



192D TACTICAL FIGHTER GROUP

VANGUARD

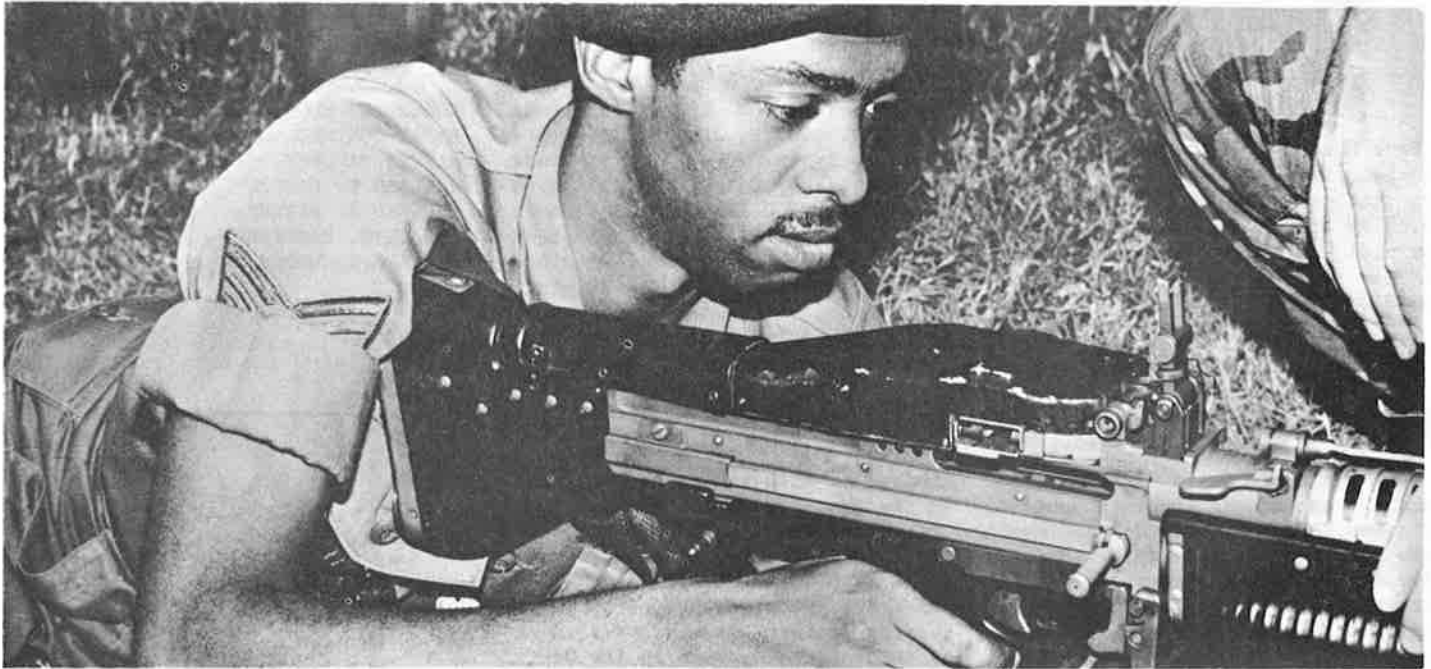
VIRGINIA AIR NATIONAL GUARD



27th Year, No. 9

Byrd IAP, Sandston, Virginia

September-October 1983



Ready on the right.....

Sgt Wayne R. Phillips along with other members of the 192WSSF recently received training on the M-60 machine gun and the M-203 Grenade Launcher. Base Defense

Team personnel are required to have 30 hours training on the two weapons which was conducted here by the 116th Infantry, Virginia Army National Guard.

Leadership School

I.G. Brown rewarding but sometimes trying

By SSG ED Kelleher

SSG Eddie Simon must have wondered whether the drill pad at McGhee Tyson Airport would forever bear his name.

Simon, a Florida National Guard security policeman from Jacksonville, was being tested on his proficiency in marching a flight of 13 airmen through a series of drill maneuvers.

He ran smack into disaster. A flight leader during the opening two-week segment of ANG NCO Leadership School in July, Simon succumbed to a bad case of the jitters during the test.

He ran the front section of his flight off the drill pad. By the time he reversed direction, Simon's people were hopelessly out of step and scattered.

