

THE CARGO COURIER

Standiford Field, Louisville, Kentucky

123rd TAW, Kentucky Air National Guard

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U.S. Sen. Wendell Ford welcomes Man o' War

By Capt. Steve Bullard
123rd Special Writer

"Man O' War," the first of the Kentucky Air National Guard's new C-130H fleet, was christened May 16 upon its arrival at Standiford Field ANGB. Performing the honor was Brenda Kuhn, wife of Brig. Gen. John Kuhn, assistant adjutant general of Kentucky.

An impressive list of dignitaries joined a crowd of approximately 2,000 to welcome the aircraft to Louisville. The delivery of the first of the KyANG's 12 C-130H aircraft culminated three days of ceremony at the Lockheed Plant in Marietta, Ga., and Standiford Field. Upon arrival, "Man O' War" was ceremoniously transferred to Maj. Gen. Robert L. DeZarn, adjutant general of Kentucky, by Al Hansen, Lockheed's vice president for airlift programs.

Guest speakers included Gen. Hansford T. Johnson, commander of the Air Mobility Command; U.S. Sen. Wendell H. Ford of Kentucky; Lt. Gen. John B. Conaway, chief of the National Guard Bureau; David L. Armstrong, Jefferson County Judge-Executive; Brig. Gen. Kuhn and 123rd Airlift Wing commander Col. Stewart R. Byrne.

Chaplain (Maj.) Thomas Curry provided the invocation and Chaplain (Maj.) Charles Smith dedicated the new C-130H fleet.



KyANG photo by Tech Sgt. Charles Simpson

Brenda Kuhn, wife of Brig. Gen. John Kuhn, the 123rd's assistant adjutant general, christened the unit's first C-130H transport plane May 16. The plane is the 2,000th C-130 delivered to the Air Force by the Lockheed Corp. At right is Lt. Col. David Moreman, who piloted the craft.

"Man O' War's" first aircrew included Lt. Col. David Moreman, pilot; 1st Lt. Kathleen Luken, co-pilot; Maj. Paul Rhodes, navigator; Tech Sgt. Jeff Bishop, loadmaster; and Staff Sgt. Joseph Dawson, flight engineer. Enroute support was provided by Master Sgt. Darrell Minton, crew chief; Master Sgt. Glenn Farquhar, NCOIC of the radar navigation shop; Tech Sgt. Mark Ferris, assistant crew chief; and Staff Sgt. Patricia Rippy, turboprop propulsion technician.

The events leading to the arrival of the 2,000th C-130 began May 14 with a reception hosted by Lockheed at the

Sheraton Suites Cumberland Hotel in Atlanta. "Man O' War" was turned over to the 123rd Airlift Wing during a ceremony at Lockheed's Hercules Delivery Center at Dobbins AFB, Ga., May 15, then flown to Louisville the following day. Lockheed has now delivered nearly 70 versions of the C-130 to 69 countries.

The 12 C-130H model aircraft inbound to the KyANG are replacing the venerable 35-year-old C-130B fleet flown by the unit since 1988. The last aircraft is due by mid-August. In 1988, the unit converted to the C-130B from the RF-4C reconnaissance fighter jet.

C-17 transport tests moving at fast pace

By Jim Garamone
American Forces Information

One of the base force concept's premises is that a smaller military needs more mobility.

That's why the C-17 transport was

one "winner" in the fiscal 1993 budget.

Defense Secretary Dick Cheney said the C-17 and fast sealift would receive more money than planned in the five-year defense budget.

The prototype C-17 is undergoing testing at Edwards AFB in California. The importance of the project to all services is mirrored in the establishment of a joint service combined test force.

Charleston AFB, S.C., is the first scheduled operational C-17 base. Follow-on testing will continue even after the aircraft becomes operation, said Col. Bob Black, the test force director.

Test results have been sent to McDonnell-Douglas, the plane's manufacturer, and the C-17 fleet will number five by late 1992, the colonel said.

"We've gotten a better start than we could have imagined," he stated.

Commander's Column



123rd glowed in May; you deserve the credit

The May Unit Training Assembly was a momentous occasion with the arrival of our first new C-130H. It was particularly noteworthy for me in that it was my first UTA as commander.

During the arrival ceremony, Brig. Gen. John Kuhn mentioned that the pride was back, that he could see it everywhere. He also expressed confidence in my leadership. I'm very pleased that he trusts my abilities but you know as well as I do, that the pride has always

been here; the celebration just gave us the opportunity to let it show. After the difficult times we have come through, we all wanted to show our true colors and we did. I'd like to take credit for this outpouring of excellence but you are the ones who deserve all the credit. You have always supported the commanders of this unit in high fashion and the arrival ceremony was no exception.

