

DEPARTMENTS OF THE ARMY AND THE AIR FORCE
 NATIONAL GUARD BUREAU
 WASHINGTON, D.C. 20310

HF 20



1 126 ncd 1

REPLY TO
 ATTN OF: NGB/PRM

SUBJECT: Activation, Inactivation, Redesignation, and Reorganization/
 Realignment of Wisconsin Air National Guard Units

TO: TAG Wisconsin
 PO Box 328
 Madison WI 53701

1 NOV 1974

1. References:

- a. NGB/PRP message 242122Z May 74, Conversion of the 115th Fighter Interceptor Group.
- b. State of Wisconsin, Office of the Governor, letter, August 13, 1974, Conversion of the 115th Fighter Interceptor Group.
- c. NGB/PRM message 112244Z Sep 74, Conversion of the 115 FI Gp to 0-2 Aircraft.
- d. Hq 128th Fighter Interceptor Wing (DP) letter, 18 Sep 1974, Conversion of the 115th Ftr Intep Gp to 0-2, with 1st Ind by TAG Wisconsin, DMA, 19 Sep 1974.

2. Under the provisions of Titles 10 and 32, United States Code, the actions outlined in following paragraphs are required in the conversion from F-102 aircraft (ADC) to 0-2 aircraft (TIC).

3. The following units, with authorized military strengths shown, are redesignated effective 9 November 1974.

BASE AND UNITS	ANG	UDL	OFF	AMN	TOTAL
<u>Truax Field, Madison, Wisconsin</u>					
FROM: Hq 128 Ftr Intep Wg	FIN5CER	23		31	54
TO: Hq 128 Tac Air Spt Wg	TAS5THF	12		16	28
FROM: Hq 115 Ftr Intep Gp	FIN6CER	12		17	29
TO: Hq 115 Tac Air Spt Gp	TAS6THF	21		46	67
FROM: 176 Ftr Intep Sq	FIN7CER	30		21	51
TO: 176 Tac Air Spt Sq	TAS7THF	43		253	296
FROM: 115 USAF Clinic	CLI8CER	12		31	43
TO: 115 Tactical Hospital	THP8THF	12		27	39

DISTRIBUTION: G				
PLUS: TAC/XPMOR	5	NGB Unit Files	NGB-DAR	16
ADC/XPM	5	NGB Central Files		16
WISCONSIN	10	NGB/PRM		8

NATIONAL GUARD BUREAU
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4. The following units, with authorized military strengths shown, are allotted to the State of Wisconsin effective 9 November 1974.

115 Direct Air Spt Ctr Sq	DAC7THE	9	79	88
115 Communications Flt (Spt)	CMN8YHF	2	27	29

5. The following units, with authorized military strengths shown, will be reorganized/realigned effective 9 November 1974.

FROM: 115 Cmbt Spt Sq	COS7CER	25	229	254
TO: 115 Cmbt Spt Sq	COS7THF	20	199	219
FROM: 115 Civ Engr Flt	CEG8CER	4	88	92
TO: 115 Civ Engr Flt	CEG8THF	4	86	90

6. In accordance with AFR 123-5, the units listed in paragraphs 2, 3, and 4 will require Federal Recognition Inspections on 9 November 1974. The minimum required strength, in Item 10 of NGB Form 113a is 20 per cent, for both officers and airmen. Upon our receipt of favorable inspection reports (NGB Form 113a) for these units, Federal Recognition Certificates (NGB Form 5) and Redesignation Certificates (NGB Form 5a) will be forwarded to you.

7. The 115th Consolidated Aircraft Maintenance Squadron and the 115th Supply Squadron will be inactivated at 2400 hours, 8 November 1974, and returned to the control of the National Guard Bureau.

8. Concurrent with the above actions, and IAW AFR 123-5, the Hq Wisconsin ANG is assigned to the Tactical Air Command for inspection.

9. Chapter 5, AFR 35-41, authorizes retention of personnel overages resulting from this conversion. Other guidance is contained in NGB/DPM letter, 12 June 1974, Subject: Policy concerning overages of Enlisted Personnel Due to Reorganization.

10. State orders effecting the above actions should be distributed IAW ANGR 20-27, Section C, Paragraph 21.

11. The attached UDLs will be reflected in the 6 November 1974 update of the HAF PRM (AR) 7116 card deck.

FOR THE CHIEF, NATIONAL GUARD BUREAU



BOB ROARK
Colonel, USAF
Chief,
Programs & Resources Div.

Palme

* UNCLASSIFIED *

DEPARTMENT OF THE ARMY
PENTAGON TELECOMMUNICATIONS CENTER

CDSN = SCD476 MCN = 77152/14404 TOR = 771522113
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ZNR UUUUU
R 012056Z JUN 77
FM HQ 144 FIW FRESNO ANG BASE CA/DA
TO NGB WASH DC/NGB/ACF
BT

UNCLAS
REF YOUR MSG 291938Z APR 77, UPDATING HISTORY OF ANG
FLYING UNITS, THE FOLLOWING INFO IS FURNISHED FOR FRESNO ANG
BASE, CA:

- A. DATE FLYING UNIT WAS FIRST FEDERALLY RECOGNIZED:
UTILITY FLIGHT, 194 FTR SQ
F/R 2 JUNE 1948 - 2 EA T6, 1 EA B26, 1 EA C47, 1 EA L-17
2 EA P51 (BORROWED)
- B. TYPE UE ACFT, INCLUSIVE DATES:
194 FTR SQ (SE) F/R/ 13 MAR 1949
P51-D 13 MAR 1949 - 30 NOV 1951
P51-H 1 DEC 1951 - 31 OCT 1954
F86-A 1 NOV 1954 - 31 MAR 1958
F86-L 1 APR 1958 - 31 JUN 1964
F102 1 JUL 1964 - 24 JUL 1974
F106 25 JUL 1974 - PRESENT

BT

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* 012056Z JUN 77

REPORT
OF THE
ADJUTANT GENERAL
OF THE
STATE OF FLORIDA
1973



HENRY W. McMILLAN
MAJOR GENERAL, LINE
THE ADJUTANT GENERAL

AIR NATIONAL GUARD

The mission of the Florida Air National Guard is to maintain a highly trained force to perform its wartime assignment and provide loaded combat ready aircraft on alert for use at any time by the 20th NORAD Region.

This year we were requested to add an alert detachment at New Orleans Naval Air Station, New Orleans, Louisiana, in addition to maintaining two aircraft on five minute alert status at Jacksonville. Both alert operations are supported entirely by the 125th Fighter Group. To provide such a force from a nonactive duty unit requires dedication and sacrifice by all the personnel. To fulfill the alert portion of the unit's mission required over five thousand one hundred and ten (5,110) active duty mandays. For a pilot to be qualified to stand alert, he must be combat ready, this requires many training sorties per month. Each pilot must also spend considerable off duty time in preflight preparation. In addition to the alert commitment, we have also used our instructor pilots and aircraft to both the 20th NORAD Region and other regions to assist in air defense effectiveness tests, participated in live armament firing programs at Tyndall Air Force Base, Florida, (in addition to our regular deployment and fired fifteen AIMS Missiles and ninety FFAR Rockets on these missions) qualified numerous Air Force Weapons Controllers in both conventional direction centers and in Airborne Early Warning Aircraft and supplied formations of aircraft for military reviews and special services. Operational and training activities involving the alert force were as follows:

Twenty-seven (27) Air Defense Scrambles were ordered. All became airborne, with some identifying unknown aircraft and others used to shadow hijacked airliners.

One hundred eighty-five (185) training flights were flown on Air Defense exercises.

An Operational Readiness Inspection and General Inspection of the 125th Fighter Group was conducted by an inspection team representing the Inspector General, Headquarters Aerospace Defense Command, during the period 15 through 21 November 1972, with an "Outstanding" rating on the ORI.

The 125th Fighter Interceptor Group received the Aerospace Defense Command "A" Award for distinguishing itself by sustained operational effectiveness from 1 January 1972 to 31 December 1972. During this period, the 125th Fighter Interceptor Group maintained an active Air Defense Alert commitment at Jacksonville and New Orleans, Louisiana. Even with the additional alert commitment, an outstanding rating was achieved on the recent Aerospace Defense Command Operational Readiness Inspection and Inspector General Inspection.

The 125th Fighter Interceptor Group deployed to Tyndall Air Force Base, Florida during 20 February 1973 through 24 February 1973. During this period eight aircraft (Airborne Weapons Systems) were evaluated utilizing a test firing program against firebee drone targets. All aircraft qualified on the first flight, which was a first for ADC. Fourteen (14) aircrews and thirty-six (36) support personnel were involved in the deployment.

The 125th Fighter Group leads the Air National Guard units in exercise participation. During the year, NORAD or the 20th Region conducted twelve (12) live exercises in which the 159th Fighter Interceptor Squadron provided a large interceptor force, plus numerous target aircraft.

Aircrew Flying and Ground Training Requirements accomplished during this period were as follows: 100% of all Ground Training was accomplished. 100% of all Flying Training was accomplished. Eight pilots had Physiological Training. Twelve hours of Academic Instrument Refresher Training was received. Twelve hours C-54 Refresher Training for support aircrews was received.