Simon remembered the drill instructor's warning: if disaster strikes, have your flight fall out and re-form. He did that. But when his flight fell in again, the second element had two people more than the first, plus a guide-on, which made the second element three people long.

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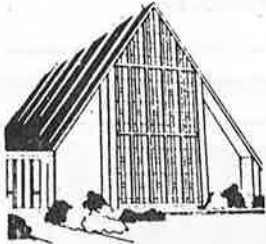


Next to the real thing

See story Page 5

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"-387, "C"-66, or 737-0635 (Home) and 737-1527 (Church).

Officials say blood drive a success

The Blood Drive held at the Club 149 during the August UTA was considered a success with 100 personnel registering and 96 pints of blood donated. With the 96 pints of blood contributed, it would be possible to save 288 lives of people in the Richmond Area.

Hats off to the Avionics Branch of Maintenance for leading the base volunteers. They have always set the pace with a very high percentage of assigned personnel contributing. Thanks!

We had 13 new first time donors during the drive to help us exceed our goal of 80 pints.

We would like to thank all those who participated in this very worthy cause and encourage all personnel to join in helping save lives.

BLOOD DONOR HONOR ROLL

WILLIAM S. WALTON	35 pints	ROBERT H. MCCORMICK	24 pints
GEORGE W. HODGES, JR.	35 pints	HENRY CHATMON	24 pints
BASIL H. EVANS, JR	31 pints	HARVEY MAHONEY	23 pints
LEONARD VARMETTE, JR.	30 pints	WILLIAM T. CARTER	22 pints
LAWRENCE A. COUSINS	27 pints	BERNARD R. BARKER	21 pints
ROBERT C. TAYLOR	27 pints	ROBERT R. DAUGHERTY	20 pints
DOUGLAS W. SEAMAN	25 pints	MICHAEL R. WOODY	20 pints
DAVID E. GOSSETT	25 pints		

Next Blood Drive Scheduled During February UTA.

New decoration available for ANG

The National Guard Bureau has recently announced the introduction of a new Federal decoration ANG members are now eligible for. Effective immediately, ANG members may be recommended for the award of the Legion of Merit under the "Extended Tour" provision of AFR 900-48 and the criteria outlined below:

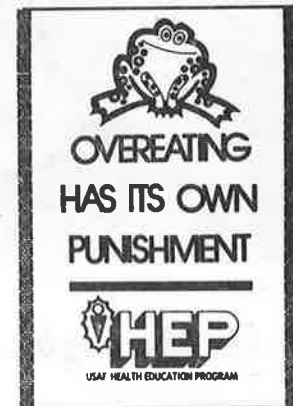
"Full-time" Air National Guard personnel (AGR and Air Technician Status) require a minimum of three (3) years' assignment in the same duty position.

"Non-full-time" Air National Guard personnel (Drill Status) require a

minimum of five (5) years assignment in the same duty position.

Application of the extended tour provision for the Legion of Merit will enable the recognition of our members for exceptionally meritorious conduct in the performance of outstanding service to the United States while they, like our active counterparts, serve in an extremely difficult duty.

Additional information concerning this decoration will be furnished at a later date. OPR for this program is the CBPO Personal Affairs Section. Ext 309/310, O&T Bldg.



Chief of Staff extends congratulations

I am extremely pleased at the results of the 192d TFG's hosting of and participation in the 9th Air Force A-7 shoot off. It is this type of activity that fine tunes our combat capability and strengthens our camaraderie both within our unit and within the A-7 community.

Please pass on my congratulations and thanks for a job well done to all who participated with a special thanks to Major Legg, the project officer. Third place is great but wait till next year!!

/s/

ALVAH S. MATTOX, JR., BRIG GEN, VaANG
Chief of Staff

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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Regimentation key to leadership school

Continued from First Page

To make matters worse, Simon failed to notice which end was the front. So he marched the unbalanced flight with the guide-on at the rear for the remaining movements.

When his exercise mercifully came to an end, Simon's flight was facing in the wrong direction, on the wrong side of the drill pad.

Only 100 or so yards from the NCO Leadership School drill pad is another drill pad called Fletcher Hill. Legend has it that the hill drill area was named after a student in the early days of the I.G. Brown ANG Professional Military Education Center who marched his flight right off the hill.