Yes, the pride is back. Back where it has always been, in the heart of everyone in this unit. Did we let it show? You bet we did, and everyone felt it, including our distinguished visitors and bosses. Was I concerned about how the base would look, about our personal appearance, and about the perception we would leave with our visitors? Yes sir, but I didn't have time to dwell on it. You knew what had to be done and you did it just as you have been doing for many years.

I can't tell you how proud I was to escort the Military Airlift Command commander, Gen. H.T. Johnson, around the base. We were both very impressed. You were not only courteous, friendly and well-groomed; you were going about your UTA training in an exceptional manner. The pride was genuine. In his



Col. Stewart R. Byrne
Wing Commander

letter to me following the visit, General Johnson said:

"I was very impressed with the superb professionalism and patriotism displayed by the Guard Family...I especially wanted to thank you for coordinating my visit with the heart and soul of Louisville -- the men and women who make things happen. It was a great personal joy to greet so many outstanding people and to join in the acceptance of the 2,000th C-130. Your team truly stands at the forefront of infusing Quality into our Total Force."

As the old philosopher once said: be magnanimous...share your time, treasure and talent in accomplishing extraordinary things. You did...many thanks!

Chaplain's Column

By Chaplain (Maj.) Charles Smith
KyANG Protestant Chaplain

William Penn, the founder of the Commonwealth of Pennsylvania, was well-liked by the Indians. Once they told him he could have as much of their land as he could encompass on foot in a single day.

Early next morning he started out and walked until late that night. When he finally went to claim his land, the Indians were surprised that he had taken them seriously. But they kept their promise just the same and gave him a tract of land that today is a large part of the city of Philadelphia.

William Penn simply believed what they said. That is risky as it means investing in others. Trust is just that: caring enough to love others.

Free-lance writers sought at KyANG

Do you have a flare for writing? Ever been where news is happening, but don't know how to report it?

The public affairs office accepts newsworthy articles and sometimes can use a photo of the event. If you are interested in becoming a unit PA representative, call Maj. Jeff Butcher at the PA office, ext 431, for information.

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

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Deadline for submission of articles is Sunday morning of each UTA, for publication in the following month's newspaper. Articles may be delivered to the Public Affairs Office, Room 143 of the O&T Building.

Liberation Medal honors troops in Southwest Asia

RANDOLPH AFB, TEXAS (AFNS)

-- Military members who served in Southwest Asia between Jan. 17 and Feb. 28, 1991, may receive the Kuwait Liberation Medal.

Southwest Asia waters include the Persian Gulf, Red Sea, Gulf of Oman, Gulf of Aden and the portion of the Arabian Sea that lies north of 10 degrees north latitude and west of 68 degrees east longitude. Land areas include Iraq, Kuwait, Saudi Arabia, Oman, Bahrain, Qatar and the United Arab Emirates.

To receive the medal, members must meet one of these criteria: Have been attached to, or regularly serving, for one or more days with an organization participating in ground or shore military operations; have been attached to, or regularly serving, for one or more days aboard a naval vessel directly supporting military operations; participated as a crew member in one or more aerial flights directly supporting military operations in the areas listed above.

Support personnel must have served 30 consecutive days within the eligibility period. Those members who received the Southwest Asia Service Medal are not automatically eligible to receive the KLM.

Documentation such as travel vouchers or special orders must indicate members served the required number of days in the specified areas. The medal ranks just below the Republic of Vietnam Gallantry Cross with Palm. Mandatory wear date is Jan. 1, 1993.

123rd bowling team wins ANG tournament in Iowa

By Capt. Steve Bullard
123rd Special Writer

Five airmen from the Kentucky Air National Guard's 123rd Airlift Wing in Louisville teamed up to win the 30th Annual Air National Guard Bowling Tournament in Des Moines, Iowa, May 9-10. The championship marked the third time a Kentucky team has won the title, following victories in 1972 and 1976.

Leading the team was Chief Master Sgt. Bill Byrum and Tech Sgt. Ben Patterson (retired) of the 123rd Civil Engineering Squadron, along with Master Sgt. Neville Johnson and Staff Sgt. Ed Rachford of the 123rd Resource Management Squadron and Staff Sgt. Joe Johnston of the 123rd Mobile Aerial Port Squadron.

