

THE CARGO COURIER

Standiford Field ANGB, Louisville, Ky.

123rd Airlift Wing, Kentucky Air National Guard

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80,000 more jobs open to women

*USAF already in good shape
compared to other services*

By Sgt. 1st Class Stephen Barrett
American Forces Information Service

Women will compete for 80,000 additional military positions Oct. 1, bringing to nearly 260,000 the number of jobs opened to service women since April 1993.

The changes, announced at a Pentagon news conference July 29, affect mostly Army and Marine Corps ground forces. Changes allow assignment of women in army brigade-level combat units and Marine Corps expeditionary headquarters elements.

DoD policy still excludes women from infantry, armor and field artillery career fields. They cannot take assignments to company and battalion-level units whose primary mission is direct ground combat. DoD also prohibits assignments to units co-located with combat elements and assignments with direct-combat special operations forces.

In the Army, women may hold 67 percent of the jobs, with 91 percent of career fields now open. Marine Corps women now compete in 62 percent of the jobs available, and are eligible for 93 percent of all positions and are in 93 percent of all Marine career fields.

"We need to begin with our basic goal," said Edwin Dorn, undersecretary of defense for personnel and readiness. "We wanted to ensure that we have the most ready and effective force possible."

By comparison, Navy women compete for 94 percent of all positions and are in 93 percent of the career fields. More than 99 percent of Air Force career fields and jobs are open to women.

"That, added to the hundreds of thousands of jobs already open to women, represents an important achievement," said Dorn.

Dorn admitted it's not likely there will be a female Army chief of staff or Marine Corps commandant in

Right On Target



KyANG photo by Tech. Sgt. Charles Simpson
Amanda Brown takes aim with an M-16 rifle that is modified with MILES, or "multiple integrated laser engagement system," during last month's Family Day activities here. Graves, who serves with the 123rd Security Police Flight, allowed guests to use the training device at his unit's static display Aug. 14. See related item on Page 4.

the future because of the ground combat prohibition. However, he said, it's possible for women to compete for Air Force chief of staff or chief of naval operations.

Next year, Dorn said a new marketing campaign will target recruiting women for military service. "We're going to make a much more vigorous effort to attract women," he said. "We put ads in *Sports Illustrated*, *Mechanics Illustrated*, other magazines that young men read. It seems to me we ought to put advertising in the types of magazines that young women are more likely to read."

AUDIT REVEALS NEED FOR INDIVIDUAL FOCUS

Let's not fool ourselves into believing that our "Quality" initiatives have solved all of our problems. Sure, we have made some big strides and it is apparent that attitudes have improved across the base, but it will take a long time to change the culture of our organization.

A recent visit by Air Force auditors pointed out that we are doing well in some areas and not so well in others.

Why the difference? In some cases the rules were a bit suspect, but for the most part, we were doing well in areas where people understood the customers' expectations and felt the responsibility to get the job done.

Then why did we fall short in other areas? I think the answer is fairly simple. For years we have waited for someone to explain exactly what needed to be done and the procedures for performing the task. We were only responsible for following the rules and if the rules were wrong it was someone else to blame.

This is not the most efficient form of production because the person making the rules is not the person most familiar with the job.

To improve production we are empowering workers at all levels to make decisions about their jobs. The worker closest to the task to be performed must understand the customers' expectations, of-



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

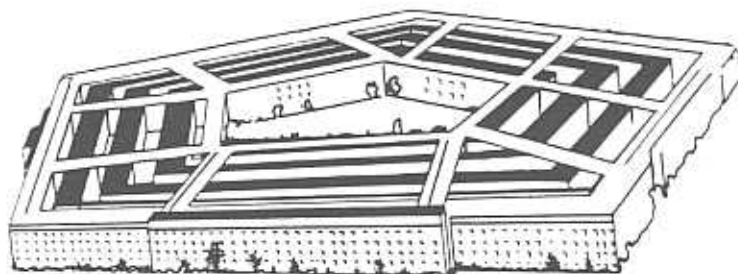
ten spelled out in regulations in our case, and must be committed to meeting or exceeding the customers' needs. If the

worker cannot meet the needs alone, they will involve their supervisor who will most likely involve other members of the shop or office and form a team. If other areas of the base are involved, teams will be formed with the next level of leadership.

