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192d Fighter Wing

Virginia Air National Guard - Richmond IAP - Sandston, VA

Ops readies for 9th AF Stan/Eval visit

The week leading up to the July drill weekend will be busier than usual for Operations staff because the 9th Air Force Standardization/Evaluation team will be visiting the 192d Fighter Wing to perform a series of flight evaluations.

July 7-12, everyone in Operations will be involved in the Stan/Eval, according to LtCol Bill Martin, chief of Wing Stan/Eval. All Fighter Wings have three major types of inspections: Quality Air Force Assessments (QAFA); Operational Readiness Inspections (ORI); and Stan/Eval assessments. All three are equally significant for a unit.

Each wing must undergo a Stan/Eval every four years; the 192d's last Stan/Eval was in 1993. This Stan/Eval will cover more than the last one. In addition to the regular inspection

checklist items, this time pilots and Operations staff will also be evaluated on use of the Maverick missile and all procedures and operation of the new portable, F-16 reconnaissance pod.

The 192d's air-to-air capabilities have progressed to the point that in Dissimilar Aircraft Combat Training (DACT) four of the Wing's F-16s find themselves pitted against four F-15s.

Flight evaluations will be a primary focus during the Stan/Eval. Pilots will go through instrument check rides, tactical flight check rides, reconnaissance check rides and Maverick missile check rides. The Stan/Eval team performs mission evaluations, periodic testing, and emergency procedure checks and evaluations. The check rides must be passed by the pilots to stay certified on the aircraft they are assigned.

Sandford's team earns accolades for software

FalconView: Finalist at Windows World Open

Through the efforts of Maj Bobby Sandford, F-16 pilot and chief of 192d FW Safety, and a handful of his computer buddies from alma mater Georgia Tech, the Air Guard & Reserve were recently recognized for outstanding computer software development by some of the most elite computer software writers in the world.

June 5-7, Sandford & his team were selected

as one of the top five finalist teams among 300 entries in the Core Business Systems computer software category at the 1997 Windows World Open in Atlanta, Ga.

The software Sandford and his buddies wrote and developed is called FalconView; and it is now used by C-130 and F-16 units and Special

Continued on Page 8

Commander's Call

Let's celebrate our heritage; get 50th Banquet ticket now!

Each month we send out about 1,400 copies of the Vanguard—not just to members of the 192d FW, but also to the State Headquarters, the 203d Red Horse Flight, the 200th Weather Flight and to many retirees. Because the newsletter is sent to your home, individual family members also have the opportunity to read it. Therefore, it reaches two to three thousand people.

In March we started selling the 500 tickets available for the Virginia Air National Guard 50th Anniversary Banquet, which will take place the evening of Friday, Oct. 10. Many tickets have already been sold. Competition for the tickets is huge. The chances of being able to get a ticket decrease with each passing day. We are still expecting Gen Ronald R. Fogleman, Air Force Chief of Staff, as our guest speaker. There will be many other special guests at the event, too. We are planning a wonderful evening of musical entertainment during the banquet. If you miss this event you will regret it.

What is significant about a 50th Anniversary? Everything! We can trace our unit's history back to World War II and the illustrious 328th Fighter Sqdn. After the war, a cadre of dedicated Virginia aviation veterans succeeded in getting the unit reactivated. It earned federal recognition and was redesignated the 149th Tactical Fighter Sqdn in May 1947.

Our heritage is unique and colored with many acts of bravery and heroism. The ability of an organization to recognize and celebrate its history is a measure of that organization. We, the current members of the VaANG, have the honor of hosting this celebration. The event kicks off with the Friday night banquet; you do not want to miss it! Tickets may be purchased from TSgt Beth Martin, State Headquarters, (804)236-6014. Get your ticket today, before it's too late.

Col. Robert O. "Bob" Seifert

***It's Operational
Readiness Exercise/
Inspection (ORE/ORI)
Season. Have you read
Air Force Instruction
(AFI) 90-201 and the Air
Combat Command
Supplement (ACC Sup)
90-201 yet?***

VANGUARD

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Vincent: First female 1stSgt in 192d FW

MSgt Antonia L. "Toni" Vincent, 192d FW Security Police, recently broke new ground by becoming the first woman First Sergeant in the VaANG and by being the first woman promoted to the rank of master sergeant in the 192d SP Sqn.

Vincent has already moved into the SPS First Sergeant vacancy and was promoted to MSgt in early May.

Vincent has 16 1/2 years combined military

service. She did a four-year stint with the Army Reserve in Richmond and served with the Maryland Air National Guard at Andrews AFB before being recruited into the VaANG. In 1990, she joined the 192d SPS and before being selected as the new First Sergeant, she was the Noncommissioned Officer in Charge of Training and Law Enforcement.

Editor's Note: Watch for more information about Vincent in an upcoming "First Sgt Spotlight."

