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Seasons Greetings, Happy 1987!

THE GEORGIA GUARDSMAN

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October - December 1986

Winder Battalion Draws New Hummer

By Capt. Tom Phillips
124th Public Affairs Detachment



"HUMMIN' DOWN THE ROAD" Soldiers from the Georgia Army National Guard's 1st Battalion, 122nd Infantry (TLAT) put their new vehicle, the High Mobility, Multi-Purpose Wheeled Vehicle - "the Hummer" - through its paces during the November drill period. (Photo by SFT Juan Barrerra, 124th Public Affairs Detachment, GaARNG)

"It'll be a sad day in the Army when they replace the trusty jeep," many soldiers said. Well, that day has arrived for Guardsmen of the 1st Battalion, 122nd Infantry (TLAT) and they love it.

In October, the battalion received the Army's High Mobility Multi-Purpose Wheeled Vehicle, more affectionately known as the Hummer. By year's end, the battalion, with units in Winder, Covington, Gainesville and Washington, will have traded their aging jeeps for 143 of the new sand-colored hummers. The TOW (tube launched, optically tracked, wire guided missile) Battalion is the first Georgia Guard unit to receive this new vehicle.

The new vehicle, according to Army tests, is superior to its predecessor. Because of its configuration, "one hummer will replace two jeeps and a trailer," said Capt. Smitty Bell, training officer for the battalion.

Previously, one jeep was needed to serve as the platform for the TOW missile system and another jeep carried the rounds. Now, the unit can deploy with one four-man crew per vehicle.

The Hummer actually replaces three Army vehicles - the jeep, the M-576 "gamma-goat" and the M-274 "mule." By utilizing a common chassis, the Hummer can be configured to serve as a TOW vehicle, a scout car, a troop and equipment carrier and an ambulance.

The Hummer also performs better than the jeep out in the field. It is powered by a 6.2 liter diesel engine that delivers 150 horsepower. It has an automatic transmission, power disc brakes, a sophisticated independent suspension system and of course, four-wheel drive. It can climb a 60 percent grade with no problem.

"There's no comparison between the Hummer and the jeep," according to Sgt. 1st Class Martin Valle, new equipment training instructor with the Tank Automotive Command (TACOM) in Warren, Mich. "No vehicle of its size will go where it can go. The Hummer is also easier to maintain and troubleshoot," said Valle.

Spec.4 Otis E. Long of Athens, a scout driver in A Company, agreed. "The Hummer is outstanding. It will go about anywhere. There's no way a jeep could have made it through some of the areas the Hummer went through."

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Georgia Guardsmen help fight sickness, starvation in Panama

By Sgt. Elliott Minor
124th Public Affairs Detachment

FORT KOBBE, Panama - More than 100 members of the Georgia Army National Guard traveled to Panama this fall to pave the way for a campaign against sickness and starvation in remote parts of Latin America.

Armed with hammers, saws and other construction equipment, the Guard members converted three World War II ammunition bunkers on the edge of the jungle into a major storage site for medical supplies.

When the \$200,000 project is completed, the facility will provide the trucks, tents, medicines and surgical supplies used by Guard and Army Reserve medical units in a campaign to combat tropical diseases, starvation and other health problems in the region. The supplies previously had to be airlifted to Central America.

"When you start looking at moving a company's equipment, you're talking about thousands of dollars," said Capt. Randy Postell, a spokesman for the 265th Engineer Group in Marietta. "By stationing the equipment (in Panama), they've significantly cut the expense to the American taxpayer."

The 265th civil engineers surveyed the site and charted the extensive modifications needed to transform the bunkers.

Carpenters, electricians, masons and plumbers from engineer battalions based in Augusta and Columbus completed the project, installing plumbing and electrical systems, building exterior walls and creating modern offices for the full-time staff that eventually will manage the site.

"A large percentage of medical assets are in the reserve components," said Lt. Col. Earl Stanton, who supervises the training of medics, doctors and nurses in the austere tropical environment of Latin America.

"There's no way you can schedule back in the States what goes on down here," added Stanton. "You see diseases and ailments you just don't run into back in the States."

Since the project began in August, National Guard engineers have been volunteering for tours of at least two weeks in the Central American nation. Their equipment and most of their construction materials were flown to Panama by an Air Guard unit in Savannah.

Under the 1977 treaty that will turn the Panama Canal over to the Panamanian government in 14 years, the United States is barred from any new construction in the country. After studying several possible sites for the medical storage facility, officials decided on the three bunkers that used to house ammunition for guns that guarded the canal's Pacific entrance.

Stanton, a Jackson, Miss. native who has been in Panama for more than 19 months, said tuberculosis and rabies are still common health problems in remote jungle areas.

"Nutrition is always a problem," he added. "You get into parasites and that compounds the problem. We usually end up deworming all the kids and the animals."

Capt. Bob Resch, 28, the project officer at the site, said the Guard members laid about 8,500 concrete blocks and poured 150 cubic yards of cement. They also had to remove the railroad tracks that had been used to transport the heavy artillery rounds.

Continued on pg. 3



The Guard and the Governors

In an unprecedented move, Congress has voted to limit the authority of state governors to block overseas training for National Guard units.

Congress supported an amendment to the 1987 Defense Authorization Act that permits governors to keep their Guard units at home only if there is a legitimate state emergency.

The legislation centers around the actions of more than 20 state governments to keep their National Guard troops from training in Central America.

James H. Webb Jr., assistant secretary of defense for Reserve affairs, urged Congress to consider a law that requires a governor's consent before his state's National Guard may be mobilized for federal service. He said this requirement has been used by certain governors and special interest groups to affect U.S. Foreign policy at the expense of important National Guard training.

The new legislation clarifies the sometimes conflicting messages sent to National Guardsmen, who have served both as state militiamen and federal reservists under legislation for more than 50 years.

Guard celebrates 350 years of service

John Underhill was one of the first settlers to reach the New World in 1630. He quickly put his military skills to use in the Massachusetts Bay Colony, teaching other colonists how to band together for mutual defense.

Six years later, the colony founded three military regiments—the oldest units in the U.S. armed forces today. Its members brought much of their gear from home, received no pay, and often had no uniforms.

