

192D FIGHTER GROUP

VANGUARD

VIRGINIA AIR NATIONAL GUARD

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RICHMOND IAP, SANDSTON, VA

APRIL 1993

GUARD'S NEWEST GENERAL LOOKS TO THE FUTURE

*By Technical Sgt. Ed Kelleher
192d FG Historian*

To hear Brigadier General Bill Rose tell it, the shiny new stars on his shoulders won't make his job much easier. But the people under him probably will.

As the Virginia Air National Guard's Chief of Staff, General Rose is responsible for protecting the Guard's resources.

"Currently the fiscal situation at the 192d is minimally acceptable, I would say," the newly promoted general said. "We're operating as close to the line as we can get."

See **GENERAL ROSE** on p. 5



Colonel (now Brig. Gen.) Bill Rose is helped into the cockpit, during preparations for one of his last F-16 flights, by his son (and crew chief) AB Michael D. Rose, who is assigned to 192d

CAMS. Photo by Master Sgt. Lew Lautenslager.

NORWAY DEPLOYMENT HIGHLIGHTS

They are back! A bit cold, wind chilled "shaken and stirred" after two weeks in the land of the Vikings, the contingent of aircraft and support personnel from the 192d Fighter Group returned to Richmond March 15 and 17 after a deployment to Norway.

It was cold here, but colder there. Windy here, windier there. But it was weather of western Europe, in England and Germany, that prevented the return Stateside as scheduled. The aircraft at both locations had to wait for better flying conditions. Upon the unit's return to Richmond, the commander sent notes to employers, apologizing for the delay.

See **NORWAY** on p. 2

OOPS!!! Our Mistake

Yes, we failed to find a "typo" in the last Vanguard. We apologize to our Judge Advocate, **Lt. Col. Frank Pedrotty** -- that's correct -- not Pediotty as we had spelled his name in last month's article introducing him to the unit.

So please make a note of the correct spelling, welcome **Lt. Col. Petrotty** to the unit, and we'll do better next time.

F-16 MISHAP

If you happened to watch the evening news in Richmond the Friday before the last UTA, you already know something about a Virginia Air National Guard F-16 that scraped the runway when its right wing landing gear collapsed soon after the aircraft touched down. The pilot, Maj. Paul Kitchen, was unhurt in the incident.

Maintenance said damage was not extensive, largely due to the fact that when the gear collapsed, the aircraft settled on the fuel pod and bomb mounts which took most of the damage. Kitchen reported the indicators in the cockpit said the gear was down and locked. His reaction: "At first, I thought I had blown a tire."

Lieutenant Colonel Bob Seifert, director of operations, complimented Kitchen on his fine job of controlling the aircraft on the runway. He also said collapsed landing gear is a rare occurrence. "Landing gear is more likely to go through the wing rather than collapse." The aircraft remained on the runway for fewer than two hours before air guard members, with the help of airport personnel, were able to remove it safely.

NORWAY from p. 1

The 170-member group and eight F-16s were deployed to Andoya Air Station, Norway to participate in a multi-nation, multi-force North Atlantic Treaty Organization exercise called "Battle Griffin 93." The base is located near Andenes on a small island of Andoya approximately 170 miles north of the Arctic Circle.

The purpose of the exercise was to give realistic training in numerous areas of air operations and air support flying by having aircrews and support members train in close air support, airfield attack, air corridor defense and composite force employment. It also gave operations, medical, maintenance, support and services personnel a chance to train. Trying weather conditions coupled with the seas and mountainous areas around Norway gave a vast array of scenarios for the training.

Aircrews from the 192d acted as an aggressor force against other forces in the training. It was the first time since the unit transitioned to the F-16C that it had deployed overseas. According to Lieutenant Colonel Bill Martin, deployment officer, "Everything went along as scheduled, allowing the unit an excellent opportunity to work in a unique and demanding environment." Guard members were joined in the training by Danish and Norwegian air forces and other U.S. Air Force units. U.S. Navy and Marines, and the Norwegian navy also took part in the exercise.

Flying and operations went well during the first part of the exercise, but as a result of the storm that hit the east coast of the U.S., blizzard snow conditions in and around Andoya forced cancellation of the last three days of flying and delayed the unit's return to Richmond by several days. F-16 aircraft departures were held until weather conditions improved, and instead of flying directly to Richmond, the fighters were flown to Keflavik, Iceland for refueling.

