

192D FIGHTER GROUP

VANGUARD

VIRGINIA AIR NATIONAL GUARD

37/NO. 11 RICHMOND IAP, SANDSTON, VA NOVEMBER 1993



ANG FIRSTS: Chief Master Sgt. Shelvie Wood, right, and Senior Master Sgt. Dave Collins earn "first" recognitions (see stories on this page). Photo by Staff Sgt. Carlos Claudio.

WOOD ACHIEVES TWO 'FIRSTS'

*By 1st Lt. Debbie Fredetter
HQ VaANG, Public Affairs*

Fifteen-year veteran with the Virginia Air Guard, Shelvie L. Wood, has become the Commonwealth's first National Guard female blue suiter promoted to chief master sergeant.

Chief Wood pinned on the highest attainable enlisted rank Sept. 26 1993. However, she will soon top this achievement by also becoming the Virginia Air Guard's first female selected to fill the top senior enlisted advisor slot.

See WOOD on p. 4

FIRST SENIOR NCO ACADEMY GRAD

Graduation from the Senior NCO Academy represents achieving the highest level of Air Force professional military education. The program is rigorous, demanding commitment and drive on the part of the student. The in residence program is even more difficult. Only five classes are held

each year. Simply being selected to attend the program represents a major accomplishment.

Master Sgt. David A. Collins, First Sergeant of the 192d Logistics Squadron, is the first traditional guardsman in the 192FG to complete the in residence program. Master Sgt. Collins applied for several years before he was selected to fill one of the 22 Guard slots available in his class of 355 NCO's. Only three slots were

During the September UTA, the 192d FG's civil engineers took part in a bivouac exercise. Photos from the bivouac appear in this issue of the Vanguard.

See COLLINS on p. 7

LET'S TALK 35-10

By Lt. Colonel Ed Grogan
192d Fighter Group, Executive Officer

Part II of Battle Dress Uniforms (BDU's)

BDU Trousers The main point about BDU trousers is that they need to be buttoned at all times (hard to do with six pockets and two buttons per pocket), and they need to be bloused over the boots. The blousing is a particularly difficult job, until you get the inside track on how to do it. And blousing does NOT mean tucking the trouser legs into the boots. That's not acceptable. But here's the way to blouse your BDU's.

Blousing Made Easy. As it was explained to me. . .put on the trousers, but, at first, leave them around the ankles. Pull up the pants legs slightly--inside out. Tie up the legs, inside out, with either the built-in strings or a set of elastic fasteners. Now pull up the trousers, and the bloused legs will be perfectly tucked (bloused) under the outside of the trousers. Unbloused trouser legs are common, but not authorized.

Belt and Buckle The dark blue woven cotton web belt with black buckle and tip is required with BDU's. You may not be able to see the belt at all times, but it should be the authorized belt in any case. Remember, you never know when you may have to remove the outer shirt--for an immunization, weight-in, etc. Other belts are not authorized, even though they look good with the BDU's. "Brass on brass" is still preferred, but for BDU's the tip of the belt may extend up to two inches beyond the buckle.

Boots Black combat boots, with or without a safety toe may be worn. They must have a plain toe, or a rounded capped toe with or without a perforated seam. The boots may have a zipper or elastic inserts. The outer material may be smooth or scotch-grain

leather or manmade material and may have a high gloss or patent finish. For our unit, jungle boots may be worn with the BDU's, so long as authorized IAW TA 016. Regardless of the boots chosen, they should always be polished--both the boot and the outside of the sole.

Pens and Pencils If pens and pencils are kept in the slots in the left breast pocket, they can be exposed, but should not distract from military appearance. An alternate location for these items - and one completely hidden from view - is in the open seam of the button flap - at the neck of the shirt under the left collar.

BDU's: Other Features The olive green sweater may be worn with the BDU's, under the BDU shirt but over the T-shirt. The sweater is not considered an outer garment. Field jackets (either the olive green or BDU jackets) worn with BDU's have the same three options for patches as on the shirt, until Oct 1995. (See last month's Vanguard for details.) And one final comment for officers... if they routinely work on the flightline or visit there frequently, their BDU insignia must be subdued CLOTH insignia, to eliminate FOD hazards from the metal insignia.

Next month. . . The Service Dress.

