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Byrd IAP, Sandston, Virginia 23150

JUNE 1979

## Lt Col Gayhart Retires

31 March 1979 saw the end of an era for the 192d TFG. Lt Col James Gayhart, the last charter member of the VaANG, retired after approximately 34 years of service.

Lt Col Gayhart enlisted in the Army Air Corps in February 1942 as a private and quickly rose to the rank of MSgt. His first active duty assignment was at the Richmond Army Air Base now known as Byrd IAP. The Colonel ended his WW II duty as a member of the 97th Bomb Group in Italy serving as an aircraft inspector.

After the war, he was out of the military until May 1947 when the 149th Fighter Squadron, VaANG, was formed. The Colonel's first assignment with the unit was as aircraft inspector on P-47 aircraft.

The unit, along with the then MSgt Gayhart, was activated into Federal service in 1951 for the Korean conflict. During that time, he served at Turner Field, GA, and Godwin Field, KY, where the unit served with the 108th Fighter Bomber Wing.

Because the unit was not immediately reformed after the conflict, the Colonel was associated for a short period of time with the Lawrence Motor Company in Richmond. Again in January 1954, he became the chief inspector for Quality Control of the 149th Light Bomb Squadron when the unit maintained the B-26 aircraft.

For a short period during 1958, Lt Col Gayhart served as a Warrant Officer. He received his commission to Captain during the fall of 1958.

Lt Col Gayhart has been a full time technician since August 1947, serving in various enlisted and officer positions, culminating in his position as Director of Logistics, VaANG.

The Colonel was raised on his father's dairy farm and graduated from high school at Kenosha, Wisconsin. He and Elanor Travis met and were married in Richmond where they have made their permanent home throughout the years.

Lt Col Gayhart's immediate plans are to relax, catch up on his fishing, take up golf, and take classes at a local college so that he can "dabble in real estate".



VaANG Major James C. DeJarnette, Comm Flt Commander, confers with Lt Col Stancil L. Dilda, Langley AFB Comm Flt Commander, during Annual Field Training Exercises.

## 192D Communications Flight's Combined Team Efforts Receives Praise

During the two-week annual training period the 192d Communications Flight (VaANG) was an integral part of the success of the ORI in Savannah. Still, Major James C. DeJarnette, IV, Flight Commander, maintained close contact with members of the Comm Flt that were assigned two-week training at Langley AFB, Virginia. After reviewing all phases of training completed by them, he commended them for their individual accomplishments and efforts that made this assignment worthwhile.

Those assigned to Langley AFB, were SSgt Chester W. Rundel of Hampton, a MARS base support team member for Langley AFB; Sgt Melvin T. Shaw of Virginia Beach; and A1C Walter Gentry of Richmond. They assisted the Military Affiliate

Radio Service (MARS) station in its everyday tasks and received invaluable hours of on-the-job training. SSgt Thelma Barbour of Richmond assisted the administrative section, while SSgt Robert Matthews of Washington worked in the teletype maintenance workcenter. SSgt James C. Waters of Highland Springs assisted communications operations.

By working with the active duty force, the Reserve communicators are better prepared to meet their challenges if called upon to activate and integrate with active duty forces.

Lt Col Stancil L. Dilda, Commander of the 1913th Communications Squadron at Langley AFB, stated that he was impressed by the professionalism displayed by the Guardsmen and praised their ability.



SEE

CARPOOL INFORMATION

BACK PAGE

## Chaplain's Corner

Maj Xel Sant'Anna



The Air Force Chaplain Service was established by the Secretary of Defense on 10 May 1979. Its mission is to provide opportunity for the religious expression and moral growth of Air Force personnel and their families.

The mission, functions, composition, and organization of the Chaplain Service is defined by AFR 265. It is the responsibility of the Base Commander to provide the unit with a comprehensive religious program which he does through the Chaplain. The Chapel Program consists of religious services; religious education; pastoral care (counseling); visitation to hospitals, confinement facilities, work and recreational areas, and homes; social concern activities; and public relations.

In one sentence: the Chaplain service has one objective - to serve and assist Air Force personnel and their families. The Chaplain and Chapel Management Personnel of the 192TFG consider this objective, to serve and assist our people, a very high privilege.

Do not hesitate to come and see the Chaplain in his office (2nd floor-Hangar) or whenever he comes by your work area.

