

VANGUARD

VIRGINIA AIR NATIONAL GUARD

Volume XXI,

Byrd IAP, Sandston, Virginia 23150

OCTOBER 1977

ORI & MEI 22 - 23 OCTOBER 1977**9TH AF IG TO INSPECT**

As directed by the Tactical Air Command, the Inspector General, Ninth Air Force, will conduct an Operational Readiness Inspection and a Management Effectiveness Inspection of the 192d Tactical Fighter Group and all attached units, during the period 21-24 October 1977.

Attendance is MANDATORY for all personnel 22 and 23 October 1977. UTAs will begin at 0700 hours, REPEAT 0700 HOURS on each of these days.

There will NOT be a Group formation or an inspection in Ranks. However, general military appearance will be monitored by the Inspectors in individual sections. Uniform of the day will be the work uniform normally prescribed by your section for a normal UTA. Uniforms should be complete! Fatigues should have your proper grade, name, and Air Force tapes affixed properly and a head cover should be worn outside at all times except when working on the aircraft ramp. Haircuts should conform to AFM 35-10 and shoes should be shined to a high gloss.

Remember that a neat appearance of our members will give the Inspector's their first impression of the Virginia Air National Guard - LOOK SHARP!

F105 ACCIDENT

In last month's VANGUARD, engine failure was mentioned in the article concerning the recent loss of a 192d TFG F-105. Although engine flameout occurred, it was the result of an interruption of fuel to the engine. With the investigation complete, it is worthy of note that all maintenance had been properly performed on the aircraft and this item was not a factor in the accident.

There will be a mandatory meeting of all DPMT members on 21 Oct 77 from 1700 hrs to 2100 hrs at the Administrative Annex.

**VA AIR NAT'L
GUARD WEEK**

In a special proclamation Governor Mills E. Godwin, Jr, declared the week of October 10-16, 1977, Virginia Air National Guard Week.

Citing the fact that 1977 marks the thirtieth anniversary of the Air National Guard in Virginia, the proclamation points out that the week will culminate in "a great air and ground display at Byrd International Airport in Richmond."

The Virginia Air National Guard has grown from a total of 60 officers and airmen in 1947 to approximately 1,000 members today. During the past thirty years numerous aircraft have been flown by the 192d Tactical Fighter Group based at Byrd Field.

Beginning with P-47's in 1947, the Virginia Air National Guard has also flown B-26's, F-84's and currently the F-105, a workhorse of the Vietnam era.

The Virginia Air Guard has seen Federal duty having been called up in March of 1951 for Korea and again from 1961 to 1962 for the Berlin Crisis.

WATER SURVIVAL

When someone mentions "water survival", immediate thoughts of sharks, prolonged hours in the water, and hours to swim with the least effort usually occur. To the Air Force, water survival means something considerably different, and pilots in the 192d received their annual instruction in late September at Camp Pendleton.

Combining both classroom and "in-water" exercises, members of the 149 TFS had the opportunity to hear about it and then do it!

Beginning with a fast-moving, video-taped, briefing conducted by Air Force Survival School personnel, the classroom sessions covered parachuting techniques as they relate to water survival, survival equipment and its use and proper deployment and utilization of a life raft.

After the classroom sessions were completed, more practical experi-

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SCHEDULE OF EVENTS

The entire ANG/USAFR ORI will be executed under simulated combat conditions and conducted using predetermined schedule of events.

INSPECTION TEAM REQUIREMENTS:

a. Inspection teams will be provided a detailed briefing no later than X+2:00. This briefing will include, but is not limited to, the following:

(1) The latest FORSTAT report and the combat ready status of the unit, with brief summary of the reasons for any rating below C-1.

(2) All major problems having a significant bearing on the operational readiness of the unit.

(3) A schedule of events.

(4) All problem areas that could have a significant bearing on the outcome of the inspection.

(5) All support agreements applicable to the OPlan being evaluated.

(6) Local requirements and restrictions affecting operations.

b. The inspection team and official observers will be provided the following information at the inspection team briefing:

(1) Organizational charts of the unit with rosters of key personnel.

(2) A list of aircraft authorized, assigned, and possessed by type, model, and series, to include location of those aircraft assigned but not possessed.

(3) A list of personnel shortages which are seriously affecting the unit's combat capability.

