

192D TACTICAL FIGHTER GROUP

# VANGUARD

VIRGINIA AIR NATIONAL GUARD



26th Year, No. 6

Byrd IAP, Sandston, Virginia

June 1982

## ORI SUCCESSFUL; UNIT COMBAT READY

By MAJ FRANK McNALLY  
MAJ BASIL EVANS

Photos by

MSG BOB FLOURNOY

The 192d Tactical Fighter Group has been judged "combat ready" by the inspectors of the 9th Air Force Inspector General (IG) team. The results of the recently completed Operational Readiness Inspection (ORI) were presented to members of the unit at the out-brief conducted on 5 June in the auditorium at Travis Field. The report covered the entire activities of the unit for the previous eight days. Not covered was the hard work done by everyone for the past eight months during which the unit completed the conversion from the F-105 "Thunderchief" to the A-7D Corsair II.

According to the Commander, Colonel Hartwell F. Coke, IV, "The fact the unit was able to successfully complete this ORI in a minimum amount of time in the new airplane was with such spirit and esprit de corps is a tribute to the hard work and Virginia Air National Guard. I am proud of everybody's effort. Now we have to keep up the hard work to be sure that we are ready for our next test. We have established a top flight reputation. Let's keep it that way."

\*\*\*

### THE BEGINNING

Preparation for the ORI started months ago, but the real test began with the arrival of the 9AF IG and the inspection team on Friday, 28 May. The in-briefing started at 1545 and the unit was told that the team would test its ability to mobilize, deploy and conduct combat operations at a location away from home station. The pilots would be tested on their ability to hit targets at unfamiliar ranges and the maintenance personnel would be tested to determine how much work they could do under trying condi-



### Lined up and ready!

The strike force of the 192d Tactical Fighter Group poised awaiting the call

tions. The support elements of the unit would be tested on their ability to conduct operations in a combat environment and on the ability to survive chemical and gas attacks, infiltration by enemy troops, and a hostage situation.

The mobility and deployment proctions were divided into two days. On Saturday mobility processing was conducted and the various aircraft loads put together. On Sunday the unit deployed to Travis Field in Savannah where simulated combat operations began. Transportation support was provided by C-130 Hercules aircraft from the Oklahoma and Wyoming Air National Guard.



SMS Maynard ensures CAMRON personnel are processed on time.

The unit was tasked to deploy 18 A-7D "Corsair II's" to Savannah for the inspection. Enroute refueling was provided by KC-135 tankers of the Arizona Air Guard. All made



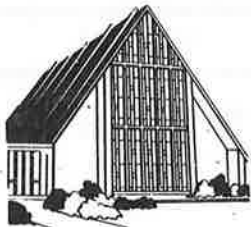
A-7D takes on fuel enroute to Savannah.

the successful deployment although one A-7D was forced to return to Byrd IAP for an oil indicator problem. That aircraft was relaunched and arrived in Savannah in order to be used for the exercise. It did not make it in time to be counted as part of the unit's regeneration effort. However, the 17 A-7's were regenerated in minimal time for an

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## Sunday Services

Sunday 0830 - General Protestant  
0915 - Mormon  
1300 - Catholic Mass



Your Chaplain is available to you and your family 24 hours a day. Do not hesitate to call him if you think he can help or assist you in any way. His telephone numbers are: "A"-389, "C"-66, or 737-0635 (Home) and 737-1527 (Church).



*Fill it up*

Scenes like this were prevalent during Annual Training

## Annual Training no fun in the sun

*Continued from First Page*

excellent response.

Monday, 31 May, was a day for all personnel to get ready. Pilots received their first frag orders for Tuesday operations, and Intelligence gathered and analyzed important intelligence data. This information was used to create maps of the target area and to keep the battle staff informed on the current situation. Security operations were instituted and maintenance and support personnel made preparations to operate in simulated combat conditions.

The actual combat began at 0400 hours on Tuesday with maintenance personnel preparing the A-7s for their first strikes which were scheduled for 0615. Security police were issued weapons at 0430 and began priority "B" security operations on the flight line. The weather did not cooperate and the first days activities were conducted during very hot and humid conditions.



