

## 192D TACTICAL FIGHTER GROUP

# VANGUARD

## VIRGINIA AIR NATIONAL GUARD



28th Year, No. 10

Byrd IAP, Sandston, Virginia

November 1984

### Prosise appointed Red Horse Commander

Lieutenant Colonel William A. Prosise, Jr. has been appointed Commander, 203rd Civil Engineering Flight-RED HORSE based at the state military reservation, Camp Pendleton, Virginia Beach. Prior to this appointment, Colonel Prosise served as the commander of the 192d Civil Engineering Flight assigned to the 192d Tactical Fighter Group, Virginia Air National Guard.

Colonel Prosise joined the Virginia Air National Guard in 1972 as a civil engineer assigned to the 192d Civil Engineering Flight. He was appointed commander of the unit in March of 1984. Prior to joining the Virginia Air National Guard, Prosise served on active duty with the United States Air Force in a number of engineering assignments. He earned his commission through officer training school in 1967. Colonel Prosise is a graduate of Virginia Polytechnic Institute and State University which awarded him a bachelor of science degree in civil engineering. He is a certified professional engineer in Virginia. Prosise is a native of Danville, Virginia and was graduated from Sunnyside-McKenney High School. He is married to the former Carolyn A. Byrd of DeWitt, Virginia.

The 203d Civil Engineering Flight-Redhorse is a new organization created by the Department of Defense to strengthen the air reserve forces capability in the area of highly mobile civil engineering response. The 203d CE Flight, funded in the fiscal year 1985 department of defense budget which takes effect October 1, 1984, is the most recent unit added to the Virginia Air National Guard. The unit joins the Headquarters Element, Virginia Air National Guard; the 192d Tactical Fighter Group; and the 200th Weather Squadron.

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### Lutz succeeds Maynard as Senior Enlisted Advisor

In August 1984, Chief Lutz was selected to be the next Senior Enlisted Advisor of the Virginia Air National Guard, reporting to Brigadier General Alvah Mattox, Chief of Staff, following the retirement of Chief Jack Maynard. Chief Lutz assumes his new position on 1 November 1984.

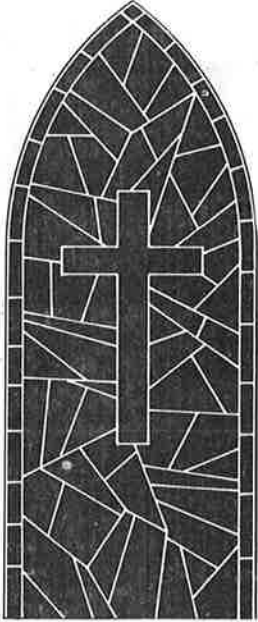
CMS David S. Lutz was born in Huntingdon, PA on March 7, 1931. After graduating from Huntingdon High School in 1949, he attended Pennsylvania State University until enlisting in the Air Force in 1951. Returning from the Air Force in 1955, he resumed his education at the State University of New York where he received an A.S. Degree in Food Technology in 1957. He has done graduate work at Rockford College and the Food and Drug Law Institute.

While on active duty with the Air Force, Chief Lutz received aircraft maintenance training at the Embry-Riddle School of Aviation in Miami, Florida and was assigned to Lawson Air Force Base, Georgia (38th Tactical Recon Squadron of the acti-

vated Alabama ANG). This assignment was followed by service at Neuburg and Spangdahlem Air Force Bases in Germany.

On return from active duty in 1955, Chief Lutz served in the Air Force Reserve in Pennsylvania, New York and Illinois. He joined Del Monte Frozen Foods (then Morton Frozen Foods) in Charlottesville, VA in 1959 and became a member of the 192d CAM Squadron of the Virginia Air National Guard in 1963. After serving in the aircraft maintenance and aircraft quality control areas, he transferred to the 137th Tactical Air Support Squadron of the N.Y. (White Plains) ANG (paralleling a promotion in his civilian job) in 1968. After serving the NYANG in aircraft quality control and First Sergeant positions, Chief Lutz returned to the Virginia Air National Guard in 1974 when his civilian employer consolidated operations. During the ten years since his return, he has been First Sergeant of the CAM Squadron. During this period, Chief Lutz has participated

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SUNDAY

General Protestant  
0730

Mormon  
0915

Catholic Mass  
1300

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).