Remember also that your Chaplain is as close as your telephone and he is available 24 hours a day, every-day. Just call the following numbers: Base - A-389 or C-66

Home - 737-0635

Church Office - 737-1527

Come or call. We care.

### CHAPEL ACTIVITIES UTA SUNDAY

0815 - General Protestant Services  
1315 - Latter Days Saints (Mormons)  
1400 - Catholic Mass

## NCOs 'Backbone' Of Military, Says General Davis

SAN ANTONIO, TX (AFNS) -- "NCOs have been and are the cornerstones of every military outfit," the commander of Air Training Command told outstanding noncommissioned officers of the year from the San Antonio area.

Citing the role of noncommissioned officers in management, Gen Bennie L. Davis said, "NCOs are vital players on this team.

"The old cliché that they're the backbone of the military remains a fact, but they're much more than that. How well they shape our new airmen will affect the quality of the armed forces tomorrow," General Davis stated.

"Young junior enlisted people depend on them to provide an example and show them how to understand the details in their special skills.

"Our young lieutenants count on the senior NCOs at their first duty station to orient them in leadership roles.

"The rest of us, who've been around awhile," General Davis said, "have come to depend on them for their knowledge and ability to make the impossible, possible."

## AF Appoints First Woman Judge

WASHINGTON (AFNS) -- The first woman judge in the Air Force was sworn in during Pentagon ceremonies here.

After completing studies at the Air Command and Staff College, Maj. Mildred L. Raichle will assume duties with the Second Judicial Court, Maxwell AFB, Ala., according to an announcement by Maj. Gen. Walter D. Reed, Air Force judge advocate general.

## Are You Bi-Lingual?

The Combat Support Squadron is trying to identify those individuals who are fluent in another language. This is not an official identification or testing program as described in AFR 50-40. The intent is only to provide the unit with some idea of its ability to communicate with foreign persons without outside help.

If you are fluent in a foreign language, please contact Major Noblett or MSgt Childress on Ext. A-315 or C-25.

## Nonresident Violator Compact

According to the November-December 1978 American Association of Motor Vehicle Administrators bulletin, West Virginia and Minnesota have become members of the Nonresident Violator Compact. Those states join other state participating members: Maryland, Virginia, Pennsylvania, Delaware, New Jersey, New York, Florida, North Carolina, Louisiana, and the District of Columbia.

The Nonresident Violator Compact is an interstate agreement designed to insure resident motorists receiving citations for minor traffic violations in a participating state the same treatment accorded resident motorists.

Under the terms of the pact, a procedure is established whereby a nonresident receiving a citation in a Compact member state must fulfill the terms of that citation or face the possibility of license suspension in the motorist's home state until the terms of the citation are met. (Extracted from TIG Brief, March 79.)

**DON'T  
WASTE  
ENERGY!**

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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# OPSEC Update — Historical Influence

Ever since people learned to communicate and wage war (and I am not sure which came first) they experienced problems in keeping the enemy from reading their communications. The invention of the radio made it possible to communicate rapidly over great distance. It also made it possible for enemies to intercept and read each others communications.

Obviously, you have the advantage if you know the plans and capabilities of your enemy. The same holds true for them. The art of keeping the bad guys from reading your communications may be called COMMUNICATIONS SECURITY or COMSEC, and the information you get by reading enemy communications is called COMMUNICATIONS INTELLIGENCE or COMINT. See the relationship?

To illustrate the role COMSEC and COMINT can play in influencing the outcome of battles, here are some examples:

\*\*\*\*\*

The first significant military use of COMINT is credited to the Germans who used it against the Russians in East Prussia in August 1914. During

the battle of Tannenberg, the German generals Von Hindenberg and Ludendorf were withdrawing their forces because they had over-estimated the Russian strength. Then, the German COMINT intercept element learned that the Russians were also withdrawing. Using this information, the Germans attacked the Russian force and annihilated it. Both forces had been in the COMINT business since 1912 but the Germans picked-up the right information at the right time--and used it. If the Russians had practiced good COMSEC, then the Germans would not have had that valuable piece of COMINT that gave them the tactical advantage.

\*\*\*\*\*

The Russians have also successfully used COMINT against the Germans. In the summer of 1941 when the German forces were advancing into Russia, a Luftwaffe reconnaissance plane detected a concentration of Russian tanks and called in for an air strike. The Russians were monitoring the German radios so they knew of the air strike. When the German Strukas arrived expecting to launch a surprise

attack on ground targets, they instead were met with a surprise by Russian Air-cobras. Being unprepared for the situation, the German planes were destroyed. Had the reconnaissance pilot used some sort of COMSEC--such as a code, then the battle would have been in favor of the Germans.