What they did have was spirit. That spirit laid the foundation for today's National Guard, which 350 years later continues to be a major force in U.S. national defense.

Today, the National Guard consists of more than 550,000 Army and Air Force members serving in units in all 50 states, Puerto Rico, Guam, the Virgin Islands and the District of Columbia.

These citizen-soldiers are trained to protect their homelands during national emergencies, a responsibility that has increased significantly in the past 350 years.

Guardsmen have served directly or indirectly in every conflict since the Pequot War of 1637, when about 90 Guardsmen from Connecticut fought off the Pequot Indians. In contrast, members of the National Guard recently performed aerial refueling during the Grenadian rescue mission and the raid on Libya.

"Never before in our 350-year history has the Guard been asked to assume such tremendous responsibility in the defense of this country," said Army Lt. Gen. Herbert R. Temple Jr., chief of the National Guard Bureau.

"I see this year, 1986, as a turning point for the National Guard," he said, "because even though it is a time we justifiably reflect on our past with great pride, it is time we must press on, looking to the future and how we will manage the challenge that comes with change."

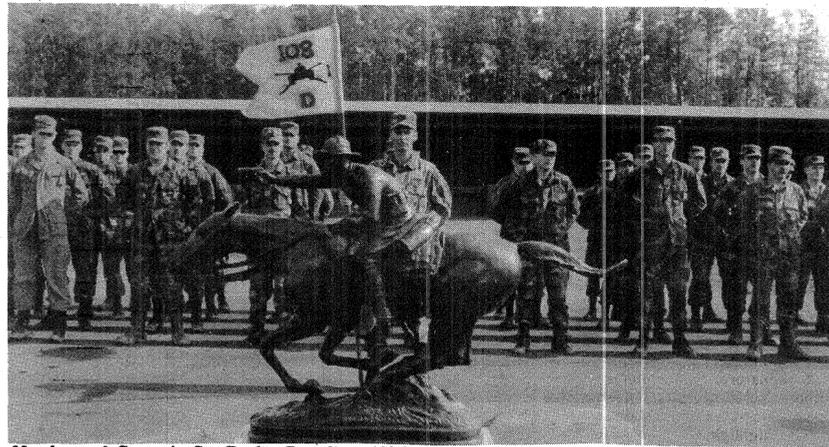
Army Guard records best safety record

The Georgia Army Guard's safety program paid off during fiscal year 1986, with no fatalities reported in ground operations, marking the best record in three years, a state Safety Office official said.

Nationwide 34 fatalities were reported. In addition, a decline in accidents translated into an actual monetary savings of \$247,000, said Chief Warrant Officer Ronald Ayers, state safety and occupational health manager.

Accidents, said Ayers, were occurring because of improper lifting, falling on rough terrain, falling from vehicles, failing to wear eye protection equipment and failing to maintain control of vehicles.

During the year the great bulk of accidents occurred in Army motor vehicles accounting for 71 percent of the mishaps, while privately owned vehicles, combat and other miscellaneous vehicles accounted for the remainder.



Members of Canton's Co. D, 1st Battalion, 108th Armor stand in formation at Catoosa Range near Ringgold, to accept the Army's Draper Award trophy as the "most outstanding armor unit in the Southeast."

Co. D, 108th Armor earns Draper Trophy

Three years ago Canton's Company D, 108th Armor of the Georgia National Guard was an infantry unit composed of soldiers who did their fighting on their feet.

Now, just three years after its conversion from infantry to armor, a conversion that required its soldiers to learn a completely new skill for the battlefield, the company has been declared to be the best armor unit in eight states and Puerto Rico.

For the unit's achievements, the Draper Trophy was recently presented to the unit in ceremonies at Catoosa Range by Lt. Gen. Johnny Johnston, Second Army commander.

So how did Canton's Guardsmen become the best in three years?

There are some specific accomplishments. The unit managed to get all its soldiers qualified in their new military specialties within a year and they managed to take the unit from a third of its assigned strength to full strength within a year. They set and achieved other training goals as well.

But the real reason is succinctly stated by the unit's first sergeant, Devoy Bell of Danton: "We are damn good."

He elaborated, "We have in this unit a desire to work hard and to work together as a unit," he said.

The unit's commander, Capt. Joe Harrison of Chatsworth, agreed, adding: "The non-commissioned officer corp is the key to it. They are the ones who make the unit go."

Guidry sings at holiday concert

Sgt. Kenney Guidry, a member of Jackson's Company D, 148th Support Battalion, recently gave a solo performance during a Christmas concert for veterans.

The event, sponsored by the Rockdale chapter of the American Red Cross, featured Guidry singing a variety of Christmas selections for approximately 50 veterans.

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Hummer

Continued from pg. 1

Long was one of several Guardsmen in Winder in early November for orientation on the new vehicle. Using the train-the-trainer concept, a team from TACOM instructed Guardsmen on operating the vehicle and conducting maintenance. Another team from Fort Benning taught the Guardsmen how to operate the TOW system on the vehicle. The Guardsmen then went back to their units to become trainers themselves.

Staff Sgt. Terry Mize of Gainesville, also a member of A Company, was impressed with the new Hummer. "I've served 18 years both active and inactive duty, and driven all kinds of vehicles, but nothing compares to the Hummer. I can get 350 miles per tank in the vehicle and that will help me do a better job of scouting."

Lt. Col. Robert C. Hughes Jr., battalion commander, also added, "The Hummer, with its speed and overall maneuverability, will enhance our ability to complete our combat mission. It has really enhanced our lethality, and because of its speed and versatility it also has made us a lot more safety conscious."

For the remainder of the year the unit will be busy getting acquainted with its new vehicle. In January, Headquarters and Companies A, C, and E, will have the opportunity to test their new "tank-killer" during Operation Quick Thrust with the 24th Infantry Division (Mech) at Fort Stewart.



Albany guard members assist in city's 150th anniversary

By Sgt. Elliott Minor
124th Public Affairs Detachment

Sixty members of Albany's Headquarters, 2nd Battalion, 121st Infantry, helped Georgia's fifth largest city to celebrate its 150th anniversary.