FOD causes millions in damage

Despite FOD Walks at the beginning of every flying day, the 192d Fighter Wing has felt the sting of foreign object damage to its F-16 jet engines twice in the last few months.

"This is a serious problem that needs the attention of every person on base," explains MSgt Rick Edwards, Wing FOD Monitor. FOD is caused by foreign materials (anything other than air) sucked into the F-16's engine inlets. When an F-16 engine is running, it is pulling in air at an incredible rate. Just like a giant, super-powered vacuum cleaner, it ingests any loose materials or debris on the parking ramp.

The most recent FOD incident resulted in nearly half a million dollars in damage to a newly-overhauled F-16 engine—all caused by a \$1.27 screw. "That engine had just been completely overhauled by the Engine Shop. It was in great shape; we expected it to run for years before we'd have to do major maintenance on it again," said SMSgt Ray Bassetti, Engine Shop propulsion element chief. "There were only 20 hours on the engine when it pulled in that screw. Now it will be six months before we can get it repaired and back in flight status."

The cost of FOD is tremendous. Sometimes foreign objects will go through an engine and cause little damage, at other times foreign objects

can cause a great deal of expensive but repairable damage, and sometimes FOD can cause catastrophic engine failure and bring down the jet and jeopardize the life of the pilot.

The best way to handle FOD is to prevent it. How can each of us help prevent FOD?

Keep tools and work materials picked up and accounted for. Don't leave loose materials in the back of your truck. Pick up any types of trash you see around the base. When going out to the flightline, be sure to have all tools secured in a tool chest and be sure to check the tires on your military vehicle for rocks or screws that easily become embedded in the treads; and, participate in the FOD Walks held at the start of every flying day.

When you hear the FOD Walk announcement, leave your pencil & paperclips on your desk and head for the flightline's main entry point. You will see folks lining up at one end of the ramp. Join them as they walk across the ramp looking for rocks, wood chips, nails, screws, tools—anything that might have been dropped or blown onto the parking ramp.

You don't need a flightline badge to enter the parking ramp during a FOD Walk. Show your support for safe maintenance and flying operations; help with FOD Walks.

192d returns from successful deployment

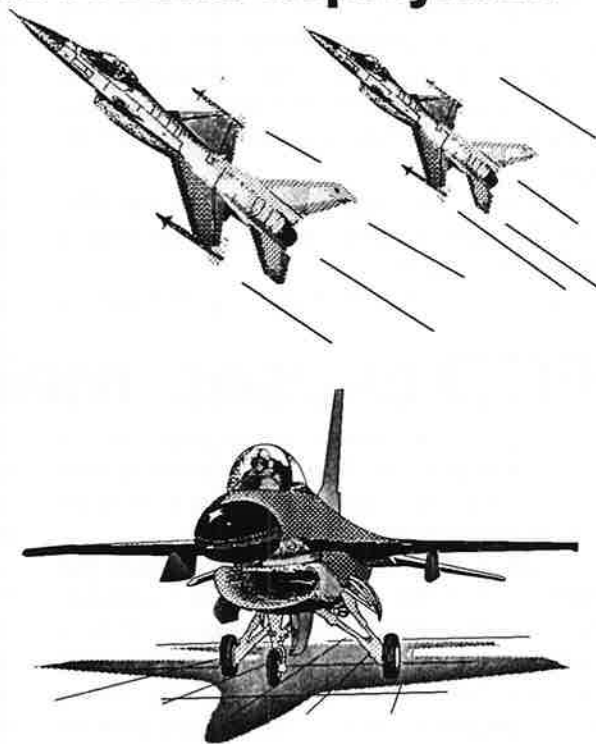
The 192d Fighter Wing has successfully completed a two-week deployment to Canada and headed home for Memorial Day weekend.

More than 100 members of the 192d Fighter Wing participated in the multi-national military exercise called Maple Flag, May 10-24. This exercise, hosted by the Royal Canadian Air Force, is conducted at Cold Lake, Alberta, several times each year. Active duty air and marine forces, and air reserve and guard forces from Canada, the U.S., New Zealand and several European countries participated during this Maple Flag exercise. The exercise helps pilots develop and hone a variety of vital wartime skills.

It also provides a great teamwork building environment for the pilots, weapons, maintenance and support personnel—both within a single unit and between the different countries, according to LtCol Bill Busby, 192d FW detachment commander. "Everything is going extraordinarily well," Busby reported from Cold Lake. "Flying has been great and the teamwork within our unit and between all the participating air forces has been fantastic." He especially wants to recognize the outstanding effort of 192d maintenance troops, "they've been batting 110 percent," he said.

During Maple Flag #30, the 192d's pilots found themselves participating in the largest-ever Maple Flag exercise—more than 120 aircraft. As part of the Blue Team, 192d pilots and F-16s flew against a "multi-national (Red) adversary force." The 192d flew air-to-ground and reconnaissance missions during the exercise.