Twenty-seven (27) Primary Duty Fighter Pilots and eight (8) overhead (supervisory) pilots are authorized in the 125th Fighter Group. An average of twenty-seven (27) pilots was maintained during this period. At present, one (1) officer is in Pilot Training School and two (2) officers in Local Training Program. Average total time of all pilots - 2,512 hours, average total jet time - 2,011 hours and average total unit equipment aircraft time - 1,133 hours.

DIVISION EXERCISES

During the course of the year on numerous occasions, we are called upon to assist various Air Force units and air divisions by supporting division exercises with target and/or interceptor aircraft. Our parent air division has commended this unit many times for the support furnished during these around-the-clock operations.

INSPECTIONS

We received a "Satisfactory" rating from the Inspector General during our IG inspection in November 1972.

AIR DEFENSE COMMAND ALERT

The maintenance section provides support for the twenty-four (24) hour Air Defense Command alert commitment with ready maintenance crews and aircraft. Weapons loading crews are available for necessary loading and unloading of aircraft armament on a continuing basis. Our aircraft have been scrambled on many occasions to provide escort and surveillance for aircraft being hijacked.

NEW ORLEANS DETACHMENT

On 6 October 1972, the Florida Air National Guard became the first Air Guard Squadron to set up an Alert Detachment at an installation outside its home state. This Detachment was set up at the New Orleans Naval Air Station, Louisiana. Detachment 1 has twenty-one (21) full-time technicians assigned thus insuring a safe and effective operation. Detachment 1 maintains a 24-hour alert status with two (2) armed F-102 all weather interceptors and two (2) aircrews. They provide protection for the coastal areas from Florida to Texas. Detachment 1 is assigned to the Aerospace Defense Command and comes under direct control of 20th Air Division located at Ft. Lee, Virginia.

Work is presently under way for a new permanent alert facility at New Orleans Naval Air Station for the Florida Detachment. The scheduled completion date is October 1973.

ADMINISTRATIVE/PERSONNEL MANAGEMENT

Fiscal year 1973 began a new era in the personnel field with the conversion to the Air Reserve Forces - Base Level Military Personnel System (ARF-BLMPS) and the implementation of the Point Credit Accounting and Reporting System (PCARS). Both of these systems are computer programs. ARF-BLMPS is a system whereby all personnel data is loaded and maintained on computer disks, with the capability of immediate updating and retrieval. The computer (B3500) servicing this unit is located at Patrick Air Force Base, Florida. A remote device is installed at the Air National Guard Base for direct transmission to and from the computer. Certain personnel data is immediately available upon inquiry. Other personnel data and output products are received the following day by mail. This system became operational on 19 April 1973. PCARS is a computer system interfaced with other systems to provide a mechanized record of retirement points. Inputs are from the Air Reserve Pay and Allowance System (ARPAS), Air University (ECI), and Consolidated Base Personnel Office (CBPO). This system was implemented 1 October 1972 and replaces the manual retirement record, AF Form 190.

During the fiscal year, the unit received an Outstanding Rating on its Operational Readiness Inspection (ORI), and both the Personnel function and the Administrative function shared in this honor. This is the highest rating possible on an ORI and is seldom achieved by any Air National Guard unit. The rating is an indication of the maximum effort that had been put forth not only in the area of Administrative and Personnel Management but in all areas and by all members.

Recruiting and Retention took on a new position of importance as we moved into the era of the volunteer armed force. Under the non-draft concept, nonprior service applicants dropped to nil. A full time recruiter was placed on active duty to try and fill the gap. However, his success was mostly in the area of prior service enlistments. In an effort to reach the younger age group, Guardsmen volunteers periodically visited the high schools, parochial schools and local colleges. The first woman enlisted member entered the Florida Air National Guard during fiscal year 73. The efforts put forth during fiscal year 73 toward recruiting still have not been successful in getting the young men and women who have no previous military service. Consequently, recruiting continues to be a challenge and a successful program will become more vital as time goes by.

Administrative Management continues to demand full attention. Rapidly changing programs and concepts require that plans and directives be written and rewritten continually. Inspecting Teams never fail to review the currency of administrative procedures, such as, Records Management, Forms Management, and Publications Management. Since these functions seem to hold a lower priority than operational matters, it is all too easy to direct the limited manpower toward operational goals at the expense of good administration. The Base Administrative Branch continues to try and guard against this by periodic inspections of each administrative office.

Fiscal year 1973 was very successful in the area of Administrative/Personnel Management, except that the recruiting of no prior service men and women still is a challenge that will require ingenuity and work in the coming year.

SCHOOL TRAINING

All nonprior service enlistees in the Florida Air National Guard are required to complete a minimum of four months active duty subsequent to enlistment. This training may consist of USAF Basic Military Training (BMT) with a period of intensive on-the-job training at home station, or Basic Military Training with subsequent entry into an Air Force technical school. The larger portion of the enlistment spaces received have been BMT with subsequent entry into the technical school. This is to the advantage of the Air National Guard in that these Airmen receive the necessary fundamentals of a job in a formal school geared for the purpose of teaching. This formal training makes the actual on-the-job training portion comparatively easy.

With the phase-out of selective service calls, the unit's waiting list has diminished to zero. In an effort to maintain the units strength the Florida Air National Guard has initiated a program of having its members sell the Air National Guard to their friends and acquaintances. In addition to this, a full time recruiter has been called to active duty to enhance the efforts of this program.

Various other types of formal training courses are available to members of the Florida Air National Guard in addition to those for nonprior service airmen. Some of these courses are: Undergraduate pilot training, advanced training courses, lateral training, special training courses, field training detachment courses, etc.

The Air National Guard Non-Commissioned Officer Academy at Knoxville, Tennessee, still continues to be popular with the Florida Air Guardsmen. During the fiscal year 10 Guardsmen attended a two-weeks Phase I class, two attended the Phase II class, and two attended the full 5½ weeks course. In addition, approval has been received for three individuals for Phase I in fiscal year 74, and one for Phase

II. Seven additional applications are pending for Phase II classes in fiscal year 74.

UNIT TRAINING

Unit training is conducted in accordance with directives published by the National Guard Bureau, Headquarters, United States Air Force, Aerospace Defense Command, and by local directives. The heart of the unit training program is on-the-job training (OJT). The OJT program of the Florida Air National Guard continued to progress at a satisfactory rate during the past year, having only a few airmen in the unit becoming delinquent in their training.

OJT Trainer-Supervisor classes were scheduled and conducted by a highly qualified United States Air Force instructor in 1972. These classes are designed to acquaint supervisory personnel and trainers with classification, assignment, training methods and upgrading procedures. Practically all personnel who are involved in administering an OJT program or who have the responsibility of actually conducting OJT have attended this course in past years.

The Dual-Channel concept of conducting OJT is still as effective as it has been in the past. Career Development Courses have been prepared on all career fields authorized in the Florida Air National Guard, except the medical field which has about one-half available.

ANNUAL TRAINING

Annual training for fiscal year 1973 was conducted on the year round training plan. Some of the objectives of this plan are to:

Increase daily support capability in accomplishment of the local and Aerospace Defense Command mission.

Improve utilization of annual training manpower by programming against actual work requirements.

Improve individual proficiency training through reduction of supervisor to trainee ratio and increase actual job performance in normal duty Air Force Specialty Codes.

Through closer supervision, planning and training, qualify personnel by a vigorous OJT and classroom training program in their specialty.

Obtain more useful work from personnel as the direct product of their OJT, and reduction of trainees on hand to be supervised at a given time.

Increase participation by commanders, staff officers, and supervisors by increasing planning and supervisory responsibilities for daily operation of the unit.

Attain a closer daily working relationship between the Air technician and military personnel with increased emphasis on military direction and supervision.

Improve Air National Guard - employer relations by allowing large organizations that have several employees who are Guardsmen to schedule their annual training at various periods.

FEDERAL FUNDS AND EQUIPMENT

The mission of the Florida Air National Guard is such that it must be operationally ready for combat at all times. To insure the maximum readiness, the Federal government funds and equips the Florida Air National Guard on a level closely paralleling the active Air Force. An average of two hundred forty-nine

(249) full time Federally supported technicians are employed at the Air National Guard Base in Jacksonville. These technicians, representing about 30% of the overall strength of the Florida Air Guard, are specialists in the fields of command, administration, finance, accounting, supply and maintenance.

During fiscal year 1973, Federal funds in the amount of \$5,607,509.68 were expended in support of the Florida Air National Guard. The value of military equipment in use is \$41,153,601.33.

The F-102 aircraft, with which the Florida Air National Guard is currently equipped, is an expensive weapon system to operate. Cash purchases of supplies and services in the Jacksonville area in support of this aircraft during fiscal year 1973 totaled \$4,057.34, while purchase orders and delivery orders on local business concerns totaled \$165,113.12. Local transportation companies received \$7,170.62 for movement of material from Jacksonville to various points in the nation. Cross Service agreements with other military activities in the Jacksonville area resulted in services to the Florida Air National Guard valued at \$41,446.16. The Federal funds paid to Florida business concerns, coupled with the \$4,322,714.89 paid in salaries during this period, represents an industry of considerable value to the State of Florida and its citizens.