INAUGURAL PARADE PRACTICE

1400 Sunday November 7 on the
asphalt ramp.

COMMANDER'S CALL

Colonel Bill Jones, 192d Fighter Group Commander

Club 149 - At a recent meeting of the Board of Governors of Club 149, some of the "challenges" of operating our All Ranks Club were discussed. To no one's surprise, most of the difficulties revolve around finances.

Federal Dollars? Some unit members think that the club operates on federal funds. This is not the case. In fact, the electric bill for the first nine months of this year was over \$3,000. The fuel oil bill for the same time period was almost \$2,000. Extrapolating through the end of the year, membership dues may cover the electric bill, but that's about all. There are additional operating costs (heat, insurance, salaries, repairs, taxes, etc.) that are paid for by the club – not the base.

Historical Perspective. Club 149 was originally constructed in the early 1940's as an officer's club when Richmond International Airport was an Army Air Corps Base (way before my time!). I'm told that at one time, our club was a popular dance spot on this end of town (still before my time!). Also, our club has been identified as a possible "historical landmark" because it has roots back to the World War II era. As an aside, the only other building on the base that goes back that far is the old "barracks building," now used by the 200th Weather Flight and our C-26 maintenance crew.

What's the Point? My pitch is for inputs from unit members as to the future direction for the club. There are advantages to having a club card – especially when we are TDY. That alone is a real bargain. Also, the club is good facility to hold meetings, retirement dinners, parties, etc. I can justify the existence of

See CLUB 149 - p. 10

'THANKS' FOR YOUR HELP

The African Heads of State Summit that took place in September called for a considerable amount of work on the part of many members of the Virginia Air National Guard. These contributions have not gone unnoticed - as shown by these excerpts from two of the letters received after the event.

From Captain W. Gerald Massengill, Virginia State Police:

"All Virginia Air National Guard personnel involved in the welcoming ceremonies were professional, cooperative, and most helpful. You made my job much easier and the efforts of all individuals are greatly appreciated."

From Mike Mitchell in the Governor's office:

"I enjoyed working with everyone at the Air Guard. They were all so helpful and I regret that my thanks can only be expressed in letters. Colonel Jones accepted my numerous requests and agreed to greet the delegations, Sergeant Atkins helped me find you (Captain Garrie Denson) when I would "drop in", Sergeant Dean offered ideas and his hangar for ceremony use, and LtCol Evans offered me rides to various points of the facility and the use of his radio before the Governor arrived on Saturday. I will never forget the numerous sacrifices that Air Guard staff made to guarantee the success of this event."

WOOD - from p. 1

Chief Wood was chosen as the incumbent Virginia Air Guard Senior Enlisted Advisor this past summer. She will officially assume her new duties in December 1993 when Chief Master Sgt. Walter D. Davis retires.

The chief began her military career with a six-year stint in the Air Force as a teletype communications operator in 1955 at Eglin AFB, Florida. After getting out she moved back home to Virginia. She started working at the General Electric Plant in Lynchburg doing the same kind of keypunch work she had learned in the during her active duty hitch.

Wood had enjoyed her time on active duty and wanted to continue her military career in the Air Force Reserve, but she put that dream aside after several unsuccessful attempts at finding a unit. However, she got lucky in 1978 when she was asking a co-worker about the Navy Reserves, and he told her, "You're Air Force through and through, you'll never be happy with the Navy. You should look into joining the Air National Guard unit in Sandston." "I didn't even realize the Air National Guard existed until that time," Wood recalls, "and I had no idea the unit even existed." And, as they say, the rest is history. Wood enlisted in June 1978, joining the communication outfit assigned to Byrd Field.

"It was a wish come true, to finally find a military unit," Wood said. "I hold deep feelings of loyalty and patriotism to my country and the military. Serving on active duty and in the Guard has been my life. I missed it during my 17-year break between active duty and joining the Guard. I'm very grateful to my employer, for supporting me and allowing me to continue my military career.

Wood is proud to be part of the Virginia Air Guard, and she hopes to be of service to all Virginia Air Guard members as the new senior enlisted advisor. "I'm working hard to familiarize myself with



Chief Master Sgt. Shelvie Wood. Photo by Staff Sgt. Carlos Claudio.

the current issues. I read and listen; I want to know how our people feel on the issues that are important to them. When people come to me with problems and concerns, I will work quickly to find them an answer. I'm here to help our folks with situations they may not know how to handle," Wood explains. She works as a sounding board for enlisted concerns, problems, and issues, and she keeps Virginia Air Guard leadership informed of these concerns and special issues. She sees the two most important current issues as promotions and communication with supervisors. The new senior enlisted advisor said she will spend the next several months familiarizing herself with the many different activities and offices at the 192d Fighter Group, 200th Weather Flight, and the 203d Civil Engineering Flight.