The important thing to remember is that the process starts with you. It is up to you to find out what the customers' needs are and start the actions for meeting those needs. If you fail, we all fail. If you can't do it alone, involve other members of the team.

In the future, those selected for higher levels of responsibility will be those who have proven that they can meet the customers' expectations at their level and show potential for success at the next level.

The responsibility for the success of the unit rests squarely on your shoulders. Don't wait for someone to tell you how to do your job, you set the pace and get those around you involved.



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Call the PA office if you have a story idea or an article to submit. The deadline for the October issue is Sept. 23 and articles may be delivered to our office in Bldg. 7.

ANG, AFRES C-130s Battle Wildfires

BOISE, Idaho (AFNS) – Air National Guard and Air Force Reserve C-130 Hercules planes equipped with the modular airborne fire fighting system are flying missions from the National Interagency Fire Center at Boise to outbreaks of new fires on a daily basis.

Twenty missions were flown Aug. 7 to the Bear River fire, about 60 miles northeast of Idaho City, according to W. Terry Smith, fire information officer with the U.S. Forest Service.

During 12 days of flying firefighting missions from Boise Airport through

Aug. 7, Air Guard and Reserve C-130s flew phoschek airdrops to the Bannock, Corral Creek, North Fork, Meadow Creek, Deer Creek and Bear River fires, all in the Idaho City complex northeast of Boise.

Other missions have included the Devils Creek fire southwest of Twin Falls, and Willow Creek, 50 miles west of Pocatello.

Missions have not been limited to Idaho. Guard and Reserve aircrews have also flown airdrops to the Moore fire, 10 miles north of Winnemucca, Nev.; the trail fire south of Missoula, Mont.; and the

Post Creek fire, 140 miles southeast of Pendleton, Ore.

As of Aug. 7, Guard and Reserve aircraft had flown 214 missions from Boise, dropping more than 512,000 gallons of phoschek fire retardant either directly on fires or laying down a line ahead of the advancing flames.

Gen. John Michael Loh, commander of the Air Combat Command, visited the MAFFS operation at the Boise Airport on Aug. 4. Units flying MAFFS in Boise and in Spokane, Wash., are ACC-gained units.

New Base Construction On Schedule



KyANG photo by Senior Master Sgt. Dave Tinsley

This aerial shot of the new Kentucky Air National Guard base shows I-65 in the lower left, looking out west. The 123rd Civil Engineering Squadron building, set to open next year, is at lower right. The hangar-resource complex is at right-center, and at left-center is the new headquarters building. The KyANG's present base is in the top of the photo.

CCAF gives language credit

DLPT no longer restricted to linguists

MAXWELL AFB, Ala. (AFNS)— Application of credit from the Defense Language Proficiency Test is no longer restricted to linguists in the intelligence and communications applications degree plan, according to Community College of the Air Force officials.

Effective immediately, credit earned may be applied in the program elective area for all CCAF programs with the stipulation that credit must not duplicate any other course work the student may have already applied to his or her degree. It also applies to credit earned in residence at the Defense Language Institute.

The institute keeps DLPT test scores dating from October 1990 permanently on file. To order test scores, the student should include name, social security number, the language tested, version of DLPT, date of test, where tested and mailing address. The institute issues an official transcript for its in-residence course and there is no fee for the transcript service.

For more information on DLPT scores write to: Commandant: Defense Language Institute; Attention: ATLF-ESE-TM; Presidio of Monterey, CA 93944-5006. For official transcripts, write to the same address, attention ATFL-TDR-A.

1995 UTA Schedule

Jan. 7 and 8
Feb. 4 and 5
March 4 and 5
April 22 and 23
May 20 and 21
June 17 and 18
July 15 and 16
Aug. 5 and 6
Sept. 16 and 17
Oct. 14 and 15
Nov. 4 and 5
Dec. 2 and 3



KyANG photo by Tech. Sgt. Charles Simpson

A tiny guest at last month's Family Day outing got a hug from "Bonnie Bell" (Bonnie Drake). The Kentucky Air National Guard Family Support Group organized the event for the second year in a row and entertained an estimated 2,500 people.

Guests get treat, see it *all* at KyANG Family Day outing

By Tech. Sgt. Jeff Sansbury
Cargo Courier Editor

Three-year-old Stephen Steiger won't soon forget his visit to this year's Family Day celebration at Standiford Field. He didn't mind the rain and thunderstorms Aug. 14, and his eyes were as big as saucers when he climbed into the cockpit of a C-130H "Hercules" aircraft.