Gas attacks and shelter exercises were common --- sometimes they provided extra time to catch up on some paperwork or few minutes well deserved rest.

The ability to survive exercises began at 0705 when the power was knocked out in the job control center. Twenty minutes later, there was an explosion which killed three people. Later, a bomb was found in a POL truck following a telephone report. After which building 287 was hit by mortar rounds and small arms fire. At... 1000 hours a fire was reported in building 510. At 1335 there was a report that enemy aircraft were headed toward the airfield which implemented the disaster response plan. All personnel were ordered to their shelters at 1435. The result was a simulated bombing of the field and the disaster response team was ordered out. Once the all clear was given, civil engineer personnel assigned to the damage assessment team surveyed the base and reported their findings to the battle staff. Actions were ordered



Continuous vigilance was order of the day.

## Menus

### LUNCH

26 JUNE 1982

#### BEEF TIPS

STEAMED RICE BUTTERED GREEN PEAS  
\*\*\*\*SALAD BAR\*\*\*\*  
ASSORTED DRESSINGS  
BREAD BUTTER  
CHILLED FRUIT  
ICED TEA MILK COLD DRINK  
\*\*\*\*\*

### LUNCH

27 JUNE 1982

BAKED CHICKEN GIBLET GRAVY  
WHIPPED POTATOES GREEN BEANS/BACON  
\*\*\*\*SALAD BAR\*\*\*\*  
ASSORTED DRESSINGS  
HOT ROLLS BUTTER  
BAKED APPLES  
ICED TEA MILK COLD DRINK

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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# EDITORIAL



**"Congratulations and thanks for all the good work....."**

COL Tee Coke  
ORI, June 82

## Unit survives IG onslaught

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which would open the bombed out taxiway and runway.

"There was so much thrown at us so fast, that it was sometimes difficult to decide what had to be done first," said LtCol Nicholas Valdrighi, Commander of the Civil Engineer Flight. According to Valdrighi, the CE personnel were being tested not only for their ability to respond, but for their ability to assess the damage and take appropriate action to prevent further damage and loss of life and get the base back to combat operational status.

Security police and the battle staff were tested late in the afternoon of the first day when an unknown gunman and group of terrorists took hostages in building 337. The leader began killing hostages just to show he meant business. This exercise tested the ability of the battle staff to respond and that of the security police to handle a hostage situation.



Terrorists? Humm!

According to Major Bill Schwartz, Commander of the Security Police Squadron, "My men acted professionally once we received the word to go in and take the terrorists. It was a great learning experience for us."

Major Xel Sant'anna, the unit's Chaplain said, "The situation we were presented with was very real. I know a couple of the hostages who heard the blank M-16's being fired in the building weren't really sure it was an exercise. Situation's like that make you think in a big hurry."

By the end of the first day, the pilots had flown more than forty missions and maintenance personnel who worked into the night had turned the aircraft and rearmed them for the next days sorties.

On Wednesday the duty day once again began at 0400 for many personnel. Priority "B" continued on the flight line, and the heat was still oppressive. Throughout the day the ability to survive continued to be tested with another air attack, the simulated crash of an A-7D, a simulated chemical attack requiring the sheltering of personnel, and a variety of security exercises. By the late evening the unit had flown an additional fifty-five plus combat sorties. Once again maintenance worked late into the evening to prepare the aircraft for the following days test of sortie surge flying.

In summarizing the second days activities, Dr. David L. Hudson, Commander of the 192d Tactical Clinic said, "They burned down the clinic twice, moved us to a hangar and still expected us to take care of casualties and respond to emergencies, which we did. The medics played a key role in the ability to survive exercises and they can be very proud of their work. We caught just about everything they threw at us."

The third day of the ORI was devoted to sortie surge flying. This portion of the exercise tested the ability of the pilots and mainte-

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## Safety



**National Safety Council**

The National Safety Council is declaring the 101 critical days from Memorial Day weekend through Labor Day weekend 1982 as "Make it Click - Buckle-Up" summer. "Make it Click - Buckle-Up" was initiated by the Council's Women's Division in 1981. The National Safety Council is leading a "Make it Click - Buckle-Up" campaign to highlight the need for, and benefits of, occupant restraint use.

