

THE CARGO COURIER

123rd Airlift Wing, Kentucky Air National Guard, Louisville, Ky.

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Wing aids Bosnian peace effort

By Staff Sgt. Dale Greer
Cargo Courier Editor

SARAJEVO, Bosnia-Herzegovina — Edin Cesir spent his last four birthdays wondering if he would live to see another.

Since 1992, the 17-year-old boy and his family have been hostage to the cruelest warfare of the century, dodging snipers, scavenging firewood and hoping for peace.

"There were machine guns and tanks everywhere, but we had only people and heart," Cesir said of life in his predominantly Muslim neighborhood. "Everyday there were cannons, and you could not sleep. It was very



KyANG photo by Staff Sgt. Dale Greer
Staff Sgt. Cedric Jones, a crew chief with the 123rd Aircraft Generation Squadron, checks fuel lines on a turbo prop at Ramstein Air Base, Germany.



KyANG photo by Staff Sgt. Dale Greer

A Kentucky crew taxis into Tuzla Air Base to offload cargo and mail for Implementation Forces. Air Guard C-130s have flown more than 850 sorties and delivered 3,400 tons of cargo since April 15.

bad. Many innocent people died."

Before humanitarian relief supplies began arriving, food was so scarce that Cesir and his family survived on rain water and mayonnaise that Cesir's older brother, Muamer, stole from a shop.

As the siege of Sarajevo escalated, and fighting between Bosnian Muslims and Orthodox Serbians grew increasingly brutal, homes crumbled to dust.

Cesir's family had to move to another building after mortar rounds damaged their own, but they were unable to escape from Dobrinja entirely.

"There was no where to go," Cesir said.

By his fourteenth birthday, nearly a year after the fighting first broke out, Cesir was in the hospital with more than two dozen stitches in his belly.

A grenade exploded in front of him while he was running through the court-

yard outside his apartment.

The blast also wounded Cesir's leg, and he did not regain full use of it until after another hospital stay — on his birthday — two years later.

This year, however, Cesir's birthday was something to celebrate.

See WING on Page 8

OPERATION **Joint
Endeavor**

MORE COVERAGE
Pages 6-10

Geese can teach us lessons about the necessity of teamwork



recent speech by Brig. Gen. Joseph Cannady of the North Carolina Air Guard offered some unique insights into the value of teamwork.

Cannady noted that geese depend on teamwork for survival, and he pointed out some lessons that can be learned from these birds to improve any organization's success.

•As each bird flaps its wings, it creates an uplift for the one behind it. By flying in a "V" formation, the flock adds 71 percent to the range of a single bird flying alone.

Lesson: People who share a common direction and sense of purpose can get where they're going quicker and easier because they are traveling on each other's energy.

•When a goose falls out of formation, it suddenly feels the drag and resistance of trying to fly alone and quickly gets back into formation.

Lesson: If we have as much sense as geese, we'll stay in formation with those who are



Col. Michael L. Harden
123rd Airlift Wing Commander

heading where we want to go, and we'll be willing to accept their help, as well as give them ours.

•When the lead goose gets tired, it rotates back into formation and another goose takes

the point position.

Lesson: Like geese, people depend on each other, and we all need to rotate into and out of the "point" position.

•The geese in formation "honk" from behind to encourage those up front to keep up their speed.

Lesson: We need to make sure we are encouraging.

•When a goose gets sick or wounded, or is shot down, two geese drop out of the formation and follow it down to help and protect it.

They stay with the wounded goose until it's either able to fly again or dies. Then they launch out, join another formation, or try to catch up with their own flock.

Lesson: We should stand by each other in difficult times, as well as good times.

I hope that everyone understands the value of teamwork to the Thoroughbred Express.

If you don't already apply these ideals in your daily life, you should.

Thanks loads.

Accountability comes from the top down

Accountability is a prerequisite of effective military operations. Further, it is essential to our ability to gain and sustain the trust of the American people.

Consequently, standards must be enforced and responsibilities upheld.

This sense of accountability is paramount for the good order and discipline of our force.

In the Air Force, accountability begins at

the top, not the bottom.

We will not tolerate arrogance. By example, our senior leaders set the tone — living the standards they expect of others.

This message is a central component of Air Force education and training programs.

Accountability also means that commanders must continue to put people first, assuring that our people have an equitable quality of

life. We succeed in our mission by putting people first.