COMMANDER'S CALL

Colonel Bill Jones, Commander, 192 FG

GREETINGS FROM NORWAY!

I am starting this letter at the end of the first week of our deployment to Norway. As we expected, it is cold and windy at Andoya. Actually, it is not as cold as you might expect being 170 miles or so north of the Arctic Circle, but sub-freezing temperatures with winds gusting up to 30 knots or more is cold no matter where you are!

The F-16 launch from Richmond was delayed 24 hours due to poor weather conditions – at Richmond as much as in Norway. The landing at Andoya was delayed for the first flight while base personnel cleaned and sanded the runway and taxiways. Lt. Colonel Bill Haymes, 149th Fighter Squadron Commander, led the first cell and Lt. Colonel Taylor Cole led the second cell 30 minutes later. (It should be noted that the Norwegians compacted about 90 minutes of work into 30 minutes so we could recover the jets – they plowed the middle 25 meters of the runway and were still working on taxiways when the first aircraft landed.) All eight aircraft recovered safely after about eight hours of flight. For some of the pilots this was their first experience of landing on a snow-covered runway. They all did a superb job!

Taxiing the aircraft to their shelters (each aircraft was assigned its own hanger) took about an hour because of the snow and ice. Braking action on the taxiways was non-existent in some places. Parking the aircraft was even more complicated by the fact that the main body of personnel from Richmond did not arrive until two days after the fighters. Once again, our maintenance team did an exceptional job with limited resources.

I have to comment on the excellence of our Support Group. Lt. Colonel "Buddy" Evans coordinated virtually all the behind the scenes activities. Transportation, the dining hall, logistics, billeting, the clinic (Doctor Jensen is still sick – take two aspirin. . .), administrative support, security police – all did an outstanding job! We even had a small BX operated by Lt. Colonel Bill Schwartz and Master Sgt. Jim Hague.

The "pen pal" program initiated by Major Gary Wood was a huge success, gaining local media coverage as well as a very positive response from the students.

See LETTER on p. 9



The "corner of Beulah and Falcon Rds." is a long way from Norway. 192d FG Commander Bill Jones gives Vanguard readers an eyewitness account of deployment highlights in this month's Commander's Call column. Photo by Master Sgt. Lew Lautenslager.

DEPLOYMENT NEWS SPECIAL REPORT:***Pied Piper of Andenes Returns Bearing Letters for Children***

It was quite a sight! Seeing the trails of children following this guardsman through the streets of Andenes--so he was dubbed the Pied Piper by his fellow guardsmen. The title is certainly appropriate--for Maj. Gary Wood's mission was the children.

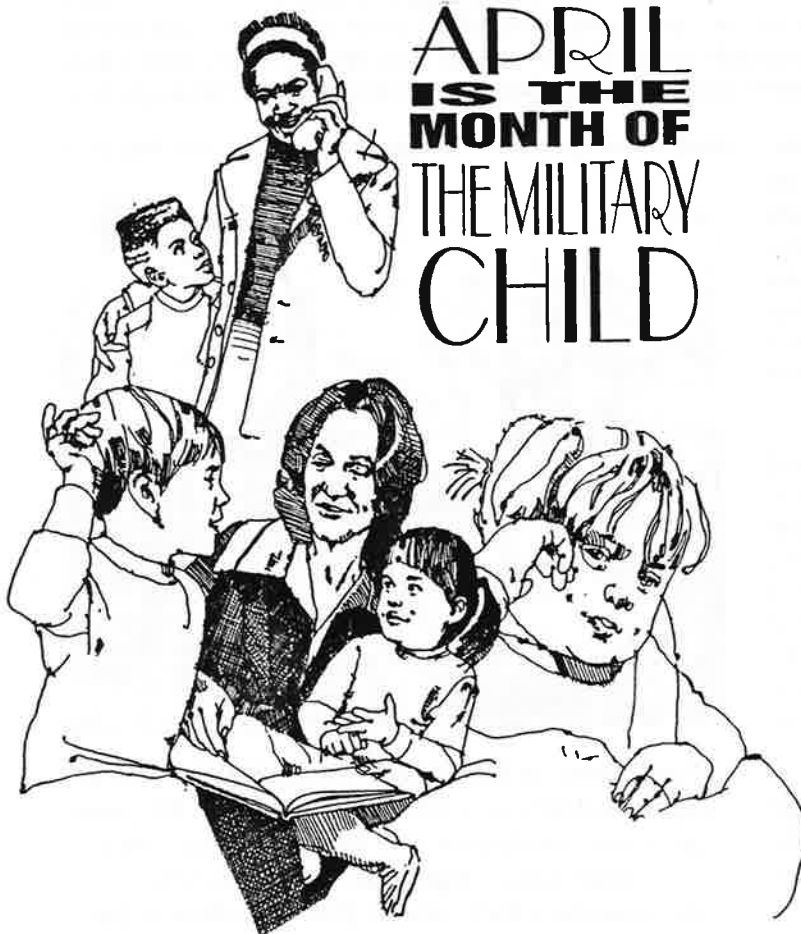
For the Air Guard and this deployment, Wood is chief of supply, but this mission was special. He was to deliver a message of sorts: 230 pen-pal letters from students at Chickahominy Middle School in Mechanicsville who want to say, "Hello!" The addressees were students at Andenes Barneskole (Elementary School) and Andenes Ungdomsskole (Middle School). Guardsman Wood was there, in addition to his other