The Guardsmen aided the mid-October celebration by timing 10 kilometer races, directing traffic, assisting in crowd control, and helping to seat dignitaries at the VIP reviewing stand.

Distinguished guests participating in Albany's celebration were Gov. Joe Frank Harris, Georgia's two U.S. Senators, Sam Nunn and Mack Mattingly, and other elected officials. An estimated crowd of 60,000 people lined the streets of Albany.

The highlight of the Sesquicentennial Celebration was a parade of 14 floats. Guardsmen drove the floats down a two mile parade route.

Members of the 2nd Battalion also drove a jeep, a tracked anti-tank missile carrier, and a five ton cargo truck in the parade.

Sgt. 1st Class Kenneth Bryan, a Guard recruiter, and Spec.4 Bobby Sutton manned a vehicle display at the Albany Civic Center, where the world's largest pecan pie was baked. The 4,000 pound pie, measuring 12 1/2 feet in diameter and 4 1/2 inches thick, was served to visitors and entered in the Guinness Book of World Records.

"It was a beautiful day," said Sgt. John H. Sweat, who timed runners in the 10 kilometer race. "It was a change of pace."

Staff Sgt. Eugene Brown Jr. said, "our participation shows the versatility of the Guard."

After the festivities were completed, the Albany Chamber of Commerce treated the Guard members to a barbecue chicken dinner.



Replacing the Army's well-known jeep is the new High Mobility, Multi-Purpose Wheeled Vehicle, commonly called the Hummer. Members of the 1st Battalion, 122nd Infantry (TLAT), Georgia Army National Guard, began training on the new piece of equipment at their November drill.

Panama - continued from page 1

'Laboring in a tropical environment - a true test of grit and determination!'

Resch, a company commander in the 560th Engineer Battalion in Columbus, said the project was delayed in October and November by the heaviest rainfall in 23 years. The daily rains transformed the single-lane dirt road leading to the site into a bog.

"In addition to doing our regular work, we had to constantly improve the road," noted Resch, a Macon resident.

Working only a few yards from the towering trees and leafy foliage of a Panamanian jungle, the engineers saw monkeys, iguanas and tree sloths and had to contend with scorpions and tarantulas, Resch said.

"I was in the same surroundings in Vietnam," said Sgt. 1st Class Harold Anderson of Dawson. "Panama is almost identical to Vietnam as far as climatic conditions and the jungle."

Staff Sgt. Ron Downes, another Vietnam veteran from Harlem, Ga., said the resemblance to Southeast Asia gave him a "strange sensation."

Pvt. Curtis Cole, 35, a member of the 848th Engineer Battalion in Augusta, said the project gave the engineers an opportunity to broaden their construction skills.

"I came down as an electrician, but I'm learning a lot from the other people," Cole observed as he caulked a window frame. "It's something I can use later on."

The engineers were scheduled to return home by mid-December, in time to spend Christmas with their families.

The crews, ranging from about 28 to 46 Guardsmen at a time, have come from the 560th, with units in Dawson, Columbus, LaGrange, Bainbridge, Thomasville, Reynolds and Montezuma; the 878th, with units in Augusta, Louisville, Sandersville, Swainsboro and Lyons, the 75th Engineer Detachment at Fort

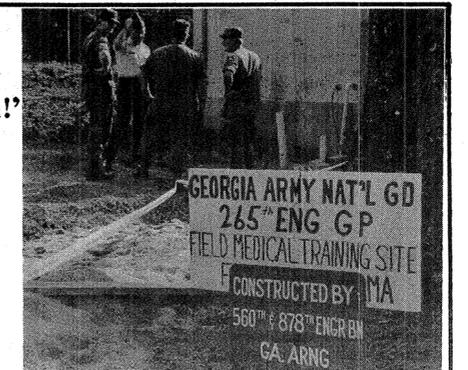
Stewart, and the 1148th Transportation Company in Augusta.

The first unit scheduled to use the site is the Georgia Guard's 138th Medical Detachment from Atlanta. The 138th is slated to deploy to Central America in March.

Master Sgt. Efrain Trardo, who works in the Reserve Affairs office at Fort Clayton, one of many U.S. Army posts in Panama, noted that over 13,000 Guard members and reservists took part in five major exercises in the region this year. They built roads, refurbished schools and provided much needed medical and veterinary services in such countries as Panama, Honduras, Costa Rica, Columbia and Ecuador.

"We are working on a one-Army concept," he said. "National Guard members and reservists have to be ready."

Pvt. Curtis Cole of Augusta uses a caulking gun to put the finishing touches on a building in Panama.



(Above Photo) Officers discuss the progress and various other aspects of the construction project in Panama.

(Photo Below) PFC Guy Bauer (left) of Augusta and PFC Erin James of Columbus use a forklift to transport sections of cement conduit.





Happy 350th Anniversary, National Guard!



Serving state and nation for 350 years

Along with their energy and dreams, the bold people who first settled the New World introduced a system for military defense that has grown into an effective, modern part of our nation's Total Force.

The year 1986 marks the 350th anniversary of that system, a proud part of America's heritage called the National Guard. Units organized in 1636 continue serving along with 438,000 Army Guard and 111,000 Air Guard members in 4,300 units across the United States and its territories.

Today's Guard members are trained and equipped very differently from their early 17th century counterparts. Muskets and pikes have given way to computer-guided weapons and sleek aircraft. Yet, in a fundamental way, the mission of the National

Guard remains unchanged - volunteers join local units to serve local needs and for the common defense of the United States. This dual mission, service to state and nation, keeps the National Guard strong and unique.

Historians have researched the founding day of the National Guard to be Dec. 13, 1636. That's when the General Court of the Massachusetts Bay Colony authorized organization of three militia regiments. Although much changed now, they have remained in continuous service. Elsewhere in the New World, settlers developed similar militia units. Some have had breaks in their unit history. But the idea of residents forming a military unit to protect their communities and, if necessary, larger national

boundaries, can be found in every state and territory.