Eddie Simon's shattered nerves are a "worst case" illustration of the reaction of some junior NCO's to the demands of ANG Leadership School. The four-week school, or its counterpart, CDC course, is required for promotion to technical sergeant.

For many sergeants and staff sergeants, the school at McGhee Tyson Airport near Knoxville, Tenn., is their first return to an academic environment since high school or college. The average age of the 78 students in Class 83-EL(1) was 32 years old. Participants ranged from 20-year-old college students to 48-year-old high school teachers.

Some students take the first two weeks (Course 1) initially, and return later for the latter two weeks (Course 2). Others complete the entire four-week school in one shot.

(Technical and master sergeants attend the six-week NCO Academy at the same Professional Military Education Center. Officer candidates attend the center's Academy of Military Science.)

Junior NCO's receive 143 hours of instruction over the four weeks. The course "is designed to broaden (their) leadership and management skills," according to the school catalog. It includes communications skills, leadership and management, military science, world affairs and athletics.

The work day begins usually around 0730 and ends sometime after 1700. Most of it is classroom time. In the first two-week segment, two academic examinations are given, totalling 100 points. In addition, students can receive a maximum of 15 points for giving a military briefing and 30 points for flawless

marching exercise (Simon, miraculously, got 21 out of the 30.)

That total is added to whatever score the student makes in Course 2. The top overall academic score earns the student the school's academic award. Other honors include awards for outstanding ability and improvement, public speaking (chosen by class members), leadership of the honor flight, and finishing in the top third of the class.

(TSG Larry Harris of the 192d Tactical Fighter Group's Equal Opportunity Office last year won the Commandant's Award, and this year returned to I.G. Brown as a student instructor.)

Students stay in Lankford Hall, a two-story coeducational dormitory named after CMS Paul H. Lankford, the school's first commandant. Most of the room's have been designed and outfitted by various guard units.

The pine-paneled Pennsylvania Room, for instance, had a refrigerator, desk space, several framed photos and decorations, a sink, spacious closets and a state flag. The Virginia Room, furnished by the Virginia ANG, also was comfortably outfitted.

Students are wise to leave their swimming trunks at home (the base swimming pool has been filled in with dirt) but should take enough money to cover the heavily surcharged meals (dinner and lunch are \$3.85; breakfast is \$1.80).

Another key item is the uniforms. Most instructors can spot an upside-down Armed Forces Expeditionary Medal from 10 paces. They know irregularities are caught quickly.

The Air National Guard NCO Leadership School has operated continuously since the first class arrived in August 1970. Few slots are allotted to each unit. MSG Mike Gates (Ext. 310) has information about dates and class availability.



Personnel safety first when stranded

What if you run out of gas, break a belt, or for some other reason find your car stopping while you're driving? What should you do?

First, try to coast off the road onto the shoulder. Turn on the flashers to alert other drivers. Then tie a white handkerchief or cloth to the radio antenna or hang it from the window on the drivers edge.

If it's daylight and you're in a neighborhood you know and feel comfortable in, stand by the car on the side away from traffic so that a passing driver can see you. Being able to see you may encourage him to stop and help. Truck drivers are likely to stop because they're on the road all the time and have sympathy for motorists in distress.

If the breakdown occurs in an area you don't know or in the dark, the flashers should be turned on, the white cloth hung out and then you should get inside the car, turn on the dome light and keep the windows up and the doors locked. If another motorist arrives before the police or service truck, talk through a barely open window and ask the person to call up ahead for a service vehicle.

CB radios are not as popular as they once were, but if one is in your car you should call in on Channel 9 or 19, both of which are often monitored by truck drivers and police. When you get a response, give your location, describe the vehicle and outline your problem.

Remember that in a situation like this, the most important consideration is your personnel safety.



Virginia Air National Guard Team fares well in national tournament

Better's Last Year's Record

The Air Guard softball team finished a very respectable sixth place in the 18th Annual Air National Guard Softball Tournament in Marietta, Ga., August 26-27. Eighty-seven teams, representing 37 states, the National Guard Bureau, and Puerto Rico, participated in the competition.

