Aircrew helps save pilot after ocean crash

By 1st Lt. Dale Greer

Wing Public Affairs Officer

An aircrew from the Kentucky Air National Guard helped rescue a civilian pilot May 17 after his aircraft plunged into the chilly Atlantic 360 miles off the coast of Portugal.

The pilot, 35-year-old Alex Haynes of Seattle, was not harmed in the crash but could have sustained severe injuries because of exposure to the 50-degree water. At such temperatures, death from hypothermia can occur within a few hours.

Fortunately, a C-130 crew from the 123rd Airlift Wing heard Haynes’ distress call and diverted to the crash site with survival gear.

“About an hour after takeoff, we heard an air traffic controller say, ‘Who’s declaring a Mayday?’” explained Capt. Todd Lally, the mission’s aircraft commander. “That really got our attention.”

Haynes, who was flying a single-engine Cessna, responded by saying he was having engine trouble and that he expected to impact the water in eight minutes.

“The last call I remember clearly,” said Master Sgt. Scott Davis, a flight engineer in the wing’s 165th Airlift Squadron. “His altitude was about 300 feet, and the very last thing he did before he hit was to spout out his coordinates.

“It was pretty chilling to hear his voice because you could tell he was really in trouble.”

Lally, who was about an hour from Haynes’ location, contacted the nearest air traffic controller to offer assistance but was told repeatedly to stand by.

“They didn’t realize I was trying to help,” Lally said. “They thought I was trying to make my hourly position report like everybody else. Finally, after they realized I was trying to help, they told me to stand by and watch over the water until they could be picked up.”

Hood had scrawled a note on Haynes’ life preserver with a grease pencil, telling the downed pilot that he would be picked up by a Turkish fishing trawler in about five hours.

As the Kentucky C-130 departed, its fuel reserves now almost depleted from loitering over the crash site for 75 minutes, the Portuguese P-3 arrived to watch over Haynes until he could be picked up by the surface vessel.

Lally said he was pleased with the ingenuity his crew displayed during the crisis. Also involved in the rescue were Capt. Doug Velander, Staff Sgt. Craig Namerow, Staff Sgt. Brian Bauer and Tech. Sgt. Michael Cook.

“We were performing a mission that we’re not really trained to do, so we had to improvise as we went along,” Lally said.

“I was really proud of the teamwork our guys showed in dealing with this situation. I think it probably had a lot to do with saving that guy’s life.”

Haynes expressed his gratitude during a phone call to Velander after returning to the United States the following week.

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ABOVE: Staff Sgt. Randall Hood, a loadmaster in the 165th Airlift Squadron, writes a message on a life preserver being prepared for the crash victim.

RIGHT: Another loadmaster, Master Sgt. David Riedley, drops the flotation device and a life raft from the C-130’s rear troop door as the Kentucky transport flies over the downed aircraft.

See RESCUE, Page 3
New vision continues reliance on Guard

Over the last several years, we in the Air Force have been thinking a lot about the future of the Air Force in the first two decades of the 21st century. As part of that effort, we have commissioned working groups — and in some cases, whole new offices — to study what we think are the building blocks for the future. These studies are leading up to a revised Air Force Vision, to be released in the next few months. The tentative title for our new vision is “Global Vigilance, Reach and Power” — global vigilance to deter threats, strategic reach to cut crises, and overwhelming power to prevail in conflicts and win America’s wars.

We must be prepared to fight and win across a full spectrum of national security missions throughout the coming two decades. Our challenge will be to sustain an uncertain rhythm of peacetime operations, while maintaining our global surveillance and nuclear vigilance, our preparations for major theater war, and — too often overlooked — the training necessary to prepare each new generation of airmen to take its place in the leadership of the Air Force.

Looking forward across these coming decades, several things seem clear. First, in the likely absence of a peer competitor, the total force manpower will grow, but probably not significantly. As a result, “blue suit” labor will continue to be a scarce resource, and we will have to make maximum effective use of our active, Reserve and Guard personnel.

