

THE CARGO COURIER

Standiford Field, Louisville, Kentucky

123rd TAW, Kentucky Air National Guard

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Byrne assumes command, replaces Greene at KyANG

Col. Stewart R. Byrne, a 29-year Air Force and Air National Guard veteran, assumed command of the 123rd Tactical Airlift Wing on April 10. Byrne previously served as chief of staff to the Kentucky Air National Guard headquarters in Frankfort.

The announcement was made by Maj. Gen. Robert L. DeZarn, the adjutant general of Kentucky, during a morning commander's call for the full-time technician staff at Standiford Field ANGB.

Byrne replaces Col. John V. Greene, commander since July 1991. Greene has been reassigned to the state headquarters staff.

"I felt it was in the long term, best interest of the unit to make a change at this time," said DeZarn. The general indicated he felt Greene had been doing a good job in the position, but that new leadership could take a fresh

look at the dynamics of the unit to determine if a change in direction is called for.

Byrne's diverse background puts him in a unique position to understand the unit from within, and at the same time view its goals and objectives from an outsider's point of view.

A command pilot with more than 5,000 hours of flying, Byrne returned to the KyANG 20 months ago after an eight-year tour on Air Force active duty. During that period, he served as the Air National Guard advisor to the commander of the Ninth Air Force at Shaw AFB, S.C., and as an advisor to the commander of the Tactical Air Command at Langley AFB, Va.

Byrne is a fully qualified crew member in the C-130 Hercules, currently being flown by the 123rd TAW. Prior to his tour of active duty, the colonel served with the KyANG as a tactics officer,



KyANG photo by Senior Master Sgt. Dave Tinsley

Col. Stewart R. Byrne
looking at dynamics, new direction

wing chief of standards and evaluation, and commander of the 165th Tactical Reconnaissance Squadron, prior to his appointment to 123rd TAW deputy commander for operations last year.

Upon his return in July 1990, Byrne was appointed the wing vice commander before his appointment as chief of staff in August 1991. Byrne announced a period of flying "stand-down" to fully study flight training, maintenance and personnel practices in light of the class "C" mishap that occurred at Fort Knox's Godman Field on April 9, in which a KyANG C-130B suffered a damaged propeller. The unit also experienced an accident in Evansville, Ind., on Feb. 6 that killed 11 civilians and five crew members. Byrne directed an independent Air Force safety board, outside the KyANG, to conduct the Fort Knox mishap investigation.



KyANG photo by Senior Master Sgt. Dave Tinsley

Additional Duty? You bet. Master Sgt. Frank Green, left, and Capt. Jim Simpkins donated personal leave hours to support this year's Bean Soup Feast and Open House. Since 1971 the KyANG fund-raiser has supported local charities and offered the public a tour of the Standiford Field ANGB.

Commander's Column



May 16 is monumental, we enter era of challenge

On April 10, 1992, with only three hours' notice, I became your new wing commander. An announcement was made and, before I set to work in my new job, a short change of command ceremony was conducted in the hangar before those who happened to be on base that day.

The adjutant general of Kentucky, Maj. Gen. Robert L. DeZarn, complimented Col. John V. Greene on his many achievements as your commander, and commented that he felt the wing would benefit from a change of leadership at this time. I would like to express my appreciation to Col. Greene for the fine leadership he provided and for laying the groundwork for future developments in the Kentucky Air National Guard.

Today, 16 May 1992, is a monumental day in the history of our unit. With the arrival of the first new C-130H aircraft we will enter an era of exciting challenges, big expectations and a very bright future. Not only will we have a fleet of brand new aircraft, perfectly suited to the changing world around us, but we will have one of the most modern training facilities in the Air Force, located in one of the most suitable communities in the country.

People across the nation in both the Air Force and Air National Guard

will envy our position. We are increasing the number of primary assigned aircraft and associated personnel at a time when many units are facing significant force reductions and we are modernizing at a time when most units can only hope to hold their own.

The things that are happening to us are not simply good fortune. The excellent record we established with seven Air Force Outstanding Unit Awards, the Spatz trophies we won, the history of excellence achieved on inspections, the good safety record and the influential leaders we have spawned have all helped.

Lt. Gen. John B. Conaway and others charted the course and many dedicated political figures like Sen. Wendell H. Ford of Kentucky made it happen. The strength we have gained through our membership and active participation in the National Guard Association and the Enlisted Association has also been significant.