More than 1,800,000 occupants are injured every year in motor vehicle accidents and more than 35,000 are killed. Every hour 5 people are killed in motor vehicle crashes. Every week 800 are killed in motor vehicle accidents and 35,000 are injured.

The chances of being killed in a motor vehicle accident are 25 times greater when an occupant is thrown from a vehicle.

It is the second collision that injures and kills people in an accident. The initial collision is the crash of a motor vehicle into some object. The second collision occurs when unbelted occupants, still moving forward, are stopped by something - the car's windshield, steering wheel, doors, dashboard or other hard, interior surface.

Buckle-Up petitions have been distributed to each section head within the Virginia Air National Guard by the Safety office. We are strongly encouraging each and every member of the 192TFG to "SIGN UP, BUCKLE UP, AND MAKE IT CLICK."



# What's camp without fixin, lauchin, flyin, trainin and playin'

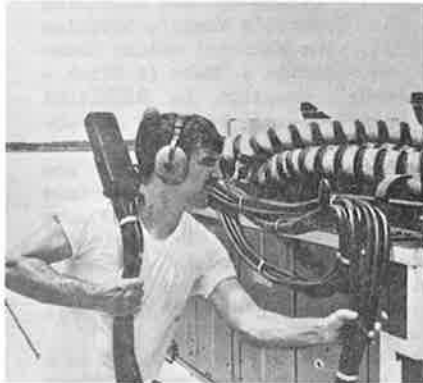


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nance personnel to use 18 A-7D's for a sustained period of time to put bombs on targets with a minimum amount of turn-around time. From the first take-off at 0615 until the last aircraft landed at 1745, the unit turned out 78 sorties. For the third day in a row in sweltering heat fuels personnel, munitions maintenance personnel, crew chiefs and other flight line personnel proved that they can keep the aircraft flying. The pilots who had to brief each mission and prepare for the combat sorties, proved that they had the stamina to continue sustained flying operations under combat conditions and still do a top rate job of getting the bombs on the targets.

The highlight of the final days activities was the diamond fly-by of the final flights and the sense of pride and accomplishment everyone associated with the ORI felt as the last aircraft touched down at Savannah. Between the first launch from Byrd IAP until the final touch down on Thursday, 3 June, the unit had flown 200 combat sorties. The professionalism exhibited by each member was acknowledged by Colonel Coke in a letter he sent to all personnel on Friday.

Photos by SGT DEAN A. COVEY



"Congratulations and thanks for all the good work...you showed your desire and determination for excellence through the work that you did under trying conditions...the 192TFG will always be the "best of the best" because we try harder and because we know team work and hard work are the two key elements to success."

The first ORI for the Commander and the first for us in the A-7D are history. The 192TFG did what the unit does best...succeed under trying conditions. The next test is a "Red Flag" deployment scheduled for this fall. According to Colonel Coke, "We are beginning a new era with a new airplane. Let's keep up the good work."



# OPSEC Update

By LTC George Davis

Now that the ORI is ancient history, take a few minutes and look back on some of the events of that hectic week. How were your security procedures? Did you notice any security problem areas which the inspector may have missed? If you did, what have you done to correct the situation?

Everyone knows that the telephone is the fastest and most convenient mode of communications, however, it is also our greatest communications security risk. Unless our security procedures (COMSEC) are constantly practiced and we become thoroughly familiar with them, we are more likely to make security mistakes, during the stress of an ORI or actual deployment. When you are "up to your neck in alligators", and you receive a phone call from another office requesting certain information; THINK BEFORE RESPONDING. Otherwise you may become the typical COMSEC violator. Like many other misfortunes, most people feel they cannot become involved in a COMSEC violation, it always happens to "the other person".

Listed below are some of the most frequent ways that classified information and information of possible intelligence value are unintentionally disclosed over the telephone:

**\*\*Lax Security Measures** - While looking for something, you leave the telephone off the hook. You forget to inform other people in the room that there is an "OPEN TELEPHONE". Unaware, their conversation is picked up and transmitted through the telephone system.