The bowlers totalled 3,082 pins scratch (a 205 per game average) for a handicap score of 3,256, besting the 220-team field by 120 pins.

Johnston said the team had plenty of extra motivation this year. "We dedicated this championship to (MSG) John Medley because he's either been at the bowling tournament to bowl or just to be there since we can remember. His spirit was definitely with us."

Master Sgt. Medley was one of five KyANG crewmembers who perished in the disastrous C-130B crash in Evansville in February.

Johnston led the team total with a 652 series (207 average), followed by Johnson at 648, Byrum at 642 (high

game of 258), Rachford at 584 and Patterson at 556. At press time the results were still unofficial pending verification, but no problems were expected. The team will travel to Phoenix next year to defend its title. Awards included a team trophy for the base, individual trophies for each bowler, a cash award and a traveling trophy to take to Phoenix.

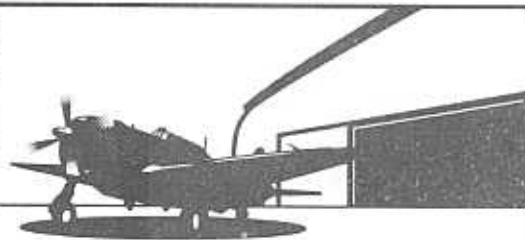
"Our goal is to win two years in a row," says Byrum, who was on the winning team in 1972 as well. "But it's a difficult tournament to win. I told the guys we can't wait another 20 years, I'll be too old then."

Johnston credited the team's success to "lots of practice." Johnston, Johnson, Byrum and Patterson bowl as a team during the year in the Sportsman League at Executive Bowl in Louisville on Thursday nights. They've won the league title three consecutive years.

The Air National Guard Bowling Tournament was conceived in 1962 by Sgt. John C. Hylton, USAF, an advisor to the West Virginia ANG. The first tournament was held in Martinsburg, W.V., with 15 teams from the eastern United States participating. The 25th silver anniversary tournament was held in Louisville in 1987 with more than 250 teams from all over the nation competing.

This year's tournament featured 220 teams and 1,170 individuals in team, doubles and singles events.

AIR BASE histories and how they relate to WWII.



HOLLOMAN AFB, N.M.

Soon to be home of the F-117 Stealth Fighter, this TAC base was named after Col. George Holloman, who was killed in a B-17 crash on March 19, 1946. While serving in World War II, Holloman was a guided-missile pioneer.

AFNEWS

Paydates (projected)

JUNE UTA's paydate is June 30.

JULY UTA's paydate is July 23.

AUGUST UTA's paydate is Aug. 14.

The Cargo Courier 3
June 13, 1992

ESGR hopes to end Gulf War riff that divided reserves, employers

By Capt Steve Bullard
123rd Special Writer

Why is it that Guard and Reserve members leave the service? And what is being done to help them cope with their problems?

Studies conducted by the Rand Corporation for the Department of Defense show that a significant number of Guard and Reserve members leave due to conflicts between their civilian jobs and military commitments. Rand's percentages were "conflict with family or leisure, 31.6 percent; conflict with civilian job, 30.89 percent."

Further studies by LaBrie Associates showed that members leave the service because part-time military duty creates "problems with civilian work" and "prevents getting job promotions." The LaBrie study found that nearly 70 percent of those who stated that their employers discouraged military duties left the service; nearly 43 percent of those whose employers had a neutral attitude about their military duties left, while just 36 percent of those whose employers encouraged military duties eventually left.

These findings indicate that ignorance, disinterest and hostility on the part of employers contribute significantly to the erosion of the reserve forces' personnel strength.

Edward F. Hessel Jr.'s job is to combat these impressions. Hessel, a retired colonel in the Army Reserve, is in his fourth year as state chairman of the Kentucky Committee, Employer Support for the Guard and Reserve. The committee is made up of about 30 volunteers, primarily business people, who "aren't shy" about actively supporting the Guard and Reserve.

"We have a very simple mission," says Hessel. "To make sure the relationship between the Guard and Reserve and their employers is a cool relationship and everyone is happy."

The role of the state committee is to initiate employer support programs. These include speakers programs, ombudsman programs and recognition of employers whose policies support or encourage participation in the Guard and Reserve. Their role is to explain the missions of the Guard and Reserve and to increase public awareness of the role of the employer.

