



THE CARGO COURIER

Standiford Field ANGB, Louisville, Ky.

123rd Airlift Wing, Kentucky Air National Guard

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123rd arrives in Somalia, lends hand to crisis team

By Capt. Steve Bullard
165th Airlift Squadron

Conversion training has held Kentucky's new C-130Hs close to home this year, but the 123rd AW's Tanker Airlift Control Element, or TALCE, has taken up the slack in responding to worldwide events. Wing TALCE members have been in the forefront of the Somali and Haitian refugee relief efforts, base closings in the Philippines, ongoing operations in Honduras and, closer to home, riot relief in Los Angeles.

"We've been kind of busy this year," says Senior Master Sgt. Frank Green, one of the wing's original TALCE team members and also a loadmaster on the Kentucky ANG's new C-130H aircraft.

"Busy" has meant 17 deployments for the TALCE's 10 team members thus far in 1992. The deployments ranged from preplanned mission support at Fort Campbell AAF and Wright Patterson AFB, to short notice trips to far-flung destinations. The TALCE's duties primarily involve aircraft logistical support, often in austere locations during contingency situations.

"... Either we had nothing to do, or all the planes dropped out of the sky at the same time."

"U.S. invades Kenya" read a newspaper headline in Mombasa, Kenya, as Tech Sgt. Thomas Sullivan arrived in mid-August to aid the Somali relief effort. Sullivan never actually went into Somalia, but spent a month working on a mission support team as ramp coordinator in Wajir, Kenya, on the Somali border. "The locals were very nice, very friendly, but they were a little apprehensive about our presence," he says.

The team worked closely with C.A.R.E. and the International Red Cross to get supplies into a nearby refugee camp holding 250,000 Somalis who fled their country.

"It was a pretty impressive operation," says Sullivan. "Our average offload time was two and a half minutes for C-130s with an average ground time of nine minutes, and 30 minutes for C-141s. We brought in more than 750,000 pounds of food each day."

The Somali relief effort "is the best experience Tom will ever get, especially for a good cause," says Lt. Col. Gary Taylor, the KyANG TALCE commander. The requirement to send someone to Kenya came in typical TALCE fashion. "I got a call on a Saturday night for two people, one to leave right away with a team from the Minnesota ANG. A second team was on alert for one week."

Another short notice deployment came with the Los Angeles riots last spring. That time Green answered the call, leaving on four hours' notice to Los Alamitos AAF in Long Beach, the resupply point for troops and police in the area. Green served as the mission support team chief, supervising the airlift and reporting to the National Guard Bureau, Air Mobility Command and the California Emergency Operations Center.

"When the riots first started, we were working 24-hour shifts, 12 on and 12 off, with a steady flow of KC-135, C-141, C-130 and CH-47 aircraft," explains Green. "The workload varied every day. It was feast or famine, either we had nothing to do or all the planes dropped out of the sky at the same time."

Last year TALCE's main chal-



KyANG photo by Tech Sgt. Jeff Sansbury

Airman 1st Class Kathleen Gregg received small arms training in September with the 9mm pistol during annual field training in Georgia. Staff Sgt. Wayne Yurt, a member of the 123rd Security Police Flight, instructed Gregg and other Kentucky Air National Guard members during an eight-day deployment to the ANG's combat readiness training center near Savannah. See story on Page 7 of this month's Cargo Courier.

lenge was the deployment of Lt. Col. Gary Burge, Senior Master Sgt. Al Gering and Tech Sgt. Roy Brown to Riyadh, Saudi Arabia, for Operation Desert Storm. Once the fighting ended, they deployed again to southern Iraq to coordinate the airlift of Shiite Moslems into Saudi Arabia.

January 1992 found the TALCE back on the road as Taylor, Gering, Green, Maj. Ken Ellis, Master Sgt. Ron Ernst, Master Sgt. Randy Engelstad and Staff Sgt. Tonia Jackson deployed to Guantanamo Bay, Cuba, to augment the Haitian refugee relief effort.

"I worked with TALCE while on active duty and liked what I saw," says Jackson. "I'm glad I made the switch. I love it."