Wood is a 31-year employee with Ericsson G.E. Mobile Communications, Inc., in Lynchburg, where she works as a first shift supervisor and computer operator in the Information Systems Division. In her free time, Wood enjoys golf, watching professional football, walking, and fishing. "I'm a real Redskins fan, and I love watching UVA play," Wood admits.

The new senior enlisted advisor resides in Forest, Va. She is the daughter of Meredith A. Wood, and the late James D. Wood, Piney River, Va.

A FEW GOOD WORDS... *By Chaplain, Major Charles E. Woods*

Most people underestimate human relations. More careers have been damaged through faulty human relations skills than through a lack of technical ability. Many people are technically smart, but human relations dumb, because they seem unaware that simply knowing how to do a job is not the key to success. To produce results, most of us depend on others and this requires knowing how to work with people. Before this can be done successfully there are many human relations skills to be learned and practiced. To be human relations smart it is essential to maintain cooperative relationships with all members of an organization, from co-workers to superiors. Communication must be open and healthy. The quality of any relationship will influence the productivity from that individual.

Many times a conflict will emerge within a relationship and both parties become increasingly involved in an emotional/psychological process that accelerates into higher and more damaging stages. Three such stages are:

Stage 1: Surface damage with low "hurt" involvement within individuals. Restoration possibilities are excellent if action is taken immediately by either party. No harm, no foul. **Stage 2:** Deeper damage to relationship. Emotional "hurt" may be more serious within one individual than the other. Restoration becomes more difficult. One individual is often on the way to becoming a victim. **Stage 3:** Emotional/psychological conflict severe. Both parties are often victimized. Restoration often depends upon the willingness of both parties to communicate openly. Professional counseling may be needed.

The process will vary depending on the individuals and the nature of the conflict. But the point is, that once started it is often a continuous development until one or both parties become "losers." Even if one party removes him or herself from the situation

(i.e. "bails out"), self-victimization can continue. The sooner any damage, no matter how slight, is repaired the better. Just as both individuals can lose, if proper timely action is taken, both can also win.

When people are unfortunate enough to be the victim of either an unintentional accident or a deliberate crime, they often pay a terrible price. The consequences can be similarly serious if and when we become a human relations victim. In extreme cases, it can affect our lifelong career progress. Consider the following:

Statistically only a small percent of people become victims of a serious crime, but nearly everyone

See CONFLICT on p. 10



ABOVE: Senior Airman Travis Wyndham, 192d Civil Engineering Squadron, takes part in a demonstration of hardback tent construction during the September UTA bivouac. Photo by Master Sgt. Lew Lautenslager.

Social Actions Update: Butane WARNING

By Captain Darrick A. Seale
Social Actions Officer

During a recent conversation with a New York City police officer I was informed about an increase in substance abuse involving butane. This problem seems to exist throughout the teen and pre-teen population where inhalants are popular because of their availability and low cost.

So...for those of us who live, work with, teach and love those kids, let's pass on the information about the dangers associated with this practice.

FROM LAW ENFORCEMENT

As '93 is coming to an end it is time to obtain '95 stickers for your vehicle. POV without a current year sticker will not be allowed on base. Individuals who drive a vehicle that belongs to someone else will have to provide a notarized statement from the owner allowing them to have custody of the vehicle. After January 1, 1994 anyone that has an expired '93 decal on their vehicle will not be allowed on base.

HARTMAN EARNS BASE SUPPLY AWARD

Staff Sgt. Brian K. Hartman has distinguished himself by continuous excellence in performance. He has mastered dual duties in Mobility Readiness Spares Package and MICAP. Without his assistance, the LGSC branch would not have been able to achieve its rating on the QAFA this past March.

Staff Sgt. Hartman lives in the Roanoke area with his wife and son. He is employed by the U.S. Postal Service and is a member of Chapter 285 of the Air Force Association.

Consider the following:

1. Butane is heavier than oxygen.
2. Butane is an "oxygen displacment".
3. Inhaling butane can make your heart stop.
4. Can you say "BIG BOOM" - which might happen if the Rescue Squad has to use electric shock to jump-start your heart?