There is no tolerance of sexual harassment or discrimination in any form. We are called to maintain unambiguous high standards: integrity, service and excellence.

—Sheila E. Widnall
Secretary of the Air Force

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If you have a story idea, photo or article to submit, call or stop by the PA office, located in the Wing Headquarters Building. Deadline for the next issue is June 26.

Cyber Flight

New web site offers Air Guard access to Internet surfers

By Maj. Ralinda Gregor
KyANG Chief of Public Affairs

The Kentucky Air National Guard has gone on-line with a new web site that already is attracting visitors interested in joining the unit, said KyANG's webmaster, Senior Master Sgt. Dave Tinsley.

Located at <http://www.kyang.win.net>, the site currently includes an electronic version of The Cargo Courier, complete with photos.

Pay dates and unit training assembly dates are posted, as well as unit vacancies and space-available flight information.

The site is geared toward three audiences, Tinsley said: web surfers, people specifically interested in the KyANG, and current unit members.

It will be linked to the Air Force site (<http://www.af.mil>) so users can access fact sheets on the C-130, Air Combat Command and other applicable topics.

Tinsley is working on a special section for TDY visitors that will include selected base information and links to the city of Louisville's site.

He also plans to include unit-specific pages for those units that are interested.

"Dave has done a great job designing our site," said Col. Michael Harden, 123rd Airlift Wing commander.

"I'm convinced it will become a valuable recruiting tool."

The site is open to millions of people around the world who have Internet access.

For that reason, the public affairs office must approve the release of information posted on the site, Tinsley said.

"Our web site is constantly evolving and changing," he added.

Tinsley said he welcomes suggestions for improvements or information that should be included.

He can be reached at 364-9484.

<http://www.kyang.win.net>

TOP: Web surfers are greeted with the Thoroughbred Express logo when they access the Kentucky Air National Guard's home page. The site will be linked to the Air Force web site, as well.

BOTTOM: The KyANG site includes an electronic version of The Cargo Courier, in addition to unit job openings and space-available flight schedules.



Deadline to apply for tuition benefits July 1

By Staff Sgt. Dale Greer
Cargo Courier Editor

Guard members have less than a month to apply for fall tuition benefits.

Applications for the Kentucky National Guard Tuition Award Program must be approved by unit commanders and received in the base retention office no later than July 1.

The program will pay tuition fees for any enlisted member who is attending a state-supported college, university or vocational school.

The funding, however, is limited, with \$750,000 allotted for the 1996-97 school year, said Maj. John Roth, director of the Kentucky National Guard education services office.

Every eligible applicant is guaranteed one semester of tuition assistance. Funding for subsequent semesters will be prioritized for applicants who are seeking their first undergraduate degrees or vo-tech certificates.

"There's no guarantee that we'll have enough money to pay for everyone," Roth said. "That depends on how many people apply, but we shouldn't be in too bad a shape, initially."

Roth said students who already receive some form of tuition assistance will have their National Guard awards reduced by corresponding amounts. Students who receive other forms of financial aid like the Montgomery G.I. Bill or student loans will not be affected, however.

"If a guy is working at a job where his em-

Eligibility criteria

MEMBERS MUST

•attend all unit training assemblies and 100 percent of annual field training

•meet weight/body fat standards

•pass physical fitness standards

•have no Article 15 or court martial offenses in last 12 months

Current enlistees must re-enlist for 3 years if they have less than one year to ETS.

New enlistees must sign up for six years, and prior-service enlistees must commit for three years.

ployer pays 50 percent of his tuition, for example, we would want that employer to go ahead and pay that," Roth said. "Then

we would take care of the difference.

"But if a student had a grant or a loan or a scholarship that is not designated explicitly for tuition, that would not affect the amount of money he would receive from us."

To be eligible for the program, which has a 10-year time limit, members must attend all drills and summer camp, and not be on weight counseling.

If a member fails to meet eligibility standards, he will be removed from the program for one year and must petition to be reinstated, Roth said.

Each Participant is free to choose his course of study, but he must be working toward a degree, "not just taking courses to play games," Roth said.

Eligible Guard member will be informed by mail this summer of the amount they have been awarded for the fall semester. Members wishing to attend school in the spring must reapply for those benefits.

"Hopefully, the program will be successful," Roth said.

"The intent is to increase our strength, help the Guard members increase their education and earning power, and improve the state's workforce. This is a win-win situation."

