.

His doctors have estimated his remaining time in the hospital to be 4 months, but Martin's statement was he will be out before then.

NEXT UTA**FEBRUARY 21-22 1976**

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, and those with (3) transferred from other units. ALC Hodges transferred from NJ ANG; Sgt Meier transferred from IOWA ANG; Capt Weeks, Sgt Washington, and Amn Strohm transferred from the AF Reserves. WELCOME Y'ALL! GLAD TO HAVE YOU.

192D TACTICAL FIGHTER GROUP
SGT WASHINGTON, CHARLES H. JR. (3)
AMN STROHM, DEMARIS A. (3)
AB BELLE, BRENDA C. (2)

192D CAMRON
SSG NICHOLS, CECIL R. JR. (1)
SSG STONE, RANDOLPH W. JR. (1)
SGT HUXTABLE, STEPHEN L. (1)
ALC HODGES, PHILIP T. (3)
AB MAGEE, RICHARD J. (2)
AB SMITH, BARRY W. (2)
AB WILSON, DENNIS A. (2)

192D COMBAT SUPPORT SQUADRON
SGT MEIER, PAULINE T. (3)
ALC CURTIS, ROBERT L. (1)
ALC NORWOOD, VICKIE T. (1)
AB HARRELL, CLARENCE A. (2)

192D TAC CLINIC
AB EGGLESTON, RACHEL H. (2)

200TH WEATHER SQUADRON
CPT WEEKS, THOMAS R. (3)

192D CIVIL ENGINEERING FLIGHT
SSG WATKINS, LARRY J. (1)

192D WEAPONS SYSTEMS SECURITY FLT
SGT HUNTER, ROBERT E. JR. (1)
SGT LUTZ, CHARLES S. JR. (1)

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

192D TACTICAL FIGHTER GROUP
SSG HOFFMAN, FREDERICK J.
SGT PLATT, WILLIAM M. III

149TH TACTICAL FIGHTER SQUADRON
SSG ROYSTER, ROBERT T.

192D CAMRON
TSG COLLINS, RICHARD M.
SSG MADISON, ROY L.
SSG SZABO, ROBERT E.
SGT HAMBRICK, ELIZABETH A.
SGT LITCHFORD, EDWARD C. JR.
SGT RAGSDALE, JIMMY M.
SGT TAYLOR, FRANK N.
AB WILDER, LANDON L.

192D COMBAT SUPPORT SQUADRON
AB RILEY, SHARON L.

192D CIVIL ENGINEERING FLIGHT
SGT JONES, CHARLES E.

192D WEAPONS SYSTEMS SECURITY FLT
SGT GREEN, WILLIAM A.

192D COMMUNICATIONS FLIGHT (SPT)
AB KEEL, MILTON L.

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

HEADQUARTERS, VAANG
LTC BEASLEY, ROBERT F. 192TFG

192D TACTICAL FIGHTER GROUP
MAJ FLEMING, JAMES H. 149TFS

149TH TACTICAL FIGHTER SQUADRON
MAJ MONAHAN, WILLIAM J. 192TFG
CPT ORCUTT, JAMES R. 192TFG

192D MOBILITY SUPPORT FLIGHT
TSG CLARK, ROBERT I. 192CAM

192D CAMRON
SGT DORISH, FRANCIS M. JR. 192WSS
SGT JOHNSTON, MARTY A. 192TFG

192D COMBAT SUPPORT SQUADRON
SGT ENGLISH, PAMELA R. 192TFG
AMN STROHM, DEMARIS A. 192TFG
AB JOHNSON, LINDA P. 192MSF

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

192D CAMRON
AB DOW, JAMES A.
AB JONES, ELI W. JR.

192D COMBAT SUPPORT SQUADRON
AB CARR, NORMAN D.

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

192D TACTICAL FIGHTER GROUP
SSG GIBSON, MICHAEL G.

149TH TACTICAL FIGHTER SQUADRON
SSG HARRISON, FRED J.
SGT PELTON, DWIGHT S.

