

THE CARGO COURIER

Standiford Field ANGB, Louisville, Ky.

123rd Airlift Wing, Kentucky Air National Guard

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Ky Guard cares for Appalachia

By Staff Sgt. David Altom
Kentucky National Guard Public Affairs

FRANKFORT — For 12 days this summer, Kentucky Air and Army National Guard medical personnel joined forces with doctors and nurses at the Mud Creek Clinic in Grethel, Ky., to provide health care for medically underserved residents of Floyd and surrounding counties.

From June 8-19, GUARDCARE-KENTUCKY was part of a federal training program known as Medical Readiness and Training Exercise U.S.A., administered by the Department of Defense through the National Guard Bureau. The intent of the program is to enhance to medical training of military personnel while benefiting local communities.

According to Maj. Gen. Robert L. DeZarn, the adjutant general of Kentucky, this was the first such program to be implemented in the commonwealth. "While we are proud of the humanitarian aid the Kentucky Guard has provided in places like Central America, Bosnia, Somalia and the Persian Gulf, we're especially pleased to bring the talents to rural Kentucky," DeZarn said. "We've always felt we had a lot to offer the folks here, and this is our chance to show it."

Under the direction of Lt. Col. Andrew J. Bustin, the mission was primarily staffed by members of the 103rd Forward Support Battalion's Louisville-based Company C, with additional medical personnel drawn from the 475th MASH and the Kentucky Air National Guard's 123rd Medical Squadron. The medical teams operated from tents erected adjacent to the Mud Creek Clinic facility.

Heading up the Air Guard contingency was Lt. Col. Chuck Bruce who, in addition to being the commander of the 123rd Medical Squadron, is also an ophthalmologist. According to Bruce, the

123rd had to respond in short notice to the mission requirements.

"We only had two weeks to prepare for this mission, and in that time, we were able to put together an outstanding team of people," the colonel said. He was especially pleased that the Air Guard was given the opportunity to help people so close to home, saying "Given the choice, we would certainly like to provide these services to our own people. It makes us feel like we're doing something worth-

day period.

In addition to the military medics, four medical students from the University of Kentucky Medical Center rounded out the GUARDCARE-KENTUCKY team.

There was also considerable support from the private sector in the form of medical equipment and supplies, as well as personal items. A prominent computer manufacturer provided the use of an echocardiograph while a variety of pharmaceutical companies supplied much



KyNG PA photo by Staff Sgt. David Altom

Lt. Col. Sherra Rogers of the Kentucky Air National Guard's 123rd Medical Squadron and Pfc. Bryan Schulz of the Army Guard's Company C, 103rd Forward Support Battalion load an eastern Kentucky resident into a HMMWV ambulance for transport to the Mud Creek Clinic during Operation GUARDCARE-KENTUCKY.

while."

123rd Medical Squadron personnel provided support in every aspect of the operation, from pediatrics to cancer treatments, respiratory therapy to health care counseling. The lab and dental technicians, nurses and physician assistants all pitched in to perform more than 2,000 medical and dental exams during the 12-

needed drugs and antibiotics. And just as important were the clothing, infant care items and food sent by local retail chains.

Eula Hall, founder of the Mud Creek Clinic, had high praise for the Kentucky National Guard's efforts. "They've helped us see a lot of patients we wouldn't have been able to see," said Hall. "Buddy, I wish I could keep 'em."

Don't Forget Your Family During This Long, Hot Summer

It's summertime, school is out and where is dad ... off on another Guard trip. Or is it mom off to annual field training? The point is, all of us in the Air National Guard burn the candle at both ends and it is easy to forget what the world looks like through your children's or your spouse's eyes.

The guardsman who is most beneficial to this unit and to our customers, the tax payers, is the one who learns to successfully balance his or her time between family, work and the Guard. Devotion to duty alone is not the answer. Too much concentration on any one facet of your life will invite failure in the others.

As some of you have learned the hard way, neglecting your family will certainly lead to difficulties at home, and the result will most likely spill over into your work and your effectiveness in the Guard. The answer is not simple but it is essential



Brig. Gen. Stewart R. Byrne
123rd Airlift Wing Commander

that you get the balance right. So where do you start?

Take time to see the world through

your family's eyes. Give your spouse and your children the quality time they deserve. Be more anxious to hear about their day than to tell them about yours. Plan that memorable vacation and take it this time. Give yourself enough time on either end to relax.

Remember; sometimes you have to work at having fun.