For more information, call Master Sgt. Rose Farquhar in the base education office, 364-9604.

Gig Line —

JOB OPENINGS

•Officer slot — personnel office.

If interested, please submit a résumé no later than June 30 to Maj. Mike Dornbush or Chief Master Sgt. Jay Lowe, 123rd Mission Support Flight/CC.

•Officer slot — information management; 123rd Logistics Group.

If interested, please submit a résumé to Maj. Johnny Jones, room 1105 Hangar/Resource Building. Interviews are this UTA.

Insurance coverage doubles

By Master Sgt. Elizabeth Green
123rd Mission Support Flight

All service members eligible for Servicemen's Group Life Insurance now are insured at the maximum amount of \$200,000.

That means your monthly payroll deduction will double to \$18 if you previously selected \$100,000 worth of coverage.

Members may elect to decline or reduce coverage in multiples of \$10,000, but they must fill out the appropriate paperwork.

Anyone wishing to stop or reduce coverage should stop by the base Customer Service Section, located in the Wing Headquar-

ters Building, and complete a new SGLV Form 8286.

Individuals who previously declined or reduced coverage also must complete a new form if they decide to keep coverage at \$200,000.

Members should check their next pay stubs, as well, to ensure the amount being deducted for life insurance is correct.

If you have any questions regarding these changes, please call the Customer Service Section on base at extension 114.

Off base, call 364-9486.

Foundation offering scholarships

The Kentucky National Guard Historical Foundation is offering college scholarships to children of current and retired Kentucky National Guard members.

The scholarships also are open to children of deceased parents who were members of the National Guard at the time of their deaths.

The foundation is sponsoring a high school essay contest, as well, that offers cash prizes to the top three finishers. The winner will receive \$300, second place earns \$200, and third place gets \$100.

This year's theme is "Let Freedom Ring."

For more information, contact Master Sgt. Rose Farquhar at 364-9604.

New chevrons required by Oct. 1997

The Air Force Chief of Staff, Gen. Ronald Fogleman, has accelerated the mandatory wear date for the new enlisted chevrons.

The updated stripes include colored stars for all ranks, rather than just NCO ranks.

Effective Oct. 1, 1997, all enlisted personnel will be required to wear the new chevrons on all uniform combinations.

Since there will be no option to wear the old stripes, all E-4s will wear the new senior airman chevron.

Supplies are limited, but more chevrons are expected to begin arriving shortly.

Contact base supply or your unit orderly room to obtain the new stripes.

Bull's eye KyANG sweeps meet

By Tech. Sgt. John Martin
123rd Airlift Wing Historian

Once again, the 123rd Airlift Wing's marksmanship team has earned the right to be called the best in Kentucky.

The team swept the competition at state-wide meets held over the past two months at Ft. Knox, displaying its prowess with 9 mm pistols, M-16 rifles and M-60 machine guns.

Facing nearly 15 teams from the Army Guard and Reserve, the wing's lone pistol representatives still outshined the best the Army could produce, earning their third first-place finish in four years.

Individually, an Army guardsman earned the top score, with 152 out of a possible 180 points.

But second place went to the KyANG's Maj. Mike Johnson, while Master Sgt. John Forbis tied for third.

Air Guard members also demonstrated their skills in the Excellence in Competition match.

Armed with a Beretta 9 mm pistol and 36 rounds of hardball ammunition, Johnson, Lt. Col. Gary Napier, Tech. Sgt. John Martin and Staff Sgt. Jimmy Childress blasted away the competition with skill and composure under pressure.

Each shooter had just four seconds to accurately hit four life-sized targets in the head and chest from a range of 15 yards.

The marksmen acquitted themselves well

with the M-60, too. Senior Amn. Jason Lainhart and Tech Sgt. Jim Berger beat the Army's best with the heavy-gauge machine gun, taking home top M-60 honors for the wing's 123rd Security Police Squadron for second consecutive year.

Lainhart breezed his way to first place with a score of 341 points, while his closest competitor trailed by 50 points. Berger also made a fine showing, placing fifth overall.

Together, the Lainhart-Berger team earned 595 points, with the runner-up earning 523.

The unexpected star of the meet was Maj. Larry Zummach, a newcomer who scored first place in the M-16 rifle competition.

Army shooters have come on strong in the M-16 competition recent years, but not this year.