Commander's Column

While Brig. Gen. Stewart Byrne was TDY this month, Col. Pete Snyder wanted to share



some comments about the KyANG's recent deployment to Howard AFB in Panama. Snyder is the 123rd AW's deputy commander for maintenance.

"Serving the Americas since 1977" is the motto of the Air National Guard and Air Force Reserve's Volant Oak rotation to Panama this year. Since 1977, ANG and AFRES airlift and fighter units have maintained a constant presence in the Panama Canal Zone in support of the U.S. Southern Command. Presently two top priorities of SOUTHCOM are the "drug war" and "humanitarian rights" throughout Latin America.

Based at Howard AFB, the two-week Volant Oak rotation typically consists of six C-130 and six F-16 aircraft working in concert with U.S. Air Force and Navy surveillance aircraft to fly drug interdiction missions, as well as logistical support missions to U.S. embassies and Drug Enforcement Agency locations in the interior of Latin America.

The 123rd AW recently returned from a two-week rotation at Howard AFB. Lt. Col. Steve Guptill served as the mission commander and led the deployment of three C-130H transport planes and 54 KyANG men and women. The 123rd crews and maintenance support personnel flew missions the length and breadth of Central and South America. In the course of our deployment we flew 176 hours, and airlifted 250 pas-

KyANG sirviendo a las Americas, Panama y Volant Oak

sengers and 285 tons of cargo. Many missions were flown into short unimproved landing zones hundreds of miles from civilization as we know it.

The new C-130Hs performed beautifully and the aircrews did a tremendous job handling extremely demanding missions. The maintenance support people worked long and hard hours maintaining our aircraft not only at Howard, but also at some very remote locations.

"The 123rd did a magnificent job in supporting the mission of the U.S. Southern Command and it performed



Brig. Gen. Stewart R. Byrne
Wing Commander

in a truly professional manner." These were the words of the Volant Oak staff as Lt. Col. Guptill was presented a plaque for the KyANG.

Chaplain's Column

By Chaplain (Maj.) Thomas Curry
KyANG Protestant Chaplain

There is a beautiful figure in one of Wordsworth's poems about a bird swept from the rough and rocky country habitat by the strong winds of a storm. The bird battled desperately, trying to get back to its familiar home, but all in vain.

At last, it yielded to the wind, thinking the storm would carry it to its death. But the gale carried it across the waves and brought it to a sunny land with its green meadows and forest glades.

How many of us have been like that

little voyager, fretting and fighting against the will of God. We think life can never be the same again when we are carried seaward by the storm, until at last, we cease our struggle and yield to the wind, only to find that we have been carried to a place far better.

God's Word encourages us to praise the Lord in the midst of raging waves and the strong winds of the storm. We can be assured that in God's own time and way, he will bring us to a better haven He has prepared for us.

Remember: none lives so pleasantly as he who lives by faith.

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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.

House bill would permit Guard burial in VA national cemeteries

A bill that would permit National Guard members to be buried in national military cemeteries in peacetime is stuck in the U.S. Senate, according to the office of Rep. Claude Harris (D-Ala.), who introduced the bill.

The legislation would permit Guard members with 20 or more years of service to be buried in these cemeteries. Currently, members of the Guard and Reserve are not eligible for na-

tional cemetery burial unless they are fully creditable veterans under Veterans Administration rules.

Guardsmen often cannot be buried in veteran cemeteries of their states because many states get grants from the VA to build their cemeteries.

The House of Representatives passed the bill (HR4368) in June. Sen. Daniel Akaka (D-Hawaii) is the new sponsor of the bill.

Air Force review team seeks help

The Air Force's declassification and review team seeks members of the Air Reserve Forces to perform 30 days or more voluntary active duty. Duty would be MPS mandays.

Individuals experienced in air operations, intelligence, logistics and plans, or in security classification issues are

urged to apply. At least a current top secret security clearance is required.

Qualified applicants should forward a resume, including current military assignment, related work experience and contact information to: Col. R.D. Benjamin, 850 N. Randolph St., # 826, Arlington, VA 22203.

Service dress cap, hat are gone!