Our ability to recruit and maintain full strength is a critical determining factor. And finally, those of you who have honored yourselves through personal achievement, dedicated participation, and devoted service have tipped the scale in our favor.

All of these things have put us in this enviable position and now is not the



Col. Stewart R. Byrne
Wing Commander

time to lose sight of our goals. We must achieve 100 percent strength and regain combat readiness in the new weapons systems by October of this year. The recruiters need your assistance and your commanders need your dedication. Additionally, we need to be particularly safety-conscious through this period of transition. Feel free to talk with me or your unit commander if you have suggestions for improving our operation.

I cannot think of any assignment that I would rather have at this point in my career than to be your wing commander. I am looking forward to working with each of you and providing the stability and guidance you need to excel. With your cooperation we will once again be the top Air National Guard unit in the country.

Thanks to all of you who have expressed your confidence in me and offered your best wishes for our success.

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Guard, Reserve cuts specified, Air National Guard is exception

WASHINGTON (AFNS) -- Responding to a congressional request to draw down National Guard and Reserve forces, the Pentagon will reduce operations or close more than 800 National Guard and Reserve units over the next two years.

The plan calls for closing down units in all 50 states, the District of Columbia and Puerto Rico, and terminate the careers of more than 140,000 guardsmen and reservists. Nearly 80 percent of the 830 units on the list presented to Congress specifically were part of forces intended to go to Europe in wartime and support active-duty units, Defense Secretary Dick Cheney said. Those active-duty units have been, or are in the process of, closing.

"The other 20 percent of the reductions that we're recommending are units that had specific missions related to that old cold war scenario and no longer are required," Cheney told reporters at the Pentagon.

At the same time Cheney announced the reserve cuts, his assistant for personnel was telling a House Manpower Committee that reserve cuts must match those of the active force.

Christopher Jehn told lawmakers that it "does not make sense to exempt reservists from our planning streamlining. For example, as we eliminate six active Army divisions, it is logical to

eliminate also the reserve combat support and combat service support units that supported those divisions.

"Otherwise, those reserve units will have no wartime missions, and paying for them will keep us from paying for other genuine wartime needs," Jehn said.

Cheney said if the Pentagon has to pay to keep reserve units that no longer have a mission, it will be forced to cut spending in other critical areas, including active-duty personnel programs.

"That will reduce the resources we can devote to training, maintenance and modernization," he said. "And we'll end up with the same kind of hollow force we had in the 1970s."

The reductions are expected to save \$2.1 billion in personnel, operations and equipment costs in fiscal 1993 and produce a total savings of more than \$20 billion through 1997.

Cheney's announcement came as yet another warning to lawmakers, who said he must accept the realities of his decisions, even if the shutdowns occur in their home districts.

And while he has no doubts there will be adverse economic consequences from the closings, especially in areas where the units are major employers, Cheney reiterated that the Pentagon's sole purpose is to be "prepared to win and fight wars."

"We're not a social welfare agency," he said. "We're not an employment agency. This is a military organization." Most of the latest round of reductions will come from the Army, the Pentagon said, with 80,000 Army guardsmen and 45,000 Army Reserve slots being cut.

The Naval Reserve will lose 10,500 slots and the Marine Corps Reserve about 2,700. The Air Force Reserve faces the smallest cut with only 740, mainly due to its few ties to any specific theater of operations.

Gen. Colin Powell, chairman of the Joint Chiefs of Staff, said the Air Force reserve components will grow slightly during the two-year period. This growth will be seen in the Air National Guard, where some of its officers are also pilots in the civilian sector. The Kentucky Air National Guard, for instance, is increasing its manning from 1,195 currently to 1,281.

"So it is very easy to transfer those skills over to a tanker plane or a cargo plane or into regular military functions directly from their civilian function," Powell said.

And due to the increase in the reserve tanker fleet from 148 to 262 aircraft, Powell calls the slight increase in the Air Guard "a sensible judgment made, based on the unique capabilities of the Air Force and the Air Force Reserve."

From a current reserve component end-strength of roughly 1.35 million people, the DOD's plan will leave about 1 million people in the Guard and Reserve by the end of 1993.

Final preps mark arrival of H model

Aircraft 1233, the third C-130H transport plane set for delivery to the Kentucky Air National Guard, received final engine adjustments last month prior to its initial test flight by the Lockheed Corp. at Dobbins AFB in Georgia.