At the same time, we will increasingly turn to civilian employees and contractors to perform work that does not require unique military skills. Second, given modernization plans now on the books, most of today’s aircraft and missiles will remain in the inventory in 2020, but will on average be 40 years old. If we are to continue to grow today’s aircraft and missiles will remain in the inventory in 2020, we must recognize that the force of 2020 will likely be different from the requirements of a major theater war. We have seen this in the past decade, where deployed operations have frequently provided only limited combat training value.

Fifth, given the increasing importance of information in military operations, the mark of an aerospace commander will be his or her ability to understand the sources and uses of information — as well as the capabilities and limitations of our platforms — to create precise effects in the battlespace. This will put a premium on leaders versed in all phases of air and space operations.

The next two decades will present many “unknown unknowns.” Our challenge will be to create a system of aerospace systems that will be able to meet the full spectrum of national security requirements without being able to predict today precisely what those requirements will be.

We must also find creative ways to manage the increasing tension between the equipping, manning, training, and tempo requirements without being able to predict today precisely what those requirements will be.

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“Global Vigilance, Reach and Power” is our effort to address these issues.

This funded Air Force newspaper is published for members of the military services. Contents of The Cargo Courier are not necessarily the views of the U.S. Government or the Department of Defense or the Air Force.

The editorial content is edited and prepared by the public affairs office of the 122d Airlift Wing, Kentucky Air National Guard, Louisville International Airport, Louisville, Ky. 40213-2678.

For news story, photo or article to submit, stop by the public affairs office, room 2117 of the Wing Headquarters Building. Deadline for the next issue is June 21.

How to contact us

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Secretary of the Air Force
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- William Johnson, 123rd Medical Sq.

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**RESCUE**
Continued from Front Page

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Suicide prevention begins with you

Which individual is most effective or responsible for preventing suicide?

A) The wing commander
B) The first sergeant
C) The security police specialist
D) The mental health counselor
E) The base chaplain

The correct answer is YOU. You are the person who notices that someone has a problem. Buddy Care basics require that we be acquaited with the signals of suicide. These include:

- Talking about suicide
- Drastic changes in behavior
- Withdrawal from friends or social activities
- Lost interest in hobbies, work, school, etc.
- Preoccupation with death
- Increased use of alcohol or drugs

An individual who is contemplating suicide usually is experiencing personal problems like divorce, the death of a spouse, pending disciplinary action, financial difficulties or alcohol abuse. He or she also may have a history of suicide attempts.

What can you do to take care of your buddy?

First, know the warning signs. Pick up the pamphlet titled “Suicide Prevention” from your unit orderly room and study the signals.

Second, intervene by talking with anyone you suspect may have suicidal thoughts or feelings. Use direct language to discern if he or she is considering suicide.

Third, get help. The first sergeant, commander, chaplain, hospital personnel, security police and mental health professionals all provide resources to assist you and your buddy.

Take any threat of suicide seriously. It is not true that those who talk of suicide do not carry it out.

Remember, nothing can hurt your buddy more than suicide. Medical intervention is non-punitive.

Many suicides are preventable if people get help early. Your buddy care may save someone’s life.

— Chaplain (Lt. Col.) Tom Curry

Workers needed to staff fair booth

The Kentucky Air Guard Recruiting Office is seeking unit members who can staff the wing’s booth at the Kentucky State Fair from Aug. 17-27.

“We are looking for individuals who are excited about being a part of this great unit and would like to share with others how they can benefit by becoming members of the Kentucky Air Guard,” said Senior Master Sgt. Rose Farquhar, recruiting and retention superintendent.

Volunteers will be paid with special training days. For more information, call Farquhar at ext. 4645.

Navigator slots available

The 165th Airlift Squadron is looking for highly motivated individuals who are interested in becoming C-130 navigators.

