

# THE CARGO COURIER

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

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## Kentucky airmen deploy to Caribbean

By Capt. Dale Greer  
Wing Public Affairs Officer

The 123rd Airlift Wing began deployment rotations to Puerto Rico last month in support of Operation Coronet Oak, with 52 airmen and two Kentucky C-130s departing Louisville International Airport on Aug. 28.

A second rotation of 52 airmen left here Sept. 12 and is expected to return Sept. 25.

Kentucky Air Guard members will continue to man Coronet Oak with five more deployment rotations through next year, said Col. Mark Kraus, commander of the 123rd Airlift Wing.

The deployed airmen, who include pilots, navigators, flight engineers, loadmasters, maintenance personnel and other support troops, are based at Luis Munoz Marin International Airport, where they are providing airlift services for American military operations and government agencies in the U.S. Southern Command's area of responsibility.

That area includes Central and South America, as well as the Caribbean.

Colonel Kraus described the mission as "an excellent opportunity for the wing to provide airlift capability that meets the needs of U.S. forces abroad."

"At the same time," he continued, "it gives our aircrews a unique training opportunity because the missions they'll be flying into Central and South America will expose them to environments and terrain that they haven't encountered during recent deployments to Southwest Asia and Europe."

A total of 364 Kentucky airmen are expected to deploy to Puerto Rico before the wing's role concludes Jan. 29.

Meanwhile, about 20 members of the 123rd Airlift Wing are expected to deploy to locations in Europe and Southwest Asia between Sept. 1 and Dec. 31 as part of the unit's ongoing support of U.S. Air Force missions



**ABOVE: Col. Mark Kraus, commander of the 123rd Airlift Wing, bids farewell to 52 Kentucky airmen as they depart Louisville on Aug. 28 for Operation Coronet Oak. The wing will be providing airlift for U.S. Southern Command through January.**

**LEFT: Tech. Sgt. Tim Gagnon, a loadmaster with Kentucky's 165th Airlift Squadron, secures passenger baggage prior to takeoff.**

Photos by Capt. Dale Greer/  
KYANG

See KY. AIRMEN, Page 3

# Exhibit honors members' sense of duty

I

had the honor of attending the opening of the Kentucky Air National Guard's new exhibit at the Kentucky Military History Museum in Frankfort on Sept. 10.

The Kentucky Historical Society and a host of volunteers have worked diligently to capture the essence of our beginnings as an organization of citizen-airmen and our current place in history.

It was a true pleasure to stroll through the archives, and I encourage every member of the wing to visit this terrific record of our heritage.

Longtime KyANG member Col. Michael Harden was a featured speaker for the ceremony, and he brought stirring words to the podium.

For the benefit of those of you who were not in attendance, I've received his permission to share those remarks with you, so that you might use them as the precursor for your visit.

Generals Ardery, Fairchild, Frymire, Mr. Ramsey, Mr. Whitworth, fellow members of the Thoroughbred Express — active and retired — and all of you who came to help us dedicate this exhibit to all of the patriot airmen who have served our state and nation well for 57 years, let me say that it is a distinct honor to be standing here with you today.

Special thanks to General Fairchild and her committee who brought an idea to reality and made this exhibit what it is.

Because of the work of this tireless com-



Col. Mark Kraus  
123rd Airlift Wing Commander

mittee, we now have a monument to those citizen-airmen who sacrificed time away from family and civilian jobs and fulfilled their duty to their state and nation.

Let's take a moment to review what these folks accomplished while simply doing their duty:

- Small things, such as mobilizing for Korea and duking it out in MiG Alley;
- Mobilizing for the Pueblo crisis in 1968, and once again going into action in the Far East;
- Maintaining a Cold War deterrent force that brought down the mighty Russian bear;

- Flying combat airlift missions in Rwanda, Somalia, Bosnia and Kosovo;
- Mobilizing for operations Noble Eagle, Enduring Freedom and Iraqi Freedom, sending our aircraft and our people into direct contact with the enemy.

Along the way, we have become the most highly decorated Air National Guard unit in the country, with:

- Three Spaatz Trophies, signifying the best unit in the Air National Guard;
- Six Distinguished Flying Unit awards, the runner-up to the Spaatz;
- Selection as the winner of the Solano Trophy for the best unit in the 15th Air Force in three out of the past five years;
- And an unprecedented 11 — count 'em, 11 — Air Force Outstanding Unit Awards;
- Not to mention the Big O — the first "outstanding" ever received on an ORI in the Tactical Air Command.

And next Monday, we will travel to Washington to be presented with the Air Force Association's award for the best flying unit in the Air National Guard.

Besides fighting wars and winning awards, our people have been in the forefront of national policy making and leadership within the Air National Guard. Our ranks have held numerous two-star general major command advisor positions, and one of our own even found his way to Frankfort as the adjutant general. Another went to Washington and became the director of the Air National Guard and chief of the National Guard Bureau.

See EXHIBIT, Page 8

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Our office is located in room 2118 of the Wing Headquarters Building. Deadline for the next issue is Sept. 20.

