November was month for base expansions

By Tech. Sgt. John R. Martin
123rd Airlift Wing Historian

United Parcel Service isn’t the only tenant ever to feel cramped at Standiford Field. Thirty years ago this month, the KyANG requested 31 additional acres from the Airport Authority to expand its site.

At the time, the 123rd was spread out over about 52 acres, but additional tracts of land were needed to meet our growing needs.

This was the same site we vacated just one and one-half years ago, but in 1966, it did not have the machine shop, civil engineering facility or the liquid oxygen area.

The Airport Authority granted us about 14 acres, bringing the total size of the old base to 66 acres.

In 1988, our Credit Union also got a little elbow room when it moved into its very own building.

This structure, now long gone, once was the club house for the Louisville and Nashville Golf Course. At the airport? Well, it is a fact that many, many years ago, our former base was the site of the course.

This was well before the runways extended as far as they do now.

By the late 1940s, the city’s population began moving outward to the suburbs, and the golf course followed suit, moving to its present site near the Bullitt County line.

When the wing began operations on this site during the 1950s, all that was left from the golf course was the club house, which was put to good use as our Base Club.

November also saw the presentation of a plaque honoring the late Lee J. Merkel. The plaque, given in 1957 by the Standiford Field Civic Club, honored the former wing commander who was killed when his P-51 crashed near Bedford, Ind., one year earlier.

This plaque could be viewed on the large display board inside the old O&T building until the unit vacated the site early last year.

Our unit is in possession of part of the equipment Merkel was wearing at the time of his accident — his flight helmet.

The gear was given to the wing this year by Dr. Sam Heuke of Fayetteville, Ark., who was a flight surgeon at the time of Merkel’s death.

The helmet is not much more than a modified football helmet, but it’s still well preserved, considering its age.

Anyone wishing to see it should stop by the historian’s office, room 2117 of the Wing Headquarters Building.

•••

Trivia for December: When we first took possession of the old base site, one other thing was there besides the old L&N clubhouse.

What was this very small object? (Hint: It’s still there?)

By Maj. Richard Frymire
123rd Airlift Wing Chief of Staff

Pulling a 757 down a racetrack with nothing but sheer muscle power seems a little unbelievable.

But two teams from the Kentucky Air National Guard made believers out of everyone last month when they took top honors in the 1996 Kentucky Special Olympics Plane Pull.

Guard participants also helped haul in more than $25,000 in pledges for the charity, which provides sports training and competition for people who have mental disabilities.

The “racetrack” actually was a 12-foot-long section of tarmac here on base that each 20-member team traversed with a jumbo jet in tow.

The contest was divided into three categories: men’s, women’s and co-ed.

“Team Spirit Award” for their motivation and colorful cheering section. Dozens of Guard supporters showed up with jockey’s caps and stick ponies to urge their teams on.

Dave Kerschner, executive director for Kentucky Special Olympics, expressed his appreciation for the Guard’s efforts.

Photos courtesy of Kentucky Special Olympics

Gearing up

Maj. Joe Kottak and Maj. Ray Petroviak grab their life support gear at Sola Air Station, Norway, before flying a sortie in 1978. Kottak was commander of Kentucky’s 160th Tactical Reconnaissance Squadron at the time.

See PLANE PULL, Page 4
The Cargo Courier
Nov. 16, 1996

**COMMANDER’S CALL**

The future offers many uncertainties, but we can control the most important one

1 recently returned from the annual Air National Guard Long Range Planning Conference. The purpose of this conference is to continue to develop and refine plans that will ensure the Air National Guard remains a vital force well into the future. Many issues were discussed and many theories were presented by futurists and forecasters as to how the world—and our country—will look 20 years from now. Their best guess is that:

• The United States will remain a dominant political and economic force
• We still won’t know who our enemies are
• Space will become an increasingly important mission area
• The U.S. population will be comprised of a greater percentage of elderly
• Theories were presented by futurists and forecasters as to how the world—and our country—will look 20 years from now.