Applicants must be less than 30 years old, possess a bachelor’s degree, and meet minimum standards for medical fitness, vision and Air Force Officer Qualification Test scores.

To be considered for an interview, contact Senior Master Sgt. Rose Farquhar at ext. 4645. Resumes must be received no later than Monday.

Council considers UTA recreation

The wing’s Human Relations Council is examining the possibility of sponsoring after-hours recreational activities on drill weekends. Ideas include spectator sports and movie screenings.

If you have suggestions or would like to help organize similar activities, contact Capt. Beth Leistensnider at ext. 4092. More information is available on the KyANG Intranet.
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- Derek Brinley, 123rd Maintenance Sq.
- Steven Carpenter, 205th Combat Communications Sq.
- Charles Ewing, 123rd Aircraft Generation Sq.
- Mark Hapner, 123rd Aircraft Generation Sq.
- Nora Ferrell, 123rd Aircraft Generation Sq.
- Emanuel Fowler, 123rd Aircraft Generation Sq.
- Dale Greer, 123rd Airlift Wing.
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- Master Sgt. Mark Grant, 123rd Logistics Sq.
- 1Lt. Robert Craig-Gray, 123rd Medical Sq.
- Staff Sgt. Mitchell Cruse, 205th Combat Communications Sq.
- Capt. Jeffrey Dowling, 165th Airlift Sq.
- Staff Sgt. Jeffrey Hulan, 123rd Maintenance Sq.
- Capt. Katherine Jacob, 123rd Security Forces Sq.
- Staff Sgt. Chad McDowell, 123rd Logistics Sq.
- Senior Airman Phillip Meeks, 123rd Logistics Sq.
- Senior Airman Mary Stansberry, 123rd Mission Support Flt.
- Senior Airman Jeremy Wilkerson, 123rd Civil Engineering Sq.
- Airman 1st Class Kristie Woods, 123rd Airlift Wing.

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Rescue

Continued from Front Page

April 16, 2000

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See CRASH, Back Page

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KYANG NEWS

Teams take top honors in statewide pistol match

Cargo Courier staff report

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The pistol team’s members, Staff Sgt. Rollie Hodges, Master Sgt. Dave Selby, Tech. Sgts. Jim Johnson, John Martin and Darryl LeFou, also comprised the base rifle team, which earned third place in match’s rifle category.

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More than 50 Army and Air Guard members participated in the Fort Knox contest.

Photo courtesy KyArNG

Pistol Match, held March 25 to 26 at Fort Knox, Kentucky.

Sgt. Dave Selby, and Tech. Sgts. Jim Johnson, John Martin and Darryl LeFou, also comprised the base rifle team, which earned third place in the statewide pistol team competition held March 25 to 26 at Fort Knox, Kentucky.

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The pistol team’s members, Staff Sgt. Rollie Hodges, Master Sgt. Dave Selby, Tech. Sgt. John Martin and Tech. Sgt. Darryl LeFou won first place in the state pistol team competition held March 25 to 26 at Fort Knox, Kentucky.

At the annual dinner May 19.

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Looking forward across these coming decades, several things seem clear.

First, in the likely absence of a peer competitor, the total force manpower will grow, but probably not significantly.

Second, given modernization plans now on the books, most of today’s aircraft and missiles will remain in the inventory in 2020, but will on average be 40 years old. If we are to continue to grow Air Force capabilities, therefore, we must look primarily to changes in information technology — including avionics and communications — and the concepts of operation that will be enabled by the integration of air, space and information systems.

Third, we must recognize that the force of 2020 will likely be increasingly populated by airmen with families. The pace of day-to-day operations will stress those families, as it has over the last decade.

If we are to retain our force — and given the increasingly technical requirements of that force, we must train and retain it — we will increasingly have to size, shape and operate that force to limit tempo.