"We've had lots of great flying," said Master Sgt Fred Fontenot, deployed operations specialist. "With the exception of one day, we've had great flying weather. Everything is going



smoothly and the pilots have been very happy with both mission planning and execution."

As detachment commander, Busby is delighted that four 192d FW pilots served as Mission Commanders during the exercise. Mission Commanders are responsible for overseeing the flying activities of 70-80 aircraft. They had to guide the Blue Force through mission organization including: fighter air-to-air and air-to-ground activities, electronic countermeasures warfare, fighter recce needs, and transport issues.

Usually, a unit is lucky to get two people through this training during an exercise; getting four individuals through it is unheard of, according to Busby. The 192d's new Mission Commanders are: Majors Gary Maupin, Joe Early, Bobby Sandford and Craig Campbell.



Incentive Flight--TSgt James Armes (center), 192d Logistics Sqdn, recently received an F-16 incentive flight flown by LtCol Bill Busby (left), 149th Fighter Sqdn operations officer. Also on hand for the flight was F-16 Crew Chief, TSgt Richard Laird, 192d Aircraft Generation Sqdn. Photo by SrA Sophia Piellusch, CVISC.

Support Operation Deliberate Guard

Munitions staff deploy to Aviano

The 192d Munitions Section has recently had four members deployed to Italy in support of the on-going peacekeeping operation in Bosnia—now dubbed Deliberate Guard.

This time the troops found themselves preparing ammunition for the gatling gun/cannon on A-10s. Munitions staff deployed to Aviano AB, Italy, on two occasions to support the 110th Air National Guard Group out of Battle Creek, Mich. The 110th flies A-10 Thunderbolt II aircraft.

Supporting the 110th during the first 17-day rotation were TSgt John Killin, TSgt Rick Huddleston and SSgt Greg Alves. During the second 17-day rotation, TSgt Richard Follett augmented the A-10 munitions team.

"It was a great deployment," Follett said upon his return from Italy. "The 110th was very happy to have our help. They made us feel very welcome. We were happy to be able to help them."

On the menu...

Saturday

July 12

Corned Beef
Swiss Steak
Parsley Potatoes
Steamed Rice
Brown Gravy
Buttered Peas
Salad Bar
Variety of Beverages
Breads & Butter
Spice Cake
Ice Cream

Sunday

July 13

Breaded Veal
w/sweet&sour sauce
Baked Beans
Macaroni & cheese
Baked Potatoes
Corn on the Cob
Salad Bar
Variety of Beverages
Breads & Butter
Ice Cream & Yellow Cake

Short Order Line

Both days

Hamburgers
Cheeseburger
Chili Dog
Pizza
French Fries

Unit members volunteer in Richmond schools

YES Program produces winners



TSgt Tony White, base Education Office, shows Boushall Middle School YES students how to properly handle the U.S. Flag. Photo by TSgt Carlos Claudio, CVISC.

During the May drill, more than 40 students and their chaperones visited the base, but it wasn't the usual all fun tour/field trip kind of visit. These students had a mission. They were competing in a drill & ceremony contest held in the main maintenance hangar.

The competitors were students from Boushall, Minnis and Mosby Middle Schools (all from the Richmond Public School (RPS) District). The students are part of a new program run by the RPS Leadership Academy called Youth Experiencing Success or YES!

YES is a federally-funded program that provides tutoring and encourages at-risk students to pursue academics. But RPS YES administrator, Dr. Beatrice Jones, felt it could be something more; she felt it would be helpful for the program to have an esteem-building and

discipline component. She had seen the ChalleNGe program in Virginia Beach and wanted to add a military aspect to the RPS YES program. She asked LtCol Bill Schwartz, 192d Support Group commander, about adding drill & ceremony to the program so the children could experience and develop a sense of focus, structure, discipline and self-esteem.

Schwartz talked with Col Bill Jones, then 192d FW commander; Capt James Parker, then Wing executive officer and LtCol Gary Wood, Logistics Sqdn commander, and Air Guard volunteer drill instructors were solicited. TSgt Tony White, MSgt Norman Jones, SSgt Jessie Lee and SSgt Eric Hunter volunteered; and since then have spent many hours working with their respective teams—teaching them all facets of marching, review ceremonies and Color Guard duties.

After the awards presentation Dr. Beatrice Jones, YES administrator, thanked the 192d for hosting the drill competition and for taking such an avid part in the program. "What you have done here today is taught these students how to make something happen for themselves," she said. "You are showing them that through their own work and effort they can succeed.

"There is an old proverb: What I hear I forget. What I see I remember. What I do I will keep with me the rest of my life. Thank you for helping them develop skills they will use throughout their lives. It takes a village to raise a child; I thank you for being part of our village. Special thanks to Colonel Schwartz and the 192d volunteers for making my vision a reality."

