

THE CARGO COURIER

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

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Bean Soup collects \$10,000 for charity

Fund-raiser shatters previous record

By Staff Sgt. Amy Carr
Cargo Courier Assistant Editor

The Kentucky Air Guard's "Bean Soup 2000" fund-raiser was a smashing success, organizers say, raising \$10,000 for local charity and surpassing last year's tally by a whopping 400 percent.

In fact, proceeds from the March 23 dinner and open house, held on base to benefit WHAS Crusade for Children, exceeded the amount generated in the past three Bean Soup events combined, said Lt. Col. Rich Frymire, who coordinated the effort.

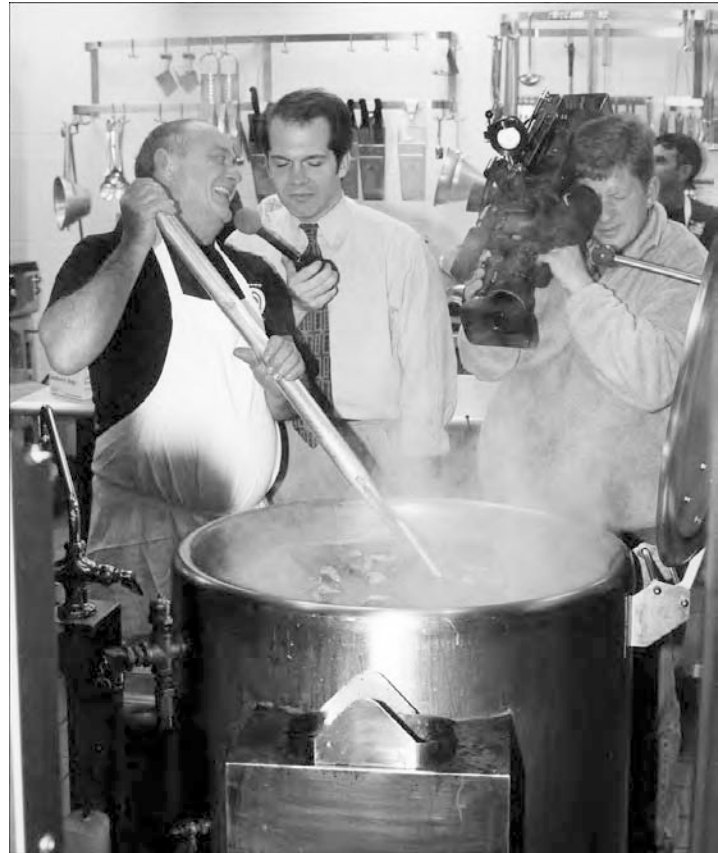
"It was absolutely phenomenal," Frymire said of the final tally. "The key to the whole thing was the amount of publicity we received, and that's something we've been lacking in the past. It's something we really targeted this year."

Organizers pulled out all the stops to promote Bean Soup 2000 on local radio and TV stations, which provided both advance and live coverage.

Other changes also contributed to the fund-raiser's success, Frymire said.

For example, organizers placed more emphasis on encouraging everyone to participate. Each unit member was given the opportunity to take home packets containing tickets and promotional fliers

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Master Sgt. Charles Simpson/KyANG

Tech. Sgt. Bob Geary of the 123rd Maintenance Squadron stirs a 35-gallon pot of bean soup March 23 while being interviewed by John Graham of WDRB-TV.

Fire causes \$50,000 in damage to Ops Building



Tech. Sgt. Sharron Boger/KyANG

City and base firefighters battle a blaze in the Operations Building on April 26.

By 1st Lt. Dale Greer
Wing Public Affairs Officer

Insulation materials smoldered inside the walls of the Operations Building here for two days before erupting into flames April 26, fire officials said.

No one was injured in the incident, which caused about \$50,000 in property damage, said Chief Master Sgt. Bill Smith, base fire chief.

The fire apparently resulted from construction on the building's first floor, according to an analysis conducted by fire investigator Mike Jaraczkeski of the

Bureau of Alcohol, Tobacco and Firearms, which has jurisdiction over fires at federal installations.

Jaraczkeski concluded that Cellotex insulation board inside the building's wall caught fire after a contractor had been welding a metal door frame in the special tactics area of the Operations Building on April 24. Heat from the welding process apparently was conducted to the insulation board, which began to smolder.

"Cellotex does not readily burn, but

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EORIs put new spin on unit evaluations

The Air Expeditionary Force concept has made deployments for contingency operations such as Southern Watch predictable, and to some extent it's reduced the amount of time individuals are deployed each year.