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## Customer Service

The Customer Service Center, within the CBPO, not only accomplishes biennial record reviews, but acts as the single focal point for obtaining information and serves as the initial point of contact between you, the customer, and Personnel. We want to assure you that someone is available, does care, has the expertise, and is willing to help resolve any personnel problems you may have. Don't feel embarrassed because you don't know. Remember, the intelligent question is the one you ask!

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in deployments to England and Panama and saw the 192d CAM Squadron receive an Excellent rating in the 1979 Operational Readiness Inspection.

Chief Lutz's civilian occupation is Manager, Standards and Regulatory Affairs for Del Monte Frozen Foods in Charlottesville, VA where he lives with his wife Delores. They have three children, Ann, David, and Eric.

## The guard helps those that help themselves

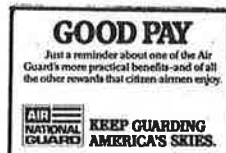
By CMS Dave Lutz  
Senior Enlisted Advisor

I know that each of you join me in wishing CMS Jack Maynard the best of everything in his retirement. Jack will be badly missed by the CAM Squadron in particular and by the Virginia Air Guard as a whole. Jack's experience, knowledge, activities, and efforts have contributed greatly to making the VaANG the top unit it is today.

The Senior Enlisted Advisor position has been in existence for six years during which time, CMS Sandford, CMS Buttner, and CMS Maynard dedicated their time, experience, and efforts in establishing the position as a valuable asset to both the Chief of Staff and the enlisted personnel force.

Now that the groundwork has been laid, it becomes both my privilege and my responsibility to not only continue what has been started, but to build on what has been established. Not being a technician, as have been my predecessors, will necessitate my having more UTA one-on-one contact with each of you if I am to be the effective liaison between the enlisted personnel and General Mattox as the position mandates. A critical part of this liaison is your willingness to come to me with any problems and/or suggestions you have related to your job, health, welfare, morale, or to the Guard in general. In return, I will do my best to position your problems and suggestions for review in the best interest of both you and the Guard. In addition, I will spend a considerable part of my time in keeping you informed of all items and developments which affect any and all of you.

State Headquarters is now located in the same building as the Club 149 in the wing previously housing the CE Squadron. My office is located in this newly refurbished facility, is easily located, and its door is always open.



## Chow Call

**\*\*SATURDAY LUNCH\*\***

Salad Bar  
Chef's Salad (as main course only)  
Milk, Fruit Drink, Coffee  
Box Lunch

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**\*\*SUNDAY LUNCH\*\***

Salad Bar  
Chef's Salad (as main course only)  
Milk, Coffee, Fruit Drink  
Box Lunch



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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# 1984 Air Force Assistance Fund

By MAJ Bud Orndorff

The 1984 Air Force Assistance Fund Drive is now over and total contributions have exceeded the goals set for the 192nd TFG of \$1,850.00 and 75% participation. (1984 goals reflected a desired 10% improvement in both dollars and participation over the 192nd 's 1983 results.) This year, 654 of our generous Virginia Air Guard members, 76% of our group strength, put the campaign over the top by donating \$2,179.24, a 35% improvement over 1983 and 18% over our 1984 goal in dollars. Our improvement in participation rate was 1% over our goal of 75% of our members making some contribution - fully 11% over 1983. Noteworthy are the 7 squadrons who distinguished themselves by achieving a 100% contribution rate: Civil Engineering, Combat Support, Communications, Fighter Squadron, Security Police, TAC Clinic and State Headquarters.

Most of the credit for this success belongs to our AFAF Keyworkers and the Squadron Project Officers who did the actual solicitations. Featured in the June VANGUARD article about the Drive were the names of each Squadron's Project Officer. These individuals did a fine job on the background tasks of selecting and training keyworkers; managing and administering the reconciliation of funds during the three months of this year's Drive.