duties, telling some 212 Norwegian students in grades five through nine about the Virginia Air National Guard and why we traveled to such places as their homeland.

In talking about "his homeland"--and especially Virginia, Wood presented some interesting facts, highlighted places to visit, and showed the Norwegian children a video about a typical school day in the U.S., to give them ideas for questions to ask their pen pals in the U.S.

It was all part of a bigger plan to establish a relationship with children of both countries that will last a lifetime. Wood said, "Children in Norway begin taking English in the first grade so translation shouldn't be a problem."

Next step, he said, is to deliver the message from the Norwegians. He has some 200 pen-pal letters to deliver to Chickahominy Middle School. It appears some obvious warmth comes from near the Arctic Circle at Andenes. For Major Wood, a mission complete and a job well done.



JAGLINE by Major Clyde Mathews

GUARDSMAN EMPLOYMENT RIGHTS

Your employment rights have been protected since 1940 when Congress passed laws to protect the jobs and property of soldiers and sailors at home as they fought for freedom abroad. These protections continue today under the Veteran's Reemployment Rights (VRR) law (38 U.S.C. 2021-2026), which applies to all members of the Guard and Reserve.

A Guardsman is entitled to leave from his job to perform military service, including active duty and inactive duty training. The law also makes no distinction between leave requests to attend mandatory training and voluntary training, such as PME. There is no limit on the number, frequency or duration of the training periods for which the employee has protection, as the need for training is determined by the armed forces. These reemployment rights apply to any non-temporary position, as long as the following conditions are met:



- * You must request a leave of absence from the employer, which the employer must grant. A written request is not required, but strongly recommended to avoid misunderstandings;

- * You must report back to work on the first scheduled working day following completion of inactive duty for training, including the necessary travel time;

- * You must apply to the employer for reinstatement within 31 days following completion of initial active duty for training; and

- * Your period of active duty must not exceed four years, unless involuntarily extended by the government; you must earn an honorable discharge.

Should you have questions about your employment rights as a Guardsman, please contact the legal office at ext. 6494.

GENERAL ROSE from p. 1

"I don't think anyone has a real good feel for what next year may bring, and I think we won't until Congress is a little bit farther along into this budgetary process up there," he said. The impact of U.S. military cutbacks on the Air Guard has not yet been fully measured. But General Rose said he doesn't "anticipate a major impact on deployments or annual field trainings, because it's such an essential part of the training package for the Guard. As a matter of fact, there's considerable discussion now, that the Guard and Reserves will in fact be asked to pick up a greater share of the deployment packages, with the drawdown on the active side," he said.

General Rose, a South Carolina native who will turn 55 next month, has spent his entire military career in the Virginia ANG. He enlisted in February 1963, the same year he graduated from the University of Richmond with a degree in finance. He was commissioned as a second lieutenant later that year. He has flown more than 3,000 hours in a variety of airplanes -- the F-84, F-105, A-7D, and the F-16.