(4) A valid critical item shortage list of supplies and equipment which hamper the unit in the accomplishment of its assigned mission.

(5) A map of the base identifying housing, maintenance, and supply for each team member.

(6) Two copies of the Unit Mobility Plan.

(7) A list of outstanding Technical Orders not complied with (by category) for which kits are on hand and no parts are required.

(8) One copy of the unit mission directive and unit activation orders.

(9) One copy of the current UDL.

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SAFETY

Does the telephone nr. 770-5123 have any significance to you? If you live in the greater Richmond area it should, as it will put you in contact with the Poison Control Center (PCC) of the Medical College of Virginia.

Most poisonous substances are ingested by small children, usually without the knowledge of their parents or guardians. Such actions by innocent children unfortunately can prove fatal particularly if a symptomatic condition persists untreated.

Last month we commented upon bicycle safety - particularly as it pertained to children. Again, we wish to remind you to keep a watchful eye out for children and the possibility of their being inadvertently poisoned. To aid you in helping to protect your children, or those of your friend's and/or neighbor's, enclosed with this month's mailing is a pamphlet entitled "Save Your Child From Poisoning" furnished through the courtesy of the Aetna Life and Casualty Company. The pamphlet will take you less than five minutes to read, but it could mean the difference between life and death for a small child.

As most of you are aware, children do not possess the safety sense that adults have acquired. Therefore, it is the adults responsibility to extend his safety awareness to benefit those children within his proximity.

CBPO CUSTOMER SERVICE

PALACE FLICK

The Customer Service Center has available to all members of the VaANG, a Palace Flick Program. The Palace Flick Program consists of a library of film that will convey to you information about various areas of the Air Force and Air National Guard. These films may be viewed in the CSC or checked out on a hand-out receipt. Some of the films available are:

- "Who Has Touched the Sky"
- "Airlift"
- "Fastest 6 Weeks"
- "TAC Fighter"
- "Communications/Electronics"
- "Community College of the Air Force"
- "NCO Professional Education"
- "Equal Opportunity for Women"
- "We're All Playing in the Same Band"
- "Dawning in the Day"
- "Career Advisor Training"
- "Public Speaking"

CONTRACT REPAIR SERVICE

TIPS ON HOW TO AVOID HAVING TO USE IT

Office machine operators should perform the following operator maintenance daily.

a. Clean the type daily with a type cleaning brush or other type cleaning product. Brush toward you and away from the type basket. Never use a pin, paper clip or similar object to clean type.

b. Clean dirt, dust, and foreign particles from exposed parts of the machine with a dry brush or clean cloth.

c. Clean the platen and feed rolls periodically with a clean cloth moistened with a cleaning fluid manufactured for this purpose.

d. Always insert at least two sheets of paper in the typewriter. Reuse the backing sheet.

e. Place a suitable dust cover over the machine when not in use.

f. Assure that electric appliances are turned off when not in use.

g. Immediately report mechanical defects; however slight, to the equipment custodian.

h. Insure that the service technician has satisfactorily repaired or service inspected the machine before signing the service ticket.

The above maintenance cannot be over-emphasized, as many failures can be attributed to lack of care in keeping equipment clean. Operators shall not attempt mechanical repairs or major adjustments.

NHTSA INVESTIGATIONS

Porsche 914's are being investigated as a result of owner complaints of engine compartment fires caused by fuel leaks from the electronic fuel injection system. It's estimated that 16,000 1974 models are involved.

Capri's are being investigated because of possible failure of front stabilizer bars which could cause loss of vehicle control. More than 450,000 1971-1977 cars are involved.

Owners of these vehicles are asked to report similar problems to the NHTSA toll-free Auto Safety Hotline Number 1-800-636-2666.

REPORTING TIME FOR SATURDAY AND SUNDAY, OCTOBER UTA'S IS 0700 HOURS.

- "Male Grooming Standards"
- "Survivor Benefit Plan"
- "Customer Service Center"
- "Squadron Officer School"

For information, stop by or call the CSC, Room #23, O&T Building, Ext. 24.