Butch Osborne led the "Virginians" at the plate with a hefty .517 batting average followed closely by Gary Wood with .500. Donald Duke provided the most RBI's as well as consistent power hitting. The defense, anchored by "Tiny" Lund on the mound, was phenomenal throughout the entire tournament. The second-short combination of Wood and Duke turned numerous double plays; however, the highlight was an around-the-horn triple play handed to Kansas in their 4-2 loss to the Virginians. With runners on first and second, David George, playing third, scooped up a hot grounder, right footed the bag and fired to Wood coming across second base, who shot a bullet to Bobby Weis and got the runner going to first by two-steps - super play by a super team...

The outfield, consisting of Osborne, Chuck Sparks, "Skipper" Kirsh, and Bill Martin was credited time-after-time with stealing base

hits from the opposing teams. Speed, stamina, and determination was the hallmark of the stingy fielders. With Ed Smith behind the plate and "Mac" McGhee providing the backup, the Air Guard team let every opponent know they were there and helped send six to the showers.

With an overall 6-2 record in the double elimination event both the coach Herbert Childress and manager Melvin Sirles stated that a few more well placed hits in the final game and they could have won it all. After an opening game 11-3 victory over Montana, the team suffered a devastating 6-5 loss to Minnesota in a long 10 inning struggle. This loss dropped the team to the losers bracket and meant an uphill battle to get to the finals.

And battle they did - On Saturday, they won 5 in a row, defeating California, 15-5; Maryland, 5-4; Kentucky, 12-4; Georgia, 8-3; and Kansas, 4-2, before being eliminated by the second place finishers Pittsburgh 1-0. Pittsburgh scored the winning run in the bottom of the 7th.

Overall it was an outstanding tournament. Well organized and well run - and Virginia is proud to have been represented by this excellent team. Next year's tournament is scheduled for Houston, Texas and nobody should be surprised when the Virginia team brings home the big trophy.



Individuals scheduled to deploy to Panama during the second two-week deployment (5Nov83-20Nov83) are reminded that election day (8 November 1983) will be held during the time they are deployed. Those who wish to vote are reminded that they should contact their appropriate voting precinct office to arrange for an absenteeism ballot.

Everybody shops for bargains. We as taxpayers should protect our interests against overpricing in government installations also. Any suspect item received through supply channels should be reported in writing to the Overprice Monitor, TSG James W. Hague, LGSCA.

Those individuals scheduled for deployment to Panama (22 October 1983 - 20 November 1983) will be processed through the Mobility Processing in Room 24 on Saturday, 17 September 1983 from 0900 to 1030 hours. The first two-week group will be processed starting at 0900 to 0945. The second two-week group will be processed starting at 0945 to 1030 hours. It is mandatory that these individuals be processed prior to the deployment.

Club notes

New Years Eve ideas

The Club 149 is soliciting your help for our New Years Eve plans. In an effort to generate more participation by Club 149 members and guest, we would like to know your suggestions for plans and/or entertainment for New Years Eve.

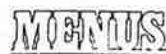
Suggestions should be submitted in writing no later than November UTA. Suggestions should include your name and a phone number where you may be reached for further information.

Suggestions should be mailed to: Edward R. Smith, c/o Virginia Air National Guard/MAMM, P.O. Box 297, Sandston, Virginia 23150.

**UTAs 17-18 Sep
1-2 Oct**

Officers' wives to meet at club

The next officers' wives meeting is scheduled for 28 September 1983, at 1000, Club 149. All officers wives are invited. Those that have attended previous meetings will be notified prior to the meeting. If you have not been able to attend in the past, but would like to come to this meeting, contact Catherine Evans, 746-8497.



SATURDAY LUNCH

Beef Tips Over Rice
Green Beans
Salad Bar with Assorted Dressings
Bread
Coffee Iced Tea Milk
Dessert

SUNDAY LUNCH

Roast Pork & Gravy
Mashed Potatoes
Apple Sauce Buttered Peas
Salad Bar with Assorted Dressings
Bread and Butter
Coffee Iced Tea Milk
Dessert



Bad checks causing concern

The Chairman of the Board of Directors of the Army and Air Force Exchange Service (AAFES) has recently expressed to Maj. Gen. John B. Conaway, Director, Air National Guard, his concern over the significantly high rate of bad checks being processed by AAFES.

Over \$1.4 million in bad checks were written during 1982. During the first quarter of 1983, Air Force members wrote over 23,600 dishonored checks, officers being responsible for 2.8% and the top three NCO grades 3.0%.