When he traded in his eagles for stars on March 13, General Rose became the sixth person in the 46-year history of the Virginia ANG to reach the rank of general. (The others are Maj. Gen. William E. Haymes, Sr., and Brig. Gens. Claude F. Heath, Alva S. Mattox, Jr., and Joseph A. Washington, all retired, and Brig. Gen. Hartwell F. Coke, IV, deputy adjutant general for air.) General Rose said the ANG personnel and their families are the Guard's most valuable resource. He expressed continued amazement that the current crop of young airmen seems to be as dedicated and talented as the group of veterans it is replacing.

A Few Good Words... *By Chaplain, Lt. Colonel Gerald T. Stone*

One of the signs of a good leader is one who convinces others to do a worthy project, while at the same time making them believe that it was their idea all along. Henri J.M. Nouwen in his book, *Reaching Out*, offers similar advice: "Real training for service asks for a hard and often painful process of self-emptying." A focal task of service is to be the way without being "in the way". Yes, there are tools, skills and techniques to be learned, but they are peripheral and useful primarily in taking away the obstacles for real growth and development. This is very difficult to accept in a world which constantly advertises the importance of power and influence.

For me, it is refreshing to hear someone say simply, "I don't know." There are many in our unit who know their job, and know it well, and would respond positively to those who aren't so sure. Sometimes fulfillment comes if we offer our emptiness, usefulness follows acknowledgment of uselessness, and power comes to those who admit powerlessness.

Twelve ministers and psychiatrists of different faiths once convened for a two-day seminar on the one-word theme of healing. The chairman opened the seminar with the question: "We are all healers, whether we are ministers or doctors. Why are we in this business? What is our motivation?" After ten minutes of intense discussion there was consensus among them all, doctors and ministers, Catholics, Jews and Protestants. "For our own healing," they said.

This example suggests that the mission is never complete. It is always something for which we are continually preparing. This idea can be transferred to any area of leadership and service. To get the job done the best way possible should be the motivation of us all. And whether one leads or is being led, there should be an understanding that the search for the "better way" is something we all share.

SAFETYNET: Speeding & Cleaning

By Master Sgt. Charles W. Keene, Ground Safety Manager

This may be a fast breaking story, but we'll still be careful not to go too fast. In this instance, we won't get a ticket, but you can if you exceed the 25 mph speed limit on this installation unless it's posted otherwise. The 192d Security Police will be using a radar equipped vehicle borrowed from Langley AFB, Va. and will be conducting random operations on UTA week-end.

Now that you know. Be careful, be good, be happy, but please obey the speed law for your own safety as well as others. The speed limit on this installation is outlined in 192FG 125-1 3,c(1), making the speed limit mandatory in more ways than one.

On a happier note, it's Springtime--Time to clean up your act in another way.

Spring is in the air and with it comes the smell of spring flowers, with the buzz of bees, the crack of the baseball bat and--the hustle bustle of spring cleaning. Although there are smells and sounds we can relate to spring cleaning, the urgency of the moment may make us careless. Take a moment to reflect on these pointers. Checklist for cleaning:

- * Do not work when you are tired or upset.
- * To avoid fatigue, alternate heavy and light work and take frequent breaks.

See SAFETY on p. 8

PREPARING FOR DISASTER

By Captain Robert Namiot, 192d Disaster Preparedness Office

1992 was the worst year on record for natural and manmade disasters in the United States. The Federal Emergency Management Agency (FEMA) reported the government declared 45 major disaster areas at a projected cost of \$3.17 billion in emergency relief. The destruction of Hurricane Andrew last August is expected to be the most costly, taking 62 percent or \$1.98 billion of FEMA's 1992 aid.

Would you and your family be prepared if disaster struck your home or your neighborhood? What would you do if basic services--water, gas, phones or electric were cut off? Local officials and relief workers will be on the scene after a disaster, but they can't reach everyone right away. You can cope with disaster by preparing in advance and working together as a team.

Begin your preparations by locating the main electric fuse box, water service main and natural gas main in your home. Learn how and when to turn these utilities off. Keep the necessary tools near the water and gas shut-off valve. Remember, turn off the utilities only if you suspect that the lines are damaged or if instructed to do so. (NOTE: If you turn the gas off, you will need a professional to turn it back on.)