CHAPLAIN'S CORNER

Cpt Xel Sant'Anna

STEWARDS

During the months of October and November most churches and denominations celebrate their "Stewardship Season". It is a time when we remember in very special ways that we are not only God's creation but also God's stewards. The aim of the Stewardship Season is to help us to use our time, health, talents, properties and relationships in the best, most responsible and satisfying ways. God has given us abilities and talents that are unique. The important thing is not how much we have, but what we do with our talents and abilities. The way we live and act and share will make a difference. It will also make us happy or unhappy, joyful or miserable. Thoughtful people, creative people, people who commit themselves, who care, who try, are not only achievers but happy and at peace.

The principles of stewardship are applicable to our work with the VaANG and USAF. Things will be much better if we commit ourselves, our time and talents, to serve our Unit the best we can. The uniform that we proudly wear symbolizes that commitment. Every time we wear it we say that we have set apart a portion of what we are and when needed all that we are to VaANG and USAF. Let us be good stewards. Let us make our actions count and our individual contribution meaningful. We will be prouder of our uniform and happier with ourselves.

CHAPEL NEWS

We welcome Sgt Tarabay as he joins our staff as Chapel Management Specialist. Sgt Tarabay will be a great help to our total Chapel Program.

CHAPEL SERVICES

23 October 1977

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

OPEL KADETTIS RECALLED

General Motors is recalling 1964-1970 Opel Kadetts to correct fuel system defects which could cause fires. On 1964-1970 models, there is reportedly a high incidence of fuel line separation. On 1968-1970 Kadetts, tail lamp mounting bolts were found to puncture the fuel tank in rear-end impacts of less than 10 mph.

SECURITY

SECURITY EDUCATION/MOTIVATION TEST:

Questions listed below may be asked during ORI or other inspections. All personnel please study material listed below. If you have any questions, contact your Unit Security Manager or Security Police Section.

1. Which of the following phrases is not used in our security reporting system?

- a. Helping Hand c. Covered Wagon
b. Bent Spear d. Safe Wind

Answer: b.

2. Of the phrases used in the security reporting/alerting system, _____ is a down-channel alerting order.

Answer: Safe Wind

3. If you observe an incident that indicates possible sabotage, what would be your course of action?

Answer: (1) Alarm the security force by any means available. (2) Detain unauthorized person in restricted area. (3) Alert persons in immediate area.

4. What priority has been assigned to the aerospace operational resources in the area where you work?

- a. Priority A c. Priority C
b. Priority B d. No Priority

Answer: d.

5. What is the name of your security manager?

Answer: Depends on squadron.

6. What is the number that must be displayed on a restricted area badge for unescorted entry into the flight line restricted area?

Answer: 7

7. What phone number do you dial or use to report a Helping Hand?

Answer: 77

8. What does the large letter "E" on the restricted area badge mean to you?

a. Entry into the numbered area adjacent to the "E" is authorized.

b. Egress - May leave the restricted area at will without delay.

c. Executive - Normally issued to supervisors and high ranking officials.

d. Escort - Individual has been designated as an Escort Official.

Answer: d.

9. Which of the following would best describe a "Covered Wagon" situation?

a. An unidentified individual walking along the base perimeter carrying a rifle.

b. An individual within your work area who does not have a restricted area badge.

c. An aircraft in maintenance because of two flat tires.

d. A sudden explosion aboard an aircraft that is parked within a restricted area.

Answer: d.

10. An event that is described as a possible hostile act against a priority resource would best define which of the following:

- a. Helping Hand c. Bent Spear
b. Covered Wagon d. Broken Arrow

Answer: a.

11. An event that is described as a probable or actual hostile act against a priority resource would best define which of the following?

- a. Helping Hand c. Broken Arrow
b. Bent Spear d. Covered Wagon

Answer: d.

12. You have observed a suspicious individual inside a restricted area. Once you notify the Security Police, all your responsibilities have been fulfilled. True or False?

Answer: False.

13. All personnel who work in restricted areas are authorized to take visitors into the area. True or False?

Answer: False.

14. How would you determine that a person you do not personally recognize is authorized to be inside the restricted area?

Answer: By checking individual's restricted area badge for proper number designated for that restricted area.

15. Restricted area badges are required to be worn inside restricted areas, except:

- a. When under escort.
b. During normal day to day operation.

c. In close proximity to the intake of a running engine.

d. Both a. and c.

Answer: d.

16. Once you leave the restricted area you may continue to wear your restricted area badge provided you are staying in the general area of the flight line. True or False?

Answer: False.