The warehouse inventory of 3,237 active items was maintained at \$1,058,507.00. There was an average of 15,886 monthly transactions. These figures indicate an efficient inventory control system that is well within the limits prescribed by the active Air Force. The aircraft fuel section issued fuel and petroleum products during this period that were valued at \$398,843.32.

The Florida Air National Guard, in October 1972, was assigned an additional mission in the Southern Defense of the U. S. to provide an around-the-clock alert capability in covering this area. Detachment 1 of the 125th Fighter Interceptor Group was established at the U. S. Naval Station, New Orleans, Louisiana. A total of \$10,815.57 for funded items was expended over a nine-month period in direct support of this activity.

The on-base F-102 Aircraft Inspection Repair as Needed (IRAN) program was satisfactorily supported from the existing manpower. A total of \$51,738.42 worth of funded parts were issued in support of this program.

The Florida Air National Guard supply section completed its second year under the Standard Base Level Supply System (UNIVAC 1050-II). This was considered to be a successful year. All supply personnel have become fully qualified and experienced in UNIVAC 1050-II procedures. As a result of this, this Supply was considered as a finalist in the selection of the outstanding supply unit in the entire Air National Guard. The unit is still satellited on the computer located at Moody Air Force Base, Georgia and is being supported in a satisfactory manner.

MAINTENANCE

During the past fiscal year, an average of one hundred and twenty-nine (129) personnel were employed by the Air Technician Detachment of the Florida Air National Guard to perform maintenance on unit aircraft which include twenty-three (23) F-102s, two (2) T-33s and one (1) C-54 aircraft. Maintenance personnel are responsible for performance of all organizational maintenance and much of the intermediate maintenance on both the primary mission and support mission aircraft, missiles and associated test equipment, ground power equipment, all motor vehicles, including crash and firefighting equipment, the flight simulator, and the base communications system.

The 125th Fighter Interceptor Group has had the F-102 as its primary mission aircraft for over thirteen years. This is an unusually long time for any unit to retain any single model aircraft and it has enabled us to attain an exceptionally high level of maintenance proficiency. During this thirteen year period, more than 57,000 hours of F-102 flying time has been logged. The average experience level of

Air Technician employees is now over 19 years.

During fiscal year 1973 we overflowed the programmed and allotted 4384 F-102 flying hours by 252 hours and also overflowed the allotted 350 C-54 hours by 148 hours. This is considered an especially noteworthy accomplishment because our budget had been cut approximately 10 percent from last year although material costs have climbed significantly higher.

Programmed Depot Maintenance (PDM), the on-site inspection and repair of F-102 aircraft continues as a major maintenance action. Under this program, aircraft are subjected to complete overhaul including wing removal, removal of hydraulic lines and electrical wiring and replacement of components as required. This continuing maintenance program, which has been in effect for the past two years, has proven very beneficial in that the quality of our aircraft is greatly improved when compared to depot level maintenance at other out of state locations. Although our PDM crews consistently perform more work than is required by technical orders, they have consistently met or exceeded programmed flow times. At present they are three full weeks ahead of schedule.

New maintenance management procedures adopted by the U. S. Air Force were implemented on 1 October 1972. The complete restructuring and realignment of sections and responsibilities of individuals required classroom training for all assigned maintenance technicians. The transition to the new methods and procedures, although complicated, were completed without difficulty.

Modern aircraft inspection techniques require non-destructive inspection (NDI) of all major aircraft components. NDI is the X-Raying of these components for cracks and corrosion. This unit is now in the process of establishing this NDI capability at a projected cost of \$98,000.00. To date, one man has been factory trained on use of NDI equipment and we now have a limited capability in this area. Because two men are required to conduct most NDI inspections, assistance is provided by qualified personnel from the South Carolina Air National Guard.

Another "First" was compiled by the Florida Air National Guard when a disabled F-102 was airlifted from the Cecil Field Naval Air Station to the Air National Guard Base at Jacksonville International Airport. The engine and much of the electronic equipment was removed from the aircraft to lessen the load before a "Sky Crane" helicopter on loan from the Alabama Army National Guard picked up the F-102 and gently carried it approximately 20 miles to a soft landing at the Air Guard site.

TYNDALL DEPLOYMENT

During February 1973, 10 aircraft, 10 pilots and 36 maintenance support personnel were sent on temporary duty to Tyndall Air Force Base, Florida. The purpose of this deployment was to evaluate the F-102 weapons system and aircrews in actual firing of missiles against the Firebee drone target. Our first day score of 6 direct hits for 6 sorties flown was until then an unheard of feat. On the second day, the score was three direct hits for four sorties flown. These high success rates are a tribute to the high degree of skill displayed by both pilots and maintenance personnel.

INCREASED SCOPE OF AIR DEFENSE COMMAND ALERT

The maintenance section has provided support for the 24-hour Air Defense Command alert commitment since assumption of the air defense mission in 1956. Ready maintenance crews and aircraft are provided and weapons loading crews are available for necessary loading and unloading of aircraft armament on a continuing basis. An increase in the air defense commitment of the Florida Air National Guard was directed by the Department of Defense effective 1 October 1972. This increased coverage was necessitated when a Cuban aircraft flew unchallenged into the New Orleans area. The Department of Defense directive established formation of Detachment No. 1 as a unit of the 125th Fighter Interceptor Group, Florida Air National Guard, with duty station at the New Orleans Naval Air Station, Louisiana. Two

FANG aircraft and pilots now stand 24-hour alert at New Orleans and are rotated to this unit every other day. Eleven additional maintenance and weapons loading personnel have been hired to provide maintenance support at the detached location.

AIR NATIONAL GUARD BASE

The F-102 Delta Dagger, an all weather fighter aircraft, of the 159th Fighter Interceptor Squadron, Florida Air National Guard, uses the runways of the Jacksonville International Airport for their take-offs and landings. One facet of their safety program is the presence on the runway of an approved Air Force aircraft arresting system. Presently, the system in use is the two BAK-12's and they are to be relocated approximately 1,500 feet down the present runway. In addition, the BAK-12's are to be modified into a BAK-14 recessed cable configuration. This project will necessitate the closing of the present runway (7/25) for a period of approximately six months commencing mid-August 1973. Present cost estimate of the project is one hundred and thirty thousand dollars.

PUBLIC AFFAIRS

During fiscal year 1973, the Florida Air National Guard emphasized continued community relations programs toward benefits of membership. The technical training available coupled with the pay received was stressed in visits to all the area's high schools. Recruiting/Information Booths have been set-up in area shopping centers as well as general advertisement in local publications. Continued submission of unit news worthy events have been submitted to the news media. The goal in this area of endeavor is to keep the unit before the public, insuring their continued awareness of the Florida Air National Guard.

A "Recruiting and Retention Committee" has been established to develop and implement a unit program. The committee is composed of first term NCO's and Airmen, thereby insuring rapport with the segment of the community and unit necessary to make such a program work. Preliminary results have proved satisfactory in meeting the desired objectives.

Base tours for groups of the local community have been expanded to include all areas of the base. Initially set-up for school groups on field trips, we now can accommodate any type of group desiring a tour. This capability is publicized throughout the entire community and has resulted in increased public relations and awareness of the Florida Air National Guard's mission in the Aerospace Defense Command.

The Florida Air National Guard has continued support of Explorer Post Number 925, providing leadership and facilities. This program has proven successful in recruiting efforts through enlistment of several members into the unit. Education of the members in all areas of aviation has sustained interest and motivation resulting in benefits for the membership and unit as well.

The Florida Air National Guard Non-Commissioned Officer Academy Graduates Association has continued to support and perform their flag program in which American flags are presented to area schools and civic associations. The association sponsored the Second National Industry Day at the Academy at Knoxville, Tennessee on 12 April 1973. This program hosted leaders of industry from throughout the country explaining the Guard's mission and seeking their continued support of allowing their employees to meet mission training requirements and fully participate in the Guard.

Speakers representing the unit have appeared before many local civic organizations bringing the story of the Florida Air National Guard to their attention. These include Kiwanis, Rotary, Optimist, Lions, Civitan and other Businessmen's Clubs.

ADVISORS

ARMY

The mission of the United States Army Advisor Group is to provide advice and assistance to the units of the Florida Army National Guard in all phases of training, administration, supply, and maintenance procedures in order to accomplish the National Guard mission of maintaining a maximum degree of operational readiness. The Senior Army Advisor, Colonel Dale F. McGee, Jr., is the liaison officer between the Adjutant General and the Commanding General, Third United States Army. Colonel Frank D. Oblinger, Jr., is the incoming Senior Army Advisor effective 1 July 1973.

The headquarters of the Advisor Group is located at the State Arsenal. Advisor Detachments are at the Alternate Command Headquarters in Jacksonville and Headquarters, 53d Brigade in Tampa. Under these two sub-commands, there are twenty-two advisor stations at National Guard armories throughout Florida. Reorganization of the United States Army in July 1973 will reduce these advisor stations to the State Headquarters, the 53d Infantry Brigade, the Aviation Facility, and the Artillery and Signal Groups. An Active Army Readiness Group, consisting of 37 officers, 23 enlisted men, and 16 civilians, located at Patrick Air Force Base is being organized to provide technical assistance to combat and support elements of both the National Guard and Army Reserve units within the State of Florida.