But the AEF schedule only tells units when they will deploy for extended periods. It does nothing to decrease the daily requirement for airlift/tanker support. In fact, it may have actually increased the day-to-day need for these assets.

And then there are other non-AEF requirements, like the dreaded Operational Readiness Inspections. Air Mobility Command evaluated the time and expense involved in the preparation and execution of ORIs and found units were spending millions of dollars and 18 to 24 months preparing for, and taking, the inspections.

Quite simply, these units had to spend all that money and time in order to secure "Outstanding" ratings. If they didn't, they were considered "failures."

And don't forget the fact that these units made themselves unavailable to fulfill real-world missions during these ORI preparation/execution periods.

So here's a novel idea: Why should the Air Mobility Command's Office of the Inspector General create a simulated scenario for each unit to see if it can do its tasking, when the IG team could go out and watch the unit do it for real?

The problem with this approach is that real-world taskings preclude the IG team from subjecting units to artificial inputs such as chemical attacks and communication outages that might interfere with the real mis-



Col. Bill Leslie
123rd Airlift Wing Commander

sion. But units still need to demonstrate they can handle such hardships.

Perhaps the artificial inputs could be scaled back? And maybe if the IG stopped its Outstanding-Excellent-Satisfactory rating system, the units would stop spending a fortune trying to outdo each other.

That's exactly what an Expeditionary Operational Readiness Inspection is designed to address.

So now, when we deploy for a contingency operation, we invite the IG to come with us and "grade" us. If the IG feels the operation has sufficient manning and equipment, they'll go along with no games and no artificiality.

If we get there with the right folks and the right equipment, and do our job, we get a dark green dot.

If we get there, and maybe don't have exactly the right equipment or personnel, but we still accomplish the job, we get a light green dot.

And if we get there and can't effectively do the job, for whatever reason, we get a red dot (which, in case you can't figure it out, means we failed — that's not good).

Between deployments, we'll occasionally have to send some folks from different areas to an IGX, or Inspectors' General Exercise.

That's an artificial exercise scenario somewhere here in the United States consisting of relatively small numbers of personnel from a lot of different units (which is the way we actually deploy in the real world nowadays).

An IGX lasts only four to five days and includes simulated chemical attacks, diving under tables and, at the end, the same types of "dots."

It's all voluntary but eventually almost everyone will get to "volunteer." We've already scheduled about 50 folks to participate in an IGX this fall, and more will follow. And we hope to have the IG go with us on a deployment in the near future.

Since the IG won't see us all at once, we'll get "partial" credits until the inspectors seen enough deployments and IGXs.

Then we start all over again.

Believe me, that's much better than the old way.

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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 May 31.

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An electronic version of the Cargo Courier is available at the Kentucky Air Guard's Web site — www.kyang.ang.af.mil



Staff Sgt. Amy Carr/KyANG

Tech. Sgt. Danny Boblitt of the wing's 123rd Airlift Control Element, loads a generator onto the unit's new Deployable Air-Transportable Radio Trailer.

Kentucky unit sets benchmark for deployable command center

By Staff Sgt. Amy Carr
Cargo Courier Assistant Editor

The 123rd Airlift Control Element will no longer need tents or tables to set up a command and control center thanks to its new Deployable Air-Transportable Radio Trailer.

The DART is the first of its kind in the Air National Guard, said Lt. Col. Ken Ellis, ALCE commander.

The Air Guard's six ALCE units determined several years ago that the Guard needed something similar to the active-duty forces' Mobile Air Reporting Center, he said.

However, the MARC requires heavy maintenance and is very expensive.

"We began looking at ways to make ourselves as effective as the active duty, and it was the consensus of the group that we should try to develop something. Kentucky kind of took the lead in that role."

The DART was designed as a smaller-scale version of the MARC, yet it provides nearly the same capabilities and can be transported via C-130 or helicopter.

The trailer will remain packed and ready to go at all times, offering ALCE personnel quick and easy access to equipment such as

radios and phones that are necessary to set up command.

"The main mission of the DART is command and control with the ability to get in and get out quickly," Ellis explained.

"We can pull it off of a C-130 and be up and operating faster than active duty because their set-up time is around four hours, and we can be up and running within 30 minutes."

The DART also can provide a rapid-response package in the event of natural disasters like earthquakes.

Western Kentucky lies along the New Madrid fault line, which was responsible for major earthquakes in the early 1800s.