Maj. Gen. John G. Castles, the Adjutant General of Virginia and Brig. Gen. Alvah S. Mattox, Jr., Chief of Staff, Virginia Air National Guard, both share interest and concern of this unacceptable situation. Bad checks written by ANG members to military agencies such as AAFES, officer and NCO clubs, bring discredit to the member, his or her unit and the ANG, and will not be tolerated.

Vets must sign waiver for pay

Reference Comptroller General decision B-207913, 15 April 1983, concerning ANG member waiver of Veteran Administration benefits. Each ANG Comptroller has been requested to insure required ANG members complete and sign an AF Form 1962 during September 1983. Military pay data for the October 1983 UTA will not be sent to AFAFC for members who have not completed and signed an AF Form 1962 during September 1983.

A VA compensation waiver list of ANG members who are required to complete an AF Form 1962 will be forwarded by mail to each ANG comptroller.

If you now receive VA benefits you just check with Accounting and finance this UTA to complete AF Form 1962.

'Big foot' doesn't stop medic

By SSG ED Kelleher

The Virginia Air National Guard sergeant sitting with his right foot in a box of hardening gelatin in George Mallory's office was big - 6-foot-6 and 238 pounds.

The sergeant was looking for a solution to a giant-sized problem. His feet were too large (Size 17AAA) for any of the military boot available in the base supply warehouse at Byrd International Airport.

He would have to fly to Boston, where specialists at a military clothing depot would spend three days fitting him for a pair of custom-made boots.

That would incur the expenditure of at least \$600, including active-duty pay and daily expenses.

"No way were we going to spend \$600 to send him to Boston for a pair of boots," said CPT Lawrence Fuccella, VaANG Comptroller. "We just can't justify that kind of expense."

Enter SMS George T. Mallory, a 49-year-old health technician with the Air Guard's 192nd Tactical Air Command Clinic. Mallory, who has a background in dental assistance and dental laboratory work, was asked for his opinion.

"My reply was the only choice you have is to duplicate his foot and ankle," Mallory said. "When the captain and others asked me if I could do it, I just said 'Yes, I can do it. 'I had never duplicated a foot."

Mallory eventually came up with a \$35 solution. He used alginate, an impression material used in dentistry, to make a mold of the sergeant's foot. Then, using dental stone and plaster of paris, he created a hardened cast of the foot and ankle, and sent the cast - instead of the sergeant -- to Boston.

The cost of all materials totaled \$35, Mallory said. Mallory had used alginate, dental stone and plaster of paris in making casts of people's teeth, but never had tried it on something as large as a man's Size 17AAA foot.

"The main problem with the technique was developing a container - a flask -- to hold the impression," Mallory said. The foot was 13 inches long. He found a 14-inch-long cardboard carton used to hold photographic developers and fixers.

He greased the man's foot with vaseline, placed it in the box and drew an outline on the bottom of the box. He measured all dimensions of the foot to determine how much alginate he would need.

Alginate is a powder that, mixed with water, forms a jell which takes on a "hard but flexible rubber consistency," Mallory said.

He covered the base of the box with the jell and placed the foot onto it. He saw that it made a good impression.

"The mass of the foot was so great with the materials being used, it had to be poured in stages," he said. Nine pourings later, the man's foot was encased in the rubbery jell. Mallory then slit the substance and peeled it back so the sergeant could remove his foot.

Next he had to pour the cast. He used dental stone and plaster, which begins to harden within two minutes after being poured. Mallory poured it in 14 stages, a procedure that took 1 1/2 hours.



SMS Mallory pours mold



Supply keeps 'em flying

By SSG ED KELLEHER

What happens when the A-7 is grounded for repair and flight line maintenance doesn't have the required part in stock?

This type of problem usually goes to TSG Milton Hathaway of the Material Management Branch for resolution. First TSG Hathaway must double-check by part number to verify that the part is, indeed, out of stock on base.

Depot level is the next step in the supply parts chain. If unavailable at this level, the part is put on backorder and its priority level determined. At this point there are three possible sources for the part: the Air Logistics Center (ALC's), the General Services Administration (GSA), or lateral support from other Air Force bases that fly the same type of aircraft.

"We try to solve the problem at the lowest possible level," explained MSG Donald Bradley, Chief of the Material Management Branch, "however, if all else fails, we have other resources."