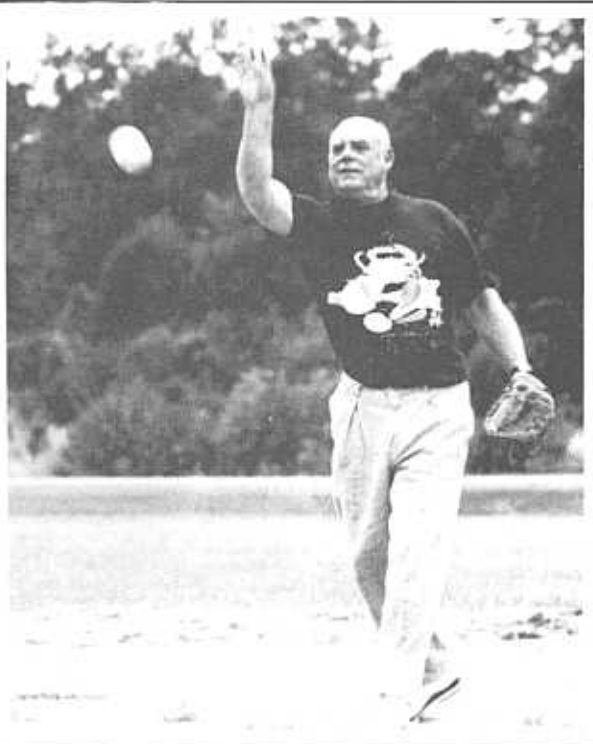
The male "service dress cap" and female service dress hat have been eliminated as mandatory items effective Oct. 1, 1992. The Air Force Uniform Board's recommendation to eliminate the head

gear from initial issue clothing bags has been approved by the Air Force chief of staff. The flight cap now becomes the mandatory service dress headgear for both men and women.

Makin' it look easy

Chief Master Sgt. Jim Oney, the KyANG inspector general, pitched for his softball team during a training break last month in Georgia. After five straight days of hot, humid temperatures, Savannah cooled down to allow some recreation and picnic activities at the combat readiness training center. Oney's team, made up of enlisted men 45 and older, whipped their officer counterparts 14-5.

KyANG photo
by Tech Sgt.
Jeff Sansbury



Local Briefs

Runway construction begins at Standiford

Construction on the first of two parallel runways at Standiford Field began with a groundbreaking ceremony Aug. 19, according to the Regional Airport Authority of Louisville and Jefferson County.

Sen. Wendell Ford (D-Ky.), Jefferson County Judge-Executive Dave Armstrong and Louisville Mayor Jerry Abramson joined the airport authority's board of directors and community leaders to officially kick off construction of the 7,800-foot runway to be known as 17/35R. The two new northwest/southeast runways are the centerpiece of the Louisville Airport Improvement Program, announced in 1988.

"We're pleased to begin construction on the runway portion of the airport improvement program," said Bob Michael, the airport authority's general manager. "These new runways will accelerate economic development for the entire region while promoting better air service."

The runways should be completed by December 1995, and the project will allow the relocation of the Kentucky ANG to a new base and hangars.

Aircrew name patch may be worn on BDU

The newly designed aircrew style name patch, or ASNP, is authorized for wear on the BDU uniform ... however, it does not become mandatory until Oct. 1, 1995.

Those wishing to wear the ASNP may do so at their own expense. New uniforms will not be issued as replacements for uniforms where accouterments have been removed.

Units will be notified as soon as the new name patch becomes available through base supply.

CCT hosts USAF team during war games

SP Flight plays role at Fort Knox training

By 1st Lt. Jeremy Shoop
123rd Combat Control Team

The name is familiar to most Air Force personnel; however, the capabilities and mission of this unique group are often misunderstood due to their small numbers and low profile.

Only 350 total personnel in both active duty and the Air National Guard are currently authorized to wear the Combat Control Team's scarlet beret. The primary mission of the CCT is to infiltrate austere, non-permissive or even hostile environments by whatever means necessary and set up assault zones. The assault zone may be a remote airstrip, a drop zone for parachutists, an extraction zone for equipment or a combination of any of the above.

To do this, combat controllers use a broad range of infiltration methods and equipment. They are trained in static-line and freefall parachute systems, rubber raiding craft and scuba apparatus for amphibious operations, and mechanized systems such as snowmobiles, dirt bikes and all-terrain vehicles.