123rd's Rutledge named ANG 1st Sgt of the Year

When not in uniform, he just might be flying

By Capt. Steve Bullard
123rd Special Writer

Master Sgt. Howard W. Rutledge has been selected as the Air National Guard's nominee for the 1992 USAF First Sergeant of the Year Award. In April, Rutledge was honored as the 1992 ANG First Sergeant of the Year.

When Rutledge found out about the award April 7, he thought it was an April Fool's joke.

"Lt. Col. (William) Thornton called me," Rutledge said. "I'd pulled so many jokes on him and Lt. Col. (Irven) Pope I thought they were getting back at me, especially since they'd just removed me as first sergeant. They sent me down to see Maj. Denny Lewis, and I thought he was in on it, too. It was a complete shock when I realized it was true."

The award presentation was to be made by Maj. Gen. Philip G. Killey, director of the ANG, at the 1992 Senior Non-commissioned Officers' Conference last month in St. Louis.

"This award recognizes the important contributions and leadership qualities exhibited in the first sergeant career field," said Killey.

Rutledge, a member of the 123rd RMS, has served five commanders over the past eight years as first sergeant while also serving as production-controller for the base motor pool. One drawback of the award is that first sergeants may only serve four-year terms, so now Rutledge has returned solely to the motor pool.

"I inherited him, but I felt he was doing a fantastic job for us, so I kept him on (as first sergeant)," said Lt. Col. Pope, commander of the 123rd RMS. Pope nominated him for the award, stressing his additional work on the NCO Preparatory School and as an advisor to the Mission Sup-



KJANG photo by Senior Master Sgt. Dave Tinsley

Master Sgt. Howard Rutledge
*ANG selection was no joke;
he'll compete for USAF honors now*

port Squadron's Student Training Flight as prime examples of his abilities.

"He helped start the NCO Prep Course," Pope said. "And his insights to the student flight on what they'll face at boot camp and training schools has been very helpful. As my first sergeant, he's handled dependent care, random drug sampling and delinquencies in ancillary training. He's been the liaison between the troops and me."

Rutledge went through the NCO Academy in March 1979 and returned in October 1979 to teach one course as an instructor. "It was a lot of fun and I got as much out of it as the students did," Rutledge said. He later volunteered to help start the school here at Standiford Field, where it's taught once or twice yearly.

"It's very useful because it helps me learn to communicate with the younger troops. I'm 39 and they're usually 21 or 22, and we're not used to talking together."

Rutledge also teaches a class each drill on customs and courtesies as part of the pre-basic program for the 123rd MSS's student training flight. "That's another lesson in communications," Rutledge says. "It's tough because they don't understand the military jargon, so you watch what you say. My goal is to

alleviate their fears about basic training.

He graduates in June from McKendree College in Louisville with a bachelor's degree in business administration. Rutledge has been attending evening classes from 6 to 10 p.m. for two years, building upon previous studies at the University of Louisville, Jefferson Community College and the Community College of the Air Force. He's looking forward to graduating so he can regain his currency as a licensed civilian pilot, his favorite hobby.

"That's why I joined the Air Guard, to fly, but my eyes started going bad and I never got enough credits to become a navigator," Rutledge said. His wife, Mary, is a labor and delivery nurse at Humana Hospital-Southwest. They have four children: Joshua, 13; Jedediah, 12; Stuart, 4; and Kristen, 2.

Rutledge has been a technician in the motor pool since July 1976. Over the years he's advanced to the production-controller position, scheduling all maintenance and workloads for five technician mechanics and maintaining historical records on the fleet.

Now that he has completed his time as a first sergeant, both his drill weekends and full-time work will be at the motor pool.

"I loved being a first sergeant," Rutledge says. "It's the best job I've had since I joined the Air Force. What most people don't realize about first sergeants is they're the liaison between the troops and the commander. We're not just the chief clerk in the orderly room."

"Our job is to solve all the lower level problems before they get to the commander, to help the troops out. I would tell first sergeants to keep themselves out of the orderly room and out among the troops. It's your relationship with the troops, not the commander, that counts most."

Rutledge says he had plenty of help in earning the award. "Getting the award is nice, but the ones who helped me get it were the people in the orderly room over the years who did all the hard work. I was just in the forefront, and they made everything possible."

