

**VAANGUARD**

VIRGINIA AIR NATIONAL GUARD

Volume XX No.3

Byrd IAP, Sandston, Virginia 23150

March 1976

**VaANG REACHES 1000 STRENGTH MOBILITY EXERCISE**

The Virginia Air National Guard reached 1000 personnel on 28 February 1976. This is the highest recorded strength since inception of the old 149th back in 1947. The one who pushed it over the top was Sgt George Taylor, III, who will serve as a Fire Protection Specialist in the 192d CE Flight. He is a veteran of 3 years 8 months in the Air Force and is a resident of

Richmond. Col Heath has expressed his appreciation to all members for the excellent cooperation shown in assisting the recruiting effort and hopes this high spirit will continue.

In an unusual gesture of openhandedness, Col Lundie has agreed to sponsor a party for all technicians of the O&T Building in appreciation for the outstanding efforts expended in the recruiting effort.

A mobility exercise will be conducted on 13 March 1976 (Saturday UTA). Exercise start hour (X-hour) is 0800. Squadron/Flight Mobility Officers and NCOICs and Mobility Work Unit, Officers and NCOs will attend concept briefing at 0830 in the Mess Hall. Mobility work units will commence functioning and continue, fully manned, until the exercise is terminated. Requests for waivers and simulations will not be considered unless presented in writing. Uniform for exercise will be fatigues and/or flight suits for individuals processing. A critique of the exercise will be conducted on 14 March 1976 in the Mess Hall at 1500 hours. NOTE: All mobility committed personnel will process with a duffel bag, suitcase or B-4 type bag.

**BILLETING INFORMATION**

- IMPORTANT INFORMATION -

BILLETING CHECK-IN TIMES

There has been some confusion as to what time a person must register for a Friday or Saturday night reservation in order to prevent being counted as a "No Show" and consequently face suspension of billeting privileges. In order to clarify the BBO's position on this subject a check-in time has been established as follows:

a. Friday night reservations - Must register NLT 0200 hours Saturday.

b. Saturday night reservations - Must register NLT 0200 hours Sunday.

c. Week night reservations - Must register NLT 0200 hours of the following morning.

The point is -- you must register before 0200 hours of the morning following the night that reservations have been made for. If you check-in after 0200 hours, you will be counted as a No Show, and will be suspended for the following two (2) UTA's, EQT's, or AFTP's.

In a case of extenuating circumstances where an individual finds he or she cannot register before the 0200 hours deadline, then they MUST CALL the Ramada Inn or the Colony House Executive Motor Inn (whichever applies), at their own expense, and make special arrangements for a late arrival.

In regards to determining whether you will be billeted at the Ramada or the Executive Motor Inn, the BBO

cannot guarantee that everyone will be billeted at the Ramada. However, the sooner the BBO receives your request for reservations the better your chances are of being billeted at the Ramada Inn.

CANCELLATION TIMES

Cancellations must be made NLT 1630 hours at the BBO or NLT 2400 hours at the Billeting Establishment (Ramada Inn or Executive, whichever applies) of the day for which reservations have been made. The phone calls must be made at your own expense. You are strongly advised to get the person's name with whom you cancelled and note the time and date the cancellation was made. This information must be furnished to the BBO in any questionable cases where an individual claims he cancelled, but the motel disagrees. It could make the difference in deciding whether or not an individual is suspended. Needless to say, if no cancellation of room reservations is made, the automatic resulting consequence is the loss of an individual's billeting privileges for the succeeding two (2) months.

**STAN/EVAL INSPECTION**

Pilots of the 192TFG came under the scrutinizing eyes of a Standardization/Evaluation Inspection from 9th Air Force during the week of 17-21 February 1976.

The inspection team consisted of Major Raymond J. Tiffault (Team Chief), Major Ralph E. Durnbaugh, Captain Earle B. Holtzendorf and Captain Lewis M. Houser. The team

was augmented by LtCol John T. Stadler from Stan/Eval at TAC Headquarters.

While LtCol Stadler and Major Durnbaugh flew seven flight checks evaluating the ability of 192TFG pilots to accomplish their assigned mission, the other inspectors dug into the aircrew training records, operations procedures and Stan/Eval records. All flight checks were graded satisfactory with only a few minor discrepancies noted.

The climax to the inspection came during the Saturday UTA on 21 February when each pilot took three written exams. All pilots passed these exams for an outstanding rating.