Team members of this all-volunteer group perform varied roles to accomplish their mission. Demolishing obstacles hazardous to arriving and departing aircraft, providing limited weather observations to aircrew, calling in close-air-support aircraft to aid friendly ground forces or providing air traffic control--it's all part of the team's repertoire. They may conduct reconnaissance of potential airfields and relay intelligence on enemy troop strengths and suitability of the objective for use by the Air Force. Thus, the team functions as the airlift commander's eyes and ears during the initial stages of an emergency, and live up to its motto, "First There."

During a recent UTA, members of the 123rd CCT at Standiford Field conducted an exercise with both active duty and National Guard assets which illustrates their varied capabilities. The scenario called for a team of combat controllers to be inserted into a remote Fort Knox training area during darkness. They spent the next 48 hours patrolling the densely wooded, rugged terrain and avoiding contact with enemy forces (members of the 123rd Security Police Flight and another combat control team).

The team made its way to a helicopter landing zone where it joined KyANG security police and active duty USAF "tactical air control party" personnel, known as TACP, and boarded two UH-60 "Blackhawk" helicopters from the Boone National Guard Center. The group staged a daring daylight raid on an enemy camp to free an aircrew member held by suspected narcoterorists. Flying nap-of-the-earth to avoid detection by the enemy, the helicopters

swooped down and the rescue team breached the compound, rapidly neutralizing all resistance and clearing buildings of enemy personnel. The team successfully liberated the hostage, played by a member of the TACP from Fort Knox.

The rescue accomplished, the combat controllers reboarded the aircraft for a short flight to Central City, Ky. They spent the remainder of the UTA parachuting from the helicopters to perfect the techniques that could mean the difference between success and disaster in a real-world contingency.

Impressions of the operation were overwhelmingly positive, both from participants and observers. Said strike team member Tech Sgt. Todd Albin, "The flying unit was impressed with our teamwork and professionalism, but the film crew was disappointed because we were in and out of the camp so fast (under four minutes) they didn't have sufficient time to shoot video footage for a presentation."



KyANG photo by Maj. Robert Burden

Hurricane Andrew, the most costly natural disaster in U.S. history, ruined much of South Florida during August. Kentucky's 165th Airlift Squadron was the first C-130 unit to land at Homestead AFB as Guard units from across the United States flew 402 sorties to support the relief efforts. Of the C-130 units involved, the 165th AS carried the most cargo (201.7 tons).

History of KyANG

Ill-fated Arrow Air flew KyANG; first Spaatz Trophy won in 1962

By Tech Sgt. John Martin
123rd Wing Historian

Twenty-seven years ago this month, the UTA training schedule was changed from 8 a.m. - 5 p.m., to 8 a.m. to 4:30 p.m., with two daily roll calls. Personnel were allowed one full hour for lunch, except for officers, who were to dine in a facility just for them, located in the supply building.

On Nov. 19, 1962, the KyANG was the recipient of the Spaatz Trophy, awarded to the nation's top ranked ANG flying unit. Out of 16 categories, the KyANG achieved an outstanding rating in such areas as flying safety, aircraft and pilot maintenance, and attendance.

Just nine days later on Nov. 28, an article in the Louisville Courier-Journal told of the KyANG's intention to expand its Standiford Field facilities by 31 acres to a total of 52. This was back during the days when our Guard facilities did not consist of much more than a dozen or so buildings, with just aircrew, maintenance and administration personnel making up the bulk of our unit. The base acreage was increased to provide space to build a machine shop, civil engineering building and LOX storage area, as well as space for the needed

runways and ramps. In case you are wondering, our present facilities sit on 66 acres of land.

On Dec. 12, 1985, an Arrow Air

DC-8 jetliner, on its way to Fort Campbell, Ky., crashed in Gander, Newfoundland, killing all 256 passengers. The plane was returning the military personnel from a six-month peace-keeping mission in Egypt. Just five months earlier, Kentucky guardsmen were on board the same ill-fated craft when just before takeoff, the flight was aborted due to an engine fire. The KyANG personnel were in Ohio, awaiting transport to West Germany when the incident took place.