Fourth, we must also recognize that the training, manning and equipping requirements of day-to-day “full spectrum” operations may well be qualitatively and quantitatively different from the requirements of a major theater war. We have seen this in the past decade, where deployed operations have frequently provided only limited combat training value.

Fifth, given the increasing importance of information in military operations, the mark of an aerospace system will be the capabilities and limitations of our platforms to create precise effects in the battlespace. This will put a premium on leaders versed in all phases of air and space operations.

The next two decades will probably see many “unknown unknowns.”

Our challenge will be to create a system of aerospace systems that will be able to meet the full spectrum of national security requirements without being able to predict precisely what those requirements will be.

We must also find creative ways to manage the increasing tension between the equipping, manning, training, and tempo requirements of peaceful operations and those of a major theater war.

We must find new ways to organize and operate our force to provide combat training opportunities at the same time as we perform operations across the full spectrum from peace to war.

“Global Vigilance, Reach and Power” is our effort to address these issues.

SECRETARY’S CALL

If you have a story idea, photo or article to submit, stop by the public affairs office, room 2117 of the Wing Headquarters Building, Deadline for the next issue is June 21.

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Military Pay Line to be updated

DENVER (AFPN) — Defense Finance and Accounting Service will activate its improved automated telephone Military Pay Line service in August.

Air Force Active-duty and Reserve members will need a personal identification number, or PIN, to access the system.

DFAS will mail PINs in July.

Air Guard members should ensure their addresses are current to avoid delays in receiving their personal identification number.

PINs used for the current Air Force Pay Call system will work with the new system.

Service members who do not have a PIN will automatically receive one for the new Military Pay Line.

UASF Marathon set for Sept. 26

The fourth U.S. Air Force Marathon will be held at Wright-Patterson Air Force Base, Ohio, Sept. 16.

Thousands of athletes are tuning up for the annual event, which pits runners from all walks of life against one of the most scenic courses in the country.

More than 2,800 participated in last year’s test of endurance.

Runners will be competing in several categories, including individual, wheelchair, marathon team and EKiden-style relay teams.

The entry fee for individual and wheelchair participants is $35 if postmarked before July 1 or $45 paid after.

Team fees are $175 before July 1 or $225 between July 1 and Aug. 31. Marathon team fees are $175 before July 1 or $225 between July 1 and Aug. 31. Relay team fees are $120 before July 1 or $160 between July 1 and Aug. 31.

For more information, call 1 (800) 467-1823.

First Muslim chaplin begins tour

By Susan Griggs

Social Security retired Wing Public Affairs

KEESLER AIR FORCE BASE, Miss. — The crescent badge he wears on his chest sets him apart from any other officer at Keesler — or any other officer in the Air Force.

Chaplain (1st Lt.) Abdullah Hamza Al-Mubarak, 30, arrived here recently to embark on his assignment as the Air Force’s first Muslim chaplain.

Al-Mubarak grew up in El Paso, Texas, and explored many religions as he grew up, but began to study Islam about 16 years ago and accepted him in February after the lieutenant agreed to serve in an atmosphere of religious accommodation.

“I thought the first time that the Islamic voice will be at the table,” said Chaplain (Maj.) Howard Stendahl, chief of the Air Force Recruiting Service’s chaplains section. “I would hope that we will look at him as a second lieutenant. He is well respected in the military.”

There are about 3,000 Muslims in the Air Force.

Service gives civilians chance to try military ‘fantasy’ jobs

Air Force Print News

WASHINGTON — The Air Force is offering entrants in the Yahoo! Careers “Fantasy Career in Today’s Military” contest a chance to shadow an F-15 fighter pilot, fly in a Fighting Falcon, meet a jet maintenance team and train in aircraft armament.

The Department of Defense, in cooperation with Yahoo! Inc., announced an awareness initiative May 18 that will allow Internet users the opportunity to experience a day in the life of an airman or other military member.