Firing at a distance of 30 meters at targets no larger than softballs — with bull's eyes about the size of quarters — Zummach outdistanced the Army shooters by firing 242 out of a possible 300 points.

Zummach's teammates, Staff Sgt. Jon Rosa, Tech. Sgt. Tom Deschane and Staff Sgt. Chris Baker shot 131, 140 and 206, respectively.

Baker also earned a novice award.

The Kentucky Air Guard members will compete with other top-place finishers at a national shooting meet to be held in October at Camp Robinson in North Little Rock, Ark.

Promotions



The following servicemembers have been promoted in the Kentucky Air National Guard and as reservists of the U.S. Air Force.

Officer promotions are pending federal recognition.

To Technical Sergeant (E-6)
Ronald Carlisle, 123rd Maint. Sq.

Clyde Henderson, 123rd Maint. Sq.
Charles Lambert, 123rd Maint. Sq.

To Master Sergeant (E-7)
William Davis, 123rd Maint. Sq.

To Lt. Colonel (O-5)
John Amshoff, 123rd Airlift Wing
Karl Dick, 123rd Medical Sq.



It is difficult to find a building in Sarajevo that survived the war unscathed. Many are completely destroyed.



Bosnia has more land mines than people. An estimated 6 million have been laid since the war began, and few places are considered truly safe. If it's not concrete, don't walk on it.

OPERATION **Joint Endeavor**



Abandoned vehicles, perforated with teardrop-shaped bullet holes, litter the country's roadways.



The former parliament building, located in downtown Sarajevo, suffered extensive damage.



holes, lit-



Reconstruction, like this effort to repair a wall at the Holiday Inn Sarajevo, is beginning, but at a slow pace.



and laundry
n, despite the
struction.



Sarajevo's streets are crowded with pedestrians again as residents seek some sort of return to normality. Restaurants are busy, and street vendors abound.



Many Bosnians continue to live in bombed out hovels like this. Good housing is non-existent in some parts of the country.



Sixteen-hour days are the norm for aircrews flying from Ramstein Air Base into Bosnia. The close quarters on taxiways and ramps in Germany calls for extra caution.

*KyANG photos by
Staff Sgt. Dale Greer*

Wing aids IFOR

Continued from Page 1

"I got some cologne, and my mother made some cookies and chocolate cake," Cesir said as he smiled. Later, he and his friends went out and drank beer.

None of that, however, meant as much as the gift that more than 60,000 NATO troops have brought to his country through Operation Joint Endeavor.

"This peace," Cesir said, "is my best present of all."

More than 30 members of the Kentucky Air Guard are playing a critical role in that peace, working with other Air Guard units to deliver troops and supplies to NATO Implementation Forces on the ground in Bosnia.

"You name it, and it's probably being carried," said Col. Bill Leslie, a former KyANG commander who now serves as Air Guard liaison to USAFE. "They've hauled food, medical supplies, even cash for the payroll."

Since mid-April, when the Guard began flying C-130 missions in support of Joint Endeavor, crews have accomplished more than 890 sorties and carried more than 3,400 tons of cargo and 5,800 passengers.

The C-130s are used primarily to shuttle



Edin Cesir says peace is the best possible gift he can receive. More than 250,000 people have been killed in Bosnia since fighting broke out in 1992.



KyANG graphic by Staff Sgt. Dale Greer

cargo from Tazsar, Hungary, and Ramstein Air Base, Germany, where the Hercules operation is based, to distribution points like Tuzla and Sarajevo.

The C-130 is particularly suited to the Tuzla route because the landing approach is "kind of tricky," said Maj. Greg Hamilton, a KyANG pilot who also flew relief missions into Bosnia and Croatia two years ago as part of Operation Provide Promise.

"We have agreed with the various factions that we will use a certain corridor," Hamilton said of the approach, "and we also have to fly at a higher altitude to stay out of the range of small arms fire. Then we drop down to a fairly short landing strip. The C-130 can handle that."

Tuzla Air Base, which serves as headquarters for U.S. forces in Bosnia, is nearly overflowing with personnel and equipment. Forklifts and HumVees dart everywhere amidst a thick goo of mud, while pallets of mail roll in for sorting and C-130s idle on the ramp, awaiting their return cargo.

They don't idle for long. Tuzla's control tower is the busiest in USAFE, handling more 4,800 aircraft movements per

month. With ramp space at a premium, that means aircraft need to get in and out as fast as possible to clear the way for more landings. The same fast pace holds true throughout Bosnia.