"If there were another earthquake in Western Kentucky, we would need something that is air transportable," Ellis said.

The Army National Guard's mobile command post won't fit on a C-130 and might be unable to make the trip following an earthquake because of damaged roadways, he added.

Ellis noted that the 123rd ALCE has been charged with directing relief efforts in the western part of the Commonwealth should a major earthquake strike again.

Unit awarded Derby Festival honor

The Kentucky Air National Guard received the 2000 Silver Horseshoe Award in April for its members' courage, determination and community service.

The honor, presented by the Kentucky Derby Festival, went to an organization rather than an individual for the first time in its 39-year history.

Airmen needed for TV commercials

The Air National Guard is seeking airmen to participate in its first TV ad campaign.

Candidates must be well-groomed, between the ages of 17 and 22, and be available for travel in June. Interested individuals should contact Senior Master Sgt. Rose Farquhar at ext. 4645.

Deployed SPs receive praise

Members of the 123rd Security Forces Squadron were commended for superior performance during a recent Air Expeditionary Force deployment.

A flight commander in the 363rd Expeditionary Support Group at Prince Sultan Air Base, Saudi Arabia, praised the airmen for rapidly assuming their responsibilities and striving to go above and beyond the call of duty.

123rd LG seeks Comm Officer

The 123rd Logistics Group has an immediate opening for a Communications and Information Officer.

Officer candidates are eligible to apply for the position, which has an authorized grade of major.

Applications must be received no later than June 5. For more information, contact Col. Howard Hunt at ext. 4449.



Photos by Master Sgt. Charles Simpson/KyANG

Maj. Ken Dale of the 165th Airlift Squadron helps a young girl from St. Joseph Children's Home don an aircrew helmet and oxygen mask during her visit to the wing's Life Support Shop. The home is one of many charities that will benefit from the money raised at Bean Soup 2000.



Senior Master Sgt. Larry Franklin and Senior Airman Andrea Binkley of the 123rd Communications Flight joined more than 2,100 others for a meal of bean soup and corn bread in the base maintenance hangar.

Bean Soup

Continued from Front Page

that could be posted in stores, churches and workplaces.

Not only did Guard members sell more than 1,600 of the 2,700 tickets purchased, over 100 active and retired unit members volunteered their time to help plan the effort.

"Thunder Over Louisville has been our major social event over the past four years, but this year we channeled all our energy into Bean Soup 2000," Frymire said.

One new feature of Bean Soup 2000 was a static display of military hardware, including a C-130 Hercules aircraft, an Army UH-60 Blackhawk helicopter and fire trucks.

Another change was the location of the event, which was moved from the Thoroughbred Dining Facility to the maintenance hangar, creating a more festive atmosphere and permitting the addition of a disc jockey, Frymire said.

The move gave visitors a better feel for military life.

"People can go eat in a dining hall or cafeteria almost anywhere," Frymire said, "but most folks don't get many opportunities to see a military hangar up close."

Bean Soup has become an Air Guard tradition, Frymire noted, permitting the wing to showcase its facilities and giving unit members the opportunity to do something special for the community.

"When you look at the missions of the Air National Guard, we obviously have our federal and state functions, which are considered our primary focus," Frymire said. "But in the past few years, community service has become almost a third mission."

To help bring that point home, residents of the St. Joseph Children's Home were invited to be the wing's special guests at Bean Soup 2000.

"They brought out about 10 children, ages four to eight, and we spent the day with them," Frymire said.

"They just had a fantastic time. You could see it in their eyes, whether they were over at the life support shop, out here on a C-130, or just eating dinner. We even let them draw some of the names for door prizes. They were just part of the unit that day, and they were really delighted.

"One little girl even asked, 'Hey, can girls be pilots too?'"

"You've got to think you're making a difference when you hear something like that."



Master Sgt. Leon Allen of the 123rd Logistics Group helps another volunteer prepare brownies for the meal.

The wing will present WHAS Crusade for Children with a check for \$10,000 at 9 a.m. June 4 during the organization's annual telethon.

Communications flight foils love bug's bite

New Internet virus caught before damage occurred

By 1st Lt. Dale Greer
Wing Public Affairs Officer

Swift action from the 123rd Communications Flight averted a computer meltdown here May 4 after a highly potent virus was detected on the base e-mail network.

The so-called "I Love You" virus, named for the duplicitous subject line of messages in which it is sent, shut down e-mail servers from Louisville to Luxembourg between May 3 and 5.