By contacting your local Red Cross or Emergency Management Office you can find out what types of disasters are most likely to happen where you live. Learn about community warning signals and what action you should take if you hear them. Ask about animal care after a disaster; animals may not be allowed inside emergency shelters due to health regulations.

Ask about disaster plans at your workplace, your children's school or day-care center and other places where your family spends time.

***Our children are our future.
April is Military Child Month.***

Create a disaster emergency plan for your family

Explain the dangers of fire, severe weather and earthquakes to your children. Plan to share responsibilities and work together as a team. Discuss the types of disasters that are most likely to occur where you live and explain what to do in each case.

Pick two (2) places to meet: (a) right outside your home in case of a sudden emergency, like a fire. (b) outside your neighborhood in case you can't return home and make sure all your family members know the address and phone number.

Ask an out-of-state friend or family member to be your family contact in the event of a major natural disaster. After a disaster, it is often easier to phone long distance. In the event of a major disaster, all family members should call this person and tell them where they are. Plan now how to take care of your pets.

These are just a few simple ideas about family disaster planning, but they may save your life or home in an emergency. **For a more detailed list of things you can do to prepare for a disaster, contact the base Disaster Preparedness Office, Bldg. 3700, ext. 6383.**

SOCIAL ACTIONS UPDATE

By Captain Darrick A. Seale

The Social Actions Office welcomes **Technical Sgt. Carter LeFon** as the new NCOIC of Drug and Alcohol Programs. Sergeant LeFon is highly qualified for this position with a Bachelor of Science in Chemistry, a Master of Education in Counseling Psychology, and a Master of Science in Rehabilitation Counseling. He served previously as a Mental Health and Laboratory Technician for the 192d Clinic.

On the military education side. He is a graduate of the USAF Squadron Officer School, and Air Command and Staff College. He completed the USAF Academic Instructor Course and the Instructional Systems Development Course. While on active duty, he served as a Social Actions Officer and as a Biomedical Laboratory Officer.

We are indeed fortunate to have such a highly trained and qualified individual on the 192d social actions team. His civilian experience in drug rehabilitation is a definite plus. Welcome to the Social Actions Team!

FRAUD, WASTE, & ABUSE HOTLINES

192d FG Hotline.....6368
 State Headquarters Hotline.....6505
 VANG Inspector General.....775-9295
 Air Force Hotline.....DSN 227-1061
 DOD Hotline.....DSN 223-5080
 DOD Hotline.....1-800-424-9098
 DOD Hotline.....(202) 272-5557
 GAO Hotline.....1-800-424-5454
 Air Guard Price Verification Monitor..6542

****CONFIDENTIALITY IS ASSURED****

F-16 PRINTS GO ON SALE

Unit members can either wait until next month's Vanguard comes in the mail to see a picture of the new F-16 print (suitable for framing) that is on sale now, or they can stop by Ops (see Shirley Cooper) to beat the rush. Cost is \$15 unframed; \$40 framed.

SAFETY from p. 6

- * Allow ample time and do the most important projects first.
- * Get help for heavy or difficult jobs.
- * Keep small children supervised or in playpens.
- * Keep potentially hazardous cleaning compounds capped. Do not leave unattended containers or buckets of water for even a minute if toddlers are about.
- * Use safety goggles when you do work that may harm your eyes.
- * Wear appropriate clothes, gloves and shoes.
- * Read the label before you use any household chemical product or cleaner.
- * Use a step stool or utility ladder with treaded steps to climb or reach.
- * Keep all tools in good condition, and use a tool only for its intended purpose.
- * Have the knowledge, skill and proper tools before you try a do-it-yourself project.
- * Take extra precautions when you discard potentially hazardous items. Children often rummage through garbage containers and waste baskets.
- * Keep frequently used items in handy places. Store seasonal items away from daily activities.
- * Take everything you do not need to a charity shop, dump or a flea market.

LETTER from p. 3

SECOND WEEK - THURSDAY: It's almost time for redeployment--**everyone** is ready. We were able to fly quite a bit the first week here, but nothing since Monday. We have colder temperatures, more wind, more snow and ice than before, although we did see the sun for the second time today (Thursday). The F-16's have all been reconfigured for the trip home -- all nestled and snug in their shelters. I'm sure they are ready to go home, too.

Support from the host base has been exceptional. The Norwegians have gone out of their way to help us make the most out of this cold situation. Chief Gwaltney expressed it well when he said that he hoped that we could provide the same hospitality for the Norwegians if they came to Virginia. I can't say enough good things about the people here.