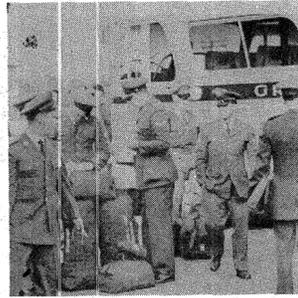
Along with countless local mobilizations, Guard units have been called to national service nearly two dozen times since colonists first arrived. When needed, Guard units packed their gear, said goodbye to family and friends, and served the nation in conflicts around the world.

Today our nation relies on the strength and training of National Guard volunteers more than ever. Units train worldwide, as equal partners with active and other reserve component forces.

Many events are planned to mark this important milestone in the history of the National Guard throughout this year and beyond. Join the celebration!

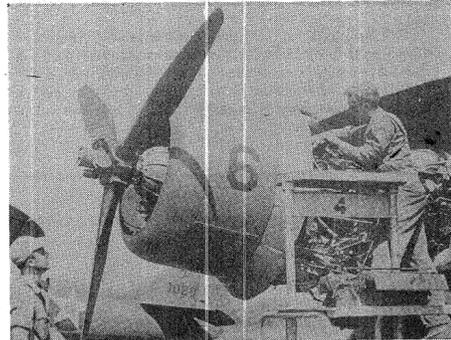


(Left Photo) Home sweet home! Idaho's 116th Engineer Battalion deployed 815 members to Vietnam in September 1968 and spent a total of 11 months overseas before returning home as shown at McChord AFB, Wash. (Signal Corps)



(Above Photo) Mobilized for the Berlin Crisis in the fall of 1961, members of the 108th Tactical Fighter Wing, McGuire AFB, N.J., load their lockers and duffels for one year of duty in Chaumont, France (Photo by SSgt. Robert Flournoy, VAANG)

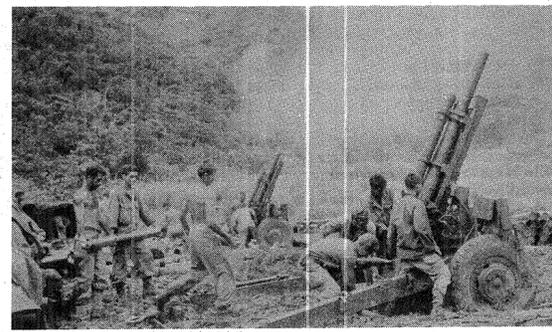
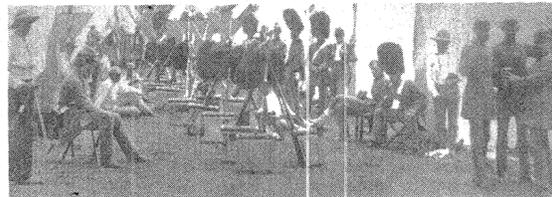
(Photo Below) New York's 102nd Observation Squadron mechanics at AT provide maintenance for the Douglas O-46A. These aircraft were still in service when the units were mobilized for World War II and saw limited anti-submarine duty. (NYANF collection)



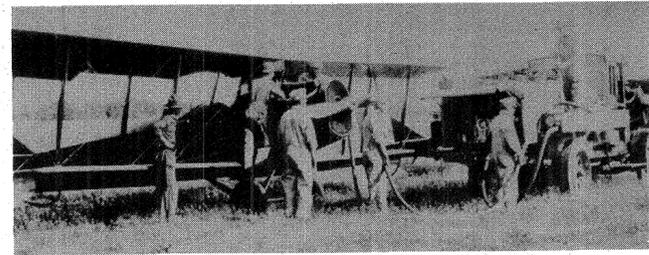
(Right Photo) Pre Civil War: The Citizen Guards of Louisville, Ky., at Camp Boone in 1860. (Kentucky Historical Society)

(Left Photo) 1st Lt. Bruce McMahan (l) of Houston, Texas' 111th Fighter Squadron, celebrating his 100th and last sortie over North Korea with Co. James D. Buck, commander of the 136th Fighter-Bomber Wing. The unit now is the 111th Fighter Interceptor Squadron, Texas Air National Guard. (NGAUS collection)

(Right Photo) More ammo is hauled in for 105 mm howitzers of the 122nd Field Artillery, 33rd Infantry Division, June 1945. The men are firing at Japanese targets on the other side of a mountain range in Luzon, the largest of the Philippine Islands. The 2nd Battalion of the 122nd Field Artillery still exists in the Illinois Army National Guard. (Signal Corps)



'Here then,



Minnesota's 109th Aero Squadron boasted nine "Jennies" when it opened operations at Wold-Chamberlain Field in the mid-1920's after moving from St. Paul's Northwest Airport where the unit was founded Jan. 17, 1921. (MNANG photo collection)



here now,

World War II: Three members of Company B, 101st Engineer Battalion, 26th "Yankee" Infantry Division, after a night's action in Luxembourg in January 1945. SSgt. Joe Kaiser, PFC Leo Ludwikowski and PFC Rubin Marion held a position all night against a German counterattack. The 101st Engineers, Massachusetts Army National Guard, is one of the U.S. Army's oldest units.

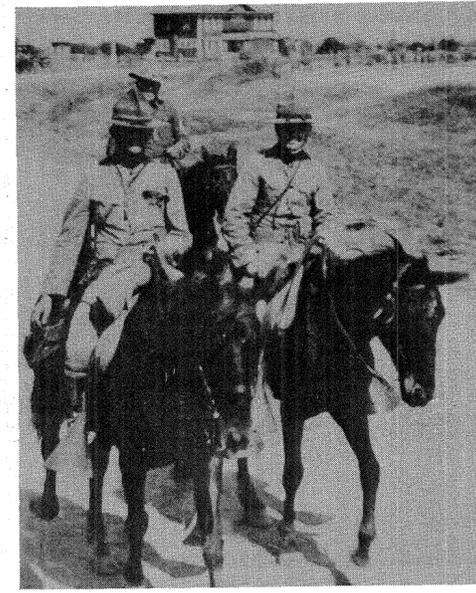


Ponce de Leon organized the first militia units on the island of Puerto Rico in 1510. Today, the 1st Battalion, 295th Infantry, shown here during Exercise Ocean Venture, carries the colors of a unit that traces its continuous lineage to 1763. (Photo by PRANRG)

here always'