The "out briefing", a debriefing of how the unit did on the inspection was conducted later in the morning. The out-briefing was attended by Brigadier General Francis R. Gerard, 108TFW Commander from McGuire AFB and Colonel Robert D. Russ, 4TFW Commander, Seymour Johnson AFB. Although the aircrew testing rating was outstanding, the overall inspection rating was satisfactory. General Gerard expressed his pleasure in the results of the inspection and congratulated the unit on a job well done. Colonel Claude F. Heath, 192TFG Commander, stated that he also was particularly happy with the results of the aircrew testing.

# PERSONNEL CHANGES

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

192D TACTICAL FIGHTER GROUP  
SGT MILES, LAWRENCE E. (1)

192D CAMRON  
SSG HESS, BRUCE H. (1)  
SSG JOHNSON, OWEN H. (1)  
SSG LOVERN, ROGER L. (1)  
SGT BARLOW, THOMAS R. (1)  
SGT BROOKE, THOMAS W. (1)  
SGT LUCKADO, VIRGIL L. (1)  
SGT WYNN, SAMUEL M. (1)  
A1C GUSTI, ERMONDO G. JR. (1)  
AMN CARRINGTON, LARRY D. (1)  
AMN CHILDRESS, ROBERT E. (2)

192D TAC CLINIC  
AMN IRVING, ANDREW L. JR. (1)  
AB HARRIS, ADA R. (2)

192D CIVIL ENGINEERING FLIGHT  
SGT BOWER, FRANK M. (1)  
A1C BURRIS, GERALD R. (1)

192D COMBAT SUPPORT SQUADRON  
AMN ANGELINI, MICHEAL L. (2)  
AMN VEST, BRENDA L. (1)  
AB NELSON, ELMER (1)

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

192D CAMRON  
SSG MARSTON, EDWARD V. III  
SSG MCCUMBER, MICHAEL  
SGT HARRIS, VINCENT A.  
SGT HERRING, ROBERT N.  
A1C SOLLOM, DALE T.

192D TAC CLINIC  
CPT CSEH, WILLIAM M.  
AMN JAMES, BEULAH E.

192D CIVIL ENGINEERING FLIGHT  
TSG SAADY, ROBERT W.  
TSG WILMOUTH, DANNY R.  
SSG DALTON, RAYMOND S.  
SSG MARSHALL, RONALD E.  
SSG MORRISON, JAMES F. JR.  
SSG PEACE, JOHN S.  
SSG SMITH, ERNEST W. JR.  
SGT CROUSE, LESTER A.  
SGT SIMPSON, GARY R.

192D COMMUNICATIONS FLIGHT (SPT)  
SSG LILLY, RICHARD T.  
SGT OBERTO, WILLIAM J.

The following transfer took place during the month of February and the unit from which transferred is shown opposite the name.

192D CAMRON  
SGT HICKS, LAWRENCE L. 192MSF

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

192D CAMRON  
TSG MCINTYRE, THOMAS G.  
SGT ASSAID, STEVEN T.

192D COMBAT SUPPORT SQUADRON  
SSG WOODY, MICHAEL R.  
SSG UDRIET, CHARLES W. III  
A1C HATCHER, MARY P.

192D CIVIL ENGINEERING FLIGHT  
TSG BADGETT, HENRY E.  
SSG MATTHEWS, JAMES W.  
SSG RINGSTAFF, GARY S.

192D WEAPONS SYSTEMS SECURITY FLT  
AMN WHITE, ROBERT C.

192D COMMUNICATIONS FLIGHT (SPT)  
SGT KYLE, PATRICIA A.  
SGT REICHARD, STEVE J.

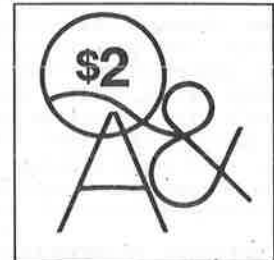
### CORRECTION

The following individual was not demoted during the month of January.

192D COMBAT SUPPORT SQUADRON  
SSG JOURNEY, DONNIE S.

### ATTENTION ALL OFFICERS!

Money and any raffle tickets not sold for the Virginia National Guard Association Raffle must be turned in this UTA. Turn in to the representative that issued you the book. Council representatives should turn in money and tickets to Capt Evans NLT Sunday P.M.



**Q: What is the \$2 bill currently worth as a collector's item?**

A: The Treasury Department does not set a collector's value for any currency or coin. The numismatic value of the \$2 bill is determined by the collectors, current marketplace price. The reissuance of the \$2 bill is not expected to affect the value of any notes now held by collectors.