Think about it before you click that BIC.

Planning For Black History Month Continues

The Black History Month Planning Committee will meet in the O&T conference room on Sunday 7 Nov. 93 at 0900 hrs. All interested personnel are invited to attend.

African-American Banquet
Saturday 5 Feb. 94 - 5:30 p.m. - 1:00 a.m. -
Holiday Inn - Airport
Speaker - Lt. Col. Francis L. Horne (ANG-Ret),
Historian for the Tuskegee Airman, Inc. -
Tidewater Chapter
Donation - \$20 per person

For more information contact your section representative or;

TSgt Joyce Irby - x6465
MSgt Vincent Harris - x6464
TSgt Lucille Carrington - x6393
SSgt Rosa Banks - x6312

JAGLINE By Lt. Colonel Frank Pedrotty, 192d Staff Judge Advocate

Fraternization and the Air Force

The following "JA REVIEW" article by COL ATLEE, AFLSA/JAJM is reprinted from THE INSPECTOR GENERAL BRIEF, July-August 1992.

"It's time to speak frankly. The Air Force has gotten hung up on the term "fraternization". Lawyers spend hours writing briefs on it; the courts have killed a few trees publishing opinions about it; barracks lawyers study regulations to justify what their hormones want. Let's drop back and get some perspective.

What the Air Force hates -- can't abide -- is senior people taking advantage of junior people. ("Preying on subordinates" is what one of our generals calls it.) The closely related "intolerables" are personal relationships which could get in the way of the Air Force mission. Note the "could"; for the benefit of the BOQ lawyers, the issue is not whether anyone knows about your relationship with a junior. The issue is whether if anyone knew about the relationship (They will!) could it cause problems for the Air Force. Could it maybe make a person think

COLLINS - from p. 1

given to traditional guardsmen.

Master Sgt. Collins, a member of the Virginia Air National Guard for 29 years, took a leave of absence from his civilian job as a police officer with Henrico County to attend the in residence program.

"It's basically 12 hours a day, eight days a week," says Master Sgt. Collins. "They give you nothing. You have to study and commit yourself for the time of the program. You go to learn management skills that are essential for leadership."

another member was getting preferential treatment? Could it maybe make someone question your judgement, or ability to make tough, unbiased decisions? Could whatever you're doing, or thinking about doing, maybe make a more junior person feel put upon, feel like they have to go along, or feel "specially favored"? If the answer is "yes", knock it off!

The problems are as real when the relationship involves civilian employees or family members of juniors.

The problems don't go away just because two people are in different squadrons, different career fields, or even at different bases!

Sure, some relationships may only embarrass your boss, or hurt your performance report, or redline your promotion -- while others can send you to jail. But, if you find yourself making these "fine" distinctions, you're missing the point. Which is, could what you want to do hurt Air Force effectiveness? To be blunt, if you want to draw fine lines, now is a good time to check out of the Air Force; enough people understand the concepts who will be more than happy to take your job.

One last thought: if you're a commander or a supervisor and you haven't said words like these to your people, you'd better start wondering about your fitness. Other people will, too."

Please contact the legal office at 236-6494 if you have any questions concerning AFR 30-30, Standards of Conduct; AFR 35-62, Policy on Fraternization and Professional Conduct; or AFR 30-1, Air Force Standards.

CAREER

By Master Sgt. Bobby Lamb

ORNER

Use of space-available transportation: Members of the Guard are entitled to travel, at no charge and on a space available basis, on military aircraft within the Continental United States, Alaska, Hawaii, and Puerto Rico. To make use of space available transportation, a Guardsman must meet the following conditions:

1. Must have a current, valid military ID card.
2. Must be a member of a Guard unit, in pay or non pay status, which performs regular periods of inactive duty training - drill.

3. Must have a DD Form 1853, which authorized him or her to use military space available transportation. This form may be obtained from the local publications distribution office, and must be signed by the unit commander or other duly designated authority.

4. Must, while traveling, be in the correct service uniform. The exception to this is members who have retired but not reached the mandatory retirement age (60). They may travel in civilian clothing.

5. All members, while traveling, must meet active duty military standards of grooming and uniform maintenance.

While precise procedures for using space available transportation vary widely, the basic method is quite simple. Guard members desiring to use space available transportation should contact the appropriate authority at the military installation from which they desire to travel to determine whether space is available on a desired flight.