A competitive edge is to continue to develop and refine plans that will ensure the Air National Guard remains a dominant element of the world’s airpower. As we prepare to deploy to Bosnia, it is clear that our presence will be central to the success of Operation Joint Endeavor. Wherever we are this holiday season, you can take great pride in those career fields and those like yours who stand ready to guard our country and our way of life.

Take pride for your role in protecting America’s peace

Fifty years ago, Americans had much to be thankful for as they sat down to their Thanksgiving dinners.

The most destructive war in history had just ended the year before, and their sons and daughters were now home from far-flung battlefields. The future looked bright.

Today, we find ourselves in a similar situation. We, too, have survived a long and costly war—the Cold War—and we are thankful for the peace. And though we face an uncertain future, I know that service members like you stand ready to guard our country and its interests. Wherever you are this holiday season, you can take great pride in your accomplishments.

—William Perry
Secretary of Defense

Wing Commander
Col. Michael Harden
Cargo Courier Editor
Staff Sgt. Dale Green
Digital Image Editor
Senior Master Sgt. Dave Tinsley

If you have a story idea, photo or article to submit, call or stop by the PA office, room 2117 of the Wing Headquarters Building. Deadline for the next issue is Nov. 18.

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The editorial content is edited and prepared by the public affairs office of the 123rd Airlift Wing, Kentucky Air National Guard, Louisville International Airport, Louisville, Ky., 40213-2676. Our phone number is (502) 364-9431.


**CAR Diagnose sweater introduced**

Just in time for cold weather, the Air Force is introducing a cadigan sweater for wear with dress uniforms.

The optional item may be worn as soon as it is available for purchase later this year through AAFES.

The sweater, which is machine washable, may be worn unbbuttoned indoors, but it must be completely buttoned outdoors.

These rules for wear also apply:

• Shirt or blouse collars may be worn inside or outside the sweater
• Sweater may be worn with or without a tie or tab
• It may never be partially buttoned
• It may not be worn by hospital or food service personnel in lieu of the white cadigan sweater prescribed for those career fields
• It may not be exposed when worn with another outer garment

• Length should be four to seven inches below the waist
• Officers and senior NCOs will wear shoulder mark insignia
• All other enlisted members will wear metal rank insignia centered horizontally on the shoulder epaulets, with the bottom of the insignia one inch from the shoulder seam

Phone service offers news

The latest Air Force news now is available by calling a toll-free phone number.

A daily five-minute summary can be heard by calling (800) 264-2066. The service virtually guarantees instant access.

**AMC regains airlift mission**

Air Force News Service

WASHINGTON — The Air Force announced last month that it will reassign one of its two C-130 and C-21 fleets to the Air Mobility Command. The change was the first announced in a series of actions decided at the “Fall Coronia” senior leadership meeting in Colorado Springs, Colo.

“We place a very high premium on rapid global mobility,” said Air Force Chief of Staff Gen. Ronald R. Fogleman.

“At the shift of operational control over our airlift forces to a single agency enables us to create a seamless mobility system.”

In explaining why this move is being made only three years after statewide C-130 units had been assigned to Air Combat Command, Fogleman said, “As we look to the future, it is clear air mobility assets will be in great demand around the world.

“When we split the CONUS-based theater forces, we created seams in our training and deployment capabilities by spreading our airlift forces across many commands. The sum of these changes will further improve the Air Force’s ability to execute its global mobility mission, Fogleman said. There are no force structure changes associated with this action.

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2,000th C-130 lands at Tuzla base

Air Force News Service

The first U.S. C-130, from Ramstein’s 86th AW landed at Tuzla in December 1995. The C-17 is second behind the C-130 in number of landings in Tuzla, with 263. The U.S. C-130s fly about 53 percent of the airlift missions in Bosnia.

An aircrew from the 39th Airlift Squadron at Dyess Air Force Base, Texas, flew the mission on Oct. 21 from Ramstein Air Base, Germany.