17. When entering the restricted area you must do so by going through the Entry Control Point.

a. Only when it is manned by a Security Policeman.

b. Only when you are driving.

c. Only when your supervisor directs you to do so.

d. At all times.

Answer: d.

18. Vehicles entering a restricted area are NOT required to go through the Entry Control Point. True or False?

Answer: False.

19. When leaving a restricted area you may proceed by the most direct route and may disregard the Entry Control Point. True or False?

Answer: False.

20. When was the last time your supervisor, security manager or other

official discussed security procedures with you?

- a. Within the last month.
b. One to three months ago.
c. Three to six months ago.
d. More than six months ago.
e. Never

21. What are the standard manual signal techniques used within Tactical Air Command?

Signals for Helping Hand/Covered Wagon: Wave helmet, hat, cap or beret in a circular motion with outstretched arm above the head, shout Helping Hand or Covered Wagon.

Signals for Relief or Help Needed: Hold arms outstretched horizontally like the cross bar of a "T" and shout Help or Relief.

22. What is TAC recurring publication 205-1 and for what is it used? Answer: TAC Security Guide - Used for Security Education/Motivation Training.

23. What was the subject of your last briefing on Security Education and Motivation and who did the briefing?

24. Who is your immediate supervisor and when did he/she talk to you about Security Education and Motivation?

SURVIVAL cont' from p 1

ence was gained at the water's edge and in the water itself. With the chilly wind whipping up great waves for surfers but lousy water for survival, each member took instruction from TSG Wayne Hackett and SSG Kenneth Crear of Life Support.

Firing signal flares one-by-one, everyone somewhat apprehensively prepared for entering the water. Each man donned a life vest and, pulling a life raft, entered the water. Some entered slowly, others raced into the water as if to say "the sooner in, the sooner out."

As the pilots emerged from the water in soaked flight suits and waterlogged shoes, somehow an observer understood the potential danger faced by each Guard pilot every time he flies.

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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PERSONNEL CHANGES

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

192D TACTICAL FIGHTER GROUP

SGT JONES, ROBERT D.

192D CAMRON

SSG RAGLAND, FRANKLIN T.
SSG WINGO, ERNEST J. JR
SGT BUTLER, SHERALD W.
SGT CHEIVES, ROBERT S.
SGT KUNNEN, JAMES N.
SGT LUCAS, BRUCE A.
SGT PALMER, ARNOLD H.
SGT RADVANY, DONALD A.
SGT SMITH, RONALD N.
SGT STEWART, LAWRENCE E.
AB LAZENBY, RICHARD A.

192D COMBAT SUPPORT SQUADRON

MAJ HALL, DELBERT H. SR
CPT SMITH, ALLAN R.
TSG BARBOUR, JAMES C.
SGT MAGANO, KAREN B.
A1C RODRIGUEZ, JUAN A.
AMN HOLT, ARLENE M.
AB HALL, EDWARD B. JR

192D TAC CLINIC

SSG MANASCO, MARK C.

192D WEAPONS SYSTEMS SECURITY FLT

SSG BRITT, SYLVESTER

192D COMMUNICATIONS FLIGHT (SPT)

SSG FLEMING, STEVE V.
SGT GOODEN, EUGENE P.

The following airman was demoted during the month of September to the grade indicated.

192D CAMRON

AB HOLDREN, STUART M.

The following personnel were enlisted into the Virginia Air National Guard during the month of September. Those identified with (1) are prior service; those with (2) are non-prior service; those with (3) are Palace Chase; those with (4) transferred from another ANG unit. WELCOME, Y'ALL! GLAD TO HAVE YOU.

192D TACTICAL FIGHTER GROUP

TSG PETRONE, BENJAMIN V. (1)

192D CAMRON

SSG EACHO, TERRY L. (1)
SSG CLARK, RALPH A. (1)
SSG COUSINS, FRANKIE A. (1)
SSG HANSEN, ROBERT W. (1)
SSG MANN, WILLIAM J. (1)
SSG MESSICK, WILLIAM C. JR (1)
SGT CROTEAU, MARGARET A. (1)
SGT GREY, ANTHONY L. (1)
SGT RHODES, ROBERT M. JR (1)
SGT SOCHOR, DANIEL C. (1)

SGT WILCOX, JOHN R. (1)
SGT WORSHAM, EDDIE M. (1)
AB BUSH, RECARDO (2)