"The problem is these places can handle a limited number of airplanes at a time," said Maj. John Amshoff, a KyANG navigator. "In Sarajevo, it's not unusual to have seven or eight minutes from the time your gear touches down to liftoff."

This fast tempo, coupled with 16-hour crew days, makes for an exhausting tour, but Hamilton said he didn't mind the workload.

"I like being where the action is, and I like the fact that we're supporting out troops," he said. "In Tuzla, we take in these big old pallets of mail. No matter what they're doing on the ground, I know what it feels like to be sitting around and the joy of your day is to get a letter.

"News from home is important too," he added. "We took a pallet of Stars and Stripes in yesterday."

Other guardmembers appreciate the impact they've helped make on the world, too. Staff Sgt. Cedric Jones, a crew chief who deployed

See IFOR, Page 9



OPERATION Joint Endeavor

ABOVE: pallets of mail are marshalled at Tusla Air Base for distribution to IFOR troops throughout Bosnia-Herzegovina.

RIGHT: Sgt. Dinah Young and Amn. Janet Beaudoin check shipping manifests for parcels flown into Tusla by Guard C-130s.



RIGHT: Aerial port workers direct pallets onto a Kentucky C-130 at Ramstein Air Base, Germany. The base is home to the provisional 38th Airlift Squadron, which coordinates flights for all Guard and Reserve C-130s in theater.



KyANG
photos by
Staff Sgt.
Dale Greer

IFOR brings peace

Continued from Page 8

to Ramstein, knows none of the cargo would get to its destination without maintenance technicians.

"We're crucial to this mission," Jones said. "If we don't fix the planes, the crews can't fly them."

Being such an integral part of Joint Endeavor, he said, is personally rewarding.

"I just like helping folks, regardless of who they are," Jones said.

Edin Cesir is thankful for the help.

And perhaps because of it, his next birthday will be as good as the one he celebrated this year.

"I hope so," Cesir said. "We shall see."

Search for girl who sent note continues

By Maj. Ralinda Gregor
KyANG Chief of Public Affairs

SARAJEVO, Bosnia-Herzegovina—Three years ago, a 10-year-old child wrote a special thank you note to KyANG pilots flying humanitarian missions into Sarajevo during Operation Provide Promise.

Since then, that note has come to symbolize what the Bosnian mission is all about.

The note was addressed to Mr. Pilot of the Kentucky Air National Guard and said, in part, "I see your plane many time. I want to thank you for help me and my family. We eat the food you bring us. I love you for help me."

The note, written in a child's awkward block letters, received national attention.

"I was on the deployment when we got the note," said Tech. Sgt. Karen Hendrickson, a flight engineer with the 165th Airlift Squadron. Tired and frustrated and ready to go back home to Kentucky, Hendrickson said the note helped her realize what the Guard was accomplishing. "It gave me new energy and motivation," she said.



KyANG photo by Staff Sgt. Dale Greer
Rubble, including children's toys, is strewn about Sarajevo.

When a WHAS-TV crew ventured into Sarajevo in March 1994 to report on the Guard's humanitarian mission, they had hopes of finding the child. Their hopes were dashed when they saw the devastation around the airport and had to pass through hostile Serb checkpoints, said field producer David Loignon.

"We couldn't get near the area to look," Loignon said.

During their trip to Sarajevo last month, the KyANG public affairs staff and WAVE-TV reporter Kelli Burkeen attempted to locate the child whose thank you note captured the hearts of thousands of people who read it.

Their first task was to determine the child's name. A young boy delivered the note to a French worker at the Sarajevo airport. It was a surprise to the Kentucky media team when an interpreter told them the author was a girl named Edina or Edila, not a boy named Edie. The interpreter also said the last name could only be Ramic or Ramiz.

The public affairs staff set off for the airport neighborhood hoping to find Edina or Edila. Armed with a note written by the interpreter in Serbo-Croatian, they stopped people on the streets and asked them if they knew where to find the teenage girl.

Unfortunately Ramic is a fairly common name, so there were several families to track down.

The police suggested an address about five blocks away, but no one in that neighborhood knew Edina. Some teenage girls directed the team to the wrong Edina. After a tip to try the hospital, they met with some luck.