GUARD QUESTION: What does the "123" in 123rd Airlift Wing mean? (answer in next month's issue).



Photo is from the KyANG historical archive

Back in 1955, Master Sgt. Ray Harding found time to teach some of the newer personnel how to load the .50-cal. machinegun magazines of the F-51 Mustang aircraft. The Kentucky Air National Guard's 123rd Fighter-Interceptor Wing flew the fighter jets from 1951 until 1956.

Short Bursts

Space-A fee rises for overseas flights, first hike since 1979

Scott AFB, Ill. (AFNS) -- The cost of traveling on a space-available basis on military aircraft overseas will increase from \$10 to \$15, the Air Mobility Com-

mand announced last month.

The fare hike is the first since the \$10 fee went into effect in 1979. The increase resulted from a 1991 Department of Defense inspector general audit.

ROA expo is Jan. 24

The Reserve Officers Association has announced that the eighth annual Military Exposition will be held in conjunction with its Mid-Winter Confer-

ence at the Washington Hilton Hotel during Jan. 24-27, 1993.

Exhibits will include those of the major defense industries, the seven uniformed services and other federal agencies. The Capitol Hill-based ROA was founded in 1922 and has 110,000 members. Call 202-646-7758 for more information about the expo or membership.

DACOWITS member predicts female combat exclusion lifted

By Capt. Ralinda Gregor
Assist. Public Affairs Officer

During her recent visit to the 123rd Airlift Wing, Eunice Van Winkle Ray predicted the combat exclusion rules for women would be lifted this year. Ray, a member of the Defense Advisory Committee on Women in the Services, or DACOWITS, spoke to several Kentucky Air National Guard women and commanders Oct. 3 about the potential consequences of lifting the ban on women in combat.

Ray is concerned that DACOWITS voted to lift the combat exclusion for women before the military's experience with women in the Gulf war was analyzed. She believes the decision to allow women into combat is a complex issue with serious repercussions.

Says Ray, "It's not as simple as 'If she wants to and she's qualified then let her,' in my view."

Ray believes that once the combat exclusion is lifted, all American women

will be subject to registering for the draft and serving in combat. The National Organization for Women, known as NOW, has filed a legal brief hoping to overturn the U.S. Supreme Court decision *Rostker vs. Goldberg*, which held that women are not required to register with the Selective Service because they are not eligible for combat.

"Everyone could be subject to military service in a conflict or national emergency. In a downsized military that's a very real consideration," says Ray.

She warned a group of women officers and senior NCOs, "What it means is not just what happens to you; it's what happens to all young American women."

Ray also discussed the impact of the physiological differences between men and women as they relate to combat. She cited testimony from military physiologists who claim that women are one-third less strong and swift, and have one-third less stamina and endurance than men, on the average.

Ray added that a few women can compete with men physically, but they cannot compete with the stronger men, those who are most suited for the physical demands of the battlefield. If all military members were required to meet

a combat physical fitness standard, the nation would lose most of the women now serving in the military.

Ray was supportive of women who serve in the military. "There is a place in the military for women, and they should be able to go as far as they can go," she said. "I have a great and abiding respect for the sacrifices you make." She added that she supports liberal feminism which asserts that "women have the right to fair treatment and equal opportunity in trying to realize their aspirations. . . I contend that we [men and women] are already equal; different though, very different."

Ray urged KyANG members to voice their opinions to the Presidential Commission on Assignment of Women in the Armed Forces, which is scheduled to submit its conclusions and recommendations to President George Bush on Nov. 15.

Letters to the commission should be addressed to: Chairman Robert Herres, Presidential Commission on Assignment of Women in the Armed Forces, 1331-A Pennsylvania Avenue N.W., Box 232, Washington D.C. 20004.

Ray's visit included a commanders' briefing, a tour of the base and lunch with a group of KyANG women. She also spoke to female officers and senior NCOs, as well as the junior enlisted women in two separate forums. Her comments to the groups sparked a lively debate on the consequences of lifting the combat exclusion for women.

Shirt epaulets discontinued

Striped shirt epaulets were dropped from the proposed new officers' uniform, and people taking part in the uniform test were told to stop wearing them.