**Q: What kind of impact will the new bill have on our economy?**

A: There will be a positive impact on the U.S. economy since every American, by demanding and using the \$2 note, can participate in lowering government costs.

**Q: Are prices expected to rise in conjunction with the \$2 bill. For example, will \$1.85 items now cost \$2.00?**

A: Commercial pricing is not generally predicated on the availability of a new currency. The \$2 bill does not alter the consumers' capacity to purchase but it will increase efficiency as twos are gradually substituted for ones.

**Q: Why will the \$2 bill be accepted by the public now when it was not accepted before?**

A: The Harvard Business School study, which included a nationwide Harris poll, clearly indicated that the public would be receptive to the new \$2 bill. Previous lack of acceptance was primarily due to the relatively small number of bills available.

**Q: How many old \$2 bills are still outstanding?**

A: There are approximately 135,288,000 of \$2 bills outstanding from all previous issues.



Two sides of new \$2 bill.

**Q: Is the \$2 bill intended to become a permanent addition to our currency?**

A: The \$2 note will be a permanent, useful part of American currency and will be printed in sufficient volume to assure its availability.

**Q: What is the life-span of a \$1 bill?**

A: The average life for the \$1 and \$5 bills is 18 months and three years, respectively. Old bills are returned for destruction by incineration or maceration (pulping).

## SUMMER CAMP SAFETY

by Capt Paul A. Johnson

If you are planning to utilize your Privately Owned Conveyance (POC) to travel to Annual Field Training (AFT) at Savannah this year, here are a few tips to help you along your way - REMEMBER!

1) Have your seat and/or shoulder belt buckled at all times while your vehicle is in motion. Make sure your passengers buckle up also. It's a proven fact that using your safety belts increase significantly your chances of avoiding serious injury in any vehicle accident.

2) Make sure your vehicle is in good mechanical condition, particularly your brakes and exhaust system. March is still a cool time of year even at Savannah, so you may have your windows rolled up. If your exhaust system is leaking it may allow non-odorous, but toxic exhaust fumes to enter the passenger compartment, which could cause disastrous consequences to the vehicle driver.

3) Keep your glassed area (windshield, mirrors, etc.) clean to insure proper visibility in all directions at all times.

4) Speed limits are generally 55 rather than 70 MPH on the Interstate Highway system and are rigidly enforced, so allow yourself plenty of time for the trip.

5) Take frequent rest stops - at least every two hours.

6) If you are the least bit intoxicated or sleepy let someone else drive or stop until the condition is passed.

7) A brief word or two about gasoline - it's explosive! One gallon of gas has the equivalent explosive power of 14 sticks of dynamite. Do not carry it in your vehicle, except in the vehicle's factory installed fuel tank. In fact, it is illegal to carry spare gasoline in some states - North Carolina for example, no matter what type of container is used for transport. Stop frequently for gas. This will not only prevent your running out of fuel, but also serves as an excellent rest stop. Also remember, running out of gas is no excuse for being late to AFT.

As a closing reminder, throughout your trip use good common sense. This will insure that you and your passengers will arrive and return safe and well.

## SAFETY

Do you remember the phrase that was popular a few years ago -- "Don't be caught dead sitting on your seat belt"? When was the last time you heard it? Of course someone will say "You can't sit on your shoulder belt," however, you will normally find the seat and shoulder belt interconnected and while it is possible to wear a shoulder belt and still sit on your seat belt, when was the last time you personally saw or did such a trick?

Stop for a moment and think seriously about seat belts since Annual Field Training (AFT) is almost upon us. For many of us this means we will be driving our cars to Savannah. The reporting time for those traveling by Privately Owned Conveyance (POC) is 1900 hours on 20 March 1976. Consequently, this year there are 2 1/2 more hours which can be utilized in part for travel. In addition, more of Interstate 95 has been completed. All in all, the trip should be safer due to improved roads, lower speed limits, and more driving time during daylight hours.

Does this mean that we can forget about safety on the trip? Not at all! A complete safety check of your vehicle and safe driving habits are still an absolute necessity. But what about using your seat/shoulder belt - after all, the driving environment described above is definitely safer. At this point you should ask yourself, "Is sitting on your seat belt worth the risk?" What, then, is the risk? According to the Highway Safety Division of Virginia if you do not wear your belt, the odds in an accident are:

a) 30 times more likely that you will be instantly killed.

b) 9 times more likely that you will suffer severe injury.

c) 4 times more likely that you will sustain some injury.