"WOWWWW," the toddler said. "OOOOHHHH."

When asked if he would join the Kentucky Air Guard when he grows up, Stephen gave a definite "yep!"

Thanks to the Kentucky Air National Guard Family Support Group, Family Day was bigger, tastier and a whole lot better than last year's debut. Attendance nearly doubled over the 1993 outing, and it was difficult trying to figure out who was having a better time -- the kids or the adults.

"We're delighted with the turnout, and we're sorry the burgers ran out sooner than we expected," said Phoebe Bryan, president of the group. "They were really hungry."

Known as the "Spirit Lifters," the group's slogan is "We lift more than cargo, we lift spirits." Bryan said the group is always seeking new members with new ideas. You can call her at 367-0462 for information about upcoming events.

U.S. completes first of many deployments



U.S. Army photo by Staff Sgt. Rolando Gomez. Staff Sgt. Bernie von Dauber III, foreground, and Staff Sgt. Arnold Smiley Jr. repair the cargo door on their C-141 Starlifter while on the ground at Goma, Zaire, after unloading forklift equipment. The two maintenance technicians, from McGuire AFB, N.J., are part of the U.N. mission to protect Rwandan refugees.

9th AF Changes Command

SHAW AFB, S.C. (AFNS) — Accepting the keys to a staff car, a hand-held cellular phone and a helmet with the proper accoutrements, Lt. Gen. John Jumper assumed command of 9th Air Force and U.S. Central Command air forces Aug. 2.

Jumper received his prestigious gifts from the former commander, Lt. Gen. Michael Nelson, who retired the same day after 35 years of service in the Air Force.

The new commander came from the

Pentagon, where he was the special assistant to the Air Force chief of staff for roles and missions.

As 9th Air Force commander, Jumper will be in charge of a command with dual missions. It is an intermediate headquarters under ACC and the air component for USCENTCOM. As USCENTCOM commander, Jumper will be in charge of conducting all air operations in a 19-nation area stretching from eastern Africa to Pakistan.

Parker is ANG's first female fighter pilot

(Courtesy of the On Guard) — Maj. Jackie Parker became the Air National Guard's first female combat pilot when she graduated from F-16C pilot training April 20 at McConnell AFB, Kan.



Maj. Parker

Parker, 33, was also the first woman test pilot in the active duty Air Force.

She currently serves with the 174th Fighter Group at Hancock Field in Syracuse, N.Y.

B-52 bombers fly around the world

By Senior Master Sgt. George Prince
Armed Forces News Service

BARKSDALE AFB, La. — Forty-seven hours and 20,000 miles after take-off, two tired but ecstatic aircrews landed at Barksdale at 6:35 a.m. Aug. 3, completing the first around-the-world flight coupled with a bombing mission.

After nearly three months of careful planning, the mission went off almost without a glitch. Both aircraft lifted off on their unique mission at 7:35 a.m. Aug. 1. Seventeen hours later, the Kuwait Desert exploded into a wall of flame as the giant B-52s deposited 27,000 pounds of bombs on target within three seconds of the planned time.

The aircraft then transitioned from their global power mission to complete the around-the-world flight. A tropical depression in the Philippines forced the aircraft to reroute, but the experienced crews were able to make the adjustments and still make their fourth aerial refueling on time.

123rd units survive sun, duty at Eglin

By Lt. Col. Daniel Wells
Commander, 123rd MSS

Fourteen members of the 123rd Mission Support Flight returned home from Eglin AFB in Florida recently after completing two weeks of annual field training. The MSF arrived at Standiford Field July 30 after teaming up with the 96th Mission Support Squadron at the Air Force's development test center there.

Only at Eglin does the Air Force freeze, bake and flame broil its aircraft to test their durability at this unusual base. The deployment prepared members of the MSF to operate with active duty units as they would during activation in a national emergency.

Guardsmen worked daily with their active duty counterparts, said Maj. Dennie Lewis, the KyANG's project officer. He said the Kentuckians found themselves manning entire sections by themselves, while receiving training that is either difficult to match or nonexistent at Standiford Field.

The distance learning center at Eglin is an excellent example of how the military plans to utilize satellite communications to reduce education and training expenses, said Tech. Sgt. Johnny Phillips, the NCOIC of base education here. The KyANG expects to get a distance learning center of its own when the new KyANG base is completed next year.