The crew delivered six pallets, a full cargo load, aboard the C-130. They then picked up four passengers and five pallets and departed just 25 minutes after landing
Leslie rejoins unit as vice wing commander

By Dale Greer
Cargo Courier Editor

Col. Bill Leslie rejoined the 123rd Airlift Wing last month as the unit’s new vice commander.

Leslie first enlisted in the Kentucky Air Guard in 1968 while attending college at the University of Louisville. After earning his degree, Leslie received a commission and flew RF-101s, RF-4Cs and C-130s.

He continued to serve as a traditional Guardsman until 1978, when he was hired as a full-time flight training instructor for the KyANG.

More recently, Leslie completed a four-year tour as National Guard adviser to the commander of U.S. Air Forces — Europe.

The post, which required Leslie to serve at Ramstein Air Base, Germany, is considered a plum assignment, but Leslie said Kentucky has benefits all its own.

“Serving in Germany was a wonderful opportunity for me, but it’s good to be back home,” he said.

Leslie rejoins unit as vice wing commander

Serving with honor

New team gives Ky. Air Guard public polish

By Staff Sgt. Dale Greer
Cargo Courier Editor

The 123rd Airlift Wing’s rejuvenated Honor Guard has new uniforms, new funding and a new sense of purpose.

Now, it’s seeking new members.

Staff Sgt. Mary Decker, the squad’s leader, said they already are getting more requests than they can fulfill, just weeks after taking on the community-oriented mission.

Five Guard members, including Decker, now comprise the team, which performs civic duties like flag raisings and funeral ceremonies, in addition to color guard presentations on base.

Decker said the team would like to add five members this year, but volunteers must be able to make a serious commitment.

“At least 18 people have already called me on this, so there is a lot of interest in it,” she said. “But the cost of the new uniform, which must be custom tailored, is $378, so we want to make sure the people we select can give the job the time it requires.”

The uniforms, which have been standardized by the Air Force for the first time, include specially braided pants, unique insignias and chrome helmets.

“It’s a little more prestigious now,” Decker said. “It used to be we would slap on a few nicknames and chrome helmets.

The uniforms, which have been standardized by the Air Force for the first time, include specially braided pants, unique insignias and chrome helmets.

“This new emphasis on the Honor Guard results from the group’s ability to build good will in the community while raising the Guard’s profile. "This is a good way to promote our image and help recruiting while providing a service to the community," she said. “People really seem to appreciate what we do.”

For more information, call Decker at 4106.

Ardery inducted into aviation hall of fame

By Staff Sgt. Dale Greer
Cargo Courier Editor

The Kentucky Air Guard’s first commander was inducted into the Kentucky Aviation Hall of Fame last month.

Maj. Gen. Philip Ardery and four other aviation professionals were honored Oct. 11 in a ceremony at Lexington’s Blue Grass Airport for their contributions to flight.

Ardery oversaw the formation of the Kentucky Air Guard after serving as a World War II bomber pilot. He also led the unit during its activation for the Korean War.

In addition to being a best-selling author, Ardery is an attorney and graduate of Harvard Law School.

Last month’s inductees were the first for the hall of fame, which is part of the Aviation Museum of Kentucky. The museum’s main purpose is to display historic aircraft and provide an educational opportunity for area school children and is seeking memorabilia for display. Twelve models representing KYANG aircraft already are featured in the exhibit. If you have anything you would like to donate or loan to the museum — from helmets to squadron patches — please contact Faulconer at (606) 269-2920.

Promotions in the KyANG

The following servicemembers have been promoted in the Kentucky Air National Guard and as reservists of the United States Air Force.

TO AIRMAN FIRST CLASS (E-3)
-Christopher Beasley
-Thomas McComb
-Stephanie Slayton

TO SENIOR AIRMAN (E-4)
-Terence Cecil

TO MASTER SGT. (E-7)
-Richard Benge

TO STAFF SERGEANT (E-5)
-Chuck Ellison

TO TECH. SERGEANT (E-6)
-Stephen Ellis

TO CHIEF MASTER SERGEANT (E-9)
-Al Gering

The Cargo Courier
Nov. 16, 1996
Thanksgiving offers a chance for recommitment

On a recent trip to Russia, I met a former MiG-17 pilot named Valery. Like those of many American pilots, his childhood dreams of flying came true through hard work, determination, and a little luck.