\*\*\*\*\*

During the World War II the Japanese were somewhat behind other axis nations in the COMINT world. However, they did realize the importance of intelligence in military communications, and the role it can play concerning the success of failure of military operations.

\*\* They imposed radio silence upon their naval task force and its planes while the force steamed toward Hawaii.

\*\* At the same time they employed communications deception. They transmitted radio messages back and forth between naval units in the Japanese area to make it appear that the task force was actually thousands of miles away.

\*\* The communications security and discipline employed by the Japanese was completely successful -- PEARL HARBOR !!!

\*\*\*\*\*

Still in World War II a Japanese breach of communications security resulted in a disaster. Our people learned that their chief naval strategist, Admiral Yamamoto, would fly to the Solomon Islands to inspect some naval units. As a result of the Japanese COMSEC violation, Admiral Yamamoto's plane was shot down by American fighters -- and he was killed. One careless act caused the loss of Japan's chief naval strategist. Had he lived, the course of the war would have been different--but no one knows how different.

\*\*\*\*\*

AS YOU CAN SEE, COMSEC CAN INFLUENCE THE OUTCOME OF BATTLES, WARS, AND HISTORY. IF ONE PERSON DIES THEN HISTORY IS AFFECTED BY HIS DEATH.....

JULY OPSEC UPDATE: WAR AND PEACE - - - AND OPSEC

## Community Leaders Visit ANG School

The Virginia Air National Guard was privileged to host a group of local business leaders during the 12th Business and Industry Day at the I.G. Brown ANG Professional Military Education Center (PMEC) at Knoxville, TN, on 25-27 April 1979.

The invited guests were:

Mr. King Hodges - Supervisor of Training - Western Electric Corp.

Dr. Leroy Hill - Supervisor of Guidance - Henrico County School System.

Mr. Walter Hawthorne - Owner of Hawthorne Cleaners.

Mr. James Johnson - Director of Forest Information and Education - Chesapeake Corp., West Point, VA.

Mr. William Robinson - Mayor of West Point, VA.

Mr. Robert Crowder - Director of Personnel - County of Henrico.



Military escorts were:

TSgt Russell Tilley - 192d CAMRON

TSgt Raymond Fleischer - 192d CAMRON

CMSgt Herb Buttner - 192d TFG

The events at PMEC included briefings by PMEC personnel, NCO Academy Graduate Association and DOD personnel, a tour of the facilities, a tour of a KC-135, a graduate banquet for the NCO Academy and a breakfast sponsored by MG Guice, Director of ANG. Most themes were in the patriotic vein, stressing the mission, resources, and need for the ANG in the total force policy.

The trip was highly successful according to the response of the guests upon returning to Byrd IAP on the 27th.

The VaANG intends to continue the sponsorship of this type of trip to local public, civic, and educational leaders to indoctrinate them in the mission and goals of the Air National Guard.

## Enlistments

The following personnel were enlisted into the Virginia Air National Guard during the month of May. 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

CPT BARRY, LEARNED D. (1)  
SSG GRANT, KENNAN L. (1)  
SSG ROGOWSKI, JOHN S. (1)  
SGT CURTICE, JOHN (1)  
SGT SMITH, DENISE S. L. (1)  
AIC DINGLEDINE, CLAIBORNE R. (1)

### 192D CAMRON

SSG ALLEN, JAMES J. (1)  
SSG COUSINS, CHARLES R. III (1)  
SSG FARLEIGH, THOMAS R. JR (1)  
SSG HUDSON, WILLIAM M. (1)  
SSG STIKE, LARRY L. (1)  
SGT BROCKINGTON, WILLIE JR (1)  
SGT GRAHAM, ERNEST L. (1)  
SGT TAYLOR, TERRELL P. JR (1)

AB ANDREWS, STEVEN D. (2)  
AB CHARITY, DEANNA L. (2)  
AB CRIGGER, LEWIS M. JR (2)  
AB EDWARDS, DENNIS L. (2)  
AB GRIMES, EDUARD G. (2)  
AB LONG, ELIZABETH D. (2)  
AB WHEAT, ROGER D. (2)

### 192D COMBAT SUPPORT SQUADRON

SSG CLODFELTER, JOHN P. JR (1)  
AB EGGLESTON, ANDREW (2)



## 192D COMM FLT Baby Christening

Alysia Dionne Lassiter, 4 months old, was christened in the Base Chapel by Chaplain Sant'Anna. The proud parents Julian A. Lassiter and SSgt Millicent B. Lassiter of the 192d Comm Flt were accompanied by family and a host of friends to witness this ceremony. This ceremony was held during the 8:15 General Protestant Service.