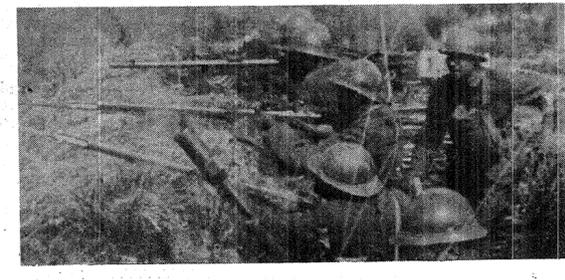
Vietnam: Capt. Robert A. Veen, commander of Company C, 2nd Battalion, 138th Artillery, escorts Maj. Gen. Larry C. Dawson, adjutant general of Kentucky, through his ammunition storage facility. This Kentucky unit, along with 33 other Army Guard and 14 Air Guard units, was mobilized in April 1968 for service during the Vietnam War. The 138th was one of eight Army Guard and four Air Guard units to actually serve in Vietnam.



(Right Photo) Korean War: It's cold in Korea in January, as Cpt. Roy Hart of the 160th Field Artillery Battalion, 45th Infantry Division, found out with his laundry. The Oklahoma division, along with California's 40th, was one of two National Guard divisions to see combat in Korea, arriving in November 1951. (NGAUS collection)

(Left Photo) Mexican Border: The 4th South Dakota Infantry on the Rio Hondo, Southeast Texas, 1916. The entire National Guard was mobilized to keep Pancho Villa from raiding United States territory.

(Right Photo) Members of the 369th Infantry, New York National Guard fire from the trenches. The 369th was one of four black infantry regiments to see action in Europe; three of these were National Guard regiments. The 369th is now the 369th Transportation Battalion, New York Army National Guard. (NGAUS Collection)



Cordele Guardsmen face 2 year training program on Bradley

By Sgt. Elliott Minor
124th Public Affairs Detachment

A dozen lean-faced young men sat on the grass beneath a canopy of camouflage netting as Pvt. Greg Smith read about frostbite treatment from an Army first-aid manual.

Three others embarked on a recruiting mission to discuss the Georgia Army National Guard with young people who had expressed an interest in signing up.

Elsewhere at the Cordele Armory, others huddled near a \$60,000 electronic shooting gallery as Sgt. 1st Class Wayne Taylor discussed M-16 rifle marksmanship.

Shooters took turns firing a dummy M-16 at tiny silhouette targets that popped up on a miniature landscape. Their "shots" were recorded electronically on a video display that Taylor monitored.

The sophisticated training system, known as "Weaponeer," saves taxpayers money for ammunition and allows Guard members to maintain their marksmanship skills during weekend drills when real rifle ranges are not available.

Weaponeer also simulates the noise and recoil of a real M-16 and provides a computer printout showing the location of each shot. Shooters can fire one shot with each squeeze of the trigger or release a burst of automatic fire.

Capt. Bill Easom, who has commanded the Cordele company since 1983, said training is a top priority.

The 126 members of the mechanized infantry company soon will begin a two-year training program to learn how to operate the Army's new Bradley Fighting Vehicle.



Cordele Guard members ham it up while installing a side curtain on a jeep. They are (from L-R) Pvt. Tim Robinson, Spec.4 Ira Coley, Pvt. Tretsky Merrell and PFC John Hines.

The program will include classroom instruction at the armory during weekend drills and hands-on training at Fort Stewart, where they will drive the Bradley and fire its weapons.

Armed with machine guns, a gyroscopically stabilized cannon and antitank missile launchers, the Bradley is replacing the company's old M-113 Armored Personnel Carriers.

The Bradley's nine-member crew consists of a driver, a commander, a gunner and six infantrymen who could shoot at enemy targets through firing ports, or leave through a large rear hatch to fight on foot.

Easom said the Bradley will give the company more mobility and firepower. Its TOW missiles can knock out enemy tanks before they are close enough to shoot back with accuracy, he noted.

Cordele's B Company is a part of the 2nd Battalion, 121st Infantry Regiment (Mech), headquartered in Albany.

Easom, a Southern Bell service technician who joined the Guard as a private in 1971, will be leaving the Cordele company in December to become an administrative officer in Albany.

"I'm going to miss them," he said, pointing out that the Cordele Guard members are noted for their high motivation and excellence in training.

Because of a reorganization several years ago and an aggressive recruiting campaign, the company has a large contingent of youthful members in their 20s who contribute to the company's success, the captain said.

"Having young people like that keeps the older ones on their toes."

202nd earns NGAUS Distinguished Mission Plaque



Lt. Col. John D. Haughwout, (left), commander of the 202nd, accepts the Distinguished Mission Support Plaque from Maj. Gen. Joseph Healey, vice president of the Association.

The 202nd Engineering Installation Squadron of the Georgia Air National Guard, was presented the National Guard Association of the United States' Distinguished Mission Support Plaque at the Association's 108th General Conference, held recently in Nashville, Tennessee.

Lt. Col. John D. Haughwout, commander, accepted the award.

The Distinguished Mission Support Plaques are the equivalent of the Distinguished Flying Unit Plaques, recognizing the outstanding Air National Guard units with a support mission role.

The plaques are authorized for the five highest-rated Air National Guard on-flying units, after the Mission Support Trophy winner.



'Where Eagles Soar' scheduled for TV showing

"WHERE EAGLES SOAR", a four-part Eleven Alive news special scheduled to air on February 17-20 during the "Eleven Alive News at Six," is the story of America's most sophisticated fighter aircraft, the F-15 Eagle and of the men and women of the 116th Tactical Fighter Wing, GaANG, who fly it and maintain its air superiority.

WXIA-TV reporter Carmen Burns and photographer Lowell Bailey spent over a month producing this news special on the F-15 and the fighter pilots of the Georgia Air National Guard.

"WHERE EAGLES SOAR" shows the capabilities of this 21st Century jet fighter through the use of breathtaking ground and aerial footage. It also takes a look at the Air Guardsmen whose lives are linked to the Eagles presence in Georgia.