Bean Soup Feast shines light on KyANG, reflects unit spirit

By Capt. Steve Bullard
123rd Special Writer

Volunteers' elbow grease was the key ingredient in the success of the Kentucky Air National Guard's 22nd annual Bean Soup Feast held April 16 at Standiford Field ANGB. Local charities such as Kentucky Harvest and West End Youth Development were the chief beneficiaries.

"We had a fairly decent turnout, but we haven't yet determined the amount of money we'll have available (after bills) for charities," said Master Sgt. John Lundergan, a Bean Soup Feast volunteer and coordinator. Lundergan said 1,145 people were fed at \$4 per ticket, down from the average of 1,500-1,600 who normally show.

Threatening skies and scattered showers on a hot, muggy day probably con-

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Thirteen technicians sold up to 40 hours of leave time to work the Bean Soup Feast. In addition, retirees, wives, aircrew members, the Air Force Ser-

geants' Association and Civil Air Patrol chipped in with tasks, including washing dishes, bussing tables and clean-up.

Lundergan, participating in his 18th Bean Soup Feast, said planning was based on an expected crowd of more

than 1,600 at 12 ounces of soup per person. Charity money was raised through ticket sales and donated door prizes, including restaurant dinners, flowers and models. Charities that benefit from the Bean Soup Feast include the Boy Scouts, WHAS Crusade for Children, Children's Hospital Foundation, Louisville Deaf Oral School, Jaycees, Easter Seals, Exploited Children's Help Organization, Kentucky Sheriffs' Boys' and Girls' Ranch, Ronald McDonald House and St. Jude Children's Research Hospital.

Volunteers included Lundergan, Travis, Donna Walz, Rose and Glen Farquhar, Debra Cox, Diana Nelson, Sharon Bizer, Denny Lewis, Judy Mitro, Tim O'Mahoney, Sharon Robison, Sue Meyer, Bill and Judith Erbele, Bob Thomas, Bob King, Jack Dunn, John Herthl, Guy Ray, Bobbie Leslie and Donna Sams.



KyANG photos by Senior Master Sgt. Dave Tinsley

Above, Master Sgt. Glen Farquhar tests the secret recipe of a 22-year-old tradition at the Kentucky Air National Guard. He and other KyANG members (left) sacrificed their normal duty hours and volunteered their efforts to support this annual charity event.

Survey of dining hall provides feedback, some pleasing results

By Capt. Judy Mitro
OIC of Food Services

The following are the results of the customer service comment survey distributed during the first quarter of FY92. Thank you for participating. We received many favorable comments: 94 percent satisfactory and excellent, and six percent unsatisfactory.

The staff puts pride in its work and values your appreciation. We will use your feedback to provide the best service possible while operating within resources available. Although it may not be possible to meet each specific request and each individual taste, we will consider all comments and will speak with you personally if you wish.

COMMENTS AND SUGGESTIONS:

Layout:

- ** Use disposable bowls for salad bar.
- ** Put drinks separately.
- ** Put napkins/silverware at end of serving line.

Response: Paper products are now available to us through our supplier and will be provided in the near future. Due to the current facility layout and space, it is not compatible with dining hall operations to rearrange serving line. Customers will be better accommodated when the new dining hall is complete, scheduled for spring 1993.

Temperature of food:

Response: Food temperatures are checked on a 15-minute interval during serving. An occasional malfunction of the steam line, or amount of time required between serving and eating, may result in cooling of food. We strive to prevent this from occurring.

Time:

- ** Come early, leave late.



KyANG photo by Tech Sgt. Charles Simpson

When members of the KyANG spoke, management at all levels of the 123rd Services Flight listened, and reacted. The recent survey of food services quality is an important feedback here, and the unit appreciates your participation.

** Patrons need to observe scheduled times if possible to alleviate line from backing up.

** Meal ticket system is poor - not enough to go around. Too crowded.

Response: IAW AFR 87-2, we are authorized 12,100 square feet of operating space. We are currently operating with 1,006, and are programmed for 9,600 in the new dining facility. BR 146-1 describes responsibilities and procedures for the meal pass program. Passes were initially issued based on dividing 100 percent of authorized manning by total number of meal pass time frames.

Unit commanders must submit a letter requesting additional passes when required. Since it has become apparent that some units have lost control of the meal passes, we will collect old passes and re-issue new ones by May 1992.