One of the women there was convinced she knew the girl. Speaking to Edin Cesir, a 17-year-old boy who befriended the group, she explained that the girl's mother was killed during the war, but the father, Fadil Ramic, was still alive and employed in the city as a policeman.

The family did not live in the neighborhood anymore, but they were somewhere in the city.



KyANG photo by Staff Sgt. Dale Greer

The search for the girl who sent a thank you note to Kentucky guardsmen in 1993 began in Dobrinja, near where these girls are playing.

Reporter Burkeen had already contacted the U.S. embassy and showed them the note. Officials there assured her they could find the child, but it would take some time.

Burkeen passed on the information about Fadil Ramic and, as of press time, the embassy had not located Edina.

Members of the Coalition Press Information Center have also taken on the task of searching for Edina. Petty Officer Austin Mansfield, who accompanied the group during their search, wrote an article about the search for Edina that appeared in *The IFOR Informer*, a newspaper serving IFOR troops in the theater.

"Maybe someone will read the article and know who Edina is," Mansfield said.

The search continues, and the public affairs staff is waiting for news from Sarajevo about Edina.

Several KyANG members have a message waiting for the thirteen-year-old girl: "We love you too, Edina."

Beech Aircraft gets contract for trainer

A \$4 billion contract has been awarded to Beech Aircraft to develop, manufacture and deliver new military training aircraft.

The Beech MKII will be used as a joint primary aircraft training system by Air Force, Navy and Marine Corps pilots.

It will replace the Air Force's 37-year-old T-37B and Navy's 22-year-old T34C aircraft.

Beech Aircraft is a subsidiary of Raytheon Aircraft Co.

AmEx reports delinquent cardholders

American Express will begin reporting to credit bureaus any government cardholders whose accounts were canceled for delinquency.

The accounts that will be reported are those that are at least 120 days past due, have been canceled and have balances greater than \$100.

All cardholders who meet these criteria will receive a letter advising them that their accounts will be reported to the bureaus.

American Express will give cardholders a 45-day period to allow for payment of the past-due balances before actually making the reports.

Extenuating circumstances may be considered as justification for removing or cancelling the reports.

Contact program coordinators for more information.

New body scanner will always know your size

By Bobbie Mixon Jr.
Air Force News Service

WRIGHT-PATTERSON AIR FORCE BASE, Ohio — Buying clothes off the rack can be an adventure.

The waist might fit, but the legs often are too short. When the legs are the right length, the hips resemble those of Gen. George S. Patton's riding britches.

Indeed, clothes that fit well are hard to find. But there is good news.

The Human Engineering Division of Armstrong Laboratory at Wright-Patterson has introduced the world's first high-resolution, whole-body-scanning system, which promises to improve the fit of commercial and military clothing, while bettering the design of aircraft cockpits and crew stations. The WB4Color Whole Body 3-D Scanner gathers measurements and surface information about the entire human body, making possible safer and more comfortable apparel and workplace environments.

Until now, technicians in the division's Computerized Anthropometric Research and Design Laboratory used laser-surface scanners principally to measure the human head for aircrew-helmet and oxygen-mask design, as well as for medical applications for burn victims and amputees.

"The new scanner will give us the ability to chart the differences in shapes and dimensions of humans from head to toe," said Maj. Jeffrey W. Hoffmeister, research aeromedical physician for the CARD Laboratory.

"Military designers will be able to use this tool to create better-fitting uniforms and protective equipment.

"For example, anti-g suits that protect fighter pilots in high-gravity environments

can benefit from this technology."

Additionally, data collected by the new scanner can approximate human muscle shapes. These are necessary for 3-D computer models that cockpit and crew-station designer use to improve ergonomics and maximize workspace efficiency.

The high-resolution scanner captures the shape of the human body in 17 seconds with a single scan of eye-safe laser light emanating from four scanning heads.

Cameras, which view the scan, transmit information from the laser to a computer that digitizes shapes using up to 2 million reference points.

Separate cameras record color at each point, giving the system the ability to produce a digital, three-dimensional display.

According to Hoffmeister, civilian applications for the whole-body scanner could be as valuable as military applications.

"The apparel industry is intensely interested in scanning people for potentially more affordable, custom-tailored clothes," he said of the idea that shoppers may

wish to have their measurements scanned and kept on file so that new fashions can be tailored quickly to fit.

"The scanner also could be used to define size variability in the general population so that garment designers can produce sizes of clothing that improve the fit of off-the-rack items," he said.