Millions of people were victimized by the malicious "love letter," which promised acceptance but delivered destruction, racking up billions of dollars in lost productivity and wiping out data files as it spread, experts said.

The virus first appeared in southeast Asia on the evening of May 3 and quickly traveled to the United States, said Chief Master Sgt. Dave Tinsley, support branch chief in the 123rd Communications Flight.

Tinsley's office received word of the virus from the Air National Guard computer operations center at 7:30 a.m. May 4 and immediately severed all connections between the base computer network and the Internet.

Within hours, KyANG technicians installed software written that day to sniff out and defeat the virus.

"We found two infected files that were addressed to recipients in base supply and the special tactics flight," Tinsley said.

"After we removed those files, we turned the external mail back on at 3 o'clock Thursday afternoon and let it run until 4:16 Friday afternoon.

"In that time period, we caught and deleted 111 more infected files coming in."

By this point, however, mutated versions of the virus began showing up — versions that had been changed just enough to sneak

past the recently updated anti-virus software. One even used a different subject line — "Forward:Joke."

"So on Friday at 4:16, we pulled the plug again, just as a precaution," Tinsley said.

By Monday, at least 18 variants of the love bug had been identified around the world, and commercial software firms were working overtime to counter each new strain as it appeared.

After updating the base's anti-virus software again May 8, KyANG techni-

kind of mini-program that, in this case, forwards the infected e-mail to every address in the host computer's address books.

"Here on base, it would have replicated itself to every person on our mail server's global address list, which has close to 1,000 addresses just for on-base recipients," Tinsley explained.

"So if three people had opened the attachment, we would have had 3,000 messages trying to go out at the same time. That would have overloaded the server and caused it to shut down."

The virus is especially insidious because it does its work behind the scenes, unbeknownst to the computer user.

It also repeats the cycle each time an infected computer is rebooted, Tinsley said.

To make matters worse, the virus replaces each infected computer's graphics and sound files — MP3s, JPEGs, GIFs — with copies of itself.

Although the base server is now deleting infected files before they ever get to the intended recipient, Tinsley cautioned against feeling too secure.

"It could have been a lot worse," he said. "We could still be cleaning up the mess, so I don't want people to get lulled into a false sense of security."

Tinsley's vigilance is based on three factors.

First, copies of the "ILOVEYOU" virus may have been downloaded to the hard drives of base computers before Internet access was severed May 4.

Those copies could lie dormant for months until some unsuspecting Guard member clicks on the attachment, launching an e-mail cascade.

Second, new viruses appear all time, and existing software may not catch them. Many of the 50,000 known viruses are disguised as Microsoft Word attachments, making them doubly difficult to identify.

Third, viruses can enter the base network via floppy disks brought from home or pro-

“As long as we use Microsoft Outlook and have Microsoft Word attachments, there will be the opportunity to spread these kinds of viruses.”

—Chief Master Sgt. Dave Tinsley
123rd Communications Flight

Protecting your computer from viruses

•Make sure your PC has the latest virus definitions installed. If it doesn't, run live update as soon as you log onto the base computer network

•Never open e-mail attachments from people or addresses you don't recognize

•Make sure your version of Microsoft Outlook is set to minimize the risk of infection. To do this:

- 1) Launch Microsoft Outlook
- 2) Select your Inbox
- 3) Go to the program's "View" menu
- 4) Select the "Current View" option under this menu
- 5) Select "Messages"

SOURCE: Chief Master Sgt. Dave Tinsley

icians restored e-mail service at 9 a.m. More than 90 infected attachments were intercepted over the next two days, Tinsley said.

The virus usually is transmitted as an attachment to e-mails bearing the subject line "ILOVEYOU."

It is activated when a reader clicks on the attachment, named something like "love-letter-4-you.txt.vbs."

VBS is short for Visual Basic Script, a

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Fire

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it smolders at a rate of about two inches an hour," Smith explained. "The board smoldered for over two days inside the wall before it finally ignited itself and was detected. At that point, flames began running up through the wall."

Maj. Mary McCallie, whose second-floor office sits over the special tactics area, noticed unusual odors on April 24 but thought it was a normal by-product of the construction.

As the odor grew stronger on the afternoon of April 26, Col. Dave Moremen began walking through the Operations Building in an attempt to locate its source.

"Col. Moremen came in Maj. McCallie's office and asked if we had been burning something," recalled Tech. Sgt. Bill Lewis, who stopped by to have a set of orders signed.