**\*\*Trapped By Time** - A person is tasked to relay information of possible intelligence value from a stateside base to an overseas base. Time becomes critical. The information is sent over the autovon circuits.

**\*\*Unclassified Gossip** - "Shooting the Breeze" with a friend over an official telephone could lead to the association of persons or topics with a specific job, section, or activity which may result in a security violation.

**\*\*Emotional Hazard** - A person who becomes impatient, angry, or hasty when using the phone could accidentally blurt out classified or information of possible intelligence value.

**\*\*Flags** - Codewords, nicknames, and short titles concerning a special subject or exercise are flags and can be security risks.

**\*\*Disguising Information** - People who attempt to conceal or disguise the meaning of what they are saying further increase the COMSEC threat

posed by the ordinary telephone. Less numerous than accidental disclosures, the results of these attempts are far worse. Attempts to conceal or disguise information generally fall into these categories:

**--Talk Around** - "Talk Around" is easy to recognize. It is full of phrases such as "gizmo", "such-and-such", "do-hickey", and "you know what I mean". Any person who goes to the trouble to listen in would probably know enough to "read through" this.

**--Self-made Reference** - Some people think they are clever enough to devise a homemade code to protect information. For example, their code might be subtracting today's date from another number to get a classified total. Homemade systems are not successful from a security standpoint.

**--Paraphrasing** - Similar to "talk around", paraphrasing means changing the words but not the meaning. The dangers are obvious.

**--Incomplete Reference** - An incomplete or partial reference to something is, for example, calling operation DEEP THREAT, "DEEP BLANK". This may provide someone with just enough information so that follow on data can be linked.

**--Premature Reference** - A reference made too early or too quickly might make others aware of an upcoming event. For example, a sup-

ply technician is missing items on an order. The technician calls the warehouse and requests the full order be filled by a certain time in order to support an upcoming operation/deployment.

These are just a few of the common ways in which both classified information and information of possible intelligence value may be disclosed over the telephone. Every member of this unit should be aware of these COMSEC examples, in order to prevent becoming "The Typical COMSEC Violator". Remember that COMSEC is one part of the OPSEC Program. If you don't practice good OPSEC procedures on a daily basis, when you have to operate under stress, there's a good chance you may become "the other person" mentioned above.

## From the Commander



I wish to thank all of you for a job commendably done. Each of you, no matter how large or small your tasks, were instrumental in the success of both a timely conversion and prosperous ORI results. 9th AF commented that they knew of no other unit to go through a conversion, and 60 days later, successfully complete a deployed ORI. You dedicated many long, hard hours to accomplish the mission, and did so with maximum efficiency which is indicative of your loyalty to the unit.

The high esprit de corps that was so much in evidence throughout the entire inspection, and Thursday when, after all the long, difficult hours worked, we celebrated together our outstanding achievements, was magnificent. All units should be so fortunate as to experience this degree of closeness and comradeship.

Your accomplishments are impressive! Keep up the good work!

*W. J. [Signature]*

## Rebel Road Runners



The life insurance tables for figuring ideal weights do not take into account bone size and so on. Here is a simple formula:

**\*\*Women** - 100 + 5 Lbs for each inch over 5 feet.

**\*\*Men** - 106 + 6 Lbs for each inch over 5 feet.

If you exceed this rule by more than 10% to 20%, you are overweight. If you exceed it by more than 20%, you are obese.

If you are overweight, let's do something about it. Try jogging.

THE LONGER YOU STAY,

THE BETTER WE GET.

REENLIST!

## BOOK ORDER BLANK

PLEASE ENTER MY ORDER FOR \_\_\_\_\_ COPIES OF THE VIRGINIA AIR GUARD HISTORY BOOK - \$20.00 each plus 4% tax.

Make checks payable to:  
Virginia Air Guard History Book

Mail check and order blank to:  
VaAIG History Book  
c/o 192TFG, P.O. Box 297  
Byrd IAP  
Sandston, VA 23150

name \_\_\_\_\_ (please print)  
address \_\_\_\_\_  
city \_\_\_\_\_ state \_\_\_\_\_ zip \_\_\_\_\_  
phone number \_\_\_\_\_

Please emboss my name on the cover for an additional charge of \$3.00 per book. Send in your order before July 15, and receive your name embossed for free.

