THE YEARBOOK AND THE LEGISLATIVE ACTION PLAN

With this the fifth annual edition of the NATIONAL GUARD Magazine Yearbook edition, we have now been at this business of a special issue of "annual." This year, we have added several new features that should make it even more useful as a yearbook to our NGUSA members and other readers.

The principal feature we come to our readers is the Legislative Action Plan, which begins on page 77 and forms the middle 28 pages of this month’s issue. It can be a pullout for those who wish to have it as a separate item. Obviously we recommend that you save the entire Yearbook for reference throughout the year because it contains a lot of information of lasting value.

The Legislative Action Plan this year is organized in a more prioritized manner than in years past years, the plan was arranged more along functional lines than in priority order. There has been a marked increase in interest in the plans, and the plan was developed to those levels as opposed to the false economy of reducing them to their prior size.

A n article in a magazine for "frequent fliers" recently noted that the scheduled airlines will be hiring 10,000 new pilots this year! Is it any wonder that the active Air Force has a retention problem for rated officers? Indeed, this article stated that a major reason scheduled airlines are the level of training in the cockpit, given the fact that all such positions can’t be filled with military aviation veterans with hundreds or even thousands of flying hours.

As Senator James Sasser (D-Tenn.) suggested at a Senate hearing last year, the Air Force probably is fumbling its battle in trying to retain all its pilots, given these numbers. Some are certain to leave duty to pursue the economic incentives offered by the airlines. However, such men and women can continue to serve their nation, pursue a career, and provide combat readiness for the Total Air Force if the slots are made available in the Guard.

That means, at minimum, business as usual for the PAA and flying as they are, they may mean, as National Security Adviser-designate Scowcroft has suggested, training additional missions to the Guard and Reserve.

Combat readiness also is that in the Army Guard. It is said that the combat aviation battalion is the AH-64 Apache, fewer aircraft is issued than before because combat readiness of the Apache is so much greater than previous helicopters. Leaving aside this is a logical or consistent context in the concept of modernity our concern is that its application could be counterproductive. If so, to conclude, this approach could hamper the combat readiness of Army National Guard forces.

In the Legislative Action Plan, we have sought to provide some indication of the problems facing Air Force officials for equipment procurement and in other policy areas. In the last month, no national association can address more than a few specificities in any given year. In addition, must be prepared to tackle larger opportunities, whether to purchase new things of potential harm to the National Guard or to favor unanticipated positive proposals. It is a rare month when we don’t get one or the other more, of these.

The Executive Council, elected the membership, sorts out the state and provides guidance as to our emphasis will be each year. The blueprint for accomplishment an annual Legislative Action Plan to help all our NGUSA members to become active in supporting those elements of most concern to them that we have that makes a successful year in Congress in 1989.

State Camps

Some are great. Some are larger than many active Army installations. Four are air bases. Many states have little-known units, camps, some are military as an earlier day. But all are useful in their own way.

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National Guard