The YES program is always looking for volunteers; for more information about the program or to volunteer, call Schwartz at ext. 6368. Volunteers must be able to spend two--- 1 1/2 hour sessions with the students each week.

50th Anniversary **Special Edition**

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192d Fighter Wing
Virginia Air National Guard - Richmond IAP - Sandston, VA

Planning Committee clarifies dress for Banquet

Brush off duds for banquet

The 50th Anniversary Planning Committee has received many questions about the appropriate attire for the 50th Anniversary Banquet set for Fri., Oct. 10. Due to the expense of the Mess Dress and Semi-Formal Dress Uniform, either military or civilian, formal or semi-formal dress may be worn. Officials say it would be nice to see people in the Mess Dress or enlisted Semi-Formal Dress Uniform; however, they don't want people to miss the

banquet because of uniform expenses.

They point out, the intent of the banquet is to have a reunion for all Virginia Air National Guard retirees and current members. "The banquet promises to be an exciting and fun-filled evening," said LtCol Steve Hicks, 50th Anniversary project officer.

Banquet Dress Options are as follows:

Officers: Mess Dress; or (male) tuxedo, (female) formal evening gown; or (male) dark business suit with tie, (female) cocktail or Sunday dress.

Enlisted: Mess Dress or old or new version of the Semi-Formal Dress Uniform (See the following pages for a breakdown on the wear of the old and new versions of the Semi-Formal Dress uniform); or (male) tuxedo, (female) formal evening gown; or (male) dark business suit with tie, (female) cocktail or Sunday dress.

Retired members may wear any of the options listed above. Spouses or guests are asked to dress in a manner appropriate for the event.

Anyone with questions about the wear of the Mess Dress or the old or new Semi-Formal Dress Uniform should check out a copy of Air Force Instruction (AFI) 36-2903.

Special Request

The 192d Chapel staff is searching for the appropriate inspirational verse to go on the new VaANG Memorial. The message should keep in mind the spirit of the monument--dedicated to the 10 VaANG members who have died in the line of duty. Send appropriate inspirational messages, Bible verses or self-written prose to the attention of Chaplain Woods, 192d FW Chapel office, or to send it to his local area network e-mail address.

Men's Old Semi-Formal Dress Uniform (Shade 1598 & 1608)

No ribbons, name tag, or other insignia are worn on the shirt.

Shirt - (Long-sleeved) White, plain knitted or woven, commercial type with short- or medium-point collar, without design, with button or French cuff.

Shirt - (Short-sleeved) White, collar of shirt shows 1/4 or 1/2 in. above coat collar; with arms bent at a 90-degree angle, sleeve should barely touch or come within 1 in. of the forearm; will

have tapered fit; military creases are prohibited.

Tie - Bow Tie ONLY. Blue satin, 5 to 5 1/2 in. long, wide with square ends without design, or black bow tie, no wider than 2 1/2 in. with square ends, silk, or synthetic without design.

Shoes - Low Quarter, black Oxford style with high gloss or patent finish (issued).

Cuff Links - (if applicable) "Wing or Star" bearing the Air Force coat of arms or plain, silver, satin finish or highly polished cuff links (buttons allowed).

Hat - None

Notes:

The circled US insignia is obsolete. The name tag is not worn on any semi-formal uniform. Make sure the shade of coat & slacks match.

1. Place highly polished US insignia halfway up the seam, resting on but not over it. Bottom of insignia is horizontal with the ground; wear the US insignia without circle.

2. Aeronautical and chaplain badges are mandatory. Others are optional. Center aeronautical, occupational or miscellaneous badge 1/2 in. above the top row of ribbons. Center additional badge 1/2 in. above the first. Wear highly polished badges only.

3. Center ribbons resting on but not over edge of pocket. Wear three or four in a row. Wear all or some.

4. Center duty or miscellaneous badge on lower portion of left pocket between left and right edges and bottom flap and bottom of flap and pocket, and/or on right pocket between left and right edges and bottom of flap and pocket. **EXCEPTION:** Missile and missile maintenance badges are worn on left pocket. Wear highly polished badges only.

5. Center 4-in. sleeve chevron halfway between shoulder seam and elbow bent at 90-degree angle. Wear the current or new-style rank insignia.

6. Remember, name tag isn't worn.



Women's Old Semi-Formal Dress Uniform

No name tag is worn with the semi-formal uniform. Also Note: The circled US insignia is obsolete. Match the blue shades on the jacket & skirt.

Blouse - White, polyester or cotton, princess line, button front, with small pointed collar; wear with blue inverted-V tie tab.

Tie - Blue, inverted-V tie tab, polyester herringbone twill with self-fastening tails or Black crescent or blue satin inverted.