In the December VANGUARD, well deserved awards, both unit and individual, will be featured together with a final recap of this year's campaign, and a comparison with Guard-wide AFAF efforts, if available. (Unofficially, the 192nd has been credited with outperforming all other ANG groups in the nation.)

## Freedom of Information Act requests

Recently, the Air Force has noticed an increase in the number of Freedom of Information Act requests being submitted on official Air Force stationary. Although not certain, it is possible that they are also being sent through official Air Force mail channels.

Air Force military and civilian members have numerous official channels whereby they may obtain records and documents pertaining to

This month, featured below is a listing of each Squadron's AFAF Keyworkers, all of whom deserve special recognition and sincere thanks for the outstanding job they did in actually collecting contributions for this worthy cause, a very time consuming but rewarding activity.

### KEYWORKERS

#### Headquarters

MSG William E Mebane (SPO)

#### Civil Engineering Flight

TSG Russell L. Thompson (SPO)

#### Clinic

CPT Cynthia J. Brown  
SSG James G. Watkins, Jr.

#### Communications Flight

TSG Paul E. Harris

#### Tactical Fighter Squadron

SSG Edward M. Kellerher

#### Combat Support Squadron

TSG Gary Smith  
SSG Sandra E. Archer  
SGT Maryruth Halapatz  
A1C Susan Hawthorne

#### Resource Management Squadron

TSG Edward Harris  
SSG Vanessa Bradley  
SSG Janet Guilmart  
SSG Dorothy Tatem  
A1C Mary Reynolds

#### Tactical Fighter Group

SRA Mary Pijanowski (SPO)  
A1C Carolyn Fletcher

#### Weapons System Security Flight

SSG Bobby M. Tyler (SPO)  
SRA Bernard Howie

#### Data Processing

SSG Clarence Baldwin

themselves that are maintained by the Air Force. Such requests need not be submitted under the FOIA. However, Air Force members and employees, as citizens, have a right to submit requests for records under the Freedom of Information Act. The use of official stationary and official mail channels to submit FOIA requests is not authorized as the requests are being submitted by individuals in the capacity of private citizens.

## News Briefs

Applications for State Tuition Assistance for the Winter Quarter or Spring Semester must be submitted no later than November UTA. This is for courses beginning 15 December 1984 or beyond. Applications can be obtained from MSG John Rollings, Base Career Advisor, O&T Bldg, Room 22.

The Virginia Air National Guard license plate frames have arrived. You may pick them at the old CE building from MSG Vickie Norwood this UTA weekend.

Now that the Virginia Air National Guard has met its CPR requirements for training mandatory personnel, a basic CPR class is being held 8 December during the December UTA.

We are proud to offer this class to personnel wishing to become certified as a basic cardiac life support provider.

Any person interested in attending this class (8 hours), contact SSG Denise Jones, Ext. 434.

YOU'LL BE GLAD YOU DID!!!

The Virginia Air National Guard Retiree's Association conducted their monthly meeting on 17 October 1984 at the Club 149. The following named individuals were elected to the positions indicated.

CMS Harvey L. Mahoney - President  
LTC Stuart Tompkins - Vice-President  
MSG Lee Keran - Treasurer  
CMS Jack Maynard - Secretary  
SMS Carper Hutchinson - Sgt at Arms

Additionally, the following named were appointed to the Charter Committee.

MSG Elwood B. Harmon  
MSG Lee Keran  
SMS Leroy A. Vaughan  
SMS Robert R. Daugherty  
SMS Carper W. Hutchinson  
CMS Jack A. Maynard

The next meeting of the association is scheduled at 1930 hours, 21 November 1984 at Club 149.

Continued from Page 1

The mission of the 203d CE Flight will be to provide a highly mobile, rapidly deployable, civil engineering response force which is self-sufficient for a period of time.