"We do this in three basic ways," says Hessel. "Through maximum use of the media such as public service announcements, through an awards program and through programs such as 'Boss Lift.' We're taking state committee members, VIPs and business leaders from Kentucky down to Fort Benning May 31st to show them firsthand Ranger, airborne and basic infantry training."

Last year the ESGR fielded approximately 400 cases ranging from complaints to employers or servicemen just asking for help in clarifying their rights and privileges. Hessel gave an example in which a Louisville employer worked through ESGR to have an employee's active duty training changed due to company requirements. The state committee's role is to help both employer and employee. In another case, Staff Sgt. Paul Burch of the KyANG wanted to thank his company, Humana, for its support during Operation Desert Storm. Through the ESGR's "My Boss is a Pro" program, Humana received the coveted "Pro Patria" award for its efforts.

Employers have both responsibilities and rights under the law. General provisions say employers must allow Guard and Reserve members to attend military training, whether mandatory or voluntary; they must restore employ-



Ed Hessel Jr.
Kentucky chairman of ESGR

ees to their jobs upon their return from military duty; they may not refuse to hire persons in the Guard or Reserve because of their military obligation; they may not fire, demote or deny promotion or benefits to employees who exercise their rights to take part in military training; and they must grant employees their earned vacations in addition to any leave for military training they require.

Employers' rights include the right to know their employee's military training schedule as far in advance as possible, the right to have proof of an employee's military duty, and the right to deny pay or special work rescheduling for periods of military duty to employees who serve in the reserves.

Guard and Reserve personnel and their employers can call the state or national committees for assistance. Here in Kentucky, contact Hessel at 459-1690 or call the 100th Division of the Army Reserve Center at Louisville's Bowman Field, 454-2943. The Department of Defense offers a full-time ombudsman to answer questions at 1-800-336-4590.

Next UTA
July 11-12

History of KyANG

By Tech Sgt. John Martin
123rd Wing Historian

The Kentucky Air National Guard became the first Guard unit selected for competition in "Best Focus '82" during June of that year. The 123rd TRW here beat other flying units from the United States and earned the right to represent the U.S. against flying units from West Germany, Great Britain, Denmark and Norway. The Best Focus '82 competition was held in Denmark.

On June 19, 1965, Capt. John Volkerding, a pilot with the KyANG safely landed his RB-57 Canberra jetplane at Standiford Field after the craft's landing gear failed to operate, thereby having to circle the airport for an hour before being able to land.

On June 11, 1988, news was released that the KyANG would soon be the home to the only Guard-assigned "combat control team," a position responsible

for furnishing communications and air traffic control during airborne operations. That same month, the 123rd Security Police Flight had selected four representatives for Peacekeeper Challenge, and extensive two-week training exercise designed for worldwide security police competition.

On June 11, 1960, the KyANG base was renamed the Shewmaker ANGB in ceremonies conducted in front of the hangar. John William Shewmaker, a captain and pilot with the KyANG, was killed in action over North Korea on Oct. 23, 1951, while flying a combat mission. President Dwight D. Eisenhower posthumously awarded Capt. Shewmaker the Air Medal and the Purple Heart.

Also during that month in 1960, the O&T (operations and training) Building was officially opened, completing a \$3.5 million construction project for the base.

Breaking in the new legend



KyANG photo by Tech Sgt. Charles Simpson

Tech Sgt. Jeff Bishop, a loadmaster who rode aboard Man O' War during its delivery to the Standiford Field ANGB in May, is a crewmember of the unit's first C-130H transport plane. Over the next few months the Kentucky Air Guard is slated to receive 12 of the new aircraft.

Disney World gives vacation break to ANG

LAKE BUENA VISTA, Florida
-- Walt Disney World Resort salutes U.S. military personnel with the special "At Ease" package available now through Feb. 6, 1993.

U.S. service personnel and their families can experience one of Disney's themed resorts and enjoy the magic of Disney's theme parks with up to 30 percent savings (depending on time of year and resort).

Packages include four-nights accommodations, plus four days unlimited admission to the Magic Kingdom, Epcot Center and the Disney-MGM Studios Theme Park. Packages are from \$373 per person, double occupancy, at select Disney resorts.

Participating resorts include Disney's Contemporary Resort, The Disney Inn, Disney's Village Resort, Disney's Fort Wilderness Resort and Campground, Disney Vacation Club Resort, Disney's Polynesian Resort and Disney's Yacht and Beach Club Resorts.

For reservations, service personnel can contact their base travel office or (800) 647-7900, ext. 72.