Footwear - Pumps. Heels of a height suitable to the individual, but no higher than 2 1/2 in. (measured from the inside sole of shoe to end of heel lift). Plain, black, commercial design without ornamentation.

Hose - Commercial, sheer, nylon in neutral,



dark brown, black or off black, or dark blue shades that complement the uniform and the individual's skin tone. Do not wear patterned hose.

Hat - None

Cuff Links - "Wing & Star" design, oval cuff links bearing the Air Force coat of arms, or plain, silver, satin finish, or highly polished cuff links.

Handbag - Plain black, vinyl with fold-over flap and plain silver-colored clasp fastener. Do not use patent leather purse when wearing semi-formal dress. **Clutch purse** - Plain black smooth or scotch-grain leather, or high gloss without ornamentation. Do not use patent leather for semi-formal.

Earrings - Small spherical, conservative, gold, white pearl, or silver pierced, or clip. Fit tightly without extending below ear lobe. (Exception: connecting band on clip earring.) One earring per lobe.

Notes:

1. Place highly polished US insignia halfway up the seam, resting on but not over it. Bottom of insignia is horizontal with ground; wear US insignia without circle.

2. Aeronautical and chaplain badges are mandatory. Others are optional. Center aeronautical, occupational, or miscellaneous badge 1/2 in. above top row of ribbons. Center additional badge 1/2 in. above first one. Wear highly polished badges only.

3. Center ribbons on left side, 1-3 in. higher than top button, horizontal with ground. Wear all or some.

4. Center duty or miscellaneous badge on right side with bottom edge of badge parallel to bottom edge of ribbons.

5. Center 3-, 3 1/2-, or 4-in. sleeve chevron halfway between shoulder seam and elbow bent at 90-degree angle. Wear the current or new style rank insignia.

6. Nametag is not worn.

Men's New Semi-Formal Dress Uniform (Shade 1620)

No ribbons, name tag, or other insignia are worn on the shirt.

Shirt - (Long-sleeved) White, plain, knitted or woven commercial type with short- or medium-point collar, without design, with button or French cuff.



Get Ready for fun Fundraiser!

Plans are in the works to hold an Art Auction in mid to late-August. The event will be put on by the Heizman Art Gallery, which plans and hosts art/social/fundraiser events from Maine to Florida.

The art auction will include beverages and hors d'oeuvres. Tickets for the evening will be \$10 per person.

Anyone interested in more information about this event may contact LtCol Steve Hicks at ext. 6368 or MSgt Denise Jones at ext. 6355. More information will be in next month's Vanguard.

Shirt - (Short-sleeved) White, collar of shirt shows 1/4 or 1/2 in. above coat collar; with arms bent at a 90-degree angle, sleeve should barely touch or come within 1 in. of the forearm; will have tapered fit; military creases are prohibited.

Tie - Polyester herringbone twill (issued).

Shoes - Low Quarter, black Oxford style with high gloss or patent finish (issued).

Cuff Links - (if applicable) "Wing or Star" bearing the Air Force coat of arms or plain, silver, satin finish or highly polished cuff links (buttons allowed).

Hat - None

Notes:

1. The Name tag is never worn with this coat. Match the blue shade on the coat and slacks that will be worn together.

2. Place highly polished US insignia halfway up the seam, resting on but not over it. Bottom of insignia is horizontal with the ground.

3. Aeronautical and chaplain badges are mandatory. Others are optional. Center aeronautical, occupational, or miscellaneous badge 1/2 in. above the top row of ribbons. Center additional badge 1/2 in. above the first. Wear highly polished badges only.

4. Center ribbons resting on but not over edge of welt pocket. Wear three or four in a row. Wear all or some.

5. Center duty or miscellaneous badge 1 1/2 in. below top of welt pocket and centered, and/or on right side centered between arm seam and lapel, with bottom edge of badge parallel to top of welt pocket. **EXCEPTION:** Missile and missile maintenance badges are worn 1 1/2 in. below top of welt pocket and centered. Wear highly polished badges only.

6. Center new 4-in. sleeve chevron halfway between shoulder seam and elbow bent at 90-degree angle.

(This material was extracted from AFI 36-2903.)

Women's New Semi-Formal Dress Uniform

Blouse - White, polyester or cotton, princess line, button front, with small pointed collar; wear with blue inverted-V tie tab.

Tie - Blue, inverted-V tie tab, polyester herringbone twill with self-fastening tails OR Black crescent or blue satin inverted.

Footwear - Pumps. Heels of a height suitable to the individual, but no higher than 2 1/2 in. (measured from the inside sole of shoe to end of heel lift). Plain, black, commercial design without ornamentation.

Hose - Commercial, sheer, nylon in neutral, dark brown, black or off black, or dark blue shades that complement the uniform and the individual's skin tone. Do not wear patterned hose.