Fix that thing that has been annoying your spouse, and find time to go to that event with the children (you know, the one you would just as soon leave to someone else). Do whatever it takes to let your family know just how important they are, and they will give you the support you need in return. If you don't, they will probably get your attention one way or another.

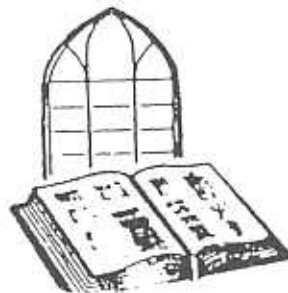
It's summertime ... have fun doing something with your family. Who knows, they might just be happy to send you back to the Guard.

Come, sing praises with a new KyANG choir

By Chaplain (Maj.) Thomas T. Curry
KyANG Protestant Chaplain

Dream with me for a moment.

A 50-voice Kentucky Air National Guard choir singing praises to God in chapel, at patriotic meetings or other civic events.



You could be one of those voices. If interested, call our office at on-base 611 and tell Tech. Sgt. Pam Wilkerson that you are interested. A civilian choir leader has volunteered to lead this choir.

Your good voice is needed to make the dream come true. It will be lots of fun, with personal fulfillment.

This funded Air Force newspaper is an authorized publication for members of the military services. Contents of THE CARGO COURIER are not necessarily the views of the government, the Department of Defense or the U.S. Air Force.

The editorial content is edited and prepared by the public affairs office of the 123rd Airlift Wing, Kentucky Air National Guard, Standiford Field ANGB, Louisville, Ky., 40213, phone 502-364-9431.

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Call the wing PA office if you have a story idea or an article to submit. Our deadline for the August issue is July 22. Articles may be delivered to our office at Bldg. 7.

C-130s wrap up duty in Provide Promise

ANG plays role in history's largest airlift relief mission

LANGLEY AFB, Va. (ACCNS)—The size and scope of C-130 operations supporting Provide Promise is decreasing, according to officials at the U.S. European Command.

There are several reasons for the reduction in C-130 operations at Rhein-Main AB, Germany, officials said. One is a cease-fire agreement which permits deployed C-141 aircraft to land at the Sarajevo airport. The larger aircraft delivers twice as much cargo as a C-130.

Also, the demand for relief supplies is less during summer.

The final reason is to reduce the heavy tempo of operations placed on Guard and Reserve crews, according to USEUCOM officials.

In two years of supporting Provide Promise missions, active duty, Guard and Reserve crews have airdropped almost 18,000 metric tons and airlifted more than 49,000 short tons of cargo.

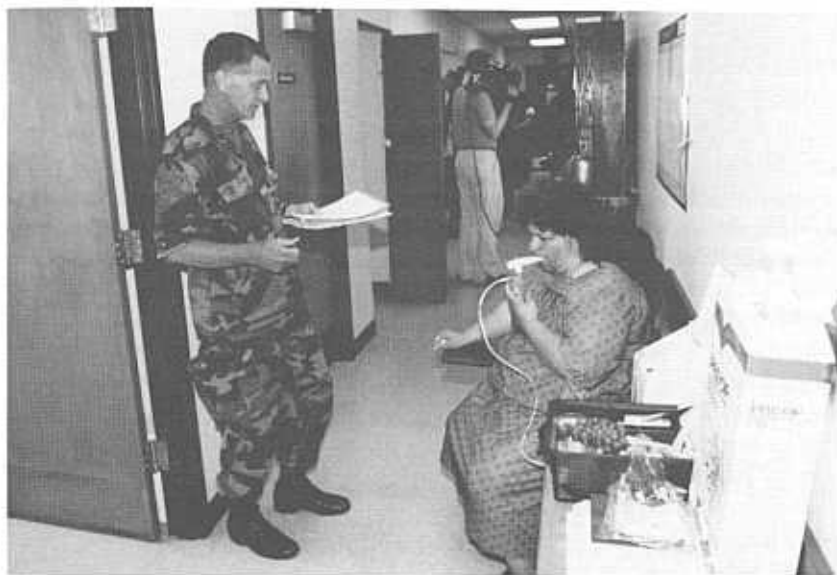
Since February 1993, 34 Reserve and

Guard units from 25 states flew 6,184 sorties totalling 11,535 hours to support the humanitarian relief operation.

123rd Airlift Wing members, aircraft and equipment deployed to Rhein-Main from February to October 1993 and December 1993 to May 1994 in support of Operation Provide Promise. Working as an integrated team with other Guard and Reserve personnel, 123rd maintenance personnel helped launch, recover and repair C-130 aircraft from other units.