“This is an opportunity to use a growing medium — the Internet — to creatively raise awareness of the adventurous and challenging careers available in today’s military,” said Vice Adm. Patricia Tracey, deputy assistant secretary of defense for military personnel policy.

The contest gives applicants 18 years or older a chance to spend up to five days with one of the military services. Each of the services will select a winner.

“We all have fantasy jobs we’d love to try on,” said Tanya Singer, Yahoo! Careers producer.

“Yahoo! Careers is offering people an opportunity to experience a job they might not otherwise have considered, and in this case, experience a job they’ve only seen in the movies.”

According to Tracey, the services are seeking different ways of exposing young Americans to military careers in an effort to boost sagging recruiting numbers.

On average, she said, recruiting leads coming from the Internet have higher return rates than more traditional advertising methods.

Although recruiting efforts are doing better this year than last, Tracey said the Air Force has reached just 83 percent of its recruiting goals this fiscal year.


Religious education at the School of Islamic and Social Sciences in Leesburg, Va. After earning a graduate degree there, Al-Mubarak received ecclesiastical endorsement to serve as a military chaplain from the American Muslim Armed Forces and Veterans Affairs Council.

According to Tracey, Air Force chaplains accession board accepted him in February after the lieutenant agreed to serve in an atmosphere of religious accommodation.

“It’s the first time that the Islamic voice will be at the table,” said Chaplain (Maj.) Howard Stendahl, chief of the Air Force Recruiting Service’s chaplains section. “I would hope that we will look at him as a second lieutenant. He is well respected in the military.”

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For more information, call 1 (800) 467-1823.

AIR FORCE NEWS
Aircrew helps save pilot after ocean crash

By 1st Lt. Dale Greer
Wing Public Affairs Officer

An aircrew from the Kentucky Air National Guard helped rescue a civilian pilot May 17 after his aircraft plunged into the chilly Atlantic 360 miles off the coast of Portugal.

The pilot, 35-year-old Alex Haynes of Seattle, was not harmed in the crash but could have sustained severe injuries because of exposure to the 50-degree water. At such temperatures, death from hypothermia can occur within a few hours.

Fortunately, a C-130 crew from the 123rd Airlift Wing heard Haynes’ distress call and diverted to the crash site with survival gear.

“We were flying from the Azores to Pisa, Italy, to pick up some Army National Guard soldiers,” explained Capt. Todd Lally, the mission’s aircraft commander. “About an hour after takeoff, we heard an air traffic controller say, ‘Who’s declaring a Mayday?’ That really got our attention.”

Haynes, who was flying a single-engine Cessna, responded by saying he was having engine trouble and that he expected to impact the water in eight minutes.

“There was a hush that fell over the cockpit,” Lally recalled. “We knew it was a very serious situation.”

Lally asked his navigator, Maj. Jason Arnold, to compute how long their C-130 could stay over the crash and still have enough fuel to reach land. In the meantime, Haynes made his final radio transmission before going down.

“The last call I remember real distinctly,” said Master Sgt. Scott Davis, a flight engineer in the wing’s 165th Airlift Squadron. “It was pretty chilling to hear his voice because you could tell he was really in trouble.”

Lally, who was about an hour from Haynes’ location, contacted the nearest air traffic controller to offer assistance but was told repeatedly to stand by.

“The last call I remember real distinctly,” said Master Sgt. Scott Davis, a flight engineer in the wing’s 165th Airlift Squadron. “His altitude was about 300 feet, and the very last thing he did before he hit was spout out his coordinates.

“It was pretty chilling to hear his voice because you could tell he was really in trouble.”

Lally, who was about an hour from Haynes’ location, contacted the nearest air traffic controller to offer assistance but was told repeatedly to stand by.

“They didn’t realize I was trying to help,” Lally said. “They thought I was trying to make my hourly position report like everybody else.”

Haynes expressed his gratitude during a phone call to Velander after returning to the United States the following week.