In the 1970s, he flew for four years in the Soviet Air Force, but he later was released because of his philosophical convictions.

For years, the KGB listened to his conversations, tracking him through every town and village and hoping that he would say or do something that would land him in prison. Then, in the 1980s, he was imprisoned and tortured for years. When I met him in September 1996, Valery was a broken man still hoping to find the truth. We talked about God’s truth from the Bible. We discussed God’s love for him, and tears came to his eyes. Valery received God’s Word and God’s love that day, and he started his journey to truth and freedom in Christ.

This story could be retold hundreds of times in Russia today as people discover freedom and truth after 70 years of oppression by Soviet communists.

As our Thanksgiving season nears, let us recommit ourselves to the truth and freedom we have in God’s Word. May our Thanksgiving become thanks-living by the way we conduct our lives in the Kentucky Air National Guard.

—Chaplain (Maj.) Thomas Curry

Plane pull helps charity

Continued from Page 1

A new insurance program, called Income Insurance, is now available. Income insurance is a one-time payment of $1,000 in coverage. All reservists will receive written notification of the insurance. After this, they will have 60 days to decide if they want the coverage. If a Guardsman does not respond within the 60-day window, the coverage automatically will be declined.

Under current legislation, reservists will only be given one opportunity to enroll. Exceptions include personnel who:

• Change military services
• Separate from the Ready Reserve and affiliate in the program during a subsequent enlistment or appointment
• Separate from active duty and re-enter the Ready Reserve
• Enter the Individual Ready Reserve and subsequently transfer to the Selected Reserve

All Guardsmen are now covered for up to $1,000 per month. Within the next two months, you will be asked to choose from three options: increase the coverage, decrease the coverage, or turn it down entirely.

The program was created after surveys found that nearly 250,000 reservists suffered economic losses because of reduced income when they were activated for the Persian Gulf War.

For more information, contact Master Sgt. Elizabeth Green at 4114.

In the Guard, it is as important to help charities as it is to help our fellow reservists.

The Cargo Courier
Nov. 16, 1996

Shepperd: Drill weekends soon to occur in cyberspace

By Staff Sgt. Dale Greer
Cargo Courier Editor

ATLANTA — Imagine an Air Guard where facts are more potent than firearms — a military culture that values computer knowledge over combat skill.

Science fiction?

Not according to long-range planners at the highest levels of the Air Force.

Maj. Gen. Donald Shepperd, director of the Air National Guard, told a gathering of public affairs professionals here last month that major social and technological changes will force the Guard to embrace cyberspace as never before.

“If you do not know the difference between the Internet and the World Wide Web, if you don’t know what hypertext markup language is, if you don’t know what http means — you’re about to loose your job,” Shepperd told his audience Oct. 26.

“Everything that we have learned to do in the military to be successful in the 20th century is going to have to be turned around 180 degrees for us to be successful in the 21st century, and it’s going to have to be done very soon.”

“There’s a dramatic change right on our doorstep, and we are not prepared for it.”

Shepperd, who serves on the Air Force’s long-range planning board, talked about the growing dominance of computers, noting that digital devices will surpass the human brain in multi tasking computational speed within 10 years.

And that, he said, will open the floodgates for technologies like artificial intelligence and real-time voice recognition.

The Guard intends to take full advantage of this technology, he said, by training new troops as cyberwarriors.

“Our Guard recruits of the future will exist basic training with a laptop computer and an internet address, and they’ll go on to a month-long technology training course,” Shepperd said.

“They’ll return to their homes and attend drills by logging in as cybercommanders. Extra training will be accomplished through Distance Learning programs and the World Wide Web.

“The only time they’re going to come out to their units is for hands-on training, real-world contingencies and exercises.”