Usually these problems are handled by the Parts Item Managers or the Systems Support Managers at the ALC's. If they can't supply a priority item of primary equipment, a mission capability condition (MICAP) occurs and a Supply Difficulty Form is then sent to all Air Guard Command Headquarters and the Air Guard Bureau.

This document emphasizes that mission capability will be affected without the required part. It must receive a written reply and is only used when all other resources have been exhausted.

Things rarely go that far and most critical items can come from the War Readiness Spares Kit (WRSK) when a MICAP occurs. This spares kit is a supply of critical spare parts determined by the Air Force as required to keep the aircraft operating for a thirty day period under emergency conditions.

With a combined total of more than thirty-five years of experience in supply, MSG Bradley and TSG Hathaway are continuing an enviable record of achievement. During the last ORI they received an excellent rating.

According to TSG Hathaway, the last exercise at Savannah resulted in only one backorder out of

seventy-eight requirements. Supply generally has an average of 78 percent of all ordered items filled from stock and having only 7 percent partially mission capable and less than 1 percent not mission capable.

This type of competence and professionalism is what keeps the Guard's aircraft flying. Material management in particular and supply in general, are truly the backbone of the 192nd TFG.

Besides MSG Bradley and TSG Hathaway, the Material Management Branch is composed of SSG Timothy Gardner, SSG Vincent Harris, SSG Lucille Carrington, SSG Gerald Golden and SSG Dorothy Tatem.

Passenger protection: Aircraft interior fires

Extensive research into reducing the toxicity of the products of burning aircraft interiors is being carried out. The materials currently used, when heated or burned, generate thick, black, irritant smoke, and toxic gases. The gases include carbon monoxide, hydrogen chloride, hydrogen fluoride, hydrogen cyanide, hydrogen sulfide, and sulphur dioxide. Relatively simple protection measures are available to reduce the effects of smoke and toxic fumes.

Breathing through a wetted towel, napkin, or piece of cloth will filter out much of the toxic fumes. A dry cloth is better than no filter at all. The cloth should cover the mouth and nose. Slow, shallow breathing is recommended. This will help minimize effects of smoke and fumes inhalation.

Passenger oxygen systems are designed to provide oxygen during emergency depressurization only. The passenger oxygen is mixed with ambient cabin air. If the ambient air includes smoke and fumes, passenger oxygen masks should not be used. Passenger oxygen masks supply ambient air only below 10,000 feet. Oxygen masks do not provide protection from smoke and fumes.

Toxic smoke and fumes reduce visibility. The toxic fumes can also impair vision due to irritation or tearing. Emergency exits may not be visible under these conditions. We recommend passengers count the rows of seats between them and exits.

EXERCISE



More officers eligible for PME

Several recent changes to officer Professional Military Education criteria will allow more officers to complete the appropriate level of PME at the proper time in their career development.

Air Force Manpower and Personnel officials said the following changes were made as the result of an extensive study:

Resident Intermediate Service School. Officers will continue to be considered for resident ISS candidacy at the time they are considered for promotion to Major. Effective with the major promotion board last month, captains who are nominated but not selected below the promotion zone also will be considered for candidacy. The previous policy restricted candidacy to majors and major selectees.

Nonresident ISS. Effective immediately, officers may enroll in the Air Command and Staff College correspondence or seminar program when they complete six years of total active federal commissioned service. The previous policy required seven years TAFCS.

Resident Squadron Officer School. Effective with class 84D May 22, 1984, officers with 2-6 years of TAFCS will be eligible to attend Squadron Officer School. The Air Force Manpower and Personnel Center may waive the TAFCS criteria in exceptional circumstances, officials said. The previous policy allowed officers with 2-7 years of TAFCS to attend.

Non-resident SOS. Effective immediately, all officers regardless of grade or time in service, may enroll in the SOS correspondence course. The previous policy limited enrollment to officers in the grades of major and below.

Don't mess with protective clothing aircrews told

By TSG LOU PARIS

Retired Air Force Brig. Gen. William Spruance briefed Virginia Air National Guard pilots on the dangers of flying with altered protective clothing.

Spruance speaks from experience. In 1961, he was on board a T-33 which crashed while making an approach near St. Louis, Mo. The other pilot on board was killed. Spruance suffered third-degree burns over much of his body.