SNAPSHOT RECAP: Project officers Lt. Colonel Bill Martin and Major Barry Mountcastle did an exceptional job in preparing the unit for the deployment. The planning phase reinforced old lessons and provided some new ones to be learned. The deployment phase was not without difficulty, but was completed safely and successfully. Although there were many employment missions canceled

due to adverse weather conditions, the missions that were flown, were effective and provided the unique training available only in this part of the world. There really is no other place like it on earth! When we return the aircraft, equipment and all of our personnel, we can reflect on our first overseas deployment in the F-16 with a great deal of pride and a feeling of achievement and mission accomplishment.

EPILOGUE: The redeployment was NOT smooth! Everything was delayed. The F-16's were launched a day late, but only to go as far as Keflavik, Iceland. They finally got back home safely -- two days behind schedule. The transports were three and four days late and it seemed like weeks for some.

The folks at home did a great job keeping the families informed of constantly changing schedules. Captain Garrie Denson's phone message update was very helpful. It's something to keep in mind for future deployments. A lot of people worked hard to make the most out of this difficult mission. I would like to take this opportunity to thank each member of the unit who made this deployment a safe and productive exercise. Well done!

BILL JONES



OFFICER APPLICATIONS BEING ACCEPTED

The CBPO is currently accepting applications from individuals interested in obtaining a commission in the VaANG. The Hq, VaANG policy for filling vacant non-rated/non-professional positions within the state is that a pool of applicants be established at the beginning of each fiscal year (October 1).

The pool will consist of individuals selected from all applications received, and meet the necessary qualification requirements. Individuals who are placed in the pool are reminded that should they not be selected for a vacant position during the year, they must reapply the following year. They are not automatically retained in the pool at the beginning of the new fiscal year. Some of the basic requirements for a commission are as follows:

1. AGE: Individual must be commissioned by age 35. No age waivers will be considered.

2. EDUCATION: A Bachelor's degree is desired. Waivers of education will be considered. You must have a minimum of 75 semester hours for consideration of a waiver.

3. TEST REQUIREMENTS: All applicants must take the Air Force Qualification Test. If you have previously tested and qualified, your test scores will not expire. Required qualifying score requirements will be explained by a CBPO representative.

February 1993 - Accessions

SRA Billy L. Adams	203rd RHCEF
SRA Louis M. D'Angelo	203rd RHCEF
SRA Ronald L. Elkin	203rd RHCEF
SSG Glen A. Mingee	203rd RHCEF
SRA Gabriel B. Reyes	203rd RHCEF
AB Michael D. Underhill	203rd RHCEF
AIC Dennis E. Bird Jr	192d CAMS
SRA Donald K. Guy	192d CAMS
SGT Charles W. Kramer	192d CAMS
SRA Brad A. Lepelly	192d CAMS
AIC Jason A. Strong	192d CAMS
SRA Richard T. Ardis	192d SPF
Lt Col Francis W. Pedrotty	192d FG
SRA Glenda M. Smith	192d CES
2LT Wiley R. Ashley III	149th FS

Deadline for submission of application is 13 June 1993. Applications received after that date will not be considered. If applicants qualify on the AFOQT, this folder will be put before the selection board for review. Failure to furnish the required information within the specified date will result in the application not being considered. Individuals interested in becoming officers in the VaANG should contact Master Sergeant Rollings, Ext. 6381.

February 1993 Promotions

TO SMSGT:

Goldie M. Bailey - 192d SVCS

TO TSGT:

Jacqueline J. Atkins - 192d MSF
Michael R. Godfrey - Clinic
Mark S. Kauffman - 200th WF
Frank U. Kunze - 192d CES
David W. Stanley - 192d CES

TO SSGT:

Kathryn L. Drinkard - Clinic
Ramon Feliciano - 203rd RHCEF
Charles E. Hughes - 192d CAMS
James E. McKay - 192d CES

TO SRA:

Sherri L. Sison - 203rd RHCEF
Christopher H. Wright - CAMS

TO AIC:

DeWayne S. Browning - 192d CAMS
Patrick M. Cornish - 192d CAMS
David K. Kave - 192d CAMS
Vincent H. Tucker - 203rd RHCEF