Do You Know

What was the interest rate paid on World War II U.S. war bonds?
1.8 percent

Who was the top U.S. fighter ace in World War II?
Maj. Richard Bong, USA

Which Medal of Honor recipient presented Army Maj. Richard Bong the Medal of Honor in 1944?
Gen. Douglas MacArthur, USA

What was the U.S. Navy's most decorated aircraft carrier in World War II?
USS Enterprise

Who was the Marine Corps' first three-star general?
Lt. Gen. Thomas Holcomb
(Jan. 20, 1942)

MAC is out, AMC has arrived with restructuring of command

(AFNS) -- The new Air Mobility Command will be carrying on the tradition of the outgoing Military Airlift Command with the design of its new shield.

The AMC emblem became official on June 1, when the command was activated. In fact, AMC's emblem retains the design first approved in 1948 for the Military Air Transport Service, which was later adopted by present-day MAC. AMC and Air Combat Command will replace the present-day MAC, Strategic Airlift Command and Tactical Air Command. All three will deactivate this summer.

The revised AMC emblem contains the three elements found in the original MATS emblem: A globe, wings and three arrows. The new ACC shield will remain the same as the old TAC shield, except for the words below the shield. A globe dominates the shield-shaped emblem, depicting the

scope of the new command's mission. Centered on the blue globe are a pair of silver wings representing AMC's aerial mobility role.

Three yellow crossed arrows, portraying the three armed forces served by AMC, are placed in front of the globe. "This emblem draws together the heritage of our aerial refueling and airlift missions," said Maj. Gen. Walter Kross, AMC (provisional) commander.

As an example, the same year the emblem was created, MATS demonstrated America's capability of global reach by confronting the Soviet Union during the Berlin Airlift. Also in 1948, tanker air crews took part in a round-trip mission to Hawaii from Texas and back non-stop. Aerial refueling enabled a bomber for the first time to extend its range far beyond the normal limits.

"Our tanker and airlift forces have long paralleled each other in achieve-



ments," said Kross. "With the activation of AMC, that tradition of excellence will continue."

Upon activation, AMC will integrate the bulk of SAC's aerial refueling force and MAC's airlift assets. The command will be headquartered at Scott AFB in Illinois.

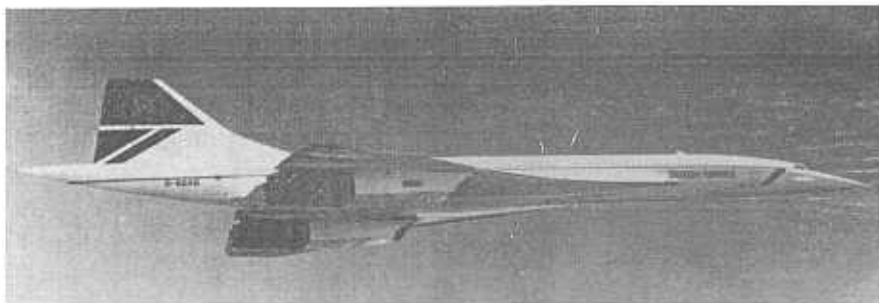
Supersonic Concorde to make stop in Louisville

On July 14 the fastest passenger jet in the world, the Concorde, will touch down at Standiford Field, marking its debut to Louisville.

Jet will carry Louisville passengers to Europe in about 5 hours

"The Concorde's arrival is another milestone in Louisville's aviation history," said Airport Authority General Manager Robert S. Michael. "It shows that Standiford Field is ready for the challenges of this age of supersonic air transportation."

With the arrival of the Concorde, the Regional Airport Authority will be



host to a commercial aircraft that has made history. In 1983, the Concorde made the New York-to-London crossing in record time of just under three hours. In July, it will bring Louisville to Europe in a mere five hours -- about the same amount of time it takes to drive to Chicago or St. Louis.

Cruising at an altitude of 50,000-

60,000 feet, the Concorde travels twice the speed of sound - about 1,350 mph. The supersonic aircraft can fly 4,500 miles before refueling and can accommodate 100 passengers, all first class.

For interested Louisvillians, the Concorde will be on public display at Standiford Field overnight on July 14. Watch for details as arrival date draws near.

A new image for USAF, KyANG



KyANG photo by Tech Sgt. Charles Simpson

Lt. Gen. John B. Conaway, chief of the National Guard Bureau and former commander of the Kentucky Air National Guard, spoke of pride and leadership during the May 16 ceremony that marked a new chapter involving the 123rd TAW and the new H model C-130 transport plane.