The focal point of the general's briefing was protective clothing.



BG Spruance speaks to pilots

At the time of his accident, Spruance was wearing a nylon flight suit and leather gloves. Nylon is highly flammable and offered little protection during the fire which followed the crash. Since that time, pilots have been issued Nomex flight suits and gloves to protect them from burns.

The Nomex suits and gloves are designed to protect exposed parts of the body, but some crewmen prefer to alter them, either for comfort or convenience, by cutting the sleeves short, rolling the tops of the gloves down, or, in some cases, not wearing them at all. This, says Spruance, is dangerous practice. He cites the example of a pilot who crashed and suffered no injuries except third degree burns on his wrists, the only parts of his body which were not protected at the time. In the 1961 accident, Spruance suffered "no broken bones, sprains, or bruises." But the burns he suffered cost him the use of one hand and seriously limited the use of the other.

The general's injuries required 36 operations and years of medical treatment to heal. Even so, he bears disfiguring scars which are testimony to the necessity for wearing protective clothing.

Position open for Base Career Advisor

The Virginia Air National Guard has a requirement for one qualified airman to be ordered to active duty for a 12-month tour of active duty under Title 32 USC, Section 502F.

It is requested that interested applicants who meet the requirements listed below submit a resume of civilian/military experience to the Adjutant General, TAG Va/ANG-CG, 401 East Main Street, Richmond, VA 23219, NLT 20 Sep 1983.

Position and Requirement Data:

a. Position Title: Base Career Advisor.

b. Location: 192d Tactical Fighter Group, Byrd IAP, Sandston, VA 23150.

c. Grade: E-6 through E-7.

d. AFSC: See Remarks.

e. Availability: Immediate.

f. Contact for Additional Information: 1LT Ralph Barker (804) 222-8884, Ext. 318 AV: 274-8318

g. Remarks: This position is located in the Consolidated Base Personnel Office. A minimum of a 7-level 73XXX, 99500, 99501, or 99502 is desirable. Applicants from other career fields may be considered for the position only if exceptionally well qualified. Individuals from career fields other

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National Guard Enlisted Association—Working for you

By TSG PATTI STANLEY

The Enlisted Association of the National Guard of the United States (EANGUS) is the only organization whose primary interest is to represent the enlisted members of the National Guard - and represent them it has! There have been many, many improvements in the enlisted member's status because of legislation sought by EANGUS. The association continually recommends and supports legislation to improve pay, obtain more modern equipment, improve retiree benefits, medical and death benefits, and to provide better incentives to attract and retain qualified personnel.

EANGUS offers its members other very tangible benefits as well. For example, as an association member you are automatically entitled to savings in an automobile rental plan, a motel/hotel discount program, a travel discount plan, and a

discount pharmacy service. Other optional programs offer even greater potential savings to members when they participate. These programs include: disability income insurance, automobile and homeowner's insurance, a merchandise discount service and savings for entertainment and recreational activities.

EANGUS strength is in numbers - the more members we have the stronger our lobbying power. Right now we have over 50,000 members in the association nationwide, which may sound terrific, but not when one compares that to the fact that there are over half a million people in the National Guard. In Virginia, there are approximately 9,000 enlisted Army Guard personnel - 1,600 of whom are members of the association and yet over 900 Air Guard enlisted folks, only 100 being members of the association.

At the EANGUS national conference in Columbus, OH, SRA Valeria Martin

and myself represented the Virginia Air Guard as delegates. We saw just how hard the association works to achieve its goals and we brought back valuable information with us. We were also challenged to inform Air Guard people about our association, and to work towards increasing membership. Those were challenges we gladly and enthusiastically accepted because we know we are working for a good cause.

Association dues are only \$5.00 annually which includes membership in both the state and national enlisted associations. You will also receive a quarterly publication to keep you informed of the association's activities and accomplishments.

If you are interested in more information about EANGUS or would like to join, you may contact either Valeria on extension 463 or myself on 300/303.

Yes, Virginia, there is a 200th Weather Squadron

Did you know that the Virginia Air National Guard has a weather unit which never takes an observation or puts out a forecast? Furthermore, its members spend more time on duty outside of Virginia than in the state. These are a couple of the interesting features of the 200th Weather Squadron located at Langley Field. Another tidbit is that the 200th is the only weather "squadron" in the entire Air National Guard. There are 39 Weather "Flights" scattered across the country but only one squadron; and Virginia has it.