This will tremendously cut the number of instructors, administrators and office workers needed to provide the Guard’s current level of readiness, he said.

It also will eliminate travel expenses and lost productivity by offering graduate and hands-on training, on-line conferences, classrooms and work sessions through the Web and communications satellites.

Changing demographics also will have an impact. By the year 2050, Shepperd said, Hispanics and women will comprise the majority of new workers.

“If we don’t look like America, they will not support us and there will not be an Air Guard,” he said. “If we don’t believe in minorities and women, if we don’t become multilingual, we have no future.”

Shepperd said he is confident the Guard will meet these challenges: “I believe, despite the problems on our plate, that we are headed in the right direction.”

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Chaplain’s Column

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Pay Dates

Deadline nears for tuition program

Enlisted members who want to take advantage of the Kentucky National Guard Tuition Award Program should start preparing their applications now.

The deadline to apply for benefits for summer and fall classes is April 1.

The program pays for tuition at state-supported colleges, universities and technical schools. Priority is given to applicants who are earning their first degree or certificate.

Contact Master Sgt. Rose Farquhar at 4604 for more information.

1997 UTA schedule released

The following dates have been announced for 1997 unit training assemblies:

- January 11-12
- February 8-9
- March 8-9
- April 12-13
- May 17-18
- June 7-8

- July 19-20
- August 9-10
- September 20-21
- October 18-19
- November 15-16
- December 13-14

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Leslie rejoin as unit as vice wing commander

By Dale Greer
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More recently, Leslie completed a four-year tour as National Guard adviser to the commander of U.S. Air Forces — Europe.

The post, which required Leslie to serve at Ramstein Air Base, Germany, is considered a plum assignment, but Leslie said Kentucky has benefits all its own.

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- Stephanie Slayton, 123rd Logistics Sq.

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- Curtis Carpenter, 123rd Communications Flt.
- Gary Dunlap, 123rd Maintenance Sq.
- Joel Hix, 123rd Combat Control Flight
- Harold Leggett Jr., 123rd Logistics Sq.

TO MASTER SERGEANT (E-7)
- Margaret French, 123rd Mission Support Flt.
- Christopher Harding, 123rd Maintenance Sq.
- Andrea Misell, 123rd Communications Flt.
- Richard Benge, 123rd Security Police Sq.
- Christopher Burt, 123rd Security Police Sq.
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Serving with honor

New team provides Kent. Air Guard public polish

By Staff Sgt. Dale Greer
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The uniforms, which have been standardized by the Air Force for the first time, include specially braided pants, unique insignias and chrome helmets.

“It’s a little more prestigious now,” Decker said. “It used to be we would slap on a few belts and go from there. The procedures have been standardized by the Air Force, too.”

This new emphasis on the Honor Guard results from the group’s ability to build good will in the community while raising the Guard’s profile.

“This is a good way to promote our image and help recruiting while providing a service to the community,” she said. “People really seem to appreciate what we do.”

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• The United States will remain a dominant political and economic force
• We still won’t know who our enemies are
• Space will become an increasingly important mission area
• The U.S. population will be comprised of a greater percentage of elderly
• Minorities will begin to eclipse whites as the dominant ethnic group
• Women will continue to play a major role in our armed services
• Competition for defense dollars will remain keen

Like it or not, these external factors will have a great effect on the future of the Kentucky Air National Guard—and we have little control over most of them. We do, however, have control over the most important aspect of this future scenario: the people. Who we recruit today will determine the makeup of our force in the future. How we train them today will determine how ready they are in the future and how well they will train their replacements. How we treat them will determine how they will treat their future counterparts. Our attitudes will determine their attitudes, as well as the future culture of the Kentucky Air National Guard.

To a certain extent, we are all products of our past. Our actions today will shape the future actions of those around us, just as the actions of our predecessors shaped us.