### PHOTO INFO:

Left to Right: Uncle and Aunt Mr. and Mrs. George E. Chambliss, Sr., Julian, Alysia, Millicent, and Mr. and Mrs. Maurice H. Bowles, Sr.,

SSgt Lassiter's parents, of Petersburg.

## Promotions

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

### 200TH WEATHER SQUADRON MAJ WEEKS, THOMAS R.

HEADQUARTERS, VaANG  
LTC FISHER, EARL M.  
MAJ SEIFERT, ROBERT O.

### 149TH TACTICAL FIGHTER SQUADRON MAJ MAYNARD, TERRY A.

192D CAMRON  
MSG HOSKINS, DANIEL M.  
MSG WALTON, WILLIAM S.  
TSG MENHEER, WILLIAM B.  
SSG MADISON, STEPHEN P.  
SSG SOCHOR, DANIEL C.  
SRA BROSKIE, GORDON G.  
AIC FRAZIER, DAVID B.  
AIC PETERSON, KEVIN G.  
AMN BREEDEN, JAMES H. III  
AMN MUNDY, DONALD P.

### 192D COMBAT SUPPORT SQUADRON

MAJ COUSINS, LAWRENCE A.  
MSG MASON, ALBERT B. JR  
MSG NICHOLAS, JOSEPH E.  
MSG ROSSER, ROLLIN V.  
MSG SMITH, GARY S.  
TSG DOBBINS, JAMES L. JR  
TSG SPRUILL, WILLIAM D. JR  
TSG TRICE, WILLIAM H.  
SSG BRADLEY, MARGARET A.  
AIC AVERY, LISA G.

### 192D TACTICAL CLINIC MAJ COTTRELL, JOSEPH M.

### 192D CIVIL ENGINEERING FLIGHT SSG FRAZIER, WILLIAM S.

MSGt Benjamin C. McLean, Jr was commissioned Captain, 192d TFG; SSgt David G. Phillips Jr was commissioned 1st Lt, 192d TFG; SSgt Ralph E. Noel was commissioned 1st Lt, 192d CAMRON.



## Community College Of The Air Force

Did you know that you can convert your technician training schools to college credits? Well you can. The Community College of the Air Force Associate Degree Program is available to each enlisted member of the Air National Guard. In order to register for entry into this program you must provide the following documentation to the Training Office in the O&T Building.

1. A transcript of all college credits (must have raised seal).

2. All certificates of training, course completion certificates, graduation orders, etc., that indicate satisfactory completion of Air Force courses.

3. DD Form 214 - Report of Separation from Active Duty.

4. Special orders awarding the 3, 5, 7, or 9 level AFSC.

The Training Office will prepare AF Form 968, Community College of the Air Force Registration and forward it with other pertinent data to Lackland AFB, TX, for assignment of credit in your specialty.

You will receive in approximately six (6) weeks a computer printout of those college credits allowed and those required for award of an Associate Degree. You will need 64 semester hours to qualify for this award certificate. For further information, contact TSgt Mike Gates in the Training Office in Room 4, O&T Building, or call on telephone extension 318. Look into this today.

### LUNCH

23 JUNE 1979

GRILLED STEAK  
BAKED POTATOES MIXED VEGETABLES  
\*\*\*\*\*SALAD BAR\*\*\*\*\*  
ASSORTED DRESSINGS  
BREAD BUTTER  
ICED TEA MILK COFFEE  
CHOCOLATE CAKE  
LUNCH

24 JUNE 1979

CORNED BEEF  
CABBAGE GREEN BEANS  
\*\*\*\*\*SALAD BAR\*\*\*\*\*  
ASSORTED DRESSINGS  
BREAD BUTTER  
ICED TEA MILK COFFEE  
APPLE PIE

## Your Doctor's Your Partner Help your doctor help you



Immunization. Make it a habit to make sure the kids get the "shots" their doctor recommends. We have most childhood diseases licked and we don't want them showing up again.