According to Gen. Merrill A. McPeak, the Air Force chief of staff, "Nobody likes it, including me."

Rank for the shirt-sleeve uniforms will be the current traditional bars, leaves and eagles. The new general officer version of shoulder rank will continue to be tested.

The uniform test began in May and runs through November. Other ranks being tested on officers' service dress uniform and enlisted chevrons are not affected by this change.

VA loans drop; refinance now

"Refinance your home and save money!" is the advice of Department of Veterans Affairs home loan specialists. VA-guaranteed home loan interest rates have fallen to 7.5 percent, as of Nov. 1.

Vets carrying mortgages with interest rates of 9.5 percent or more stand to save most.

Veterans considering refinancing should contact a private lending agency. They should call their nearest VA regional office with questions concerning eligibility.

First AMC wing activated

The Air Force activated its first air mobility wing at Altus AFB, Okla., on Oct. 1. The move, which consolidates C-5 and KC-135 training programs under one wing, is in line with the Air Force's new composite wings. The new 97th Air Mobility Wing is made up of the former 443rd Airlift Wing and 340th Air Refueling Wing, both of Altus, and the 398th Operations Group from Castle AFB, Calif. The 97th can trace its lineage to Jan. 28, 1942, and was last assigned to Eaker AFB in Arkansas.

123rd flies south, finds heat in the heart of Georgia

By Tech Sgt. Jeff Sansbury
Editor and Public Affairs NCOIC

SAVANNAH, Ga. -- Kentucky Air National Guardsmen took a late summer break recently to refine their military skills in southeastern Georgia. Since taking on the airlift mission in 1988, it was the KyANG's first significant wing deployment to the Air National Guard's combat readiness training center, located just outside of Savannah.

Five C-130H transport planes, loaded with about 330 troops from select units, landed in the Deep South on Sept. 19 for an eight-day stint. The unit's C-12 aircraft served as a shuttle between Savannah and Frankfort, Ky., bringing KyANG headquarters personnel for a review of the operations during the close of fiscal year training.

"We stayed fairly busy, it's a good test for some of the newer members," said Tech Sgt. Kenneth "Jeff" Bishop, a loadmaster for the 165th Airlift Squadron. "The areas we flew offered good balance for training sorties."

The KyANG hopes the field exercises will reduce its monthly "drill weekend" training, and believes it is critical in preparing for an operational readiness inspection, or ORI. The mobility phase of the Savannah deployment is evaluated closely by key commanders and some Air Force advisors, according to Maj. Richard Frymire III, executive support officer for the 123rd Mission Support Squadron.

A proportionate list of communications specialists, food services personnel and training instructors were included in Savannah. Guard personnel received proficiency training in small arms firing, attended social actions briefings and refreshed their skills in self-aid buddy care and chemical warfare survival.

Master Sgt. Carl Williams, the 123rd Communications Flight's NCOIC, supervised the installment of a high frequency radio antenna that transmitted and received various communications from Louisville. With this antenna, the two bases were able to exchange phone patches, morse codes, classified HF messages and short-wave signals.

"In most cases, we can have the antenna up and operating within 40 minutes," Williams said. "For the potential uses, I think that's significant."

The ANG training site, formerly known as Travis Field, is home of the Georgia ANG's 165th Airlift Group. The base was constructed during the late 1940s and can house up to 880 troops, and is located adjacent to the Savannah International Airport.

Savannah lies just 18 miles from the Atlantic Ocean and is Georgia's second largest city. It enjoys a region of winter

vacation resorts like Tybee Island, Savannah Beach and Wilmington Island.

Savannah is considered one of the most beautiful cities of the South and is of considerable historical interest. During the Civil War, Savannah was the goal of Gen. William T. Sherman's famous march to the sea, falling to Union forces in 1864.

During final days of the deployment, aircrew members of the 123rd AW and the 165th AS conducted training missions that tested the units' cargo drop capabilities. Using U.S. Army airfields throughout Georgia and South Carolina, teams competed for the "best drop" scores over a four-day competition. Working with the 123rd Combat Control Team, members of that unit secured the drop zones and communicated with the flight commanders by way of mirror flash and smoke signal.