Aircrew members flew in single and mixed-unit crews, often operating C-130 aircraft from other units. The 123rd's participation is summarized by the following statistics:

<i>Aircraft Deployed Each Rotation ...</i>	<i>3</i>
<i>Flying Hours (Aircrews).....</i>	<i>2,220.2</i>
<i>Sorties (Aircrews).....</i>	<i>1,029</i>
<i>Personnel Deployed</i>	<i>451</i>
<i>Mandays Expended.....</i>	<i>12,748</i>



KyNG photo by Staff Sgt. David Altom

Eastern Kentucky Assistance: Master Sgt. Larry Fowler of the KyANG's 123rd Medical Squadron administers a respiratory test to a patient of the Mud Creek Clinic at Grethel. The guardsmen deployed there for 11 days in June.

Tips for the women: AFR 35-10

By Capt. Ralinda Gregor
Asst. Public Affairs Officer

If you're inspecting your troops for the first time, you may not be sure what's acceptable for women. These tips may help you.

According to the personal grooming standards in AFR 35-10, women's hair must be styled to present a feminine appearance and cannot extend below the bottom of the shirt collar at the back of

the neck. It must not exceed three inches in bulk. Plain pins, combs and barrettes are permissible if they are similar in color to the individual's hair. Bangs can't hang over the eyebrows.

Women should wear the flight cap one inch to 1½ inches above the eyebrows. Hair may protrude in front of the cap. Cosmetics must be conservative and in good taste. The regulation also states nail polish must be uniform, conservative in color, without ornamentation and in

good taste.

Except for earrings, women's jewelry requirements are the same as men's. No more than three rings may be worn. A conservative bracelet, not wider than one inch, may be worn by men or women. Women may wear small conservative diamond, gold, white pearl or silver spherical pierced or clip earrings. Multiple earrings are prohibited while in uniform.

If you have further questions, refer to AFR 35-10 or NGR(AF) 35-010.

Sons of KyANG families take on *The Academy*

By Capt. Ralinda Gregor
Asst. Public Affairs Officer

The sons of two Kentucky guardsmen received appointments to the U.S. Air Force Academy and reported for basic cadet training July 1.

Stephen R. Fernandez, son of loadmaster Master Sgt. Jose "Butch" Fernandez, and Keith D. Smith, son of Chief Master Sgt. William Smith, combat control team superintendent, hope to enter undergraduate pilot training when they are commissioned in 1998.

The two young men took different paths in their quests to become academy cadets.

Smith wanted to attend the academy since he was in elementary school. "He was exposed to the Air Force since he was in diapers," his father said. "I'm thrilled he made the choice [to enter the academy]," the chief added.

Fernandez started thinking about the academy during his junior year of high school but didn't think he could get in. "The football coaches started looking at me, and I realized I had a chance," he said.

Fernandez, a 1993 graduate of St. Xavier High School in Louisville, played high school football, baseball and basketball. An inside linebacker, Fernandez helped his team win the 1992 state championship. He also served as a member of the student activity council at St. Xavier.

Although Fernandez was offered football scholarships to three other colleges, he accepted an appointment to the Air Force Academy Preparatory School last year and graduated in May. The prep school gives selected students, particularly Air Force enlisted members, an opportunity to improve their academic record and compete for an academy appointment.

"The prep school gave me another

Admission requirements to the USAF Academy

- * Be a U.S. citizen, unmarried without dependents, of excellent moral character.
- * Be at least 17 and less than 22 years old

on July 1st the year of entry.

* Have a strong academic background with four years of English and math. Take courses in the basic sciences including chemistry and physics, social science, and a foreign language.

* Do well on the SAT or ACT. Current Academy average scores are 567 verbal/659 math and 28 english/29 math.

* Pass a Candidate Fitness Test and medical exam.

* Develop leadership ability by participating in extracurricular activities such as sports, student government, clubs, scouting, Civil Air Patrol, church or community activities.

* Complete an application during the spring/summer of your junior year.

* Obtain a nomination (from your U.S. representative, senators or any other source for which you are eligible).

Contact Capt. Ralinda Gregor at 364-9431 for further information or to obtain an application request.



Courtesy photo

Master Sgt. Butch Fernandez witnessed the start of USAFA cadet training for Stephen.

year to get smarter and to grow for football," Fernandez said. "It was great," he said, "but it was rough."