AIR

The Department of the Air Force provides an officer as Air Force Officer as Senior Air Force Advisor to the Florida Air National Guard, with office at the Headquarters, 125th Fighter-Interceptor Group, Jacksonville International Airport, Florida. The mission of the Advisors is to provide administrative advice and technical assistance within their capabilities.

The Aerospace Defense Command is the gaining command of the Florida Air National Guard with operational control provided by the 20th Air Division, Fort Lee Air Force Station, Virginia.

Lieutenant Colonel James R. Hetherington has been recently assigned to replace Lieutenant Colonel James D. Baker who was recently reassigned. Lt Colonel Hetherington will perform liaison duties with the Air Force and the Adjutant General.

Chief Master Sergeant Robert J. Holden has served as the Air Force Technical Advisor since October 1969. Both Lt Colonel Hetherington and CMSGT Holden are well orientated in the Aerospace Defense Command mission.

REPORT
OF THE
ADJUTANT GENERAL
OF THE
STATE OF FLORIDA
1974



HENRY W. McMILLAN
MAJOR GENERAL, LINE
THE ADJUTANT GENERAL

AIR NATIONAL GUARD

The mission of the Florida Air National Guard is to maintain a combat ready force to perform its wartime assignment and to provide a fully loaded, combat ready alert force for the Aerospace Defense Command of the United States Air Force.

The most significant action of fiscal year 74 was the announced conversion of the 125th Fighter Group from the F-102 to the F-106 weapons system. This conversion began in the fourth quarter of fiscal year 74 and will continue for 18 to 24 months. Unit personnel will be trained in the F-106 primarily at Jacksonville by Regular Air Force personnel. To augment this training three pilots will be checked out at Tyndall Air Force Base as F-106 instructor pilots and seven more pilots will receive a basic F-106 checkout course at Tyndall.

Along with the announced conversion the Fighter Groups alert detachment at New Orleans Naval Air Station was scheduled to be replaced by a Regular Air Force unit. The individuals stationed at New Orleans Naval Air Station were reassigned to Jacksonville as the F-106 weapons system increased the number of Air Technician spaces.

In addition to maintaining Jacksonville and New Orleans alert through 31 May 1974, our pilots and aircraft have been used in both the 20th NORAD Region and other regions to assist in air defense effectiveness tests, qualified numerous Air Force Weapons Controllers in both conventional ground based control centers and Airborne Early Warning Aircraft, assisted in weapons research (at Eglin AFB) and supplied formations of aircraft for military reviews and special services. Operational and training activities of the alert force are as follows:

Twenty-four Air Defense scrambles were ordered with aircraft becoming airborne. Targets scrambled on ranged from smugglers to Cuban fighters testing our coastal air defenses.

176 training flights were flown on Air Defense exercises.

A no-notice Operational Readiness Inspection of the 125th Fighter Group was conducted by an inspection team representing the Inspector General, Headquarters, Aerospace Defense Command during the period 12 through 18 October 1973. The unit received a satisfactory rating highlighted by an outstanding grade for pilot effectiveness.

The 125th Fighter Group participated in the world wide military alert called by President Nixon on 25 October 1973. All combat ready aircraft were loaded and on five-minute alert within hours after notification shortly after midnight.

The 125th Fighter Interceptor Group leads all Air National Guard units in exercise participation. During the year, NORAD or the 20th Region conducted thirteen live exercises in which the 159 Fighter Interceptor Squadron supplied a large interceptor force as well as numerous target aircraft.

Aircrew flying and ground training requirements during this period were accomplished as follows: 100% of all ground training was accomplished. 100% of all flying training was accomplished. Seven pilots had physiological training. Twelve hours of academic instrument refresher training was received. Twelve hours of C-54 refresher training for support aircrews was received.

Twenty-six primary duty fighter pilots and eight overhead (supervisory) pilots are authorized in the 125th Fighter Group. An average of thirty-four pilots was maintained during this period. At present, one officer is in Combat Crew Training School and two officers are in a Local Training Program. Average total time of all pilots - 2,980 hours; average total jet time - 2,061 hours; average total unit equipment time - 1,116 hours.

DIVISION EXERCISES

On numerous occasions during the year we are called upon to assist various Air Force units and air divisions by supplying targets and/or interceptor aircraft aircrews for division exercises. This unit has been commended many times by its parent division for support furnished during these around the clock operations.

INSPECTIONS

The 125th Fighter Interceptor Group received a satisfactory rating from the Operational Readiness Inspection team of the Aerospace Defense Command's 20th Air Division.

AEROSPACE DEFENSE COMMAND ALERT

On 31 May 1974 responsibility for both the five-minute alert aircraft at New Orleans Naval Air Station and at Jacksonville were turned over to other Air National Guard units. The New Orleans Naval Air Station alert will be taken by the Air Force in the near future. The Jacksonville alert will be returned to the 125th Fighter Interceptor Group when enough aircrews become operationally ready in the F-106. This is scheduled to occur between 1 January and 1 July 1975.

ADMINISTRATIVE/PERSONNEL MANAGEMENT

Recruiting was the major item of interest as the 1974 fiscal year began. Although the Group had been successful in maintaining a comfortable strength level, management was concerned over the lack of success in attracting the young, no-prior service enlistees. Thus on 9 July 1973 we kicked off an extensive recruiting campaign with emphasis on reaching the young community and selling the Air National Guard program. Basically, the campaign consisted of "blind ads" in local newspapers, a staff answering telephone responses to ads, a team of drivers who picked up the prospects for a tour of the base, and a team of recruiter/salesmen who escorted the prospects around the base while explaining our activities and generally "selling" our program. In the 20 workdays of the campaign we received 802 calls, scheduled 274 pick-ups, with 179 fulfilling the pick-up appointment. Of these 179 who toured the base, 142 were given the qualifying aptitude test with 67 passing, 53 of these took the physical exam with 44 qualifying, 7 were disqualified for other reasons, leaving us with a net of 37 new enlistees. The campaign required a great deal of hard work, but resulted in the enlistment of some Basic airmen into the unit for the first time in many months. The campaign was also an eye opener as we experienced for the first time a 53% failure rate on the written aptitude test, with many of those failing being high school graduates.

Fiscal year 1974 also saw the Base Level Military Personnel System (BLMPS) move into the Advanced Personnel Data System (APDS). The conversion into the advanced system was completed, along with Air Force units, in March 1974. Some of the major features of the APDS include: (1) The elimination of all manual personnel records, other than the basic source document to support each personnel action which are maintained in the Unit Personnel Records Group folders; (2) Moving the management responsibility from the Air Reserve Personnel Center (ARPC) in Denver to the USAF Military Personnel Center (USAFMPC) in San Antonio; (3) Establishment of a Historical Data Bank on each member which is maintained at USAFMPC level only, removing this specified historical data from the Base Level Management; (4) Expansion of the Personnel Data maintained in the computer bank; and (5) Implementation of "projected actions" for such items as promotions and separations. At the close of the fiscal year APDS was still experiencing some difficulty with programmed actions that were not working properly. Consequently, some actions such as Records Review Rosters, Unit Manning Document Rosters, and Immunization Rosters were still not being produced by the computer. This created somewhat of a problem in properly managing the personnel function, but USAFMPC expects to resolve it soon.

In the area of personnel, another computer system that was implemented in fiscal year 1973, the

Point Credit Accounting and Reporting System (PCARS), experienced quite a few malfunctions as the individual retirement point records began to flow in fiscal year 1974. As the fiscal year closes, many of these problems appear to have been resolved, and computer retirement point records are expected to be more accurate and reliable in the future. However, resolving the problems caused considerable additional work at base level even though the problem was a result of malfunctioning computer programs designed at ARPC.

Fiscal year 1974 also brought nationwide announcements of many programmed changes in the structure, equipment and mission of many Air National Guard units. The 125th Fighter Interceptor Group was included among those programmed for a change of equipment: Conversion from F-102 to the F-106 aircraft. Detachment 1 of the Group, operating at New Orleans, was scheduled to be discontinued. At the close of the fiscal year, the Group was well into the planning and preparation stages of the conversion, which will involve a realignment of unit manning documents.

Management of the administrative function was fairly routine during fiscal year 1974, being one of the few areas that did not experience any major change in its concept of operations. Due to this, special attention had to be focused on the necessity for continued support of the administrative management program within the Group lest it fall below its previous excellent standing. Periodic checks of administrative offices indicates that Base managers have responded to this need with records, publications, and forms being maintained in a satisfactory manner throughout the year.

Administrative/Personnel Management was rated satisfactory during the annual Federal inspection.

The on-board airman strength on 1 July 1973 was 738, at the close of the fiscal year on 30 June 1974 the on-board airman strength stood at 899, which was 109% of that authorized. Special authorization to exceed the authorized strength has been granted by the National Guard Bureau. The officer strength level remained fairly constant during the year, closing with 94 officers assigned.