Members of the CARD Laboratory worked with the Department of Energy's Idaho National Engineering Laboratory, Idaho Falls, Idaho, to design the specifications for the system and to conduct its initial testing.

The scanner was designed and built by Cyberware in Monterey, Calif.

It also is being considered for use in studying fossils which are too delicate to be studied by human hands, and for sizing and grading meat for packaging.

Perfect Fit

First commander recalls fallen comrades

Merkel, Mantell victims of hypoxia, Ardery believes

Editor's note: Harvard-educated lawyer Philip P. Ardery served as a World War II bomber pilot and operations officer before helping establish the Kentucky Air National Guard. The Lexington native recently shared his memories with Tech. Sgt. John Martin, 123rd Airlift Wing historian.

In this, the second installment of a three-part series based on those interviews, Ardery recalls former KyANG commander Lee J. Merkel, who died in a plane crash in 1956.

Merkel was our first Air Detachment Commander and a wonderful, wonderful guy.

He was hard working and intelligent. Just a top-notch guy, and quite a fighter pilot.

I flew the P-51, the F-86 and the F-84, but I never flew them like the fighter pilots.

Merkel told me one time that (during World War II) we bombed oil refineries in Germany to cut down on the oil supplies of the Weirmacht.

And the German commander who was head of the German fighters, Gen. Adolph Galland, said he was sending up guys toward the end of the war who did not really have the training to fly the airplane.

Well, Merkel told me that he was flying his '51 and drove up behind a FW-190 Foke-Wulf, touched his gun button once and this guy rolled over and got out — and he got out behind our lines.

"I was present when he was interrogated,"

Merkel told me. He said he asked the German pilot, "You guys like to mix it up a little bit. What happened?" And this guy told Merkel, "I had 15 hours in that airplane and I wasn't about to mix it up."

When I got to flying the '51, I got Merkel to show me how to fly it. I was going out to do some acrobatics one day, and he went with me.

He said, "I want you to know if you try to do a loop and get on top of the loop and stall out, for God's sake, don't try to handle the airplane.

"Just turn loose of it, and it'll come out of it all right."

And sure enough, the first time I'd try to do a loop, I got right on my back and I'd hadn't enough power to pull through, and it stalled, and I did exactly what Lee said, and it came out.

Lee was a wonderful fighter pilot, just a natural. A little guy.

You know little guys are better suited 'cause they fit better into a cockpit of a fighter than big guys. He really served the Guard outstandingly well.

“I've been in situations in those old oxygen masks where I was suffering from a lack of oxygen. You can get kind of crazy. You don't have any sense of danger.”

even with pure oxygen coming in, that oxygen wouldn't absorb in your blood.

I am confident that he deliberately tried to make this intercept in accordance with what the Oak Hill people were directing him to do, and it was a case of hypoxia, and he went straight in.

I had been in Winchester, Ky., that day, and my wife, Anne, met me at the door and said, "Lee Merkel got killed."

Lee was an outstanding fellow, and he made a great contribution to the Guard.

That motto, "Fortes Fortuna Juvat," which means "fortune follows the brave," was his idea.

I think of Lee a lot, and I think of him fondly. He was a peach of a guy.

QUESTION: What do you think happened to Capt. Thomas Mantell, the first KyANG pilot to die in a crash?

Mantell reported seeing something strange in the sky and pursued a "flying disk" to 30,000 feet before losing control of his aircraft.

ANSWER: Every book that has been written about UFOs has the name of Mantell in it. These guys that believe that Martians are flying about all the time have built up the stories.

I think Mantell was another case of hypoxia. They said he was chasing a flying object, and some have said it was a sunspot or something. I don't



— Maj. Gen. Philip Ardery

QUESTION: What do you think happened on Merkel's fatal flight on Jan. 30, 1956?

ANSWER: I think what happened was that he was up flying around and this Oak Hill radar unit down at Ft. Knox was vectoring some high-flying jet aircraft coming through, and they tried to vector him to make an intercept.

He went up to, I believe, above 30,000 feet, and those damned oxygen masks,

know.

But I do know I've been in situations in those old oxygen masks where I was suffering from a lack of oxygen. You can get kind of crazy. You don't have any sense of danger.

That leads people to overlook a situation that may be confronting them.

But I think both Mantell and Merkel died from hypoxia, using those old masks and flying those old airplanes too high. I really think that's what got both Merkel and Mantell.