We may not have para-mutual betting or a State Lottery yet, but you do not need to be a betting man to know unfavorable odds when you see them and the above odds certainly are poor. In simple, plain English, it's not worth the risk.

Enclosed with this mailing is a pamphlet entitled "Safety Belt Roulette" published by and furnished through the courtesy of the Highway Safety Division of Virginia. It's included for your benefit and certainly will make you think, if you take the time to read it. More will be said and informative films shown about seat belts at the upcoming General Military Training (GMT) session scheduled for 14 March 1976.

## SECURITY POLICE CORNER

### THE BICENTENNIAL: WHEN AND WHERE?

When is the Bicentennial? Where will it take place?

The Bicentennial is now springing up across our entire Nation - it is a spirit of participation and achievement. In sharp contrast to our Centennial in 1876 which was celebrated in a single city - Philadelphia - the activities commemorating our Bicentennial will take place in communities within each of our 50 states, the three territories, the Commonwealth of Puerto Rico, and the District of Columbia.

Where is the Bicentennial? It is in your community! As of one year before our 200th birthday, there are more than 5,000 communities flying the Bicentennial flag.

When is the Bicentennial? It is already well underway for more than several thousand events have been held and there are more than 15,000 programs and events currently being planned across the Nation. However, the focal point is "Liberty Day" - 4 July 1976.

Liberty Day 1976 is a Sunday. It should be a day for each community to come together in their own way to celebrate the Bicentennial in a manner best suited to their own location, means, and desires. As the bells peal across the Nation on that day, there will be an abundance of fireworks, parades, and rhetoric in the finest traditions of our 4th of July. However, most communities are also laying plans to insure that 4 July will also be an occasion to lay the cornerstone for the third century.

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.

COMMANDER:

Col Claude F. Heath

MANAGING EDITOR:

Lt Col Wallace R. Lundie

INFORMATION OFFICER:

Capt Francis J. McNally

PHOTOGRAPHER:

TSgt Robert A. Flourney

### ANG NCO ACADEMY SCHOOL DATES

At the present time there are a few vacancies available in the 5 1/2 week class in Knoxville, Tennessee for the 3 May - 10 June 76 NCO Academy. All interested SSGs, TSGs, MSGs should contact the CBPO Training Office not later than March drill for this class or any of the classes listed below.

Three of our NCOs have been selected for the above class. They are MSgt Isaac N. Hawkins, TSgt Robert E. Wheeler and SSgt Gregory L. Hightower. **Course Outline:** To develop increased knowledge and abilities in the areas of supervision, management, and leadership. To provide training in human relations, supervision, management, communications (oral and written), world affairs, military justice and problem solving. To participate in and understand the worth of a physical training program.

**Long Course:** 5 1/2 weeks

**Phase I:** 2 weeks

**Phase II:** 2 weeks

**Course Dates:**

	Report Date	Grad Date	Class No.
FY 76	11 Jul 76	23 Jul 76	76-G (Phase I)
	22 Aug 76	3 Sep 76	76-H (Phase II)
FY 77	13 Sep 76	21 Oct 76	77-1
	31 Oct 76	12 Nov 76	77-A (Phase I)
	3 Jan 77	10 Feb 77	77-2
	27 Feb 77	11 Mar 77	77-B (Phase II)
	21 Mar 77	28 Apr 77	77-3
	1 May 77	13 May 77	77-C (Phase I)
	15 May 77	27 May 77	77-D (Phase I)
	19 Jun 77	1 Jul 77	77-E (Phase II)
	8 Aug 77	15 Sep 77	77-4



AFNS  
"YOU'RE MY INSPIRATION SIR, PROMOTIONWISE. I FIGURE IF YOU CAN MAKE IT, ANYONE CAN."

**Prerequisites:** Noncommissioned officers in the grades of MSgt, TSgt, and SSgt. (7 level Primary or supervisory positions. SSgts not possessing 7 level should indicate number of personnel supervised.) High school graduate or GED equivalent. Students who have not completed Phase I within 2 years may not enroll in Phase II. Applications to attend Phase I and Phase II together are not authorized. A secret clearance is required.

### NEW DAILY DRILL PAY FOR GUARDSMEN

HERE ARE the new daily drill pay rates for non-Regulars as the result of the five percent October 1 pay raise ordered by President Ford. Members drilling monthly (one weekend per month) will get four times the amounts shown, since they get credit for four days' drill during their weekend of training.