Meal passes should be inventoried at the end of each day to guard against loss. This program was developed to alleviate masses of personnel reporting to the dining hall at the same time. Times are based on 15-minute intervals from 10:45 a.m. to 1:15 p.m.

During selected times, meal passes are issued to each commander to assist certain personnel who have fluctuating schedules. There is also open feeding anytime after 1 p.m. Peak feeding times are from 11 to 11:30 a.m. We apologize

for inconveniences caused by delays in the line and/or loss of meal cards.

Variety:

- ** Food combinations unappealing.
- ** Substitutions are used by 12:30/out of wheat bread.
- ** No provisions are provided for vegetarians, especially in box lunches.
- ** Get Ranch dressing/All items advertised in base bulletin not available.

Response: All factors are taken into consideration during menu planning ranging from nutrition to appearance. Menus are provided through AFR 146-17. Food Services will strive to please the majority of the base populous. With the increase in operating space and equipment in the new dining facility, more options will be offered.

Healthy Heart meals as well as a To-Go service may be offered. Box lunches are prepared according to regulation. Subsistence is requested and prepared based on forecasts made from previous patronage. Some factors may cause unexpected variances, such as personnel returning from TDY, school, special training, base policies, etc. We must requisition all subsistence from Fort Knox. Occasionally they will be out of stock on certain items and make substitutions. Currently, Ranch dressing is not available to us.

History of KyANG

By Tech Sgt. John Martin
123rd Wing Historian

On May 15, 1982, two pilots from the KyANG had an experience which they will not soon forget. Capt. (now Lt. Col.) Mike Sams and 1st Lt. John Bell were flying their RF-4C "Phantom II" over the Cherokee National Forest when the aircraft suffered a malfunction, caught fire and both crew members were forced to eject.

Bell suffered cuts and bruises while the pilot, Sams, suffered a broken shoulder. As for the aircraft, it crashed into the side of a mountain. Both crew members were rescued by a helicopter from McGhee-Tyson ANGB in Knoxville, about 40 miles from the crash site.

Members of the 123rd Civil Engineering Squadron participated in a team competition at Eglin AFB, Fla., known as Readiness Challenge '89. Six members of the 123rd CES placed first in three of 22 events, a first for the Air National Guard.

On May 18, 1990, the KyANG graduated its sixth NCO Preparatory Course. Fourteen students successfully completed the two-week course which covered topics including leadership, Air Force history, counseling and how to conduct a military briefing.

On May 19, 1984, the KyANG was notified it had just been awarded its

fourth Air Force Outstanding Unit Award, the highest in-service recognition given by the USAF to Guard and Reserve units. As if that was not good enough, on that same weekend, HQ KyANG was selected to receive the Air Force Organizational Excellence Award.

During May 1967, the Pentagon was taking more than a casual interest in Louisville's Standiford Field. A study had begun whether Standiford Field could handle the new C-5A aircraft. The C-5A, which could carry up to 844 troops (in unpressurized flight), would be used exclusively to transport troops to and from Fort Knox.

Just one year ago, a "Bear" was seen at the KyANG and was the cause of some "General" hysteria. The "Bear," better known as Gen. H. Norman Schwarzkopf, was in Louisville to take part in the festivities leading up to the Kentucky Derby, which Schwarzkopf would attend as grand marshal.

In most states, May 30 is observed as Memorial Day. It is a legal holiday, sacred to the memory of those who died in the Civil War, Spanish-American War, World Wars I and II, Korea, Vietnam and the Persian Gulf.

Notable events that occurred during May are: U.S. declared war on Mexico (1846); U.S. began first air-mail service in 1918; and Charles Lindbergh finished his trans-Atlantic solo flight in 1927.

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)

Brian Burgin, 8123rd STU FLT
Michael Cook, 123rd CAMS
Rodney Lee, 123rd SVF FLT

To Airman 1st Class (E-3)

Robert Allen, 165th TAS

To Senior Airman (E-4)

Steven Bell, 123rd TAC HOSP
Russell Richardson, 123rd OLCT

To Staff Sgt. (E-5)

Ronald Dorsey, 123rd RMS
Allen Greer, 165th TAS
William Johnson, 165th TAS
Freda Jones, 123rd MAPS
Thomas Kimball, 223rd COMM
Kevin Robison, 223rd COMM

To Tech Sgt. (E-6)

Mary Crane, 165th TAS
Lee East, 223rd COMM
Katrina Kerberg, 123rd RMS
Roy Self, 123rd MAPS
John Siebert, 165th TAS

Chaplain's Column

By Chaplain (Maj.) Thomas Curry
KyANG Protestant Chaplain

Saturday is Family Day at the Kentucky Air Guard. The delivery of the new C-130H aircraft is the highlight of the day. The new aircraft is like having a new family member. It is indicative of the kind of challenge that unit members face in our own family life.