The host unit, Eglin's 96th MSS, welcomed the guardsmen with a full work schedule. At the end of the deployment, Lt. Col. Paul Maryeski, the unit's commander, said, "Your help throughout the 96th has been outstanding, particularly during this time of year when so many of our people are on annual leave and deployed around the world."



Fay Bell was joined by Brig. Gen. Stewart Byrne, the 123rd AW commander, and Charlie Mattingly, president of the Louisville Chapter of the Federal Executive Association, after receiving a 1994 Federal Employee of the Year Award.

Attention to detail gets Bell federal employee award

By Tech. Sgt. Jeff Sansbury
Cargo Courier Editor

Fay Bell holds no rank and she commands no troops, but don't let that fool you. She's pretty darn important.

Her boss is Brig. Gen. Stewart Byrne, commander of the Kentucky Air National Guard. To get to him, you have to get through Bell first.

Her hard work and dedication were recognized this summer when she received the 1994 Federal Employee of the Year Award for Standiford Field. Her business is to make sure the general finishes his, and nobody does it like Bell. The new plaque confirms it.

Her receipt of the award, which is recognized under the clerical and administrative field, was announced in

July by the Federal Executive Association. As secretary to the general, Bell makes his travel arrangements, knows his schedule, handles the phone lines and controls his filing system. She'll also stop you from barging into his office without an appointment.

"I've enjoyed coming to work each and every day," Bell said. "It's the truth, and not everyone can say that."

Some of Bell's past commanders have gone on to do great things, like John Conaway, who became a lieutenant general and chief of the National Guard Bureau at the Pentagon.

Since 1975 Bell has occupied the front line of the air commander's office. "When they do well and look good, it makes me feel good, too," she said. "I plan to be around here for a long time."

Other KyANG units deploying to Eglin and nearby Hurlburt Field included security police, civil engineering and logistics personnel. About 39 members of

the 123rd Security Police Squadron manned the gates, patrolled the perimeter and guarded the special AC-130 aircraft and helicopter fleets.

Nutter's death hits home at KyANG

By Maj. Jeff Butcher
Wing Public Affairs Officer

A Kentucky Air National Guardsman, John Strawn Nutter, 28, died in the line of duty with the Louisville Fire Department on Aug. 3.

Nutter left behind his wife, the former Angela McAllister, and a daughter, Tawny Rae, five months old.

More than 300 people attended the funeral service before the casket was taken down Bardstown Road to the Resthaven Memorial Park. Hundreds of people watched as the funeral procession joined up with 700 firefighters to pay their final respects.

Nutter became a KyANG fireman in January 1990. He had previously served with the U.S. Marine Corps Reserve since

Fallen Comrade Was True Servant



Staff Sgt.
John Nutter

Promoted
Posthumously

June 1985.

He was promoted to staff sergeant in the Air Guard posthumously on the day of his funeral.

On behalf of Standiford Field we send our sincere sympathy to his family.

FIREMAN'S PRAYER

*When I am called to duty,
God...Wherever flames may rage, Give me
strength to save some life...Whatever
be its age. Help me embrace a little
child...Before it's too late. Or save
an older person from... the horror of that
fate. Enable me to be alert...And
hear the weakest shout, And quickly and
efficiently...to put the fire out. I want
to fill my calling and...To give the best in
me, To guard my every neighbor
and...Protect his property. And if accord-
ing to my fate...I am to
lose my life, Please bless with your pro-
tecting hand...My children and my
wife!*

Enlisted, officer promotions around the KyANG

The following members have been promoted recently in the Kentucky Air National Guard and the U.S. Air Force. Congratulations for a job well done!

To Airman (E-2)

Karla Atwell, 123rd MS
Timothy Keehner, 123rd MS
Jason Lainhart, 123rd SPF
Anita Marks, 123rd MED SQD
Damian Probus, 123rd MAPS

To Airman 1st Class (E-3)

Stephanie Harris, 123rd MS
James Palazzo, 123rd SPS
Patrick Sledge, 123rd RMS
Jesse Smith, 123rd MS
Geoff Spalding, 123rd MS
Gary Uebel, 123rd MS

To Senior Airman (E-4)