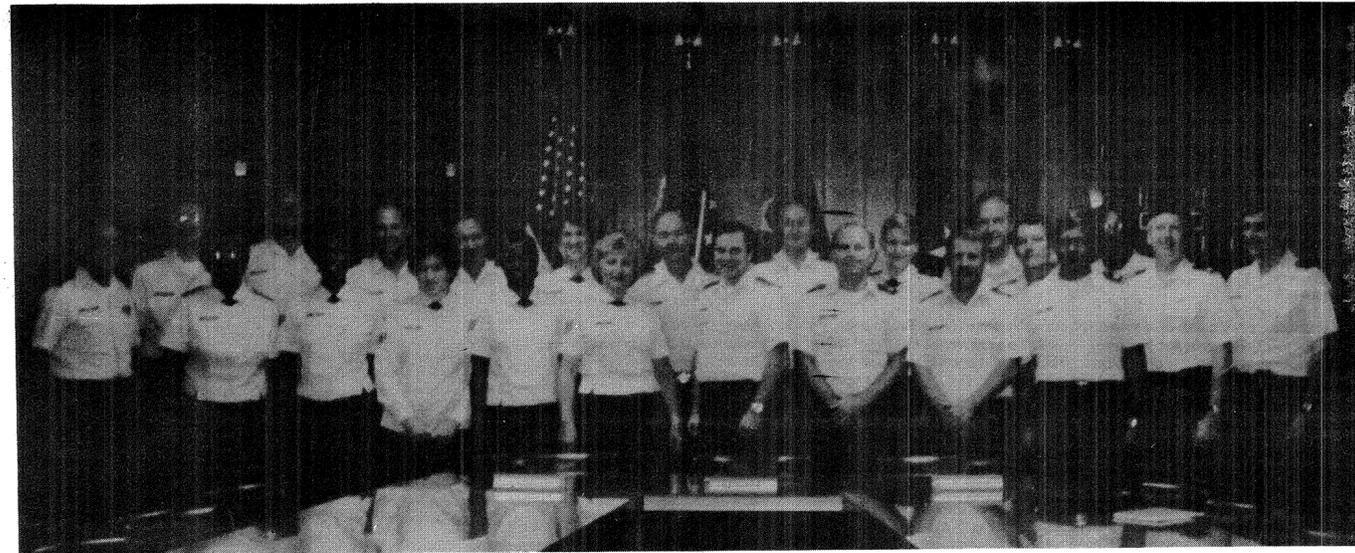
Watch "WHERE EAGLES SOAR" WXIA-TV, Eleven Alive News at Six p.m., February 17-20, 1987.



283rd wins Best Unit Award

(Left Photo) Lt. Col. Corish receives the Meritorious Service Medal from Maj. Gen. Joseph W. Griffin, the Adjutant General. Corish was awarded the honor for his "outstanding performance and leadership" as commander of the 283rd CISS during the past year.

(Right Photo) Lt. Col. Walter C. Corish Jr. (l) commander of the 283rd Combat Information Systems Squadron (CISS) receives the Air National Guard Outstanding CISS Unit Award from Brig. Gen. James R. Mercer (r). The award recognizes the unit as being the best of its type nationwide. Criteria for the award included teamwork, professionalism and the fulfillment of mission requirements. In the background is Chief Warrant Officer 4 Harry R. Prince.



Members of Headquarters, GaANG, include (from left) CMSgt. Curtis Dempsey, Maj. Thomas Batterman, MSgt. Kathy Humphries, Lt. Col. Doug Padgett, SSgt. Donna Poole, Lt. Col. Robert Miller, SSgt. Debbie Osborne, Col. Claude Strickland, TSgt. Pat Obie, SSgt. Darendra Rogers, TSgt. Joyce Grimm, Col. Robert Wilbur, Maj. Jimmy Davis, Brig. Gen. James Mercer, SMSgt. James Barron, SMSgt. Peggy Carr, SMSgt.

Glen Shumate, Lt. Col. Harry Scarratt, SMSgt. Bill Ward, Maj. James Swanner, TSgt. Willie Felton, Lt. Col. George Brantley, and Col. John Syrbey. Members not pictured include Col. Michael Bowers, Col. Jimmy Jones, Capt. Ken Baldowski, CMSgt. Larry Cannon and SMSgt. Jim Jordan.

Headquarters, Georgia Air Guard wins 'unprecedented' honor

Headquarters, Georgia Air National Guard, was awarded the "Air Force Organizational Excellence Award" by the Department of the Air Force on Sept. 18 during an Air National Guard Conference held in Charlotte, N.C.

By being selected for this award again, the unit achieves the unique distinction as being the only unit ever to receive the award a total of three times.

The Air Force Organizational Excellence award recognizes the "outstanding performance, professionalism and dedication of the State Headquarters staff whose contribution has been directly responsible for the exceptionally high level of combat readiness attained by the seven units of the Georgia Air National Guard."

This award reflects the efforts of a number of qualified people at State Headquarters," said Col. Michael J. Bowers, deputy chief of staff, GaANG. "It is this effort which is solely directed towards one purpose—to insure for the GaANG the highest rating of combat effectiveness attainable."

Maj. Gen. John B. Conaway, director of the National Guard Bureau, presented the award to Brig. Gen. James R. Mercer, chief of staff, during a meeting of 550 Air National Guard Commanders from throughout the United States. Accompanying Gen. Mercer were Maj. Gen. Joseph W. Griffin, the Adjutant General, and Commanders from the seven ANG units in Georgia.



Brig. Gen. James R. Mercer

Brig. Gen. Mercer receives top Air Force medal

Brigadier General James R. Mercer, Chief of Staff of the 3000-member Georgia Air National Guard (GaANG), has been awarded the "Armed Forces Meritorious Service Medal" for outstanding service to the United States as Assistant Adjutant General and Chief of Staff, GaANG.

Gen. Mercer was presented the distinguished commendation by Major General Joseph W. Griffin, Adjutant General for Georgia, during award ceremonies in November.

In remarks accompanying the award, the Adjutant General acknowledged Gen. Mercer's outstanding management and leadership abilities and specifically noted General Mercer's many innovative and imaginative programs which have resulted in the seven GaANG units attaining their highest state of combat readiness."