Today's families face many challenges. At one time or another, even the happi-

est families can experience crowded schedules, pressures from work or school, conflicting values, money problems, illness, loss of work or death of a loved one.

By enriching our lives, families will be better able to meet these challenges and enjoy each other more. When people belong to a strong, healthy family they feel good about their family, and their place within it. Strong families use time in more fulfilling ways. They sup-

port each other in good times and bad. Strong families grow as individuals in their religious faith. When together, strong families greet each day with more enthusiasm and hope.

Perhaps you will implement positive family behaviors in your household. Positive family behavior is contagious and reflects the love of God in the Family.

KyANG accepts 2,000th Hercules from Lockheed

By Capt. Steve Bullard
123rd Special Writer

May 16 marks a special day in the history of the Kentucky Air National Guard with the planned delivery of Lockheed's 2,000th C-130 Hercules to the 123rd TAW at Standiford Field ANGB. Twelve long-awaited C-130H model aircraft are inbound to the KyANG, replacing the venerable 35-year old C-130B fleet flown by the unit since 1988.

The delivery of the first aircraft, the 2,000th C-130 produced by Lockheed, culminates three days of ceremony at the Lockheed plant in Marietta, Ga., and Standiford Field. Lockheed has now delivered nearly 70 versions of the C-130 aircraft to 69 countries.

The aircraft is scheduled to arrive at Standiford Field at approximately 10 a.m. Saturday, according to Maj. Richard Frymire III of the 123rd MSS. At presstime, events were still in the planning stage, Frymire stressed. Col. Stewart Byrne, 123rd TAW commander, is slated to be master of ceremonies for the delivery.

Guest speakers are to include the director of the National Guard Bureau, Maj. Gen. John Conaway, and U.S. Sen. Wendell Ford of Kentucky.

A special color guard presentation will be performed by the Kentucky Man 'O War Chapter of the Military Order of the Purple Heart. The color guard, mounted on horses, features Indian war era gear (1860-1890). The ceremony is scheduled to be followed by a VIP reception and Family Day activities for personnel, families and employers associated with the KyANG.

The events leading to the arrival of the C-130H at Standiford Field began May 14 with a reception hosted by Lockheed at the Sheraton Suites Cumberland Hotel in Atlanta. The

aircraft was to be turned over to the KyANG during a ceremony at Lockheed's Hercules delivery center at Dobbins AFB, Ga., on May 15, then flown to Standiford Field the following day.

The delivery ceremony is to feature a welcome speech by Lockheed president Kenneth W. Cannestra and a keynote address by U.S. Air Force Vice Chief of Staff Michael P. Carnes. Military Airlift Command's Gen. Hansford T. Johnson is expected to attend as well. "The passing of the key" to the 2,000th C-130 is to be done

by Col. David P. Gambone, USAF, defense plant representative office, to the ranking member of the KyANG delegation.

The 12 new C-130H aircraft are grey in color with U.S. Air Force in large black lettering forward of the wings, USAF on the bottom of each wing and Kentucky Air National Guard on the wheel wells under the wings. Tail numbers for the 12 aircraft will be 1231-1239 (for 123rd TAW 1-9) and 1651-1653 (for 165th TAS 1-3).

Marines get more of a good thing



Photo courtesy of Lockheed Corp.

The Marine Corps recently received the first of two "stretched" KC-130T-30 Hercules tankers. The aircraft will eventually fly with the Marine Aerial Refueler Transport Squadron 452 at Stewart International Airport in New York. It is undergoing tests at the Navy's Air Test Center in Maryland.

Lockheed Corp. spokesmen said the aircraft can carry 30 percent more vol-

ume and has 40 percent more troop-carrying capacity than the earlier version. Lockheed stretched the workhorse Hercules by adding two barrel section plugs to the fuselage. The plane measures 15 feet longer than a standard C-130. The new tanker is the 40th version of the Hercules and can be equipped to refuel helicopters from all branches of service.