## Active Duty Available

NGB/MP is soliciting nominations for members of the ANG Minority Officer Recruiting Team. Selectees will be placed on a 12-month (renewable) active duty tour headquartered at the ANG Support Center, Andrews AFB, MD. Tour starts about 1 August 1979.

Qualifications: 2Lt thru Capt; one year ANG service; able to speak clearly and with conviction; knows minority history, social amenities, and community relationships; must attend recruiting course; must have favorable indorsement from the State Adjutant General.

Interested officers should forward applications thru channels to ANGSC/MPR, Mail Stop 18, Andrews AFB, MD 20331, ATTN: Capt Daniels, not later than 30 June 1979. Applications should contain: name, grade, SSAN, unit of assignment, resume of military service, and resume of other beneficial experience.

## Umbrellas Authorized For Men

WASHINGTON (AFNS) -- Effective immediately, umbrellas may be used by all Air Force members in uniform when weather conditions warrant.

Personnel in uniform may carry any commercially purchased solid-black or dark-blue umbrella as long as it has no ornamentation.

The umbrella will be carried in the left hand so that personnel can properly salute. It will not be carried during military formations or when working in areas where the umbrella would hamper safety.

Previously, only Air Force women in uniform were permitted to use the umbrella. The approval follows a test conducted in the Washington D.C. area.



SSgt Jean Friedman is the first airman in the Virginia Air National Guard to be awarded a Community College of the Air Force Associate Degree. Her major course of study was in Resource Management Technology. She is assigned to 192d Combat Support Squadron, CBPO, as a Career Advisory Specialist. See related article on page 4-

## Muscular Dystrophy Update

"SAVE THAT CAN FOR JERRY'S KIDS" is still a current slogan, and we still need your support to make this worthwhile project beneficial.

The second collection provided 218 lbs. of cans worth \$43.60. This brings the total collected as of 30 May up to 783 lbs and \$156.60.

Major Basil Evans, spokesman for the drive, said that the collection of aluminum cans is a "little slow" right now. He also expressed a desire that each member make an individual commitment to this program for the next few months.

Save your cans; ask your family, friends and neighbors to save their cans; and drop them in one of the containers located around the base.

Bring your "cans" on UTAs. As few as 6-12 cans per member really adds up if we all pitch in!

## Member Suffers Minor Injuries In Traffic Mishap

TSgt James W. Hague, Supply Technician, received head lacerations last month when his Virginia Air National Guard sedan collided with a civilian vehicle seven miles east of the base near the intersection of Routes 60 and 247.

Hague was returning from a supply run to Langley AFB.

Authorities said the Guardsman, travelling at a speed less than posted due to rainy conditions, skidded 40 feet before slamming into a car whose operator was charged with failing to yield the right of way. Damage to both vehicles totalled approximately \$3,000 and resulted in injuries to three other persons.

Hague was quoted later as saying that "I have now been made a firm believer in wearing seat belts!"



## New Ordering System Speeds Clothing Requests



TSgt Michael A. Duke shelves a pair of trousers ordered and processed via computer.

It was announced that Base Supply has initiated a system whereby clothing is now being ordered direct from the Defense Personnel Support Center in Philadelphia via computer.

TSgt Michael A. Duke, NCOIC of Retail Sales, said that the new procedure implemented in April is eliminating the time consuming "middle man" such as Fort Lee and Langley where all clothing used to be purchased.

Duke said that clothing orders normally taking three to four months to process are now being received in about 30 days.



Base Supply personnel TSgt Robert K. Carlton and MSgt William B. Clifton log in clothing recently received under the new ordering system.

# Ridesharing Saves Auto, Energy Costs

The chart at right, developed by the Federal Highway Administration, shows consumers how much money they can save by ridesharing in daily commuting.

The operating and owning costs shown in the table include costs for gas, oil, maintenance, tires, repairs, insurance, depreciation, finance charges, licenses, and taxes.

The chart shows that considerable savings—up to \$1,900 annually—are possible by switching to ridesharing instead of driving alone. A pamphlet called *Rideshare and Save—A Cost Comparison*, is available free by sending a postcard to Consumer Information Center, Dept. 512G, Pueblo, Colo. 81009.