Gen. Mercer began his 20-year military career upon graduation from the University of Georgia AFROTC program as a distinguished military graduate. He went on to earn his wings and flew the B-25 aircraft while on active duty. Following his release from active duty in 1959, Mercer continued in the Air Force Reserves where he flew the C-119 and C-124 transport aircraft.

From 1963-1982 Mercer held various command positions with both the 155th Tactical Air Control Center and the 116th Tactical Fighter Wing. He was appointed Assistant Adjutant General for Air in April 1982 and later assumed his present position as Chief of Staff, GaANG. Mercer presently has logged more than 4,500 flying hours as a command pilot.

Wexler named Director of Air Force Assn.

Maj. Edward I. Wexler, maintenance control officer of Savannah's 165th Consolidated Aircraft Maintenance Squadron (CAMS), has been elected to serve a one-year term as a Director of the Air Force Association (AFA).

Comprised of 250,000 members, AFA is an independent civilian nonprofit aerospace organization. Its goal is the promotion and preservation of peace through airpower and the promotion of aerospace education.

Wexler was elected to the AFA's prestigious national board during the association's national convention in September.

He is a "Life Member" of the AFA and a sustaining member of the Aerospace Educational Foundation.

Having served as Secretary, Vice-President and President of the Savannah AFA Chapter,



Maj. Edward I. Wexler

Wexler was elected State AFA President in 1982. He received the Georgia AFA "Member of the Year" award in 1983 and the national "Medal of Merit" award in 1985.

Nine chapters of the AFA are organized in Georgia with a combined membership of over 5,000. MSgt. Robert W. Marsh, also of Savannah's 165th, presently serves as State President for the AFA.

For more information about the AFA and chapter locations telephone Major Ed Wexler or MSgt. Robert Marsh at (912) 964-1941 or AV860-8254.

Quotes to remember...

"No one will consider the day as ended, until the duties it brings have been discharged."

—Gen. Joseph Hooker
U.S. Civil War General

"I have never been hurt by anything I didn't say."

—Calvin Coolidge

"The cruelest lies are often told in silence."

—Robert Louis Stevenson

Part II

Chronicle of a Phantom

By Capt. Ken Baldowski
Georgia Air National Guard

This is the conclusion of a two-part story by Capt. Ken Baldowski, Public Affairs Officer, Headquarters, Georgia Air National Guard. To experience the "real thing" and learn what it's really like aboard an F-4D in flight, Baldowski recently flew in the aircraft as a "special quest." He wrote of this "incredible experience" in Part I which appeared in the last issue of *The Georgia Guardsman*. This is the rest of the story.

"We're aborting this airplane", ordered Capt. Rocky Barton. For any pilot this becomes a routine, albeit annoying, part of the business of flying high-performance aircraft. The more sophisticated the aircraft, the more likely that its many parts could malfunction. And, for the F-4D, this eventuality was common. Although the maintenance record of Georgia's squadron of F-4Ds was impressive, the "Phantoms" had the dubious reputation of a "maintenance hog."

Nonetheless, my inaugural flight in the F-4 was, for the moment, fading like the shut-down of the engines. The cause was not any major mechanical or engine problem, but what I considered a rather insignificant rivet projecting no more than a quarter-inch from the airframe and loosened by many hours of service.

Disappointed? Are you kidding? My balloon of anxious anticipation burst by the pin-prick of a loosened rivet. We limped back to the chocks. Later, I made a more rational assessment. If that one small rivet had dislodged during flight and it was driven into the engine fans, more than just the mission of the day might have been scrapped. With this sobering thought in mind, I became more humble and grateful for the slight irregularity noticed by the ground crew.

Capt. (now Maj.) Rocky Barton maneuvered the crippled aircraft across the active into the parking area where crew chief Tech. Sgt. Tony Brunson stood awaiting his wounded fighter.

A word about the Guardsmen who keep these aircraft flying. The men and women in the aircraft maintenance area may be the unheralded heroes of today's Air Force. The crew chief knows his aircraft intimately and assumes an almost proprietary nature toward it. If you look closely, you'll notice their names stenciled on the side of the aircraft along with that of its pilot. The Air National Guard of today can boast of a maintenance team whose training and experience exceeds that of any active duty flying unit. It's with this kind of insurance that the combat readiness of today's Air Guard is guaranteed.

Rocky was at the end of the ladder of the F-4 as the engines whined to a stop. I too attempted this quick exit but found the web of straps and buckles holding me to the seat made such a graceful departure almost impossible.

Admittedly, for me, few sights can rival that of a wing-tip to wing-tip formation takeoff. I saw the rest of our flight burn down the runway in a picture perfect takeoff. This would be the last I'd see of Flight Leader Goodman and General Taylor that afternoon as their telltale black smoke extended toward the horizon.

The mission we were to fly today was not scrapped as was our downed aircraft. Rocky hurried to a second "Phantom." I followed across the ramp in a most uncompromising position—bent at the waist from the parachutes confining leg straps and trailing the helmet and mask behind.

Finally strapped in, in Phantom "two", our engines running, we received taxi clearance to the runup area to begin again the mission I eagerly awaited.

The "thumbs up" from the ground crew was now a comforting sight. I had figured that if the second airplane was grounded, someone was delivering a message loud and clear. I would retire quietly to my VCR to watch the "Air Force" another ten times.

Cleared to the active runway, Rocky guided the aircraft to the centerline. I watched as the instrument inside the cockpit peaked to the right as the throttles were eased forward. Rocky was apparently literally standing on the brakes as the F-4 strained to break loose under the force of the two massive J79 Pratt and Whitney engines packing 17,000 pounds of thrust. I glanced down the 10,000 ft runway through the watery illusion which hid our takeoff point.

With a "thumbs-up" sign indicating "mission accomplished," Guardsman/Writer Capt. Baldowski prepares to disembark following a "great" in-flight ride in the F-4D Phantom.



The F-4's air conditioning works as well as the one I installed myself in my '61 Chevy...or, not at all. Rocky kept adjusting the controls. Sweat poured down from under the mask and I felt like I was kissing a wet inner tube. A nauseating supply of lukewarm oxygen was being supplied with every hyperventilating breath.