My check is enclosed for \$ \_\_\_\_\_

Charge my VISA   MASTER CARD

Account Number

Expiration date \_\_\_\_\_

Signature (for credit cards only) \_\_\_\_\_ date \_\_\_\_\_

Check one of the below:

Please mail my order to me. (Add \$3.00)

I will pick up my order.

To mark the Virginia Air Guard's 35th anniversary, a professional quality history book is being developed tracing the history of the Virginia Air Guard from 1947 to the present. This book will contain historical data and many pictures of present and former members and the aircraft the unit has flown. The response current members of the 192TFG to place their orders for this anniversary book has been very slow. I encourage you to place your order for this book now, before time runs out. There will only be a limited number of books available. To insure you get a copy, and to help us get this project off the ground, please order your book as soon as possible. There will be a special ten page section covering the 1982 ORI and AFT in Savannah. You will want to own a copy once it is printed.

Order yours now and share in the spirit and esprit de corps that has made the Virginia Air Guard outstanding.

**PROMOTE  
INTEGRITY,  
ECONOMY,  
EFFICIENCY**

### Thanks Byrd Field

The Richmond Metropolitan Blood Service extended their thanks and appreciation to the 192TFG for the 74 pints of blood donated during the February - March drive. Local coordinator, Melvin Sirles and his staff of Robert McCormick, Jim Hague and Wayne Sylvia were given special recognition in keeping the drive going despite the adverse weather conditions.

Robin Hatcher, blood service consultant, said the next drive is slated for August.



### Advisory Panel to meet

The ANG/AFR NCO and Airman Advisory Panel will host its 19th meeting on 24-25 August 1982.

The panel provides all enlisted personnel the opportunity to express their views and to participate in the formulation of policies and programs affecting their future in the Air National Guard. Originators of agenda items should determine to the best of their ability that all submissions require policy determination and are in the best interest of the Air National Guard.

All Air National Guard enlisted personnel are invited to submit recommendations and suggestions for the panel's consideration by 30 Jun 82. Recommendations should be sent to:

Resident Secretary  
ANG/AFR NCO & Amn Advisory Panel  
ARPC/CVR  
Denver, CO 80280

Upon panel approval, recommendations are forwarded to the Director of the Air National Guard. A status and/or disposition report will be provided by ARPC to the originators of each submission following the conclusion of the panel meeting.

### Dial G-E-M if you can't remember 4-3-6

Your Guard Enlisted Membership is a real "GEM". If you need help in your G. E. M. (or officer membership), please dial G-E-M and the CBPO Customer Service Center will gladly help you.

G-E-M (or 4-3-6) is operative daily, as well as on UTA weekends.

### USAF 9-skill level testing scheduled

During the month of June 1982 the USAF 9-skill level test will be administered to those Master Sergeants (E7) who wish to be upgraded to the 9-skill level. The purpose of the test is to evaluate those individuals concerning the supervisory knowledge and responsibilities required of 9-skill level (superintendent) personnel. This test is one of the prerequisites for upgrade. The examination is a multiple-choice test which gives a composite score for practical supervisory and managerial knowledge. Qualifying score on the examination is 30 percentile or higher. Testing of ANG personnel is conducted during the months of March, June, September, and December of each year. Those Master Sergeants desiring to take the test during June 1982, should contact LT Barker in the Base CBPO NLT 31 May 1982, to arrange a date and time. He may be reached at 222-8884, Ext. 309.

### Post childbirth leave

RANDOLPH AFB, Texas (AFNS) — Commanders may authorize Air Force women up to four weeks — 28 days — post-delivery convalescent leave if there are no unusual complications during childbirth, according to Manpower and Personnel Center officials at Randolph. Where the child is born does not affect the convalescent leave period, they explain.

The Air Force post-delivery convalescent leave period was reduced from six to four weeks by the Air Force surgeon general in March 1981.

### Note of thanks

On behalf of my family, I would like to thank you for the many visits, calls, flowers and cards we received after the loss of our son, Mark. Your thoughtfulness was most comforting to the family.

Sincerely,  
Cecil E. Modlin