The primary mission of the 200th is to provide guidance and direction to the 39 weather flights on all training matters and assist them in achieving operational readiness. Up until 1979, for the most part this meant making sure the subordinate weather units were capable of taking over Air Force Base Weather Stations. There are eight flights which, since they began in the mid 1960's have always had Army support missions. But these were assigned to Support divisions, and due to the fact they always worked with the Army units, the 200th did not get deeply involved in Army training requirements.

All of this changed in 1979 when

the "go-to-war" missions of nearly all of the weather flights were changed to Army support. Furthermore, the assignments of the units were to support the full spectrum of Army organizations and activities from brigades to foot soldiers and from helicopters to tanks and artillery.

"It became a whole new ballgame," said LTC Tom Weeks, head of the 200th OPs Section. "It used to be enough that we had to understand and evaluate the meteorological capabilities of the flights. Now we had to gain an understanding of how those capabilities applied to all types of Army operations. In addition, we had to oversee the units in gaining a whole new set of skills in survival, like map reading, wearing gas masks, camouflage and putting up tents.

LTC Nat Williams, Senior Air Technician and Administrative Management Officer for the 200th, points out that this also significantly increased the record keeping and general management requirements and, therefore, the administrative training of flight members. "They now had to track progress on both their technical and tactical training," said LTC Williams. "We had to develop new and different

guidance and arrange for classes in such things as documenting the phases of Army training and reporting unit manning against the wartime tasking."

One responsibility of the 200th that has not changed is their job of coordinating policy and procedures for the entire weather flight program, with the Air Weather Service, Detachment 6 (AWS) with which the 200th is collocated, the National Guard Bureau, the Army, the State AG's and anyone else who may become interested or involved in the program. "Sometimes it seems our main function is to be a big clearing house," according to COL Roland R. Kessler, Commander. "We have to make sure that everyone follows required procedures and that no one's toes get stepped on."

Being the coordination focal point requires that the 200th represent the weather program and the Guard Bureau in many planning conferences and work sessions. Adding a half dozen or so of these meetings to a schedule, which includes 40 to 50 assistance visits each year to flights while in station and at annual training, keeps the nine folks of the 200th hopping. They have no trouble making enough points for a good year.

Expanded Operational Readiness Inspection criteria—TAC

The scope of Tactical Air Command (TAC) Operational Readiness Inspections (ORIs) has been recently expanded to include a phase dedicated to chemical warfare defense (CWD) activities.

The USAF Tactical Air Warfare Center's Chemical Warfare Defense Division, located at Eglin AFB, Florida, and the TAC staff have developed CWD ORI criteria for use by the Headquarters TAC Inspector General (IG) during ORIs of fighter/reconnaissance units. The new criteria entered field testing 1 January 1983.

A unit's wartime tasking under chemical warfare conditions will not change; however, because of unique operational requirements dictated by the presence of chemical agents, the techniques and procedures for accomplishing that tasking will change.

Previously, the scope of TAC ORIs, vis-a-vis CWD capabilities, was re-

stricted to an evaluation of the unit's response to an attack and the ability of the unit Disaster Preparedness Mobility Team to perform its chemical agent detection and monitoring functions.

The expanded CWD evaluation by the TAC IG will now focus on those special operational techniques and procedures dictated by the toxic environment, and will include the unit's ability to mobilize and deploy to a chemical high-threat area. Once deployed, the unit must demonstrate its capability to survive a simulated chemical attack and to conduct employment operations in a contaminated environment for at least 6 hours.

The TAC IG will look at the ability of unit personnel to launch, employ, recover, and relaunch aircraft while wearing protective ensembles. Further, evaluation will include the unit's ability to perform the CWD -unique and critical

functions of collective protection, management of personnel resources, contamination avoidance, and decontamination.

Position

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than 73XXX or 99500 will be required to attend basic personnel school at Keesler AFB. For further speciality qualifications, a copy of the position description may be obtained from 1LT Barker.

Individuals should be advised that application does not constitute final selection and plans should be withheld until notification of selection. If selected, current physical (with stress EKG, less than one year old, if 40 or older) will be required prior to start of tour.