The publication of a monthly Newsletter was implemented in fiscal year 1974 in an effort to keep personnel informed on programs, policies, and events. It is mailed to each member prior to the monthly Unit Training Assembly, and has been well received.

SCHOOL TRAINING

All non-prior service enlistees in the Florida Air National Guard are required to complete a minimum of four months active duty subsequent to enlistment. This training may consist of USAF Basic Military Training (BMT) with a period of intensive on-the-job training at home station, or Basic Military Training with subsequent entry into an Air Force technical school. The larger portion of the enlistment spaces received have been BMT with subsequent entry into the technical school. This is to the advantage of the Air National Guard in that these Airmen receive the necessary fundamentals of a job in a formal school geared for the purpose of teaching. This formal training makes the actual on-the-job training portion comparatively easy.

With the phase-out of selective service calls, the unit's waiting list has diminished to zero. In an effort to maintain the units strength the Florida Air National Guard has initiated a program of having its members sell the Air National Guard to their friends and acquaintances. In addition to this, a full time recruiter has been called to active duty to enhance the efforts of this program.

Various other types of formal training courses are available to members of the Florida Air National Guard in addition to those for non-prior service airmen. Some of these courses are: Undergraduate pilot training, advanced training courses, lateral training, special training courses, field training detachment courses, etc.

The Air National Guard Non-Commissioned Officer Academy at Knoxville, Tennessee, still continues to be popular with the Florida Air Guardsmen. During the fiscal year 3 Guardsmen attended a two-weeks Phase I class, 5 attended the Phase II class, and one attended the full 5½ weeks course. In addition, approval has been received for 3 individuals for Phase II in fiscal year 1975.

With the F-106 aircraft conversion scheduled for the first quarter of fiscal year 1975, intensive training in the various career fields has been undertaken in preparation for arrival of the new aircraft. Since the Weapons Control System and related areas are so complex in the new aircraft, the major training has been undertaken in this area. Five Air Technicians have been scheduled for an 18-week class at Lowry Air Force Base, Colorado, and an additional eighteen have been scheduled for thirteen weeks training with the Field Training Detachment at Tyndall Air Force Base, Florida. The Field Training Detachment from Tyndall Air Force Base has been scheduled to conduct classes in all phases of maintenance and related areas beginning in the first quarter of fiscal year 1975 and continuing for several months.

Tentative plans had been made for the Florida Air National Guard to deploy to the Permanent Field Training Site, Savannah, Georgia, for annual training for fiscal year 1974. However, with the announcement of the conversion from F-102 to F-106 aircraft, these plans were changed and the year-round annual training program was placed in effect in February 1974, for the remainder of the fiscal year. Some of the objectives of this plan are to:

Increase daily support capability in accomplishment of the local and Aerospace Defense Command mission.

Improve utilization of annual training manpower by programming against actual work requirements.

Improve individual proficiency training through reduction of supervisor to trainee ratio and increase actual job performance in normal duty Air Force Specialty Codes.

Through closer supervision, planning and training, qualify personnel by a vigorous OJT and classroom training program in their specialty.

Obtain more useful work from personnel as the direct product of their OJT, and reduction of trainees on hand to be supervised at a given time.

Increase participation by commanders, staff officers, and supervisors by increasing planning and supervisory responsibilities for daily operation of the unit.

Attain a closer working relationship between the Air technician and military personnel with, increased emphasis on military direction and supervision.

Improve Air National Guard - employer relations by allowing large organizations that have several employees who are Guardsmen to schedule their annual training at various periods.

FEDERAL FUNDS AND EQUIPMENT

The mission of the Florida Air National Guard is such that it must be operationally ready for combat at all times. To insure the maximum readiness, the Federal government funds and equips the Florida Air National Guard on a level closely paralleling the active Air Force. An average of 250 full-time federally supported technicians are employed at the Air National Guard Base in Jacksonville. These technicians, representing about 25% of the overall strength of the Florida Air Guard, are specialists in the fields of command, administration, finance, accounting, supply and maintenance.

During fiscal year 1974, Federal funds in the amount of \$7,449,787.54 were expended in support of

the Florida Air National Guard. The value of military equipment in use is \$5,860,193.90.

The F-102 aircraft, with which the Florida Air National Guard is currently equipped, is an expensive weapon system to operate. Cash purchases of supplies and services in the Jacksonville area in support of this aircraft during fiscal year 1974 totaled \$12,033.00, while purchase orders and delivery orders on local business concerns totaled \$171,933.62. Local transportation companies received \$34,260.51 for movement of material from Jacksonville to various points in the nation. Cross Service Agreements with other military activities in the Jacksonville area resulted in services to the Florida Air National Guard valued at \$42,700.00. The federal funds paid to Florida business concerns, coupled with the \$5,252,369.93 paid in salaries during this period, represents an industry of considerable value to the State of Florida and its citizens.

These figures include the items of equipment and supplies that have been received in anticipation of our conversion to the F-106 aircraft.

During the last quarter of fiscal year 1974 this unit received 4500 items to support the F-106 aircraft. This added to the F-102 inventory of 2000 active items for a total of 6500 items.

The on-base Power Upgrade Modification Program was started in June 1974. This modification program requires very close coordination with the different depots which support this aircraft. This has been done in a very satisfactory manner.

The on-base F-102 Aircraft Inspection Repair As Needed (IRAN) program was satisfactorily supported from existing manpower. This program was completed during the third quarter of 1974. During fiscal year 1974 a total of \$21,392.68 worth of funded parts were issued in support of this program.

The warehouse inventory of 6500 active items which includes both F-102 and F-106 aircraft items was maintained at \$3,987,280.00. There was an average of 22,481 monthly transactions.

These figures indicate an efficient inventory control system that is well within the limits prescribed by the active Air Force. The aircraft Fuel Section issued fuel and petroleum products during this period valued at \$1,074,230.83.

The Florida Air National Guard maintained the Southern Defense of the U. S. to provide an around-the-clock alert capability. In covering this area, Detachment 1 of the 125th Fighter Interceptor Group was established at Naval Station, New Orleans, Louisiana. A total of \$11,425.93 for funded items was expended during fiscal year 1974 in direct support of this activity. This Alert commitment was turned over to the active Air Force on 1 July 1974.

The Florida Air National Guard Supply Section completed its third year under the Standard Base Level Supply system (UNIVAC 1050-II). This was considered to be a successful year. All supply personnel have become fully qualified and experienced in the UNIVAC 1050-II procedures.

As a result of this, this Supply Section was considered as a finalist for the second consecutive year, in the selection of the most outstanding Supply unit in the Air National Guard. This unit is still satellited on the computer located at Moody AFB, Georgia and is being supported in a satisfactory manner.

MAINTENANCE

During fiscal year 1974, an average of one hundred and twenty-nine personnel were employed by the Air Technician Detachment of the Florida Air National Guard to perform maintenance on unit aircraft which include twenty-three F-102s, three T-33s and one C-54 aircraft. Maintenance personnel are responsible for performance of all organizational maintenance and much of the intermediate maintenance

on both the primary mission and support mission aircraft, missiles and associated test equipment, ground power equipment, all motor vehicles, including crash and firefighting equipment, the flight simulator and the base communications system.

The 125th Fighter Interceptor Group has had the F-102 as its primary mission aircraft for over fourteen years. This is an unusually long time for any unit to retain any single model aircraft and it has enabled us to attain an exceptionally high level of maintenance proficiency. During this fourteen year period, more than 61,000 hours of F-102 flying time has been logged. The average experience level of Air Technician employees is now over nineteen years.

During fiscal year 1974 we flew the programmed and allotted 4260 F-102 flying hours and overflowed the allotted 322 C-54 hours by 114 hours. This is considered an especially noteworthy accomplishment when budget limitations and significantly higher costs are considered. Also, as a result of the nationwide fuel shortage, very limited flying was authorized during a period of approximately two weeks.

CONVERSION TO F-106 AIRCRAFT

During March of 1974, we received official word that the Florida Air National Guard would convert from F-102 to F-106 aircraft during the Summer of 1974, and that the ADC Alert Detachment maintained by the 125th Fighter Interceptor Group at New Orleans, Louisiana will be transferred to the Air Force.

The transfer of the Detachment at New Orleans will result in a reduction of twenty technicians at that location. However, an increased authorization for the parent unit will allow these individuals to be absorbed at the time of conversion. The receipt of the F-106 aircraft by the 125th Fighter Interceptor Group will upgrade the weapons system and provide the unit with modern, more sophisticated and efficient aircraft.

AIR DEFENSE COMMAND ALERT

Since 1958, the 125th has performed the sole Air Defense mission for the Eastern seaboard of the United States from Charleston, South Carolina, to Cape Canaveral. In 1972, this responsibility was extended to include the Gulf Coast from Pensacola Bay to the Louisiana-Texas border.

In order to perform this mission in support of the 20th NORAD Region, the 125th maintains aircraft on five-minute alert status, twenty-four hours a day, seven days a week in the defense of the Southeastern United States.

The assignment of the aerospace interceptor mission to the Air Guard has permitted a reduction of similar type units from the Active Air Force resulting in considerable saving of tax dollars.