Smith (see photo and related item on Page 7) entered the academy straight out of high school. He graduated second in his class at Shawnee High School in Louisville and earned his private pilot's license through the school's aviation program. Smith served as the battalion operations officer for his Navy Junior ROTC unit. He is also an Eagle Scout.

Air Force Academy cadets undergo four years of rigorous academic, athletic and military training in preparation to be-

come Air Force officers. Cadets may choose from 25 academic majors which lead to a bachelor of science degree. Their military training encompasses basic training; survival school; aviation training to include parachuting, soaring and other flight programs; and extensive hands-on leadership training. The academy athletic program includes intercollegiate sports, physical education courses and intramural sports.

All cadets agree to accept the honor code which states, "We will not lie, steal or cheat, nor tolerate among us anyone who does."

Pentagon bans use of travel credits

A recent ruling by the Pentagon implemented a presidential order banning the use of travel credits earned on government travel for personal trips, to include using mileage credits for upgrades to first class planes, trains or ships.

This is a reminder to all of us who travel frequently on government business, that it is unlawful to use any frequent flyer travel credits for personal use. It is not difficult for an auditor to determine if you are in violation of this presidential order. The benefits are not worth the risk of exposure and embarrassment.

Travel credits earned on government trips belong to the government, not you.

— Brig. Gen. Stewart R. Byrne,
Commander, Kentucky Air Guard

Kansas Air Guard flies its first B-1B

(ACCNS) — Members of the 184th Fighter Group, Kansas Air National Guard, became the first all-Guard aircrew to fly a B-1B bomber on a low-level training sortie April 20.

The flight was a significant step in the transition of a portion of the Air Force's B-1 fleet to the Guard. The crew flew a five-and-a-half-hour mission with a B-1B crew from the 364th Bomb Group.

In July, the 184th gets its first B-1s from the 384th and will be redesignated the 184th Bomb Group. The 184th will be the first operational Guard B-1B unit.

The 917th Wing at Barksdale AFB, La., became the first Air Force Reserve unit equipped with bombers when it received the B-52H Stratofortresses in December.

Shaping Up



KyANG photo by SMSgt. Dave Tinsley

The new 123rd Civil Engineering Squadron building is taking shape as workers from Thurman Construction erect frames for the footers. Also under construction and beginning to take shape are the headquarters, operations and hanger-resource buildings. Contracts for the aircraft parking ramp and the new fire station were also awarded and construction should begin soon. Barring any delays, the base could start moving to its new location during the second quarter of FY 1995.

Global Power Mission Begins B-1B Assessment

ELLSWORTH AFB, S.D. (ACCNS)

— Two B-1B bomber aircraft from the 28th Bomb Wing here completed a 21-hour global power mission June 2, marking the start of a six-month congressionally mandated test of the B-1B.

The aircraft flew a round-robin bombing mission to the Captieux bombing range near Bordeaux, France. The global power mission was the 28th BW's first overseas flight of the bomber operational readiness assessment that began June 1.

Tests determine if B-1Bs can fly higher sortie rates

In the next six months the Ellsworth wing will get a full set of spare parts and full sets of air and ground crews. The purpose is see if the B-1B, when properly funded and equipped, can maintain a 75

percent mission capable rate.

The current B-1B rate is 55 percent, compared to 75 percent for the B-52.

The wing will deploy to simulate wartime missions

The test "will determine what, if any, the limiting factors are in the ability of the B-1B to fly these higher sortie rates," said Gen. John Michael Loh, commander of the Air Combat Command.

During the test, the 28th BW will fly at least one more global power mission. Near the end of the test the wing will deploy a squadron of B-1Bs to Roswell, N.M., to simulate a wartime deployment and fly at an even higher sortie rate.

(The 28th Bomb Wing's public affairs office contributed to the research of this report).

AFMC commander

tests

'look and shoot'

By Capt. Scott Vadnais
Wright-Patterson AFB, Ohio

Imagine being in a dogfight where all you need to do to defeat an enemy aircraft is look at the enemy aircraft and press a button.

In that instant, you have locked your air-to-air missile on the enemy and once you launch, the enemy is dead. It was not necessary to maneuver your aircraft into firing position behind the enemy aircraft.

This scenario is not from a novel by military high-tech adventure novelist Tom Clancy, but from a program managed here called "Look and Shoot." This program integrates a helmet-mounted display program with the off-boresight missile program. Gen. Ronald W. Yates, commander of the Air Force Materiel Command and a command pilot with more than 4,000 flying hours, recently flew the F-16B-2 testbed aircraft with the "Look and Shoot" system active.