192D MOBILITY SUPPORT FLIGHT
SGT SOUTHALL, MARVIN C.

192D CAMRON
TSG YARBROUGH, JOSEPH W.
SSG ATKINS, WILLIAM C.
SSG BURNETTE, DAVID R.
SSG FLORA, RICHARD O. II
SSG HARPER, WAYNE S.
SSG KEELING, ROBERT L.
SSG OSBORNE, LAWSON W.
SGT ELLIS, WILLIAM G.
SGT OLEY, ROBERT F.

192D COMBAT SUPPORT SQUADRON
SGT HARRIS, JOHN M.

192D TAC CLINIC
SSG MOFFITT, JOHN R.

192D CIVIL ENGINEERING FLIGHT
MSG MORTON, ROBERT L.
SSG DABNEY, ANDREW W. JR.
SSG PEACE, JOHN T.
SGT BUTLER, DAVID L.
SGT WHISTLEMAN, GARY L.

192D COMMUNICATIONS FLIGHT (SPT)
TSG ANTHONY, FRANK F.
SGT BOWLES, MILLICENT D.

HOME SAFETY

Another plug for home safety. In today's society, we read, hear, and see on TV that many consumer products are dangerous, that hair spray and the SST are out to ruin the ozone layer (what's an ozone layer?) and that many chemicals in food and pesticides contain carcinogens (cancer producing substance).

It's enough to make a person tune off the warnings or become paranoid. Naturally, the rational approach is somewhere in between - to be aware of the environment and use common sense (good judgment) to minimize the risks. How about some of the less exotic hazards? (Source: National Safety Council)

Shopping cart accidents sent an estimated 8,000 to 9,000 children to hospital emergency rooms last year. Injuries included concussions, amputated fingers, and arm, leg, and skull fractures. Most of the victims were infants who fell from the baby-seat and children who played with the carts.

Falls accounted for 8,900 home deaths in 1974 (elderly, 65+, most accident prone group).

Suffocation accounted for 2,800 home deaths in 1974 (children under 4 most accident prone group).

One person in 52 in the U.S. was disabled one or more days by injuries received in home accidents in 1974. About 100,000 resulted in permanent impairment. That's a total of about 4,000,000 disabling injuries!

The good news is that the home accidental death rate is down 57% as compared to 1912. Promote home safety. Take the time to evaluate your home for safe conditions the way you might (should) on the job. "TAKE TIME TO BE SAFE."

**SECURITY POLICE
CORNER**

1. The Base Security Council/ Resources Protection Committee will meet during the February UTA. See Information Bulletin for time and place.

2. Unit Security Managers will meet during the February UTA. See Information Bulletin for time and place. The main topic to be discussed at this meeting will be the maintenance of AF Forms 1583, 1584, 1585 and 1586. Anyone other than Unit Security Managers such as unit commanders or office chiefs are encouraged to attend this meeting.

SAFETY CLASSES

Summer Camp is coming. The Safety Office is offering the following classes at Camp to personnel of the 192d TFG. Classes on other subjects will be organized if requests are made by March UTA.

CLASSES/ELIGIBLE PERSONNEL

Weapons Safety
Personnel associated with explosive items

Safety Orientation
Newly assigned personnel

Safety for Supervisors
Supervisors at all levels

Low Voltage Electrical Hazards
All personnel

Fire Hazards
All personnel

Noise Hazards
All personnel

Automotive Safety
All personnel

Motorcycle Safety
All personnel

Class times will be announced later. We need commanders' support and inputs to schedule these courses.

CUSTOMER SERVICE CENTER

Have you changed your address? If so, see us.

All change of addresses are to be made at the Customer Service Center, CBPO, Ext. 24 Class "C". AF Form 512 are available for this purpose and are to be filled out in duplicate.