Since Guard members have low priority for space, they should determine how far in advance, if possible, they should place their names on the list of those desiring transportation on a specific flight. Space-available travelers must show up (in uniform) at the appointed time, with the above mentioned documents in-hand.

While traveling on space available transportation, Guardsman are subject to the Uniform Code of Military Justice.

AMC TERMINAL LOCATIONS

Following are the stateside Air Mobility Command aerial port squadrons. Call for space available information. Listings are subject to change.

ORIGIN	DESTINATION
Andrews AFB MD (301) 981-3604	Europe, Caribbean, and South America
McGuire AFB NJ (609) 724-3078	Europe, Labrador, Greenland and Iceland
Dover AFB DE (302) 677-2854/4088	Europe
Charleston AFB SC (803) 556-3032	Caribbean and South America
Charleston IAP SC (803) 767-0588	Panama
Philadelphia IAP PA (215) 897-5642	Europe (Spain, Italy)
St Louis IAP MO (314) 263-6269/6600	Europe/Pacific
Norton AFB CA (714) 382-5354/5353	Pacific
McCord AFB WA (206) 984-1110	Alaska and Pacific
Scott AFB IL (618) 256-4042	Europe/Pacific
Los Angeles IAP CA (310) 363-0715/0716	Pacific

24-HOUR FLU? NO SUCH THING!

By Lt. Col. Joan Brumfield
192 FG Health and Wellness Promotion Officer

There's no such thing as a 24-hour flu, according to researchers at the Centers for Disease Control and Prevention in Atlanta.

A day-long bout of nausea, diarrhea, vomiting or fever isn't the flu, but more likely something else--foodborne disease, researchers said.

Researchers cited a case where a single egg caused 21 people in a New York community to suddenly become sick. They all had one thing in common: the homemade ziti they ate at a baby shower. The filling for the baked pasta dish--made the night before--called for one raw egg. Given the chance to grow and the absence of cooking temperatures high enough to kill them, the salmonella

bacteria from a single egg made every guest who ate the ziti ill.

Another outbreak involved African-Americans during the winter holiday season, researchers said. A microorganism sometimes present in chitterlings (pork intestines) made 15 young children sick with fever, diarrhea and stomach pain. "Eating the holiday dish wasn't what made them sick," researchers continued. "The illness was passed when the people preparing the food touched their children without carefully washing their hands."

Each year, an estimated 6 million people become ill from food poisoning and some 9,000 die because something they ate or drank harbored infectious bacteria, viruses or parasites, researchers said.

But there is some good news, researchers said, especially during the holiday season when food is a big event. The single most important way to prevent foodborne disease can be practiced at home. "Proper food preparation and handling is still the best defense against the more than 250 organisms like salmonella, staph and botulinum that cause foodborne illness," they said. "Thorough cooking kills almost all bacteria, viruses and parasites in food. It remains the single most important step in preventing foodborne disease.

High food temperatures (165-212 F) during cooking kill most food-poisoning organisms. Holding hot foods at 140 F or more until they are served keeps them safe.

LEFT: Sgt James Davis, 192d Civil Engineering Squadron, takes his turn at "KP" during September's bivouac. Photo by Master Sgt. Lew Lautenslager.



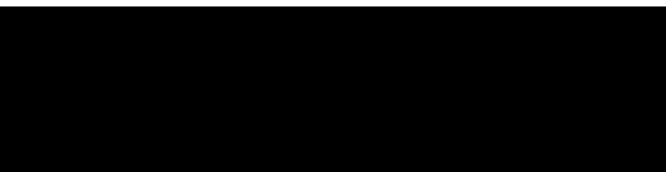
MARS-GRAMS

By Master Sgt. L.P. Dutton/AFA2CK

Unit members who may be deploying to Turkey in support of PROVIDE COMFORT II can exchange messages between family and deployed location via MARS-Grams. A MARS-Gram is a message sent through the Military Affiliated Radio System (MARS). While there is no financial cost associated with sending a MARS-Gram, there is a limit on the size of the message. A maximum 35 words of text is permitted (NOTE: Commas, periods, and other punctuation marks count as a 'word' in the MARS system, except for an apostrophe in a word). An example is shown below:

FM Jane Doe
TO John Doe
Operation PROVIDE COMFORT
192 FG, VaANG (Followed by text, max. 35 words)

If family members wish to send a MARS-Gram to a unit member deployed to Turkey, they can send the message (as in the example above) to one of the addresses shown below:



NOTE: More than one MARS-Gram may be sent by an individual at one time to another. The size restriction is to enable easier, more dependable, handling of the messages. This service will be available beginning with the actual deployment until approximately 4 January 1994.