It is an important responsibility that we must live up to so that the 121st remains a premier force well into the next century. People like generals Conaway, Black, and Gast, and sergeants Paul Marks, Paul Coyle and Lou Colgate have left us in great shape. With some thought and effort, we will stay in great shape.

I ask your help in adding to the great heritage of the Thoroughbred Express.

—Thanks loads

Col. Michael L. Harden
123rd Airlift Wing Commander

Fifty years ago, Americans had much to be thankful for as they sat down to their Thanksgiving dinners.

The most destructive war in history had just ended the year before, and their sons and daughters were now home from far-flung battlefields. The future looked bright. Today, we find ourselves in a similar situation. We, too, have survived a long and costly war — the Cold War — and we are thankful for the peace. And though we face an uncertain future, I know that service members like you stand ready to guard our country and its interests. Wherever you are this holiday season, you can take great pride in your accomplishments.

—William Perry Secretary of Defense

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Wing Commander Cargo Courier Editor Digital Image Editor
Col. Michael Harden Staff Sgt. Dale Greer Senior Master Sgt. Dave Tinley

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By Tech. Sgt. John R. Martin
123rd Airlift Wing Historian

United Parcel Service isn’t the only tenant ever to feel cramped at Standiford Field. Thirty years ago this month, the KyANG requested 31 additional acres from the Airport Authority to expand its site. At the time, the 123rd was spread out over about 52 acres, but additional tracts of land were needed to meet our growing needs. This was the same site we vacated just one and one-half years ago, but in 1966, it did not have the machine shop, civil engineering facility or the liquid oxygen area. The Airport Authority granted us about 14 acres, bringing the total size of the old base to 66 acres. In 1988, our Credit Union also got a little elbow room when it moved into its very own building. This structure, now long gone, once was the club house for the Louisville and Nashville Golf Course.

This plaque could be viewed on the large display board inside the old O&T building until the unit vacated the site early last year. Our unit is in possession of part of the equipment Merkel was wearing at the time of his accident — his flight helmet. The helmet is not much more than a modified football helmet, but it’s still well preserved, considering its age. Anyone wishing to see it should stop by the historian’s office, room 2117 of the Wing Headquarters Building.

Trivia for December: When we first took possession of the old base site, one other thing was there besides the old L&N clubhouse. What was this very small object? (Hint: It’s still there!)

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Plane pull hauls in $25,000

By Maj. Richard Frymire
123rd Airlift Wing Chief of Staff

Pulling a 757 down a racetrack with nothing but sheer muscle power seems a little unbelievable. But two teams from the Kentucky Air National Guard made believers out of everyone last month when they took top honors in the 1996 Kentucky Special Olympics Plane Pull.

Guard participants also helped haul in more than $25,000 in pledges for the charity, which provides sports training and competition for people who have mental disabilities.

The “racetrack” actually was a 12-foot-long section of tarmac here on base that each 20-member team traversed with a jumbo jet in tow.

The contest was divided into three categories: men’s, women’s and co-ed.

See PLANE PULL, Page 4

Trivia for December:

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By the late 1940s, the city’s population began moving outward to the suburbs, and the golf course followed suit, moving to its present site near the Bullitt County line. When the wing began operations on this site during the 1950s, all that was left from the golf course was the club house, which was put to good use as our Base Club. November also saw the presentation of a plaque honoring the late Lee J. Merkel.

The Air Guard men’s team digs in for the short haul, pulling a United Parcel Service 757 a dozen feet during last month’s Special Olympics Plane Pull.

Guard teams scored first-place finishes in both the women’s and co-ed categories, pulling their 60 ton jets to the finish line in 10.02 and 9.85 seconds, respectively. The men’s team was narrowly edged out of the winner’s circle by last year’s victor in the men’s division, United Parcel Service.

The unit’s squads collectively earned the “Team Spirit Award” for their motivation and colorful cheering section. Dozens of Guard supporters showed up with jockey’s caps and stick ponies to urge their teams on.

Dave Kerschner, executive director for Kentucky Special Olympics, expressed his appreciation and thanked the men and women who participated in the Plane Pull.

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