TRANSITION TRAINING

The transition from F-102 to F-106 aircraft is a tremendous task. All maintenance personnel must undergo specialized training in their particular career fields. Several groups have been sent on temporary duty to Lowry Air Force Base, Colorado, and Tyndall Air Force Base in Florida, for training on the F-106 radar system. Early in fiscal year 1975, a Field Training Detachment will arrive at the Air National Guard facility in Jacksonville to conduct specialized training courses in solid-state electronics, missile and missile console operation, instrument maintenance, communications, navigation equipment, pneumatics, aerospace ground equipment, egress systems, electrical systems, aircraft maintenance, fuel systems, jet engine maintenance and weapons systems. The training, which is scheduled to commence in mid-July 1974, will not be completed until well into 1975.

PUP MOD

An F-106 Power Upgrade Program which will reduce the number of generators from four to one, and will produce a much more reliable electrical system, has been undertaken by Air Technicians at the Jacksonville Base. A total of thirty-one aircraft will undergo extensive modification in this program. Eleven of these aircraft will be assigned to the Air National Guard base at Fresno, California, six will be assigned to an Air National Guard unit at Great Falls, Montana, and fourteen will be permanently assigned to the Florida Air National Guard at Jacksonville. In addition, one aircraft presently in the SAAMA Depot at Sacramento, California, will be assigned to the 125th Fighter Interceptor Group which will bring our total to fifteen F-106 aircraft. To assist us in the tremendous task of modifying these aircraft, a team of thirty-eight specialists from the Sacramento Depot and thirty-eight additional air technicians from New York, Montana, Michigan and New Jersey have been temporarily assigned to this unit.

FLIGHT SIMULATOR

An F-106 flight simulator which arrived on 6 June 1974 via C-130 aircraft has been installed in the flight simulator building and will soon be operational.

PUBLIC AFFAIRS

During 1974, the Florida Air National Guard began seeing tangible results from a two-year effort to establish community awareness of the unit as a resource of the North Florida area. For the two-year period, the Information Office has focused on an intensive recruiting effort which has been broadly based through all Group Personnel.

The character of the Information effort altered during 1974, as manning reached 109% during the Spring of the year, and the National Guard Bureau announced the upgrading of unit aircraft from the F-102 Delta Dagger to the far more sophisticated F-106 Delta Dart Interceptors.

The upgrading of the unit aircraft was an indication of the importance of the mission of the Florida Air National Guard and a measure of the effectiveness of the Group. The new aircraft became an important vehicle for the Florida Air National Guard story, although the basic thrust of the program — The Florida Air National Guard as a community resource — was not altered.

The recruiting visits to area high schools continued to stress the value of the technical training available as well as the financial rewards for serving in the Guard. The introduction of the F-106 was also highlighted as an indication of the importance of the Group to the national air defense posture.

Public service announcements to area radio stations have continued to stress the value of training available through the Florida Air National Guard. Appearances by Air National Guard officers and NCO's on area radio and TV stations have served to increase community awareness and supplement the efforts of the recruiter.

Base tours have been made available to any organization in the community, and various community relations programs have been continued. Two examples are the sponsorship of Explorer Post 925, and the regular visit of the Bloodmobile to receive donations from Air Guardsmen.

The Florida Air National Guard Non-Commissioned Officer Academy Graduates Association continues to be a vital factor in the community outreach program. For a number of years, the Association has sponsored the presentation of American Flags to area schools and civic associations. The flag presentation ceremony and the patriotic program which accompanies it has been an important means of reaching young members of the community

ADVISORS

ARMY

The mission of the Office of the Senior Army Advisor is to provide advice and assistance to the units of the Florida Army National Guard in all phases of training, administration, supply, and maintenance procedures in order to accomplish the National Guard mission of maintaining a maximum degree of operational readiness. The Senior Army Advisor, Colonel Frank D. Oblinger, Jr., is the liaison officer between the Adjutant General and the Commander, U. S. Army Readiness Region IV.

The Senior Army Advisor Office is located with the State Headquarters. There are four other advisor stations throughout Florida collocated with the 53d Infantry Brigade in Tampa, the Aviation Facility Command in Jacksonville, the 227th Field Artillery Group in Miami, and the 53d Signal Group in Tallahassee. The authorized advisor strength is five officers and three non-commissioned officers. Technical assistance and training support is provided by the U. S. Army Readiness Group at Patrick Air Force Base. This organization supports both National Guard and Army Reserve units in Florida and is staffed with 26 officers, 23 enlisted men, and 6 civilians.

AIR

The Senior Air Force Advisor, Lieutenant Colonel James R. Hetherington, and staff are located at the 125th Fighter Interceptor Group Headquarters, Jacksonville International Airport, Jacksonville, Florida. The Aerospace Defense Command is the gaining command of the Florida Air National Guard with operational control provided by the 20th Air Division, Fort Lee Air Force Station, Fort Lee, Virginia.

The mission of the Air Force Advisory personnel is to advise and assist the Air National Guard in achieving and maintaining a combat ready status. Due to the weapons system conversion, currently in progress, the advisory staff is being increased by twenty-five personnel. These personnel will provide the required initial expertise thus ensuring a timely and safe return to a combat ready status in the new weapons system.

REPORT
OF THE
ADJUTANT GENERAL
OF THE
STATE OF FLORIDA
1975



KENNEDY C. BULLARD
MAJOR GENERAL
THE ADJUTANT GENERAL

AIR NATIONAL GUARD

The Florida Air National Guard's dual missions are (1) to maintain an assigned force of squadrons on combat ready status capable of assuming an immediate wartime assignment, and (2) providing a fully armed and combat ready interceptor force for the Aerospace Defense Command of the United States Air Force.

In achieving and maintaining its combat ready status, the Florida Air National Guard is governed by the same training requirements and performance standards adhered to by the regular Air Force.

During fiscal year 1975, a massive Group Effort was mounted, focusing on achieving combat ready status in the new F-106 Delta Dart weapons system, which was received at the end of the previous fiscal year, and in training appropriate sections in maintaining and supporting the new aircraft. The conversion to the new weapons system began in the fourth quarter of fiscal year 1974, and at the conclusion of fiscal year 1975, the Group is pointing toward a pending Operational Readiness Inspection (ORI) which will certify the Florida Air National Guard as Combat Ready in the new aircraft.

In connection with this effort aircrews have been undergoing training and flying operations in Jacksonville and at Tyndall Air Force Base, Florida.

During the majority of the conversion period, members of the New York Air National Guard were assigned to the Florida Air National Guard Base, where they assumed the ADC alert requirement, thus permitting Florida ANG aircrews to devote full time to the conversion process. Maintenance and support of the New York detachment was performed by members of the Florida Air National Guard. During the fourth quarter of fiscal year 1975, Florida Air National Guard aircrews achieved combat ready status in the new F-106 and resumed the ADC alert commitment.

Several other Air National Guard squadrons received F-106 aircraft from the Air Force along with the Florida ANG, and all of the F-106 aircraft involved were processed through the Florida base for modification. Numerous personnel from the receiving ANG units were assigned to the Florida Air National Guard Base to participate in the modification program, receiving support from the Florida ANG. As a result of the conversion from F-102 to faster and more modern F-106 aircraft, the number of technicians assigned to the Florida Air National Guard was temporarily increased by almost 50% to 300 persons.

The dual task of conversion to the new and more sophisticated weapons system and performing a major modification of the electronics systems of all 31 aircraft received by Air National Guards throughout the nation, was unprecedented at the field level. As a result of the superior achievements of the Florida Air National Guard in this program, the 20th Air Division of the Aerospace Defense Command has nominated the 125th Fighter Interceptor Group for the initial award of the Air Force Outstanding Unit Award for the calendar year ending 31 December 1974. In its Citation for the Award, the 20th Air Division said that "The successful completion of this modification lengthened the useful life of a valuable weapon system and increased the combat effectiveness of the F-106."

Another major aircraft conversion took place when the Florida Air National Guard's C-54 aircraft was retired. It was the last operational C-54 to have participated in the Berlin Airlift, and was flown to Germany during 1974 to be featured in a commemorative ceremony sponsored by the Government of West Germany. A more modern C-131 aircraft has been received to replace the C-54, and the new aircraft is currently undergoing IRAN. Two multi-engine aircrews have been checked out in the new aircraft as instructors, and others will complete the conversion when the aircraft is returned from IRAN in the first quarter of fiscal year 1976.

The Personnel section, fully operational under the Basic Level Military Personnel System for the entire fiscal year, is preparing for conversion to an on-line computer terminal which will link the Florida Air National Guard Base directly with the support computer at Moody Air Force Base. The new system is called "RJET" or Remote Job Entry Terminal.

Conversion to the F-106 aircraft has brought about an expansion of the Florida ANG Security Police

Force, with considerable reorganization and expanded training activities required in conjunction with the capability of utilizing nuclear weapons.

INSPECTIONS

No Operational Readiness Inspections were required during the conversion to the F-106 aircraft, but the unit is now intensifying preparations for a no-notice Operational Readiness Inspection during fiscal year 1976.