SAFETY

"REAL SAFETY"

We've come a long way in accident prevention. For example, I was watching the Walton's on TV some time ago when John Walton went to work in a machine shop in Norfolk (much to the displeasure of his family, naturally). I was impressed with the "SAFETY FIRST" slogans and high visibility safety signs on display. But in the shop area, workers wore loose clothing and used absolutely no eye or face protection around the machines. From what I could see, there were no guards on the machines either.

This lack of "real" safety protection may have been an oversight on the part of program managers, but the point to be made is that over the years, better and safer machines have evolved and we've gone to considerable lengths to educate people how to work safely.

These efforts in safety have paid off - they really have. Every accident involves not only direct costs of lost time and damaged equipment, but also indirect costs that accrue because of the accident which adversely and directly affect profit (in industry) or the mission (USAF). Obviously, a lower accident rate increases mission readiness.

The education aspect is all important. We can predict how machines will react. They are being built with safety in mind, are more efficient, easier to operate, etc., but the safest machine with the best instructions cannot prevent the "accident prone" operator from injuring himself and others or damaging the machine.

People are unpredictable. Their emotions affect job performance. Emotion is an important factor to recognize and one that I feel is often overlooked. (Enter the supervisor) I think it is necessary for supervisors to "know the mood" of their people, whether as a flight commander or line chief.

The trend in the Air Force is to look more and more at the role of the supervisor in accident prevention. Many accident reports identify lack of training or lack of adequate supervision as a cause factor in the sequence of events leading to a mishap. On the surface, it seems that the supervisor has become a scapegoat, but with the title of supervisor comes the responsibility of insuring safe working conditions and that "real" safety is practiced on the job.

I'd appreciate hearing your comments on this article. Visit or call the Safety Office (Class A-28, C-25).

**CHAPLAIN'S
CORNER**

HOW DOES ONE PROPERLY CELEBRATE THE BICENTENNIAL?

This is our Bicentennial Year. We have been reminded again and again of this most important fact: Our nation is 200 years old. All kinds of plans are being made and a tremendous variety of activities are seen all over the country. "How does one properly celebrate the Bicentennial?" seems to be a mature question. Let us consider it.

The observance of the Bicentennial of the birth of our nation will be worthwhile for us as Christians, only insofar as we are able to assess our past for ideas and insights which will help us in repentance and in rededication, to do that which is for God's own glory and the public good on earth.

Where should one start this assessment? As we proudly recite the pledge of allegiance we say "One Nation, under God". In the beginning of our history, God was no afterthought. In that new stage of American life, when the future was opening up to a young nation to conquer the vast horizons of freedom, knowledge and progress, our forefathers firmly anchored the new nation on God. And for our nation to be really indivisible, with liberty and justice for all, it must be "One Nation, under God".

Today we have come to think that our ambitions and ability are sufficient to give us directions to every day. God is only occasionally or accidentally in our thoughts. As we look back at our history, we have no alternatives but to realize that if our nation is to enjoy real greatness, it must be "One Nation, under God".

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.

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THE GOOD OLD DAYS

by LtCol James Gayhart

Having been around (as an Enlisted Man, WO, and Officer) for more years than a goodly number of our present ANG members have lived, I (like most people my age) look back at the "Good Old Days" now and then.

The Virginia Air National Guard was organized back in 1947 by a young bunch of World War II Vets whom, for various reasons, still were patriotic, or missed the Army Air Corps, being around aircraft, or for other reasons of their own wanted to belong. Whatever the reason, we were dedicated to make the unit the best possible.

We weren't authorized many paid drills in those days, nor did we receive much pay. Retirement pay and other fringe benefits weren't mentioned. However, it wasn't at all unusual to see many, many people on Base on Saturday and Sunday (their days off) assisting the Air Technicians, for free. We all loaded sand-filled bombs, handled tow targets, launched aircraft, drove fuel trucks, etc. Nobody worried about whose job it was to do what. We worked as a team to get the total job done. When we moved into our buildings, the plumbing and electrical systems had been stolen, windows were broken out, furnaces didn't work, and much, much more. We all became Plumbers, Electricians, Coal Haulers, Furnace Stokers, Fire Guards, Grass Cutters, Carpenters, and Painters. We did all this plus keep about 4 T-6s, 3 B-26s, 2 C-47s and 35 F-47s flying. This was known as the "Rebel Squadron", a Gung Ho outfit. Sure, we made some mistakes; some through ignorance, some through lack of proper equipment, and some through sheer dedication (sometimes misguided), but we were a team, and team work got the job done.