The flight will be manned, equipped, and trained to conduct heavy equipment operations as an independent, self-sustaining unit in remote, hostile locations. Operations of the flight will include the repair of heavily damaged facilities and utilities required for aircraft launch and recovery. Damages may have been caused by either a natural disaster or enemy attack.

In addition the flight will provide the necessary engineering support for the beddown of weapons systems as well as the installation of utility and support systems required to begin and sustain air operations.

In peacetime the flight will be able to assist in special operations including natural disasters or aircraft accidents. The flight will also be available to perform community projects when such projects provide mission related training for the unit.



Lt Col William A. Prosis, Jr.  
Cmdr, 203rd CE Flt



## Military to receive 4% pay raise

The House and Senate passed the fiscal 1985 defense authorization bill that would give military members a 4% pay raise and revamp the educational benefits program. Once signed by the president, the bill would also allow dependents of active duty members to receive dental care at military dental clinics in the continental United States, according to officials in Washington. Treatment would be on a space-available basis and begin 1 July 1985.

Specifically the bill would:

1. Give a 4% across-the-board raise in basic pay and separate rations to members above E-1 with more than four months time in service. The raise would be effective 1 January 1985.

2. Provide an optional educational benefit program for persons enlisting between 1 July 1985 and 30 June 1988. Under the three-year test program, members who contribute \$100 per month for 12 months would receive \$10,800 in educational benefits after serving in the military for three years. Benefits differ for Reserve members and are not transferable to family members. Active duty members eligible for the Vietnam-era GI bill would not have to contribute to the test program, but would receive \$10,800 in educational benefits, providing they remain in the service until 1 July 1988. These people also receive half of the education entitlements earned under the Vietnam-era GI bill. Academy and Reserve Officers Training Corps Scholarship graduates would not be eligible. The transition would become effective 1 January 1990. In the interim, mem-

bers eligible for the Vietnam-era GI Bill could continue to use those benefits until they expire on 31 December 1989.

3. Increase the Basic Allowance for Quarters by approximately 5% and set the variable housing allowance at 20% of the national median total housing costs for each grade.

4. End the practice of allowing time spent in delayed enlistment program to count toward pay for time in service. This would only effect persons enlisting after 1 January 1985.

5. Extend the selective reenlistment bonus and enlistment bonus program until 30 September 1987. Also, the SRB ceiling would be increased from \$20,000 to \$30,000 with the stipulation that no more than 10% of the bonuses paid during any fiscal year could exceed \$20,000.

6. Replace current proficiency pay with special duty assignment pay of up to \$275 per month to enlisted members required to perform unusually demanding or responsible duties, such as recruiters and military training instructors. This authority cannot be implemented until the necessary funding has been approved.

7. Eliminate social security offsets against survivor benefit plan annuities when the benefits are based on the annuitant's own earnings. This provision would become effective 30 September 1985.

8. Relax eligibility for medical, commissary and exchange privileges for former spouses who were married at least 20 years to a member who performed at least 20 years of credible military service.



SMS Jack Sandford looks on as his son Robert T. Sandford is given the oath of enlistment by LTCOL John Shurley.

# Preparedness is the name of the game

By MSG Michael Woody

The Operational Readiness Evaluation during October drill laid the ground work for our next ORE and eventually our ORI in April 1985.

Some of the problems noted during the October ORE as well as corrective actions are as follows.

1. Lack of a sense of urgency. Remember, we are practicing for our ORI, please take the ORE seriously. Fast and proper response is a necessity in order to pass the ORI.

2. Personnel driving vehicles while wearing hood and/or mask. No personnel will drive any type of vehicle while wearing the hood and/or mask. Passengers on the other hand must wear the hood and/or mask. Remember, if you must leave your vehicle, turn off the ignition, remove the keys, and if your vehicle is flying warning flags remove them until you restart the vehicle.

3. Some additional safety tips are as follows.

a. Observe the correct speed limit.

b. Use spotters when backing vehicles toward aircraft.

c. Do not stand in doorways of moving bread trucks.

d. Personnel riding in the back of trucks must sit on the bed with the tailgate closed.

e. Be sure rings are not worn on the flightline or in maintenance work areas.

f. Use of hearing and eye protection when required.

g. Use of safety belts during vehicle operation including powered AGE.