February 1993 Retirements

SMS Louie H. Pearman-192d SVCS
TSG Franklin D. Long-192d CAMS

APRIL IS CHILD ABUSE PREVENTION MONTH

VIRGINIA AIR NATIONAL GUARD
Headquarters, 192d Fighter Group
Richmond International Airport, Sandston, Virginia 23150-6109

Special Order M-8-Va

27 Mar 93

1. UP Sec 502, Title 32, USC Sec 206, Title 37, USC, ANGR 50-01 and 192TFGR 50-01. All members of the 192d Fighter Group are hereby ordered to attend all unit training assemblies shown on this training schedule unless attending a split UTA (SUTA), or rescheduled UTA (RUTA) at Richmond IAP, Sandston, VA 23150.

UTAS:	24 Apr 93 Flying & OJT in sections	DEPLOYMENTS:	Annual Field Training
	25 Apr 93 Flying & OJT in section		10-24 Jul 93

SCHEDULED UTAS:	15 & 16 May 93	12 & 13 Jun 93	7 & 8 Aug 93
	21 & 22 Aug 93	18 & 19 Sep 93	2 & 3 Oct 93
	6 & 7 Nov 93	4 & 5 Dec 93	

2. AM assemblies will be 0800-1200 (Sat) 0700-1100 (Sun) and PM assemblies will be 1300-1700 (Sat) 1200-1600 (Sun), with the following exceptions: Assembly for one flight of Food Services Personnel: AM 0630-1030 (Sat) 0530-0930 (Sun), PM 1100-1530 (Sat) 1000-1430 (Sun). Additional duty hours to cover special work requirements such as pre-flight, post-flight, etc. will be scheduled by each unit as required. Each UTA will be no less than four hours duration excluding lunch periods.

3. Uniform will be lightweight blues or BDUs, as directed.

4. Commanders may utilize RUTAs to achieve training objectives using maximum availability of equipment and full-time personnel resources that cannot be achieved during UTAs and SUTAs. A RUTA must be requested, approved and documented in advance of the missed period.

5. Equivalent Training (EQT) may be authorized by commanders for personal attendance problems if requested in advance. EQT with pay must be performed within 30 days of the missed UTA and within the same fiscal year. EQT without pay (retirement points only) may be authorized when the individual is unable to make an EQT in pay status.

FOR THE COMMANDER


 JACQUELINE J. ATKINS, GS-7, VaANG
 Records Manager

DIST 'A' Plus 1 Ea: ACC/ADUBO; Chief, ACC/CRFG;
 9th AF/CRFG, CV & IC; NGB/XOS & TE; 1913th ISG/CC
 (AFCC); 1 FW/DO; 1 FW/LGSPC; 113th FW/SC; 1 CGS/
 DPMD; HDQ/TCD/RF, Langley AFB, VA 23665-6343.

VANGUARD

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MENU - APRIL UTA

Sat.:	Baked Fish	Sun.:	Baked Chicken
	Rice Pilaf		Roast Beef
	Mexican Pork Chops		Mashed Potatoes
	Broccoli		Mixed Vegetables
			Peach Cobbler

Both Days: salad bar, assorted dressings, assorted bread with butter, dessert, koolaid and coffee.

Church Services: Catholic Mass, Sat. 9:30 a.m.; General Protestant, Sun. 8:00 a.m.

Hours for D Street Gate: Sat. 0715-0800 and 1645-1715; Sun. 0615-0700 and 1545-1615, drill weekends.

UNTIL FURTHER NOTICE: All sections in the accounting and finance office will be closed daily from 0645-1200; also, the office is closed 0700-0930 both UTA days for in-house training.

Retirees' Association: The VaANG Retirees' Association meets every second Thursday of each month (except December), at 7 p.m. in Club 149. Contact SMSgt. Bob Walton, Ext. 6541 for more information.

Notary Services: TSgt. Rod McAllister, 192d CE, Ext. 6532, beeper 755-8337.

Notice: A dinner will be held Saturday, April 24, at Club 149 to honor Colonel John R. Shurley, III, upon his retirement. Cost is \$17. All unit members/guests wishing to attend should contact Captain Michael Woody, Ext. 6592 or SMSgt. Patti Smith, Ext. 6592, NLT April 21.

BULK RATE
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