192D COMBAT SUPPORT SQUADRON

A1C CHRISTIAN, THERESA B. (1)
AB BROWN, MARY A. (2)

192D TAC CLINIC

AB ANDERSON, RITA Y. (2)
AB HOPKINS, GRACE C. (2)

192D CIVIL ENGINEERING FLIGHT (SPT)

SSG CLARK, ROBERT C. (1)
SGT GIPSON, DAVID L. (1)
A1C WOMACK, WILLIAM H. JR (3)

192D WEAPONS SYSTEMS SECURITY FLT

A1C SMITH, PATRICK C. (3)

192D COMMUNICATIONS FLIGHT (SPT)

SSG DORMAN, LOREN D. (4)
SGT BRACEY, JOHNELE (1)

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

192D TACTICAL FIGHTER GROUP

CPT VANDENBROEK, KENNETH W. 149TFS

149TH TACTICAL FIGHTER SQUADRON

MAJ CLEMMER, WILLIAM H. 192TFG

192D MOBILITY SUPPORT SQUADRON

SGT BATTEN, DENNIS A. 192CSS
SGT OLIVER, WESLEY M. 192CSS

192D CAMRON

SGT DANIEL, JOHNNY M. 192MSF

192D COMBAT SUPPORT SQUADRON

SSG EVANS, BRIAN W. 192MSF
AB DAVIS, SHERYL L. 149TFS

192D COMMUNICATIONS FLIGHT (SPT)

SGT GODDIN, GEORGE T. JR 192MSF

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

192D CAMRON

TSG BAILEY, HERBERT M.
SSG ANKENNEY, JOHN D.
SSG CASHION, WELTON G.
SSG EDWARDS, WALTER C. III
SSG MABRY, RICHARD L.
SSG McGHEE, DAVID P.
SSG NASH, HILTON JR
SSG SKINNER, AULANDER
A1C ROBINSON, LARRY L.
A1C SANDFORD, JACK S. JR

192D COMBAT SUPPORT SQUADRON

SSG BRUSHWOOD, STEPHEN E.
SSG PRICE, ROBERT W. JR
SRA KERSEY, WILLIAM W. JR
A1C BROWN, FRANCES L.
A1C JONES, GARLENE

192D CIVIL ENGINEERING FLIGHT (SPT)

SMS ADAMS, CLARENCE D.
SRA JERNIGAN, JOHN H. JR

SRA JONES, BRUCE E.
SRA RASNICK, SAMUEL N.
SRA WASHINGTON, CHARLES J.

SCHEDULE cont' from p 1

(10) A list of combat ready, mission ready, and mission capable crewmembers/weapons controllers available at the start of the ORI. This list will identify those crewmembers/weapons controllers who perform other than flying duties on a regular basis.

(11) Vehicles for the inspection team will be furnished by the unit in sufficient type and quantity to permit accomplishment of official functions on a timely basis.

(12) One copy of the Aerospace Security Plan.

(13) A report of the munitions loading crew status.

(14) Messing, billeting, and office space.

(15) Highly qualified typing assistance as requested by the ORI Team Chief. Typists will possess at least a secret clearance.

ORI RECHECKS:

a. Units that fail an ORI will be rechecked as specified in AFR 123-1/123-6.

b. Rechecks will not normally be performed on those functions previously reported as satisfactory unless those areas affect, or are in direct support of, unsatisfactory functions.

It cannot be overemphasized that base appearance, personal appearance, and military courtesy are still special interest items for the IG. Nor can it be overemphasized that an ORI is executed under simulated combat conditions and conducted using a predetermined schedule of events. A sense of urgency to get the job done right, on schedule, and safely will go a long way towards a good ORI report.

Do it right the first time and we will not require an ORI recheck. No rechecks, PLEASE!

NOTE

REPORTING TIME FOR SATURDAY AND SUNDAY, OCTOBER UTA'S IS 0700 HOURS.

WET MOTORCYCLE BRAKES?

The National Highway Traffic Safety Administration (NHTSA) has announced a defect investigation into the allegation that certain Honda motorcycle brakes may fail in wet weather. The problem appears to be that the disc brake pads on both front and rear wheels become water-soaked. Motorcycles involved are an estimated 75,000 1975 and 1976 GL 1000 and BC 750F models.