4. Improper upchannel notification. The Command Post and or Survival Recovery Center must be aware of an event before they can act. The sooner they are informed the sooner a response can be initiated to alleviate the problem. When presented with an exercise card, you should carefully read and re-read the card and understand the situation described on the card. If you have any questions, ask the inspector. Do not be afraid to ask for clarification or additional information. Once you understand, relay accurately the information presented to the Command Post or SRC. It is best to notify the Command Post of SRC of any type of situation, since they have the means to notify the base populace as well as all other responding agencies.

5. The Mission Oriented Protective Posture is of the utmost importance. Cut out the chart printed below and place inside the jacket pocket of your ground crew ensemble for future reference.

6. Remember to remove your ID card and flight line badge before donning or doffing your ground crew ensemble. It must be readily available for proper identification.

7. Heat stress is a problem we must face, particularly at Savannah in April. Some tips are, keep your canteen full, drink even though you may not be thirsty. When drinking, you may loosen your mask, but you may not remove it completely. Monitor your body responses. If you feel dizzy, light headed, nauseous, weak, and if you notice you have stopped sweating immediately accomplish the following:

a. Remove mask and advise someone of how you feel and ask them to seek medical assistance.

b. Drink water.

c. Seek available shade if possible.

d. Lay down if possible.

Safety is our primary concern, take no chances.

8. Security awareness is everyone's business, not only the security police. If you observe anyone on the flightline during priority "B" here or at Savannah, without a flightline badge, take action to detain them and notify Security Police. At the start of each day and at intermittent intervals throughout the day, work areas and equipment should be checked for ex-

plosive devices. If something is found, evacuate the area of all personnel, notify the Security Police and stand by until they arrive to pointout the object. If confronted by a hostage situation, follow the commands of the intruder, but also attempt to notify the Command Post or SRC of the situation.

The following are specific ways that will be tested during the ORE and the ORI. Ask yourself what would I do if presented with any of these situations.

a. Airfield attack with chemicals.

b. Conventional weapon terrorist attack.

c. Sabotage of equipment and or facilities.

d. Bomb threat.

e. Aircraft accident.

f. Aircraft fire.

g. Structural fire.

h. Fuel spill.

i. Gas leaks.

k. Hostage duress situations.

l. Mass casualties.

m. Sever weather.

n. Inflight aircraft emergency.

We only have a short time left to prepare for our ORI. Take the time now to ask questions and plan your course of action. Remember, practice makes perfect.

## MISSION ORIENTED PROTECTIVE POSTURE

	MOPP 1	MOPP 2	MOPP 3	MOPP 4
OVERGARMENT	READILY AVAILABLE	CARRY	WORN OPEN	WORN CLOSED
OVERBOOTS	READILY AVAILABLE	CARRY	WORN	WORN
MASK/HOOD	CARRY	WORN	CARRY	WORN
GLOVES	CARRY	WORN	CARRY	WORN
CONVENTIONAL GEAR	WORN	WORN	WORN	WORN





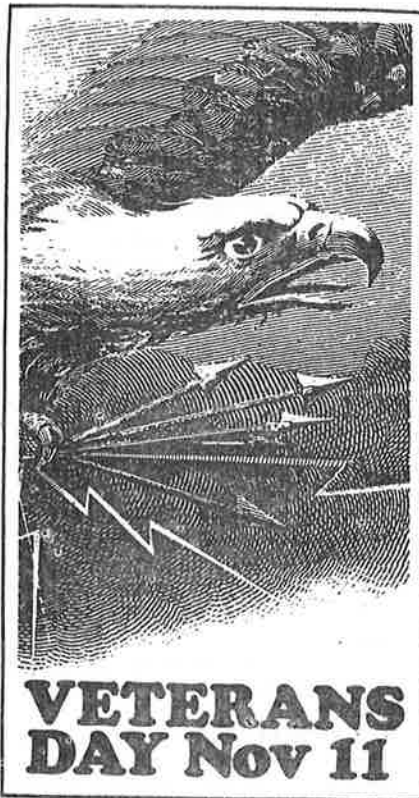
## DWI new get tough policy

The Federal Government is putting the pressure on the states to enforce DWI laws by withholding of highway funds. The states are, either through their own initiative or through federal coercion, putting teeth into their DWI laws. As a result, operators charged with DWI are finding it increasingly difficult to plea bargain for reduced charges. Those convicted of DWI are getting higher fines and more frequent revocation of driving license.