Then things began to change. Equipment became more complex, safety became the "name of the game", facilities became better and better, pay increased, more benefits were made available (including retirement, and numerous other fringe benefits). Yes, we "old timers" all grew up and took our work serious, but some of the old fun was gone. Morale started to become a problem. Nobody wanted to do anything, just draw their pay. Everybody wanted more benefits and more pay for less and less production. Wearing of uniforms and hair grooming seemed to deprive certain individuals of their "civil rights". Suddenly Airmen decided

their rights included telling their Supervisors and Commanders how to run the outfit. Regulations and discipline were for somebody else, not them. If they didn't like a regulation, they didn't follow it. Yes, that old "Gung Ho" spirit had gone down the Tubes. Yes, the "Good Old Days" are gone forever and babies raised (by Dr. Spock's rules) by parents who never cared enough to say "no" have taken over.

Are things really that bad? I say, "No Way". Let's examine things further and see. Have we really made any progress? Statistics prove; we now have fewer accidents, while flying more complex aircraft; we maintain these aircraft in a much more professional manner, with greater skill, using improved methods and test equipment than in days past. For instance, we didn't know what N.D.I. meant in 1947. All these morale problems and lack of discipline may look bad on the surface, but are they really fact or fiction? Are they applicable to the majority or just a minority whose heads aren't screwed on at the correct angle? In my opinion, the vast majority of VaANG members are here because they want to be, and try to do the jobs they are supposed to do to the best of their abilities. When the chips are down, such as when all the aircraft are grounded, and wings have to be removed for extensive NDI, they get the job done in a timely, professional manner that makes me proud to be in the same outfit with them. They are a team. Then there are the exceptions, those who act like the world owes them a living, that discipline is a dead issue, that they are doing the unit a big favor by being in it, that they know all the right answers and 20, 30 or more years of hard earned experience has made their supervisors senile, that "no" is never the correct answer, unless they are using it themselves.

Well, to these exceptions I say, "Sometimes the correct answer is NO instead of YES. You aren't so smart that you can't be taught something, if you are only willing to listen. You aren't so bad that you can't be improved, if you get your head on straight. We need you and are willing to go the extra mile, if you are willing to go along with us.

"On the other hand, if you are not willing to do your fair share, follow legal orders, develop pride in this unit, and become a vital part of the team, we really don't need you. If you cause more harm than you do good, if you are mad at the world all the time, if you think that management is out to get you, if you feel that you are al-

ways right and everyone else is wrong, or that no supervisor has a right to tell you how and what to do, then maybe you are the square peg in a round hole. If these things apply to you, I think you are in the minority, a drag on your Supervisor, Section, Squadron, fellowman and the Group. If these things apply to you, you need a self evaluation. Are you here to get a job done and solve our problems, or are you a part of the problem. Why not think about it?"

This is a fine Air National Guard Unit. It can be the very best. Why can't we all team up and prove it? Let NOW be the "GOOD OLD DAYS" of the future.

MOBILITY Con't

sages and letters to expedite submission of reports, procurement of necessary forms, charts, publications and the making of any signs necessary to get the mobility mission accomplished in a satisfactory manner.

Additionally, each squadron will review and become familiar with MOP #7, 192TFGM 400-1, dtd 1 January 1976, and the procedure for updating the Mobility Position Rosters.

Training will be documented and a list of personnel in attendance will be recorded and a copy will be sent to the Director of Logistics.



"Have you seen a tall, skinny guy around here anywhere?"



"This time they've gone too far with the Bicentennial stuff!!"