Kevin Bishop, 123rd MAPS
Daniel Blevins, 205th CCS

Robert Bube, 123rd CES
Jermaine Coatley, 123rd MS
Brad Douthat, 123rd MS
William Estes, 123rd CES
Anthony Holton, 123rd MS
Larry Martin II, 123rd CES
James McFarland Jr., 123rd MS
Gary O'Daniel, 205th CCS
Mimi Roy, 205th CCS
Jeffrey Sarver, 165th WF
Scot Sobolewski, 123rd MS
Shawn Sprague, 123rd OLCT
Robert Stevens IV, 123rd MS
Lowell Uebele, 123rd SPS
Kent Wernert, 123rd MS

To Staff Sgt. (E-5)

Richard Anderson, 205th CCS
Christopher Baker, 123rd OLCT
Derek Briney, 123rd MS
Wesley Cooksey, 123rd MS
Mary Decker, 123rd SPF
Bruce Grimes, 123rd SPF
Charles Hall, 123rd MS
Christopher Howell, 123rd SPF

Jason Pence, 8123rd STUD FLT
Brian Phillips, 123rd SF
Annmarie Smith, 123rd MED SQ

To Tech. Sgt. (E-6)

Douglas Briscoe, 123rd OSF
Christopher Burt, 123rd SPS
Staff Sgt. Jerome Davis, 123rd CFT
Thomas Gentry, 123rd SPF
William Harbin, 123rd MED SQ
Larry Roberson Jr., 123rd MED SQ
Theodore Schiess, 123rd LS
Sheila Young, 123rd MED SQ

To 2nd Lt. (O-1)

Pamela Thomas, 123rd MED SQ

To Capt. (O-3)

Mark Cassel, 123rd CES

To Col. (O-6)

Mike Harden, 123rd AW

Fighting For The Top Bunk

1971 saw pillow fight at firehouse

By Tech. Sgt. John Martin
123rd Wing Historian

Thirty-eight years ago on Sept. 13, 1956, the first of 25 F-86 "Sabre" jets arrived at Standiford Field, replacing the P-51 "Mustang" aircraft. The P-51 had been in use since the Guard's inception in 1947 and was used extensively during World War II.

In 1962 a rather exciting one and a half hours in the life of two KyANG pilots took place while they flew to a conference in Denver. The aircraft flew into a hailstorm and a windshield was shattered, throwing glass and hail fragments everywhere in the cockpit.

The pilots, Col. Jack Owen and Lt. Col. James Upchurch, were unharmed, thanks to Staff Sgt. James Poole who, throughout the flight, protected the pilots by holding a flight jacket over the shattered windshield. Despite what happened, the plane made the 90-minute trip without further problems -- minus one windshield.

A mere 23 years ago this month, another somewhat humorous situation was occurring at the base concerning sleeping at Standiford Field in 1971. That's right, sleeping.

Actually a dispute had grown, given who would sleep where, when the new crash-fire-rescue facility was completed.

At the heart of this dispute was the cost of installing new beds, which had exceeded projected costs. Another concern was that a fireman's union had prohibited personnel on different shifts to share beds. Therefore, a new plan called for a separate bed per man, per shift, at a cost of \$27,000.

The plan, however, was rejected by the local air board. Bunk beds were then suggested as the perfect alternative. Again, the board refused the idea on the grounds that firemen may fall out of the

top bunk while asleep, thereby causing injury to themselves. Projected cost of the firehouse was \$95,695, but you have to tune in next month to see how this dispute worked out.

Two years ago this month, the KyANG responded to a humanitarian mission soon after the arrival of the twelfth C-130 "H" model aircraft. How soon was soon? The twelfth plane arrived on August 29; the very next day, the unit was flying relief missions into Homestead AFB, Fla., which was devastated in the wake of Hurricane Andrew.

Trivia for September: Technically speaking, no KyANG member has been classified as an "ace." However, two former members should receive special recognition in this category: former air detachment commanders and World War II bomber pilots, Maj. Gen. Phillip Ardery and the late Lt. Col. Lee Merkel.

Question for October: Forty-four years ago, four brothers were members of the KyANG. But there was a fifth brother, destined not for technical training, but for the Country Music Hall of Fame. Who was this person?



Photo is from the KyANG historical archive

MOBILITY BAG INSPECTION: In the Tactical Air Command the emphasis continued to be on mobility of all units. Above, then-Tech. Sgt. Jim Kessler, a BEMO supervisor, hands out a canteen to an airman who was short one in his mobility bag. They were getting ready for the big inspection in 1971.