Flying at 1,500 feet and 240 knots,



KyANG photo by Tech Sgt. Jeff Sansbury

Flying along the Georgia-South Carolina border, 1st Lt. Thomas McBride helped log more than 90 flying hours during annual training exercises in September. The Kentucky Air National Guard began breaking in some of its 10 new C-130H cargo planes, bringing the fleet to a full strength of 12.

the planes would level off to about 580 feet and 130 knots before releasing a 750-pound pallet out the back of the aircraft, as loadmasters watched the container delivery system fall toward the drop zone's center. The winning crew included Capt. Rich Finan, pilot and aircraft commander; Capt. Ron Whelan, navigator; 1st Lt. Barry Gorter, co-pilot; Master Sgt. Randy Engelstad, loadmaster; Tech Sgt. Jeff Bishop, loadmaster; and Senior Airman Joe Knight, the plane's flight engineer.

Maj. Bill Ketterer, a KyANG technician and instructor navigator, flew aboard many of the flights and served on the evaluation team. Ketterer said about 35 sorties were flown the week ending Sept. 26, logging more than 90 flying hours.

State News

Eyeglasses wanted for needy families

Both Army and Air National Guard units in Kentucky are collecting unused eyeglasses for the needy. If you have a pair of old eyeglasses, clear or tinted, please bring them to your unit orderly room during the November UTA. Collection boxes will be provided in most orderly rooms.

Goods needed for hurricane victims

The Kentucky Air National Guard is collecting any non-perishable food, canned goods, cleaning supplies and diapers for victims of Hurricane Andrew. Please bring in any donations you may have during the November UTA. Boxes for donations will be set up in the lobby of the O&T Building, the base hangar, the snack bar and the 123rd AW Operations Building. Your donations are greatly appreciated.

Job opening at NGA Ky

The National Guard Association of Kentucky is seeking qualified applicants for a part-time position as "area benefits advisor." Duties of the position include promoting the National Guard life insurance program by making benefits presentations.

Weekend travel would be required, plus scheduling work to be accomplished during a weekday; two or three weekends per month are needed.

Applicants need to feel comfortable speaking to groups in a classroom environment. Current or former Guardsmen are invited to apply. Those interested should call 800-251-2333 or 502-564-7500.

Command Briefing

By Gen. Ronald R. Fogleman
Commander, Air Mobility Command

As fiscal year 1993 begins, Air Mobility Command personnel should stop and reflect with pride on their many accomplishments and contributions to the nation. As part of a joint team, AMC professionals have provided vital support to places like Florida, Hawaii, Sarajevo, Somalia, Angola, Russia and Guam. The list grows daily.

At the same time, our tanker and airlift crews and support personnel operate at home and abroad in support of contingencies to include ongoing operations in Southwest Asia.

Recently Typhoon Omar hit Guam with the most destructive force ever felt on that island. Homes were destroyed, utilities lost. Even our military installations reeled from the blow.

AMC responded by moving nearly 2,000 tons of relief cargo and 849 passengers to deal with the storm's devastation. Twenty-eight C141s, 23 C-

5s and nine C-130 missions were generated above and beyond our normal operations.

You have done well. Today, potable water and sewage systems have been restored island-wide. Electrical power has been restored to all but the hardest hit area. A tent city housed victims who lost their homes. Children are back in school.

In a most significant way, our aircrews and airlift control elements played key roles in this recovery, and USCINCPAC sends thanks for a job well done. I, too, thank you and add that I am proud of the commitment and concern demonstrated by everyone involved. From the airlift and tanker crews, to the cargo handlers and schedulers...AMC people responded with the capability America's leadership relies on now more than ever.

While others train for the next battle, every day members of this command operate the equipment and provide services that save lives and relieve suffering. We are a total force mobility team engaged in peaceful pursuits, yet ready if called to battle. Well done.



Photo is from the KyANG historical archive

Looking back 17 years ago: Despite the way it may have looked, then-Maj. Stewart Byrne was getting form-fitted for a new flight helmet in 1975. Tech Sgt. George Newman, left, was pouring the plastic into the mold, assisted by Sgt. William Smith, both of the personal equipment section. The KyANG switched that year from the RF-101 to the RF-4C aircraft.