Hat - None

Cuff Links - "Wing & Star" design, oval cuff links bearing the Air Force coat of arms, or plain, silver, satin finish, or highly polished cuff links.

Handbag - Plain black, vinyl with fold-over flap and plain silver-colored clasp fastener. Do not use patent leather purse when wearing semi-formal dress. **Clutch purse** - Plain black smooth or scotch-grain leather, or high gloss without ornamentation. Do not use patent leather for semi-formal.

Earrings - Small spherical, conservative, gold, white pearl, or silver pierced, or clip. Fit tightly without extending below ear lobe. (Exception: connecting band on clip earring.) One earring per lobe.

Notes:

1. Place US insignia halfway up the seam, resting on but not over it. Bottom of insignia is horizontal with the ground.

2. Center ribbons resting on but not over edge of welt pocket and between left and right edges. Wear three or four in a row. Wear all or some.

3. Aeronautical and chaplain badges are mandatory. Others are optional. Center aeronautical, occupational or miscellaneous badges 1/2 in. above top row of ribbons. Center additional badge 1/2 in. above the first. Wear highly polished badges only.

4. Center duty or miscellaneous badge 1 1/2 in. below top of welt pocket and/or on right side centered between arm seam and lapel, with bottom edge of badge parallel with top of welt pocket. **EXCEPTION:** Missile and missile maintenance badges may be worn in this location. Wear highly polished badges only.

5. Center new 3 1/2- or 4-in. sleeve chevron halfway between shoulder seam and elbow (when elbow is bent at 90-degree angle. (This material was extracted from AFI 36-2903 Appropriate Dress & Appearance of Military Personnel.)

FalconView software earns accolades...

Continued from Page 1

Operations Forces throughout the Air Force to enhance mission planning. FalconView provides aeronautical maps and geographical data that pilots, navigators and flight engineers use to plan missions and to gather situational awareness information that could prove useful while in flight. This software provides pilots with access to maps, current information on geographical and political limitations, navigational aids and airport information (including: elevations, satellite imagery, navigational aids & coordinates, and hazard information). Mission specific versions of the software enables fighter aircraft to hit their targets and allows cargo aircraft to aurally drop their cargo at its intended spot. Teamed with Global Positioning satellite data, FalconView also allows for real-time, precision-locating abilities during search & rescue missions and humanitarian efforts.

FalconView was originally designed by and for air reservists, but the software's user-friendly Windows interface led to successful implementation across Air Force flying units. It currently boasts more than 13,000 users.

FalconView has allowed aircrews to complete mission planning more quickly while increasing accuracy and safety (due to the use of nearly instantaneous, precise digital data). An aircrew uses FalconView to build their flight plans, check safety-of-flight parameters, identify military airspace and print flight plans, maps and imagery.

The newest twist to FalconView is teaming it up with Global Positioning System satellites to provide real-time, real-location, inflight, precision location displays in the cockpits of many military aircraft, including Air Force One.

For Sandford, the idea for FalconView was conceived several years ago, due to his frustrations with mission planning. "We used to do our mission planning on a UNIX, using MSS II. It was a cumbersome machine and I hated using it," Sandford recalled. When Sandford initially pursued his dream, he was told he would never be able to get mission planning software to run on a personal computer. Sandford's vision to improve mission planning became a reality while he attended Georgia Tech Research Institute, Atlanta. Working with other grad students:

Vinnie Sollicito, Rob Gue, Jim Rhodes and John Pyles, FalconView was born. Now he can boast that the software runs on any 486 PC with 8 mb of RAM. And unlike many types of software, FalconView can run from Windows 3.1, Windows 95 and Windows NT.

These five men, working a total of 3.5 man years developed and wrote FalconView for less than \$2 million, and that includes the program hardware. (Quite a shoe-string budget compared to the Windows World Open winner: A Merrill Lynch team of 93 people used 130 man years and \$1 billion dollars developing their business software package.) Sandford is justifiably proud of his creation, "FalconView is fast, efficient and bug free and our user interface 'rocks'. Rarely does the Air Force or Air National Guard have something of this caliber to show off," Sandford said. "This is the first time we've earned this type of recognition. We did this on a low budget, and now it is used throughout the Air Force. It also has several potential civilian applications with police departments, forestry & park departments, and search & rescue activities.

The judges were impressed with FalconView and Microsoft's Bill Gates even spent time admiring the software.

The 1997 Windows World Open is an international software competition recognizing the developers of innovative custom applications that run off of Microsoft Windows. Other top finishers in the Core Business Systems category include: BankBoston, Kmart Corp., and Promus Hotels, Inc.

Advisory Council to meet

The 192d FW Advisory Council will meet from 3-4 p.m. in the Wing Headquarters Conference Room on Saturday, July 12.