Annual Costs of Commuting to Work

One-Way (Miles)	Vehicle Type	Cost Category	Drive Alone	Ridesharing Options					
				Shared-Driving Carpool		Shared-Riding Carpool		Vanpool	
				2-person	4-person	2-person	4-person	8-person	12-person
10	Subcompact (Pinto, Vega, etc)	Operating	264	132	66	132	66	57	38
		Owning	236	144	88	118	59		
		Total	500	276	152	250	125	270	180
10	Standard (LTD, Caprice, etc)	Operating	418	209	105	209	105	327	218
		Owning	332	204	121	166	83		
		Total	750	413	226	375	188		
20	Subcompact	Operating	528	264	132	264	132	114	76
		Owning	330	230	144	165	83		
		Total	858	494	276	429	215	270	180
20	Standard	Operating	837	418	209	418	209	384	256
		Owning	464	326	204	232	116		
		Total	1301	744	413	650	325		
40	Subcompact	Operating	1056	528	264	528	264	228	162
		Owning	412	321	224	206	103		
		Total	1468	849	488	734	367	270	180
40	Standard	Operating	1674	837	418	837	418	498	332
		Owning	580	454	326	290	145		
		Total	2254	1291	744	1127	563		



## 192D TFG CARPOOL INFORMATION

Area	Members
Northern Virginia	10
Fredericksburg	9
Northern Neck Upper Tidewater	6
Charlottesville Harrisonburg	16
Chesapeake, Virginia	12
Suffolk Virginia Beach	23
Norfolk	20
Hampton Newport News	43
Portsmouth	6
Southside, Virginia	31
Roanoke Lynchburg	39

# GAS!

Gas stations may soon post prices of about 28¢ ... a liter.

Because of rapidly-rising gasoline prices and the inability of most gas pumps to display per-gallon prices higher than 99.9¢, the U.S. Metric Board is studying and holding public hearings on metrication of gas pump equipment—converting them to show the price of gas per liter. (That's about a fourth of a gallon, with one gallon equal to 3.785 liters.)

According to a member of the Metric Board staff, it would cost about \$200 to convert a gasoline pump to indicate prices of a dollar or more, but the same pump could be changed to measure gas by the liter for only \$50. With an estimated 900,000 of the one million pumps in the United States needing conversion, the change to metric liters could save \$150 million or more.



## 'Personality' Problems?

# CARPOOLS

Carpools save money and energy but many break up because of what some riders cite as "personality problems." To head off undesirable carpool situations, here are some general guidelines that may not apply in every case but usually work if they are established and understood by all riders at the outset:

- Set up a schedule and be on time—always. When you're late you make everyone late. If you can't be on time, let someone know in advance.

- Do all you can to have enough gas in the vehicle for the round trip. Most people resent stops and delays.

- Don't smoke unless everyone smokes, or unless

the non-smokers have agreed that it's okay.

- Vote on playing the radio. People's tastes in music differ. Some may not want it on at all. Be democratic.

- Consider personal hygiene. "Kissing sweet" you don't have to be, but underdeodorized or overperfumed riders can send people reeling for fresh air.

- Be sure your vehicle is in peak condition. Have it serviced regularly. If it conks out on the road, don't expect your passengers to laugh it off.

- Most importantly, drive carefully: no drinks, no speeding, no aggressive driving or negligence. Other people's lives are in your hands.



## CAR POOL IT!

VIRGINIA AIR NATIONAL GUARD

CAR POOL INFORMATION

IF YOU ARE INTERESTED IN ESTABLISHING A CAR POOL TO PROVIDE TRANSPORTATION TO AND FROM SCHEDULED UNIT TRAINING ASSEMBLIES (UTA) COMPLETE THIS FORM AND TURN IT IN TO YOUR ORDERLY ROOM NOT LATER THAN 1600 HOURS SUNDAY UTA 24 JUNE 1979.

NAME: \_\_\_\_\_ GRADE: \_\_\_\_\_

UNIT: \_\_\_\_\_ DUTY PHONE: \_\_\_\_\_

DUTY HOURS: \_\_\_\_\_ DUTY SECTION: \_\_\_\_\_

HOME ADDRESS: STREET \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

NEAREST SHOPPING MALL/CENTER TO YOUR HOME: \_\_\_\_\_

CAN YOU PROVIDE TRANSPORTATION: \_\_\_\_\_

IF YOU CANNOT, CAN YOU GET TO A DESIGNATED PICKUP POINT: \_\_\_\_\_

NUMBER OF PASSENGERS YOU CAN TRANSPORT INCLUDING YOURSELF: \_\_\_\_\_

(NOTE: ORDERLY ROOMS - TURN FORMS IN TO MAJOR EVANS, GROUP HEADQUARTERS, BY 1630 HOURS, 24 JUNE 1979.)