"Visor down," snapped Rocky over the intercom. My hand touched lightly the stick to detect Rocky's movements upon takeoff. The snorting "Phantom," released from its unnatural hold bolted forward on its takeoff roll.

The acceleration came slowly but increased progressively. Airspeed reached 165 knots. We rotated and lifted off. The ground vibration stopped abruptly with a momentary buffeting occurring as the gear retracted.

The F-4 continued its steady climb through 1,000 feet as we executed a right turn to the northeast and kept climbing. At 5,500 feet we leveled off. The skies were clear providing excellent visibility. Below the rural landscape of north Georgia showed the visible effects of a hot, rainless summer.

The only task assigned to me for our mission was to

manance was the individual airmanship of the pilots.

The Red River passed below our left wing indicating the target would soon be in sight. I searched for our unsuspecting target, "Doomer Bridge," an appropriate name for what awaited its fate.

Ten minutes later, Rocky dropped the nose of the F-4 below the horizon and "Doomer Bridge" came into clear view. I could make out truck and auto traffic crossing the bridge. These unsuspecting motorists were about to experience simulated holocaust rained upon them from the sky.

The 128TFW flies a ground support mission with the F-4D. The firepower carried for this kind of mission is awesome—Mark 82 air-to-ground bombs, AIM-7 radar missiles, AIM-9 heat-seeking missiles and a M-61, 23mm cannon spewing 6,000 round per minute.

Rocky dropped to the altitude of 8,500 ft. to survey the bridge. Immediately he climbed again to the prearranged altitude for the approach. He checked the speed and heading. With a pitch up, we broke off to the left, and homed in on the target.

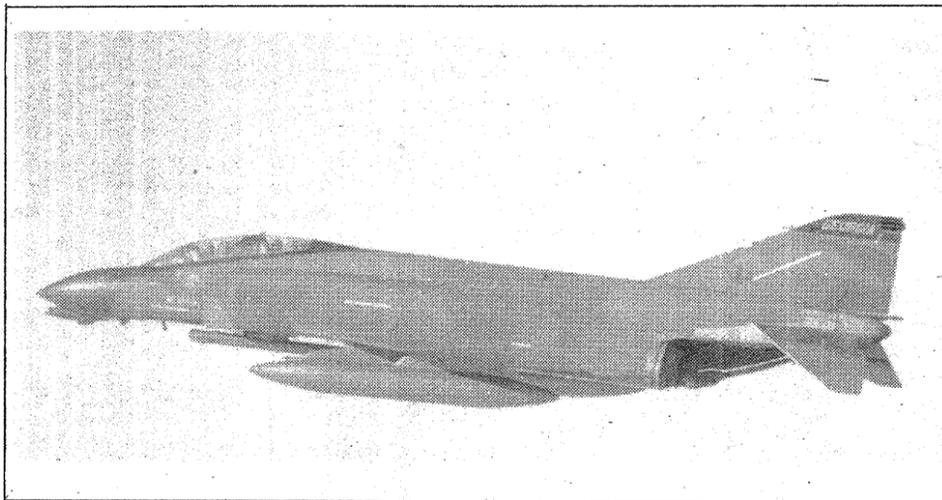
The attack was over in an instant. Our ordinance package had supposedly been delivered. The bridge had supposedly been destroyed and our mission was technically over. The "Pave Spike" scenario is one that the pilots of the 128th perform regularly to sharpen their air-to-ground attack skills. If the mission had been real, there would have been little left for Rocky and I to hit after the bombardment by Goodman and Taylor earlier in the afternoon.

Rocky jerked the nose of the F-4 into a steep climb as we exited the target area. I felt the stick bury into my lap. After a bit of "hero" coaching, Rocky condescended to give his backseater a victory roll followed immediately by a series of aileron rolls and inverted flight. I sensed Rocky enjoyed putting the rookie through his paces.

What I had experienced over the past 90-minutes would never be forgotten. It would certainly be the closest brush with combat realism that I would care to experience.

The war scenario practiced by the pilots of the 116th TFW aren't new. Missions are performed day in and day out regardless of weather conditions. These aid in finetuning these twentieth century warriors in the deadly games of combat.

"Each mission flown is like a fingerprint," noted Rocky during our debriefing, "No two are the same."



F-4D Phantom, a passing era for the Georgia Air National Guard.

keep us on course straight to the target by reading the map. Map-reading has never been a particular strength for me. Weaving through the valleys and mountain passes at seemingly treetop levels at 450 knots was a "minor" distraction to Rocky's continuing requests for updates of our position. Fortunately, Rocky put us on course and without notice flipped the "Phantom" into a steep 60° bank over checkpoint one—Brasstown Ball. I could see the startled vacationers pointing at us as we obviously disturbed the serenity of the Smokies.

Mountain peaks reached higher and we responded accordingly. We passed 12,000 feet and continued to climb. We broke through a layer of clouds only to be confronted by a lightning-laden bank of thunderstorms to the northeast. No sooner had we leveled than Rocky came on the intercom asking me to be aware of reported traffic in the steadily deteriorating area. At a lower altitude a light civilian aircraft crossed perpendicular to our path.

Half an hour out of Dobbins and across the Alabama line, we quickly clicked off checkpoints two and three. I thought back on the preflight briefing. It was apparent now how every aspect of this "Pave Spike" mission had been well planned. From the topographical checkpoints, to the assigned headings and altitude of the mission's different legs, to the list of frequencies assigned and emergency airfields designated. Nothing had been left to chance. The only variable to this well-orchestrated perfor-

In summarizing his article, Capt. Baldowski said:

"In war an aviator draws upon his experience and modifies his options to handle the situation at hand. A sobering caveat always remains: in war there are only two kinds of players—the fighter and the target.

"A new era of air superiority lies ahead for the men and women of the 116TFW with the arrival of the F-15 Eagle. Its capabilities greatly exceed that of the F-4. But I am convinced that for the past 20 years the F-4 "Phantom" performed its role very well as the ultimate aerial warrior."

Capt. Ken Baldowski