The Council is a combination of the former Human Relations Council and the Drug & Alcohol Abuse and Control Committee. According to AF Instruction, commanders are requested to review their representatives to this Council and make appointments as required. "The effectiveness of the Council is a direct reflection of the selection of representatives," says Maj Darrick Seale, Social Actions.

Family Support program seeks volunteers



Ready to help--Susan Seay (back row, from left) and Dee Carter and (front row, from left) MSgt Bob Roza and Sharon Seifert urge all Guardmembers and their families to get involved with the Family Support program. Photo by TSgt Carlos Claudio, CVISC.

The Family Support Program group needs volunteers. The group organizes deployment breakfasts, dinners, fundraisers and other events.

The Family Support group has also started a new program called "Debt-Free and Prosperous Living." The program enables the participant to become debt-free in five to seven years. Debt-Free and Prosperous Living will be offered on a monthly basis to American Express debtors first, then to the base populace, according to MSgt Bob Roza, Family Support Program manager.

The Family Support group needs family members and unit members to become involved in this program, Roza said. "Group activities are normally carried out on drill weekends," he added, "On rare occasions, volunteers may have to work during evening hours.

For more information about the Family Support Program or the Debt-Free and Prosperous Living Program, call Roza at ext. 6710.

News you can use...

Active duty dental costs go up

The cost of dental care under the military Tri-Care program is increasing. Active-duty family member dental plan costs go up Aug. 1.

The single enrollment rate will go from \$7.19 per month to \$7.64/mo. The family rate of \$17.97 will go up to \$19.09/mo.

All active duty members currently enrolled in the plan will see the increase reflected in the amounts deducted from their July 97 Leave and Earning Statement (LES), according to Military Personnel Flight customer support technician, SSgt Karen Lindsey.

Base holds blood drive in July

Virginia Blook Services is holding a blood drive at the base during the July drill weekend. There are 40 time slots available for donations, from 9 a.m.-1 p.m. on Saturday, July 12.

Stop by the Support Group orderly room or call LtCol Ralph Barker, ext. 6318, or SSgt Pat Downey, ext. 6302, to reserve a time.

Seminar explains benefits

The Retirement Seminar is set for drill weekend, July 12-13 at the Best Western Airport Inn. Those eligible or with at least 19 years service are urged to attend.

Sessions will be held Saturday from 8:30 a.m. to noon and again from 1 p.m. to 4:30 p.m., and on Sunday from 8 a.m. to noon. Call SSgt Tom Carter, Military Personnel Flight, at ext. 6381.

Buddy care instructor training set

A self aid/buddy care instructor class will be held in the Civil Engineering Sq training room from 2:30-4:30 p.m. on Sat., July 12. Call TSgt Ashby Lane, ext. 6553, for more information.

Stay cool this summer

Don't fall victim to heat stress

Summer is here; soon everyone will be going on vacation which means taking part in recreational activities or staying home and tackling all those odd jobs that have been piling up.

Either way, performing activities you are unaccustomed to in summer heat can lead to a variety of health problems: heat cramps, heat exhaustion or heat stroke. These are caused when people become dehydrated—lose too much body fluid and salts through sweating and don't drink enough liquid to replace them. Heat cramps, heat exhaustion and heat stroke can become life threatening if they aren't treated properly; therefore, it is important to recognize their symptoms and know the proper first-aid.

Heat stroke is the most severe overheating condition. It can cause death. Heat stroke occurs when the human body's temperature-regulating mechanisms fail and the body cannot rid itself of excessive heat. The problem is compounded when the body has lost so much fluid and body salts that it stops sweating—preventing any body heat loss through evaporation. When skin is hot (dry or moist), you must get the victim medical aid immediately! Athletes, laborers or anyone working for long periods in a hot environment is susceptible to heat stroke. Also, elderly people who live without air conditioning and children left in cars with the windows up are often victims of heat stroke. Most heat stroke cases are reported on hot, humid days; but, many cases also occur from prolonged exposure to dry heat.

Symptoms of heat stroke include: rapid, shallow breathing; full, rapid pulse; general weakness; hot (dry or moist) skin; little or no sweat; loss of consciousness or altered mental state; dilated pupils; or seizures (not muscle cramp spasms).

If a person exhibits these symptoms, you should: Call 911 immediately.

Get the person into a cool environment, such as an air conditioned office or vehicle.

Remove clothing and apply cool packs or wet compresses on the victim's neck, groin and armpits. Keep the skin wet with water by using a sponge or towel. Have someone fan the victim aggressively.

Some individuals won't realize they are succumbing to heat stroke or they may not realize the seriousness of overheating emergencies. They may feel like they can continue working or playing, but if they are exhibiting heat stroke symptoms, they must receive medical treatment immediately. Their life may depend upon it!

For infants and children, you should: Start cooling them using tepid (lukewarm) water.