"The system worked perfectly," said the general after his flight in which he engaged another F-16. "Whenever I saw my opponent I could lock onto him."

The system consists of an extensively modified AIM-9 missile with a newly developed seeker-head capable of viewing targets up to 90 degrees off the nose of the missile, explained Capt. John Kusnierek, program manager of the flight dynamics directorate, Wright Laboratory. The missile seeker is slaved to a helmet-mounted display worn by the pilot so that when the pilot is looking at a target, the seeker also is looking at the same target.

The display is similar in size and shape to a standard issue helmet and is only a few ounces heavier. It is ejection

safe, meaning that the pilot can eject and the forces applied to the helmet are not severe enough to cause injury. The helmet system was developed and built by Honeywell Inc. of Minneapolis.

"Pilot comments have been unanimously enthusiastic," said Kusnierek. "The pilots find it very natural to use, providing quick and positive target acquisition."

Yates' flight occurred over a military range southeast of Wright-Patterson AFB. The adversary aircraft was an F-16

from the 906th Fighter Group, an Air Force Reserve flying unit which operates from Wright-Patterson.

For the demonstration flight, Yates flew as pilot-in-command of the two-seat F-16 while the look-and-shoot system was in the "captive carry" mode — a fully functional system with the exception that the missile carried an inert warhead and rocket motor.

After the flight by Yates, the testbed aircraft and the look-and-shoot system flew to Eglin AFB, Fla., to conduct live-fire testing.

On Feb. 11, over the Gulf of Mexico, the look-and-shoot system successfully engaged a drone target almost 70 degrees off the launch aircraft's nose.

This successful flight demonstration means that fighters in the future may have significant air-to-air advantages over today's fighter aircraft. (*Vadnais is assigned to the Aeronautical Systems Center public affairs office.*)

KyANG Random Drug Testing Results



Results from October 1993 through May 1994
No positives, 118 tested

FY 1993: 5 positives, 231 tested.
Disposition: 4 discharged, 1 hearing pending

Graphics by SMSgt. Dave Tinsley

Preparing Mechanics For The Future

By Master Sgt. Merrie Schiler Lowe
Armed Forces News Service

Air Force aircraft mechanics now have a foot in the door to the civilian job market, thanks to an agreement between the Air Force and the Federal Aviation Administration.

In an effort to put "people first," the Air Force worked out a plan with the FAA to credit military aviation maintenance courses toward an airframe and power plant license. The license is required to work on civilian aircraft.

With the license, people separating or retiring from the military can transition

"more easily and rapidly to civilian careers," said Air Force Secretary Sheila E. Widnall, after signing a memorandum of understanding with FAA administrator David Russell Hinson on May 25 at Andrews AFB, Md.

"We see this as a benefit we're happy to be able to provide to our people," said Widnall, standing before a crowd of nearly 100 BDU-clad mechanics. She said signing the memorandum culminated more than two years of work by the Air Force and FAA.

An A&P license not only will help people leaving the military, but also those staying in who will gain "a broader base of knowledge than they could have obtained through Air Force courses alone," the secretary said.

To qualify for the license, a mechanic must learn every area of an aircraft, from the airframe to the power plant systems. They also must know how to

Brown named senior advisor

(AFNS) — The Pentagon announced last month the selection of Chief Master Sgt. Edwin B. Brown Jr. as the Air National Guard senior enlisted advisor.

Brown, currently the Air National Guard liaison to the Air Force Senior NCO Academy at Gunther AFB, Ala., will assume his new duties this summer.

"We had 18 well-qualified applicants who were screened by board action. I then made a selection after personal interviews," said Maj. Gen. Donald Shepperd in a June memo.

"Any of the candidates would have served well. I continue to be impressed by the quality of our enlisted personnel. I ask for your full and enthusiastic support of Chief Brown as he assumes his new duties," the general stated.

Smith arrives at USAF Academy



Courtesy photo

Cadet Keith Smith, whose father is Chief Master Sgt. Bill Smith of the KyANG, arrived at the U.S. Air Force Academy near Colorado Springs recently to begin basic training. See related feature story on Page 4.

If you are an enlisted guardsman and are interested in becoming an officer, you may be able to compete for an academy appointment. You must meet the basic eligibility requirements.