PAY GRADE	YEARS OF SERVICE													
	UNDER 2	2	3	4	6	8	10	12	14	16	18	20	22	26
<b>OFFICERS</b>														
O-10	94.70	96.03	98.03	98.03	98.03	101.79	101.79	105.00	105.00	105.00	105.00	105.00	105.00	105.00
O-9	83.93	86.14	87.97	87.97	87.97	90.20	90.20	93.94	93.94	101.79	101.79	105.00	105.00	105.00
O-8	78.02	78.30	80.16	80.16	80.16	86.14	86.14	90.20	93.94	98.03	101.79	105.00	105.00	105.00
O-7	63.16	67.47	67.47	67.47	70.48	70.48	74.68	74.68	78.30	86.14	92.06	92.06	92.06	92.06
O-6	46.82	51.45	54.80	54.80	54.80	54.80	54.80	56.88	56.88	66.88	66.88	70.48	74.58	80.07
O-5	37.44	43.98	47.01	47.01	47.01	47.01	48.45	51.03	54.44	58.53	61.88	63.75	65.99	65.99
O-4	31.57	33.42	41.01	41.01	41.76	43.61	46.57	48.20	51.45	53.69	55.18	55.18	55.18	55.18
O-3	29.34	32.79	35.05	38.79	40.64	42.11	44.36	46.57	47.71	47.71	47.71	47.71	47.71	47.71
O-2	26.57	27.94	33.56	34.68	35.41	35.41	35.41	35.41	35.41	35.41	35.41	35.41	35.41	35.41
O-1	22.20	23.11	27.84	27.84	27.84	27.84	27.84	27.84	27.84	27.84	27.84	27.84	27.84	27.84
<b>OFFICERS WITH 4 YEARS' ENLISTED SERVICE</b>														
O-3	0	0	0	38.79	40.64	42.11	44.36	46.57	48.45	48.45	48.45	48.45	48.45	48.45
O-2	0	0	0	34.68	35.41	36.53	38.42	39.91	41.01	41.01	41.01	41.01	41.01	41.01
O-1	0	0	0	27.84	28.83	30.94	32.06	33.18	34.68	34.68	34.68	34.68	34.68	34.68
<b>WARRANT OFFICERS</b>														
W-4	29.88	32.06	32.06	32.78	34.29	35.79	37.29	39.81	41.75	43.23	44.36	45.83	47.38	51.03
W-3	27.17	29.47	29.47	29.83	30.19	32.40	34.29	35.41	36.53	37.62	38.79	40.28	41.75	43.23
W-2	23.78	25.73	25.73	26.48	27.94	29.47	30.58	31.69	32.79	33.94	35.06	36.16	37.62	37.62
W-1	18.82	22.73	22.73	24.62	25.73	26.85	27.94	29.09	30.19	31.31	32.40	33.56	33.56	33.56
<b>ENLISTEDS</b>														
E-9	0	0	0	0	0	0	33.95	34.72	35.51	36.33	37.13	37.96	39.86	43.72
E-8	0	0	0	0	0	28.49	29.28	30.06	30.85	31.65	32.39	33.19	35.13	39.06
E-7	19.89	21.46	22.26	23.04	23.84	24.58	25.38	26.18	27.34	28.11	28.90	29.28	31.25	35.13
E-6	17.18	18.73	19.51	20.32	21.09	21.87	22.85	23.84	24.58	25.38	26.76	26.76	28.76	32.76
E-5	15.09	16.42	17.21	17.98	18.13	19.91	20.71	21.46	21.87	21.87	21.87	21.87	21.87	21.87
E-4	14.50	15.31	16.20	17.47	18.15	18.15	18.15	18.15	18.15	18.15	18.15	18.15	18.15	18.15
E-3	13.94	14.71	15.30	15.80	15.90	15.90	15.90	15.90	15.90	15.90	15.90	15.90	15.90	15.90
E-2	13.42	13.42	13.42	13.42	13.42	13.42	13.42	13.42	13.42	13.42	13.42	13.42	13.42	13.42
E-1	12.04	12.04	12.04	12.04	12.04	12.04	12.04	12.04	12.04	12.04	12.04	12.04	12.04	12.04

### PROBLEM DRINKERS

- KILL THOUSANDS
- REPRESENT ALL RACES, BOTH SEXES
- MAKE LEFT MISERABLE FOR FAMILY & FRIENDS
- ARE DESPERATELY UNHAPPY PEOPLE WHO NEED HELP!

Anyone You Know?