Promotions

The following members are promoted in the Kentucky Air National Guard and as a reservist of the U.S. Air Force. Congratulations for a job well done.

To Airman (E-2)

Kevin Bishop, 8123rd STUDD

To Airman 1st Class (E-3)

Steven Erwin, 123rd SPF
Lawrence Graves, 123rd SPF
Charles Kelton, 123rd SPF

To Senior Airman (E-4)

Ronald Bricking, 123rd CES
James Franke III, 123rd CES
Gary Hampton, 223rd COMS
Elizabeth Kuenzig, 123rd CAMS
Kenneth Rhodes, 123rd CAMS
Ronald Schmitz, 123rd CES
Anthony Thompson, 223rd COMS
Gregory Vincent, 123rd CAMS

To Staff Sgt. (E-5)

Rebecca Beyerle, 123rd COMF
James Bishop, 123rd CAMS
Christopher Grigsby, 123rd MSS
John Hunter, 123rd CAMS
George Krebs Jr., 123rd CES
Alan McDaniel, 123rd CAMS
Michael Myers, 123rd SPF
Joseph Shelton, 123rd CES
Joseph Smukler, 123rd CAMS
Joel Young, 8123rd STUDD



Military women write new page in women's history

By Master Sgt. Linda S. Lee, USA
American Forces Information Service

American women have served in wars throughout the years, from nursing in the Civil War to clerical jobs in World War I. They could also be found at the battlefield in France in World War I as telephone operators.

Women weren't meant to be a permanent part of the military services, though. Following the armistice on Nov. 11, 1918, the gradual phase-out of women in the military began. By the end of 1919, all were transferred to inactive status, then discharged.

Times changed. World War II came along with war fronts in Europe and the Pacific. To free men for combat duty, the services allowed women to enlist, to wear the uniform. There were the WAACs (for Women's Army Auxiliary Corps, soon-to-be WACs after "auxiliary" was dropped); Coast Guard SPARS (from the service's motto, 'Semper Paratus'); Navy WAVES (Women Accepted for Volunteer Emergency Service) and WMs (Women Marines). The WASPs (Women's Air Service Pilots) were civilians who flew for the U.S. government under civil service rules.

Women served on all fronts in traditional areas such as clerical, supply and medical jobs. They also served in non-traditional jobs, driving vehicles, rigging parachutes, ferrying airplanes and doing intelligence work. They spent time as prisoners of war; they were killed in bombings; they did their jobs. These women, almost 265,000 of them, set the stage for women to get the chance to make the military a career.

The personnel strength of women following World War II dropped to just over 14,000. In 1948, the first permanent step for women in the military was taken with the passage of the Women's Armed Services Integration Act. Women were now a permanent part of the military. Soon after the law went into effect, the services enlisted and commissioned women into their ranks.

Though the law gave women the opportunity to join the military, it limited their numbers to just 2 percent of the total military strength. It capped promotions for women

officers to lieutenant colonel or commander. In 1967, a public law repealed the 2 percent ceiling, allowed promotions to flag rank, opened up more job opportunities and equalized promotions and retirement for women.

Women in the Coast Guard faced a different set of problems following World War II. When the United States is at war, the Coast Guard comes under Navy control as part of the Defense Department. In peacetime, however, it belongs to the Department of Transportation.

Congress terminated legislation in 1947 that allowed women to serve in the Coast Guard. Two years later, it adopted measures reauthorizing a Coast Guard Women's Reserve. Women joined the regular Coast Guard in 1973, when their separate reserve dissolved.

During the Korean and Vietnam wars, women primarily served as nurses on the battlefield. In the 1983 rescue mission of Americans from the Caribbean island of Grenada, military women served in aerial supply operations, security and various other combat-support missions.

More than 30,000 U.S. military women served in key positions in the Persian Gulf area during Operations Desert Shield and Desert Storm in 1990 and 1991. They flew and crewed helicopters and planes, directed artillery, handled security and prisoner-of-war facilities and served in medical units. Two women were captured by the Iraqis, and several were killed in action.

Today, women make up about 11 percent of DoD's active force and 7 percent of the Coast Guard. Currently, 52 percent of Army skills are open to women; Marine Corps, 20 percent; Navy, 59 percent; Air Force, 97 percent; and Coast Guard, 100 percent.

The president will appoint a panel to study the question of women in combat. Its recommendations, due within the year, will write another page in the history of military women. 