Immediately take them to the hospital or have your family doctor examine them. Don't hesitate to call 911 if you are unsure of what to do.

Heat exhaustion can be brought on by performing hard work in a high heat environment. Large amounts of fluid and body salts are lost. Heat exhaustion is worst during summer heat waves. Heat exhaustion is most often seen in firefighters, construction workers, dock workers and in those who work in poorly-ventilated warehouses.

Symptoms for heat exhaustion include: muscle cramps—usually in the legs and abdomen; feelings of weakness, exhaustion or periods of faintness or dizziness; rapid, shallow breathing; weak pulse; moist, pale skin which may feel normal to cool to the touch; heavy sweating; and possibly, loss of consciousness.

If a person exhibits these symptoms, you should:

Continued on Page 11

Traditional Guardsmen take Technicians in basketball

The outcome of the basketball face-off during the May drill weekend, between the Traditional Guardsmen and the Technicians, was decided early. The Traditional Guardsmen scored the first 12 points of the game and there was no looking back.

Michael "Ike" Rawlings, 192d Public Affairs, was high scorer with 22 points. Rawlings made the first seven points for the Traditional

Guardsmen. Stephen Davis and Isaac Jones, both from Services, scored 11 and nine points, respectively.

The Traditional Guardsmen had 17 players and substituted fresh players in every three to four minutes to keep pressure on the Technicians throughout the game.

Thomas "T.O." Williams led the Technicians in scoring with 17 points.

Recognize, avoid heat stress...

Continued from Page 10

Get the person into a cool environment, such as an air conditioned office or vehicle.

Loosen or remove clothing to cool the person without chilling them. Shivering means the person is cooling off too fast.

Keep the person at rest and put them on their back with legs elevated.

If the person has cramps, apply moist towels over the cramped muscles.

If the person is responsive and not nauseated, have them drink water. If the person is unresponsive or vomiting, call 911 and get them to the nearest hospital—immediately.

Heat cramps are usually brought on during or after periods of heavy perspiring, resulting in the loss of large amounts of body salts. The person has been drinking large amounts of liquids and the skin is moist and pale and may feel normal or cool to the touch. The loss of body salts brings on painful muscle cramps (also called heat cramps). Place moist towels over the cramped muscles and provide the person with sports drinks containing electrolytes.

Water is something everyone needs to drink everyday, and especially on hot days. I know nothing tastes better on a hot day than a cold beer or soda; but remember, beer and soda do not replace the sweat you have just lost, only water can do that. A person can tell if they need more water by checking the color of their urine.

Bright yellow urine indicates the need for more water in the body. Sports drinks, like Gator-aide, are okay, but they replace minerals and salts you have lost during sweating, not water. The more you sweat the more water you need to drink! Also, when you are hot and sweaty, don't drink cold items too fast as this can cause your body to cramp severely or go into shock.

For more information on overheating conditions, see your Self Aid/Buddy Care instructor or stop by the base Clinic. Have a safe and enjoyable summer!

by TSgt Thomas W. Martin, 192d SP Shift Sgt

Wing Safety distributes summer safety booklet

The Wing Safety staff has distributed the 1997 101 Critical Days of Summer safety booklet to all base duty sections. If your section doesn't have a copy, or if you could use an extra copy, call the Wing Safety office at ext. 6420.

Topics and issues covered in the booklet include: personal safety; securing your home during vacations; surviving hotel fires; camping, swimming, water skiing & hiking safety; road & driving safety; fishing & boating concerns, bicycling, and much more.

Check out all the material in this booklet and work, play and drive safely this summer, urges SMSgt Wayne Keene, Wing Safety.

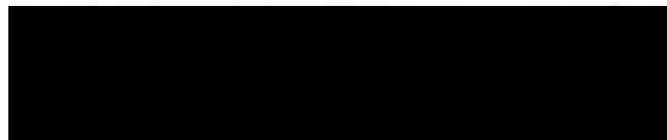


Go Team!—Students from Boushall Middle School (Richmond Public School) won a drill & ceremony contest hosted by the base during the May drill. Turn to Page 6 for the story. Photo by TSgt Carlos Claudio, CVISC.

*What's Inside
the Vanguard...*

July 1997

Sandford earns praise for FalconView.....	1
9th AF Stan/Eval coming to base.....	1
Get Anniversary Banquet tickets now.....	2
SP is first female First Sgt in VaANG.....	3
FOD causes half million \$ damage.....	3
Maple Flag deployment a success.....	4
Dining Hall Menu.....	5
Family Support program.....	9
Watch out for heat stress.....	10
Traditionals thrash Technicians.....	11
Special 50th Anniversary pullout....	centerfold



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192d Fighter Wing/PA
Virginia Air National Guard
50 Falcon Road
Sandston, VA 23150-2524