Each year 85 appointments are available to qualified reservists. To apply, complete an AF Form 1786 and submit it to your commander and CBPO for endorsement. Air Force Regulation 53-14 explains the application process in detail. It is not necessary for you to obtain a congressional nomination. Call on-base 431 for details.

inspect, troubleshoot and repair those systems, said Randolph Montgomery, an aviation safety inspector at FAA headquarters in Washington.

Normally, it takes about two years of formal schooling to qualify for an A&P license. Regardless, Randolph said, a license candidate must pass three separate oral and written tests and practical exams in each of five areas.

The Air Force does not require its mechanics to get an A&P license, but nearly 15 percent of the aircraft maintenance field has or is in the process of getting a license, said Maj. J.D. Pauly, chief of base maintenance policy with the Air Staff.

"We've worked with the FAA to translate 343 Air Force technical training courses into FAA training requirements," Pauly said. This will make it easier for FAA "trade schools" to determine how much training Air Force members already have and whether they qualify for advanced placement in an aviation maintenance school.

Hair was the issue in 1973; Frymire earns second star



Photo is from the KyANG historical archive

Then-Lt. Col. John Conaway, left, and Lt. Col. Harry Greschel welcomed State Treasurer Thelma Stovall to the 1973 Bean Soup Feast and Open House. That year witnessed the KyANG move its flight operations to Wright-Patterson AFB in Ohio while runway repairs took place here.

By Tech. Sgt. John Martin
123rd Wing Historian

A bomb scare, or damage estimate, was the order of the day when more than 800 guardsmen from Kentucky participated in a two-day photographic mission in 1961. The mission was to assess bomb damage in the event of an enemy attack upon the United States.

This training mission was to fly photo reconnaissance flights from such cities as Denver, Col.; Wheeling and Morgantown, W.V.; Cincinnati and Co-

lumbus, Ohio; and through Norfolk, Virg., surveying 154 theoretical target areas.

One of these potential target cities was Louisville. It must be remembered that a nuclear attack by the Soviet Union was a real possibility in the early 1960s. Air raid shelters were being built as fast as homes were being erected. The "Red Scare" was for real.

Fortunately, such drastic deeds were avoided. Yet, it would be just 15 months later that our country did come close to the brink of conflict with Russia, but that's another story for another month.

In the summer of 1986, 1st Lt. (now major) Thomas Curry joined the unit. The KyANG had gone without a protestant chaplain for nearly 18 months, and Curry delivered his first sermon to guardsmen during the June UTA. The Louisiana native who graduated from Louisville's Southern Baptist Theological Seminary is currently the pastor of the Parkland Baptist Church in Louisville.

Hair was the issue at the KyANG in July 1973 when an order forbidding guardsmen of wearing any type of hairpiece or wig was announced. Air Force officials overturned a ruling from Brig. Gen. Richard Frymire, the state adjutant general, stating that the wearing of artificial coiffures would be confined to such conditions as "medical or cosmetic reasons only."

The ruling was unpopular with guardsmen seeking to look "modern and fashionable" while still conforming to conventional rules of appearance.

Speaking of Frymire, it was this month in 1976 when Congress approved his promotion to major general, a move further heightened by President Gerald Ford's urging. To this day, Frymire remains the only KyANG member to have held the position of Kentucky adjutant general.

Trivia Question for June: The unit's only olympian was retired-Lt. Col. Don Durbin, former commander of the 123rd RMS. An expert rifle marksman, Durbin won a bronze medal at the 1984 summer games in Los Angeles.

Question for August: How many awards have been earned by the KyANG over the past 48 years?

Do You Know Someone Who's Air Guard Material?

By Tech. Sgt. Nathaniel Mack III
KyANG Recruiting Office

The most effective Air National Guard recruiting technique is a face-to-face conversation, between a prospective recruit and you. That's why we're asking you to help us recruit new Air National Guard members for the many vacancies we currently have.

The following are a few available slots you can tell your friends about:

- *AIR TRANSPORTATION SPECIALIST;
- *MORALE, WELFARE, RECREATION;
- *COMMUNICATIONS SYSTEMS CONTROLLER;
- *RADIO SYSTEMS OPERATOR;
- *POWER PRODUCTION MAINTENANCE;
- *AIRCRAFT MAINTENANCE SPECIALIST;
- *TURBO PROP SPECIALIST;
- *COMMUNICATIONS-NAVIGATION;

If your friends have questions about



these or other positions, have them contact the Kentucky Air Guard recruiters at 502-364-9422 or toll-free 800-892-6722.