AEROSPACE DEFENSE COMMAND ALERT

Since 1958, the 125th Fighter Interceptor Group has performed the sole Air Defense Interceptor mission for the Eastern Seaboard of the United States from Charleston, South Carolina, to Cape Canaveral. In order to perform this mission, in support of the 20th NORAD Region, fully armed aircraft are maintained on a five-minute alert status twenty-four hours a day, seven days a week and have been continuously through numerous conversions.

TRANSITION TRAINING

The conversion to the F-106 weapons system placed a tremendous load on maintenance and electronics personnel. In addition to several groups who received specialized training at other bases, the maintenance and electronics personnel performed intricate modifications of the F-106 aircraft while undergoing intensive specialized training courses in solid-state electronics, missile and missile console operations, instrument maintenance, communications, navigation equipment, pneudraulics, aerospace ground equipment, egress systems, electrical systems, aircraft maintenance, fuel systems, jet engine maintenance and weapons systems.

EXERCISES

Even during the conversion process, Florida Air National Guard aircrews supported Air Force Division exercises designed to test the Aerospace Defense system and train controllers.

Project "TOP SEA", a DOD/State Dept project was supported by the 159th Fighter Interceptor Squadron with twenty-four (24) sorties in the F-106, flying out of Homestead Air Force Base, Florida. No abortive missions were caused from a lack of aircraft.

PERSONNEL MANAGEMENT

Fiscal year 1975 saw the implementation of a new technician management concept under four (4) directorates: Supply, Maintenance, Operations, and Support Services. The previous organizational structure of the Technician Detachment did not include a Director of Support Services, and Branch Chiefs reported directly to the Air Commander. The Support Services Directorate provides a focal point for the various base support activities, and includes the areas of Personnel, Administration, Civil Engineering, Comptroller, Motor Vehicle, Medical, Photo Lab, and Ground Communications. The new concept has proven very successful.

The conversion to F-106 aircraft with the contingency for special weapons capability required the implementation of the Air Force Human Reliability Program (HRP) during fiscal year 1975. This is a screening program to determine as far as possible the reliability of individuals whose duties require that they have access to special weapons. Approximately 100 of our people have been screened and certified as reliable. The screening involves a favorable security investigation, a review of personnel records, a review of medical records, and personal interviews for each individual, along with documentation. It is a program that requires continuous evaluation by responsible officials to insure that certifications of reliability remain valid, to reduce the possibility of an unstable or troubled individual having access to the high risk special weapons.

The Advanced Personnel Data System (APDS) was a much smoother program during fiscal year 1975. It was implemented the previous year, with many programming problems. Most of these problems

were resolved during the early part of the year, so that the system is now very reliable with almost all programs in the Burroughs B-3500 computer functioning properly.

The 125th Consolidated Base Personnel Office (CBPO) was selected by USAF/MPC as one of five (5) CBPO's to participate in a test of the APDS Mobilization Procedures. Selected Air National Guard and Air Force Reserve units, active duty Data Processing Installations, and the USAF Military Personnel Center performed necessary computer processing to transition affected personnel records from an inactive status to an active duty status. Written critiques were made by all participating offices with a view toward improving the system where needed. Valuable training and experience was obtained by all personnel participating in the Test.

During fiscal year 1975, there were 281 personnel whose enlistment expired. Of this number 181 reenlisted and 100 were discharged. This is a reenlistment rate of 64%, which is slightly lower than prior years. However, the reenlistment of First Term Obligators within this total was higher than usual.

Recruiting continued to be an area of special interest with a great deal of effort being expended toward informing the general public, personal contacts with school counselors, and recruiting efforts toward individual contacts. However, the source of most recruits continues to be the Guardsmen who bring in their friends and relatives, sons and daughters. Recruitment of young men and women with no prior service and minority groups is still below the desired goal, and presents a challenge to management.

The strength level has remained relatively high. At the close of fiscal year 1975 there were 94 officers and 870 airmen assigned to the Florida Air National Guard. The programmed paid strength level authorized was 100 officers and 818 airmen.

UNIT TRAINING

Unit training is conducted in accordance with directives published by the National Guard Bureau, USAF, Aerospace Defense Command, and by local supplementing directives. The heart of the unit training program is On-The-Job Training (OJT). The OJT program of the Florida Air National Guard continued to progress at a very satisfactory rate during fiscal year 1975. An average of approximately 225 airmen were in some level of OJT throughout the year.

The Dual-Channel concept of conducting OJT has proven to be very effective since its inception. The essence of this concept of training is that the trainee acquires general background knowledge required for understanding military and career area functions by home study of correspondence courses known as Career Development Courses (CDC). The other portion of this concept is Job Proficiency, where the trainee learns to perform the actual job under supervision of a trainer. This concept does not relieve the trainer of the responsibility of aiding the trainee in the more complicated areas of the career development portion. CDC's have been prepared on practically all career fields authorized in the Florida ANG.

The key to any successful training program is to have the backing of commanders at all levels. This backing has been prevalent in the Florida Air National Guard for many years now. In addition to this command emphasis, exceptionally well qualified Administrators have been appointed in each unit to supervise and administer the training program for that unit.

In an effort to assist supervisory personnel in conducting their programs, several aids are produced and utilized, some of which are:

- a. Monthly OJT Status Report - this report lists all personnel in the unit that are on OJT, and lists their level of training, length of time in training, CDC enrollment status, etc.
- b. Monthly CDC Status Report - this report lists the current Career Development Status of each trainee, i.e., number of volumes required, enrollment date, date of completion of last volume, volume review scores, etc.
- c. OJT Advisory Classes - formal courses conducted by a highly qualified Air Force instructor to

familiarize supervisory personnel with classification, assignment, training methods and upgrading procedures. The latest class was conducted in April 1975 and is normally administered each year. Approximately thirty-five (35) personnel attended the April classes.

During fiscal year 1975, the National Guard Bureau adopted Air Force Manual 50-23, On-The-Job Training, as the governing directive for the training programs to replace Air National Guard Manual 50-23. Prior to adoption of this manual, selected Training Technicians from the field, including the one from the Florida Air National Guard, were assembled in Knoxville, Tennessee, on one occasion and Chicago, Illinois, on another to study, evaluate and modify the Air Force Manual to meet current Air National Guard requirements. The change over from the ANGM to the Air Force Manual has been favorably received by all supervisors.

One of the responsibilities assigned the Group Training Technician is to conduct a monthly meeting with all Unit OJT Administrators. This meeting has been conducted at the beginning of the Saturday UTA and has assisted materially in keeping administrators current on the latest information, mutually sharing and solving training problems, etc.

The National Guard Bureau is now able to obtain several management products from the Advance Personnel Data System to evaluate effectiveness of various programs. In the area of training, the following monthly reports are monitored:

- a. OJT Upgrade Rate - objective is at least 8% of trainees being upgraded monthly. This unit has been meeting this objective easily.
- b. Overtime in Training Rate - objective is less than 7% of trainees overtime in training. We have no trainees overtime in OJT.
- c. Eligible But Not in Training Rate - objective less than 5%. The Florida ANG rate is much lower than the objective.

During fiscal year 1975, this unit converted from the F-102 to F-106 aircraft. An Air Force Field Training Detachment from Tyndall AFB, Florida, conducted numerous classes in all aspects of the F-106 aircraft maintenance, engine, weapons, communications/navigational aids, and other related areas.

The Air National Guard Professional Military Education Center Courses at Knoxville, Tennessee, continue to be popular with Guardsmen. During fiscal year 1975, three airmen attended the Academy of Military Science, two airmen attended Phase I of the ANG NCO Ademy, and five airmen attended Phase II of the Academy. Several airmen are currently scheduled for attendance at the NCO Academy and ANG Leadership School during fiscal year 1976.

ANNUAL TRAINING

Annual training for fiscal year 1975 was conducted on the year round basis. This system afforded much valuable manpower throughout the year, especially needed to augment the Air Technician Detachment during the all-out aircraft conversion program.

COMMUNITY COLLEGE OF THE AIR FORCE (CCAF)

During the latter part of fiscal year 1975, all provisions of CCAF were opened to Air Guardsmen. Previously only transcript service was available. The objective of the CCAF is the granting of credit for technical training courses completed, work experience, USAFI Course completions, and consolidating previous college credit into one transcript. CCAF is an accredited member of the Southern Association of Colleges and Schools (SACS) Commission on Occupational Education Institutions (COEI) and grants a Career Education Certificate (CEC) which is equivalent of an AA degree when requirements have been met. Several airmen have been registered into one of the programs of CCAF.

ADMINISTRATION

Management of the administrative function continued fairly routine in the area of Documentation Management. The change of mission aircraft caused a complete reshaping of the program within the maintenance complex. In the area of Publications, initial exposure to Microform Publications occurred. This program is just starting throughout the Air Force and our requirements were established for the new Microfiche Viewers/Printers for the base. By the end of the year these machines were in place in the major functional areas. Initially only selected publications will be furnished in microform; however, as the capability increases, changes occur more and more will be converted resulting in a savings to both the Air Force and Air National Guard. Periodic checks were continued throughout the administrative areas of the base insuring a satisfactory and economical operation by Base Managers.

The area of Administration was rated satisfactory by gaining command inspectors at the Annual Inspection. Command guidance rendered throughout the year continued to stress economical and conservative management of resources.