"We said no, and he left. Then, within two or three minutes, smoke started shooting from the wall near the floor.

"I ran down the hall to go downstairs to see what was going on, and Col. Moremen stopped me. I told him what was happening, and he said it was time to pull the fire alarm."

The base fire department arrived within a minute of the alarm, followed by three engine companies and two aerial ladder trucks from the Louisville Division of Fire. Working together, the two fire departments brought the blaze under control in about 15

minutes.

"When we got there, we had smoke in Mary McCallie's office, and when we pulled the ceiling panels back, there were actually flames in the ceiling up to the roof," Smith said.

"Fortunately, there was no other combustible material in the area, and nothing else was burning, but there was flame impingement on the roof sheet metal, and it did transmit up through the wall.

"The biggest problem we had inside was the smoke, which was starting to fill the whole second floor," Smith continued.

"To contain the smoke, we had to break out a window in Maj. McCallie's office, which was very effective. There was minor smoke damage in that immediate area, but we prevented smoke damage to the rest of the building, which was extremely fortunate.

McCallie's office and two adjoining areas also suffered water damage, which Smith described as minor.

"We were able to get salvage tarps and cover a lot of computers and office furniture before there was serious water dam-



Tech. Sgt. Sharron Boger/KyANG

Three engine companies and two aerial ladder trucks from the Louisville fire department respond to the incident.

age," he said. "That was one of the first actions our guys took after they got the fire hose in place."

Smith credited many people with helping support the operation, including state maintenance employees Danny Smith and Tommy Miller, who shut off the building's power shortly after the fire broke out; and Master Sgt. Marty Fautz, who aided firefighters with the initial hose line.

Senior Master Sgt. Jim Smith, the Operations Building custodian, also provided firefighters with necessary access to secure areas, and state maintenance workers stayed late to clean up water and debris so the structure could be occupied the next day.

"The firefighters and civil engineering people all did a great job," Smith said.

Virus

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vided by an outside source.

Because of these factors, it is impossible to prevent all viral outbreaks, Tinsley said. The risk can, however, be substantially reduced if every member of the unit takes two simple steps.

"When users log in to the LAN, they need to read the current virus definitions date that appears in the window, and they need to make sure they have the most current definitions installed on their PC," Tinsley said.

"If they don't, they need to run the live update immediately. That's the biggest step they can take.

"Secondly, never open attachments from people or addresses that you don't recognize."

Meanwhile, the communications flight is doing what it can to further restrict viral vectors.

For example, malicious bugs can infect the KyANG network when Guard members use office PCs to access Web-based e-mail services like Hotmail.

"If you go to Hotmail and open up a message that's infected using Internet Explorer, the virus will execute just as easily as it does in our e-mail client, which is Microsoft Outlook," Tinsley said.

To close that entry point, the communications flight has permanently barred access to all such e-mail services in accordance with recommendations from the Air

Force Computer Emergency Response Team.

Tinsley also plans to install software that analyzes incoming e-mail for phrases like "ILOVEYOU" so suspect messages can be blocked before they reach the base server.

Such measures are, however, only a partial solution to a very complex problem.

"As long as we use Microsoft Outlook and have Microsoft Word attachments, there will be the opportunity to spread these kinds of viruses," Tinsley said.

"It's just the nature of the way those programs are designed."

For the latest information on computer viruses, visit the KyANG intranet home page at <http://kyang>.

Base clubs to ban smoking by 2002

WASHINGTON (AFPN) — The Defense Department is expanding its smoking ban to include clubs, bowling centers and other morale, welfare and recreation facilities.

“We want to provide smoke-free facilities across the Department of Defense,” said Sherri Goodman, deputy undersecretary of defense for environmental security.

All DOD facilities will be smoke-free by December 2002, Goodman said.

New methods offered for payment of travel card bills

SCOTT AIR FORCE BASE, Ill. (AFPN) — Two new options are now available to pay government travel card bills to the Bank of America.

In one of the methods, a traveler can make payments over the phone by dialing 1 (800) 472-1424 and authorizing a direct withdrawal from his or her personal checking account.

Under the second option, a military member can authorize the local travel office to pay travel expenses directly to the Bank of America.

For more information, contact the base travel office at ext. 4428.

Kelly AFB closes

KELLY AIR FORCE BASE, Texas (AFPN) — Kelly Air Force Base closed April 28, five years after the order was made during the Base Closure and Realignment decision.