In addition to stricter law enforcement, the insurance community is also getting tough. For example, a New Jersey motorist convicted of DWI as a first offender will pay a \$1,000 per year insurance surcharge. Tough? Second offenders get a \$2,000 surcharge and third-time offenders must pay a whopping \$3,000, provided they still have a license and can afford their auto after insuring it.

First time DWI offenders in New York are fined \$250, second time \$350, and the third offense is \$1,500. Half of the fine is used to support the local STOP-DWI an anti-DWI program; and, half the fine is returned to the offender after he/she completes a drunk driving program.

These are but a few examples of the DWI "get tough" policy in the civilian community. There is just as much emphasis being given to DWI prevention by base commanders within the Air Force. We in the safety community must work diligently with commanders and the DAAC membership to educate, discipline, and, when necessary, punish or discharge members who do not refrain from drinking and driving.



## Airlines offer discount fares

As a result of extensive negotiations, Trans World Airlines (TWA) has extended its 50% military leave fare discounts to dependents of active duty people. Discounts apply on all domestic routes, are applicable for one way or round trip travel, and dependents must be accompanied by their active duty sponsor. Further detailed information may be obtained directly from TWA, travel agencies, or your local SATO.

TWA is an important addition to the dependent leave fare program since US Air initiated the program in May 1984. Now, carriers offering the dependent furlough fare include

US Air, Delta, Eastern, Empire, Frontier, Northwest, Pan Am, Piedmont, Republic, United, and World.

Keep in mind that leave fares of one carrier may not necessarily be the lowest in the market. Various promotional fares may cost less; therefore, compare prices before making a reservation. If you can meet the restrictions attached to the cheaper fares, you may be able to travel at an even lower cost.

## Alcohol and medication do not mix

Many drugs, including some available without a prescription in the base exchange, can interfere with a person's performance of routine tasks, such as driving.

Drug types shown to possibly affect driving ability are sedatives like Dalmane; antipsychotic and antidepressants such as Elavil and Doxepin.

Narcotics and nonnarcotic analgesics, i.e. Motrin and Valium; anticholinergics like Bentyl and Donnatal; and antihistamines such as Actifed and Dimetapp are other examples.

Anticonvulsants such as Myoline and muscle relaxants like Robaxin and Norgesic are some other types of drugs that can affect driving ability.

The Department of Transportation, for instance, forbids diabetics who are dependent upon insulin from operating motor vehicles in interstate commerce.

Alcohol is well known to be a major cause of accidents due to impaired driving abilities. But various combinations of alcohol with drugs may be much more dangerous than either alone.

In one study in Norway, both alcohol and Valium were present in the blood of 11 percent of the drivers hospitalized after accidents.

If your job involves driving, ask the practitioner if any of the medications prescribed will likely affect your ability to perform your job safely.

Alcohol, in combination with medications which may cause drowsiness, can increase the drowsy tendency and may well affect your ability to drive.

For example, one beer may be equal to two or three when taken with a drug that also causes drowsiness.

Remember, just because you took a medication in the morning it may not be out of your body in time for you to drink alcohol in the evening.

## DO YOU KNOW SOMEONE WHO'S AIR GUARD MATERIAL?

The most effective Air National Guard recruiting technique is a face-to-face conversation. Between a prospective recruit and you. That's why we're asking you to help us recruit good new Air National Guard members.

For more information, call the base recruiting office at 222-8884.

And keep your eyes peeled for Air National Guard material. **We Guard America's Skies.**