The Administrative function was charged by the National Guard Bureau/DPX as the Office of Primary Responsibility (OPR) to monitor implementation of the Privacy Act of 1974 (Public Law 93-579). Actual implementation has not occurred; however, much planning and staffing has been necessary to insure the actual implementation later on in calendar year 1975.

Publication of the monthly Newsletter has continued and each member receives a copy through the mail prior to the monthly scheduled training assembly. This serves as a useful tool to keep all personnel current on policies, programs, and events and serves to let the family have an idea of what is happening within the unit.

MAINTENANCE

At the beginning of fiscal year 1975, 129 personnel were employed by the Air Technician Detachment in direct support of the maintenance area. By 31 July 1974, the full time work force had increased from 129 to 184. These additional personnel along with the initial work force provided the needed man-hours required to meet mission objectives with the more sophisticated and highly complex systems of the F-106 aircraft.

The transition from F-102 to F-106 aircraft required many simultaneous efforts. It was necessary that F-102 aircraft be maintained in a state of readiness to allow pilots to maintain a proficient posture and also prepare the aircraft for transfer to other F-102 bases and to the Military Aircraft Salvage and Disposition Center. During the same period of time the unit proceeded with the F-106 Power Upgrade Program (PUP) modification. This program, which reduced the number of generators from four to one, was a depot level project that was so extensive many felt it could not be performed at unit level. Although the modification required 1,917 man-hours per aircraft, the PUP Mod Speedline Program turned out 31 completed aircraft well ahead of schedule. Eleven of the aircraft were assigned to the Air National Guard Base at Fresno, California. Six were assigned to the Air National Guard unit at Great Falls, Montana, and fourteen were retained for assignment to this unit. The efficiency with which this operation was conducted resulted in considerable savings in funds and time and enabled this unit to resume alert status in a minimum amount of time.

During fiscal year 1975, despite budget limitations, significantly higher operating costs and temporary fuel shortages, we were able to provide ready aircraft to support transition flying for 23 pilots and meet fiscal year 1975 flying objectives as follows:

AIRCRAFT TYPE	FLYING TIME AUTHORIZED	FLOWN
F-102	320.0	286.7
F-106	2685.0	2709.7
T-33	862.0	929.7

C-54	250.0	289.7
C-131	200.0	55.4

The C-131 was assigned to this unit only for the last two months of this fiscal year. Flying hour objectives were not met on the C-131 aircraft due to unscheduled maintenance and because it was assigned to Programmed Depot Maintenance at Dothan, Alabama during June 1975. Additionally, it should be noted that the 2 engine C-131 replaces the 4 engine C-54 which has been retired to the Military Aircraft Storage and Disposition Center at Davis-Monthan Air Force Base in Arizona. The C-131 is considered to be a much better aircraft. This aircraft, being pressurized and faster as well as achieving much greater fuel economy will aid greatly in the proper dispatch of the many utility flights required to support the operation of this base.

SPECIALIZED TRAINING

Transitioning from F-102 to F-106 aircraft is a tremendous task. It was necessary that all maintenance personnel undergo specialized training in their career fields. Several groups were sent on temporary duty to schools at Lowry Air Force Base, Colorado, and Tyndall Air Force Base in Florida for training on the F-106 radar system.

FEDERAL FUNDS AND EQUIPMENT

The 125th Supply Squadron played a key role in the support of the alert detachment at New Orleans Naval Air Station, the smooth transition of the unit into the F-106 aircraft, and the Power Upgrade Program (PUP) modification to the F-106. While in the process of acquiring and transferring inventory to support the F-106 program, the 125th Supply Squadron also provided logistics support of the South Carolina and New York ANG alert aircraft temporarily detached to Jacksonville during a portion of our conversion period. With an average warehouse inventory of 66,000 line items valued at \$2,306,000.00, the Supply Squadron experienced a transaction rate of 24,000 per month. Even with this amount of activity, the unit maintained an equipment and supplies management inventory accuracy of 99.3% for the year. These figures indicate an efficient inventory control system that is well within the limits prescribed by the active Air Force. The considerable effort exerted by the Supply Squadron in support of the Air Defense mission was rewarded by a Satisfactory rating during the ADC IG inspection in November 1974. The outstanding management of the base supply system resulted in maximum efficiency in utilization of available material resources within the Group.

The F-106 aircraft, with which the Florida Air National Guard is currently equipped, is an expensive weapon system to operate. Local transportation companies received \$31,468.83 for movement of material from Jacksonville to various points in the nation. Other Service Agreements with activities in the Jacksonville area resulted in services to the Florida Air National Guard valued at \$109,973.81. The federal funds paid to Florida business concerns, represents an industry of considerable value to the State of Florida and its citizens.

These figures include the items of equipment and supplies that have been received in support of our conversion to the F-106 aircraft.

The on-base Power Upgrade Modification Program was started in June 1974. This modification program required very close coordination with the different depots which support this aircraft. This has been done in a very satisfactory manner. This program was completed in October 1974.

The aircraft Fuel Section issued fuel and petroleum products during this period valued at \$1,347,707.10.

The Florida Air National Guard Supply Squadron completed its fourth year under the Standard Base Level Supply system (UNIVAC 1050-11). This was considered to be a successful year. All supply personnel have become fully qualified and experienced in the UNIVAC 1050-11 procedures. This unit is still satellited on the computer located at Moody AFB, Georgia and is being supported in a satisfactory manner.

PUBLIC AFFAIRS

During fiscal year 1975, the Information Office of the Florida Air National Guard has focused upon the internal information program along with its continuing effort to support the recruiting of non-prior service personnel.

The procurement of a closed circuit Television Network with numerous outlets in selected areas, has presented the Information Office with an important opportunity to provide internal information. Informing Guardsmen of the missions of their unit and keeping them up to date on military developments is a vital factor in retention of trained Guardsmen. This network became operational on a marginal basis in the spring of 1975, with additional equipment requirements limiting its flexibility, but an introductory program was produced and met with good reception. Work has been initiated on producing a series of short subjects about each major section, with excellent support from personnel. The closed circuit network has also been vital in producing and disseminating training programs for Guardsmen.

Recruiting continued to emphasize the requirement for non-prior service personnel from minority groups. Radio and television spot announcements were distributed, and visits to area high schools, vocational schools and colleges were continued. Information office personnel met with appropriate counselors, leaving recruiting materials and arranging programs for the full time recruiter. In giving emphasis to minority recruiting, the Information Office has given considerable attention to the availability of paid technical training at service schools subsequent paid on-the-job training, leading to marketable civilian skills.

A flyover by the Florida Air National Guard F-106 Delta Dart Interceptors and participation by ANG personnel in the Jacksonville Armed Forces Day Celebration provided a significant boost to the community's awareness to the Florida Air National Guard and its mission.

Base tours have been made available to community groups, and community relations programs include sponsorship of an Explorer Post and regular visits by the Bloodmobile. The Air National Guard NCO Academy Graduates Association has provided a substantial part of the community relations effort through presentations of American Flags to local schools and civic groups in conjunction with a patriotic program.

ADVISORS

ARMY

The mission of the Office of the Senior Army Advisor is to provide advice and assistance to the units of the Florida Army National Guard in all phases of training, administration, supply and maintenance procedures in order to accomplish the National Guard mission of maintaining a maximum degree of operational readiness. The Senior Army Advisor, Colonel Frank D. Oblinger, Jr., is the liaison officer between the Adjutant General and the Commander, U. S. Army Readiness Region IV, First U. S. Army.

The office of the Senior Army Advisor is located with the State Headquarters. There are four other advisor stations throughout Florida collocated with the 53d Infantry Brigade (Separate) in Tampa, the 227th Field Artillery Group in Miami, the 53d Signal Group in Tallahassee, and the Aviation Facility Command in Jacksonville. The authorized advisor strength is five officers and three non-commissioned officers. Technical assistance and training support is provided by the U. S. Army Readiness Group at Patrick Air Force Base. This organization supports both National Guard and Army Reserve units in Florida and is staffed with 32 officers, 1 warrant officer, 23 enlisted men, and 7 civilians.

AIR

The mission of the Air Force Advisory personnel is to advise and assist the Air National Guard in achieving and maintaining a combat ready status. The advisory staff normally consists of one Lt Colonel and one Master Sergeant. Due to the conversion from the F-102 to F-106 weapons system which was initiated officially on 1 October 1974, the advisory staff was increased to a total of 26 personnel.

1 (Lt Col)	Senior Advisor
1 (Major)	Maintenance Advisor
3 (Captains)	Operations Advisors
1 (MSgt)	Personnel Advisor
20 (SSgt-MSgt)	Maintenance Specialists

As of 31 July 1975 the staff was reduced to 19. Two Captains (Operations Advisors) and five Maintenance Specialists departed. As of 1 July 1976 the advisory staff will be reduced to the original two personnel.

The Senior Air Force Advisor, Lieutenant Colonel John A. Glover and staff are located at the 125th Fighter Interceptor Group Headquarters, Jacksonville International Airport, Jacksonville, Florida. The Aerospace Defense Command is the gaining command of the Florida Air National Guard with operational control provided by the 20th Air Division, Fort Lee Air Force station, Fort Lee, Virginia.