The aircraft depot moved to Robins Air Force Base, Ga., and the propulsion work load was assumed by Lockheed-Martin Corp., operating here at what is now known as Kelly USA.

Remains of 6 fallen aviators honored before homecoming

By Master Sgt. Rick Burnham
62nd Airlift Wing Public Affairs Office

HANOI, VIETNAM — Following a special ceremony on the Hanoi International Airport tarmac recently, an aircrew from McChord Air Force Base, Wash., lifted off in their C-17 Globemaster III with the remains of six aviators to be returned to the United States.

And, six families from across the United States will soon be able to put the memories of the Vietnam Conflict to rest, 25 years after the fall of Saigon and the end of the war.

During the repatriation ceremony, the remains — confirmed to be those of military aviators — were loaded aboard the C-17 after being transferred from Vietnamese control to representatives from Joint Task Force Full Accounting.

After a brief stop in Guam, where Maj. Gen. Dan Dick, 13th Air Force com-

mander, laid a wreath on the coffins, the remains, were delivered by the crew to Hickam Air Force Base, Hawaii.

They were then transferred to the U.S. Army's Central Identification Laboratory for extensive forensic tests.

Among those in attendance at the ceremony were U.S. Sen. John McCain, who as a Navy pilot spent more than five years in captivity after being shot down over Vietnam.

The senator watched as a joint service honor guard conducted a ceremony in which the flag-draped coffins were loaded aboard the C-17.

Lt. Col. Timothy Zadalis, 7th Airlift Squadron commander and pilot on the mission, said the ceremony was simply an extension of Operation Homecoming, in which U.S. prisoners of war were returned home by Air Force aircraft, including those from the 7th AS, soon after the end of the war.

“These men made the ultimate sacrifice for our country, and we feel privileged to be able to bring them back home,” the colonel said.

“It’s a tremendous honor for this team to be able to participate in this important mission, and I’m happy to say that our people performed their duties in typical 7th AS style — flawless.”

Those sentiments were echoed by Capt. Kevin “Flip” Wilson, aircraft commander, who said teamwork made the mission a success.

“This was a very important mission for a lot of reasons, and our people worked hard to make it a success,” the captain said.

“From the time we left McChord until the time we returned back home, everyone worked together, and that was the key.

“Everyone from the crew chief and the loadmasters to the Ravens (security forces) and our fi-

nance officer pitched in to take care of business. My hat’s off to these guys for a job well done.”

The special mission required a wide range of duties to be performed, from guarding the C-17 on the Communist-controlled flight line, to loading and maintaining the jet, to paying Vietnamese officials for the use of the airstrip for the ceremony.

In addition, the job required more than 20 hours of flying time to reach the Republic of Vietnam.

According to officials from JTF-FA, there are approximately 1,500 Americans unaccounted for in Vietnam.

More than 500 remain missing in Laos, and nearly 80 in Cambodia. Another 425 were lost over the water off the Vietnamese coast.

The six sets of remains brings the number of accounted for servicemen from the war to 561.

“*These men made the ultimate sacrifice for our country, and we feel privileged to be able to bring them back home.*”

—Lt. Col. Timothy Zadalis,
7th Airlift Squadron commander

Farewell

Col. Bill Leslie, commander of the 123rd Airlift Wing, awards Maj. Larry Zummach the Meritorious Service Medal on April 18 in recognition of his dedicated career. Zummach is a former commander of the 123rd Special Tactics Flight.



Chief Master Sgt. Jay Lowe of the 123rd Mission Support Flight receives an MSM during a retirement ceremony held on the flight line April 9. Lowe spent 31 years in the Kentucky Air Guard.

*KyANG Photos by
Tech Sgt. Mark Rines*

Promotions

The following individuals have been promoted to the rank indicated as members of the Kentucky Air Guard and reservists of the U.S. Air Force:

SENIOR AIRMAN (E-4)

- Derek Dye,
123rd Logistics Sq.
- Lesley Pocker,
165th Airlift Sq.

STAFF SERGEANT (E-5)

- Andrea Binkley,
123rd Communications Flt.
- Paul Combs,
123rd Logistics Sq.
- Christopher Jackson,
123rd Maintenance Sq.

TECHNICAL SERGEANT (E-6)

- Paul Bowling,
123rd Aerial Port Sq.
- Brian Burgin,
165th Weather Flt.
- Charles Hall,
123rd Maintenance Sq.

MASTER SERGEANT (E-7)

- Cynthia Williams,
165th Airlift Sq.

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