CLUB 149 - from p. 3

our club, but it has to be self-sufficient. Also, the direction should be determined by unit members. A general membership meeting has been scheduled for the December UTA to discuss ANY ideas and elect new officers. You must be a member to attend.

Not Interested? I encourage all members of the

CONFLICT - from p. 5

becomes a victim of a damaged relationship. Financial loss due to robbery, fraud, or physical injury can be high, but so can the loss of a career opportunity. The emotional and psychological damage of being a human relations victim can sometimes be as traumatic as being a victim of a crime. Human conflicts can tear people apart emotionally. Often people are affected so much their productivity drops. It is not unusual for people to turn negative, and lose sight of their goals.

Becoming a psychological victim of a damaged relationship can cause moodiness, a loss of confidence, resentfulness, indignation, mental distress and in extreme cases, violence. More employees resign because of a relationship conflict than for any other reason. In the area of human relationships, it is very possible to "win a battle and lose the war".

An individual can become so involved in the psychology of the conflict that he or she fails to recognize that self-destruction is happening.

In the next Vanguard, a follow-up article will talk more about steps we can take to improve our relationships with others.

Virginia Air National Guard team to join our club, but I respect the decision of some who do not wish to associate with Club 149. For others, the best way to support this organization is by becoming a member. For more information, contact Technical Sgt. Shirley Cooper in Operations or ask any of the club officers. Club 149 needs our support – and direction. BILL JONES



Club 149 News

There will be a general membership meeting at 1730 hours Saturday 4 December 1993 at Club 149. New club council members will be elected at this time. POC CMS Ed Southard - x6516

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

Special Order M-1-Va

20 Oct 1993

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:	06 Nov 93 Flying & OJT in sections	DEPLOYMENTS:	5-19 Mar 94		
	07 Nov 93 Flying & OJT in sections		Annual Field Training		
SCHEDULED UTAS:	4 & 5 Dec 93	8 & 9 Jan 94	5 & 6 Feb 94		
	26 & 27 Feb 94	14 & 15 May 94	11 & 12 Jun 94	16 & 17 Jul 94	
	13 & 14 Aug 94	15 & 16 Oct 94	5 & 6 Nov 94	3 & 4 Dec 94	

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
 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

This funded Air Force newspaper is an authorized publication for the U.S. military services. Its contents do not necessarily reflect the views of, nor are they necessarily endorsed by the U.S. Government, the Department of Defense, the Department of the Air Force, or the Virginia Air National Guard. The editorial content is edited, prepared, and provided by the Public Affairs Office of the 192d Fighter Group, Virginia Air National Guard, Richmond IAP, 5680 Beulah Rd., Sandston, Virginia, 23150-6109.

MENU - NOVEMBER UTA

Sat.: Beef Stew
w/buttered noodles
Knockwurst
w/sauerkraut

Sun.: SPECIAL!!!
Thanksgiving Dinner - with ALL
the trimmings!!!

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.

Notary Services: Anyone requiring Public Notary
Services can see Lt. Col. Barker in CBPO, Ext. 6318.

Vehicle Registration: Beginning September 1993,
all individuals must be in compliance with 192FGR 125-
1 (Motor Vehicle Registration). To receive DD Form
2220 (Department of Defense Registered Vehicle),
individuals must produce a valid driver's license, ID card,
and certificate of state vehicle registration.

Effective Sept. 1993: Law enforcement will be
checking for valid DD Form 2220. For those vehicles
not owned by the driver, a notarized statement from
the owner of the vehicle specifying inclusive dates for
which permission to use the non-owned vehicle was
granted, is required..

Flu shots required: Flu shots will be given every
Saturday UTA, 0800-1100 in the Clinic, pending
availability of the serum. Remember, flu shots are
mandatory.

BULK RATE
U.S. POSTAGE
PAID
RICHMOND, VA
PERMIT NO. 999

192d Fighter Group
Virginia Air National Guard
5680 Beulah Road
Sandston, VA 23150-6109