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An electronic version of the Cargo Courier is available at the Kentucky Air Guard's Web site — [www.kyloui.ang.af.mil](http://www.kyloui.ang.af.mil)

## Volunteers sought for 2004 Plane Pull

The Kentucky Air National Guard is seeking volunteers to represent the wing in the 2004 Special Olympics Plane Pull.

The unit hopes to field men's and women's teams, each with 20 members who will attempt to tug a UPS 757 down a 12-foot-long course in the fastest time.

About 50 teams are expected to participate in the event, representing civic groups and businesses from across the local community.

Each volunteer is required to raise \$75 in pledges, which will benefit more than 5,000 handicapped Kentuckians by helping sponsor year-round sports training programs and athletic competitions.

The plane pull is scheduled for Sept. 25 on the base flightline.

To sign up or request more information, contact 1st Lt. Latonia Trowell at 533-4079.

## Web site offers absentee ballot forms

Military personnel who will be serving abroad on election day can register to vote or request an absentee ballot by downloading a Federal Post Card Application online.

The form can be downloaded or printed from the Internet by visiting [www.kysos.com/Elecfil/register/overseascard.pdf](http://www.kysos.com/Elecfil/register/overseascard.pdf).

Louisville residents should fax completed forms to the Jefferson County Clerk at (502) 574-5044.

The last day to register for the 2004 General Election is Oct. 4. The final day to request an absentee ballot is Oct. 27. Completed absentee ballots must be received by Nov. 2.

# Wing projected to lose four C-130s under Air Force plan

By Capt. Dale Greer  
Wing Public Affairs Officer

The 123rd Airlift Wing is projected to lose four C-130 aircraft under an Air Force plan developed nearly two years ago called "56 Redux," officials here announced Aug. 31.

The plan calls for the transfer of three of the wing's 12 C-130H aircraft to the Idaho Air National Guard and the elimination of operational funding for a fourth Kentucky aircraft, effectively making it a backup aircraft that will remain in Louisville.

"We've been briefed that wing manning levels are expected to remain the same as a result of the plan," said Col. Mark Kraus, commander of the 123rd Airlift Wing.

The first C-130H is expected to depart Louisville sometime between January and March of 2005, and the final aircraft is scheduled to be transferred by the end of 2006.

The moves are part of an Air Force initiative to balance C-130H aircraft inventories

across the Air Force as the service prepares to retire aging C-130E aircraft.

Under the plan, aircraft will be redistributed among airlift units of the active duty Air Force, Air Force Reserve and the Air National Guard. Some units will lose C-130H models, while other units will gain them.

"While no unit likes to see its aircraft inventory reduced," Colonel Kraus said, "the 56 Redux plan has been in the works by the Air Force for several years, and our job now is to ensure a smooth transition from 12 to

eight aircraft as we continue to perform the mission of providing theater airlift to deployed locations around the world.

"Let there be no mistake," the colonel cautioned.

"Regardless of the reduction of airframes in Louisville, the 123rd Airlift Wing will continue to be a ready, reliable and relevant military power in defense of America's homeland."

“  
The 123rd Airlift Wing will continue to be a ready, reliable and relevant military power in defense of America's homeland.  
”

—Col. Mark Kraus,  
wing commander

## Ky. airmen deploy to Caribbean

Continued from Front Page

around the world.

These individual deployments will range in duration from 30 to 120 days.

Both sets of deployments highlight the wing's continued role in global military operations despite the fact that most Kentucky Air Guardsmen are no longer serving on federal active duty, Colonel Kraus said.

Earlier this summer, about 140 Kentucky Air Guard members deployed to Germany for a three-month mission to provide airlift services for U.S. military operations in Europe, including stabilization forces located

in Bosnia-Herzegovina.

Prior to that, the U.S. Air Force called 637 members of the Kentucky Air Guard to federal active duty to support missions ranging from homeland defense and the Global War on Terror to Operation Iraqi Freedom.

Of these 637 Kentucky airmen, 454 deployed overseas for U.S. military operations in dozens of countries, including Iraq, Afghanistan, Oman, Pakistan, Qatar, Saudi Arabia, the United Arab Emirates, Algeria, Bosnia, Croatia, Romania, Senegal, Serbia and the Ukraine.

Most of these federalized troops were taken off active duty in early 2004.



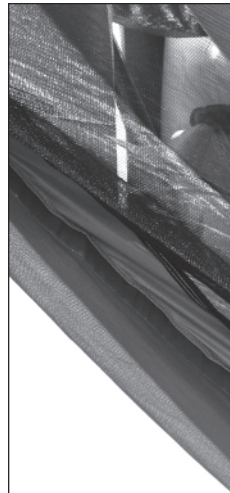
# KyANG Family Day

Hundreds of family members turned out for beautiful weather and festive activities during Kentucky Air Guard Family Day last month.

The Aug. 15 event featured static aircraft displays, a bicycle rodeo and live music performed by the Oldham County Community Band.

Highlights included the dedication of a plaque honoring recent retirees and the unveiling of a new granite Minuteman statue near the main gate.

Numerous activities also kept children engaged, from carnival games to face painting.



Children enjoy several activities during Family Day, including this "Moon Walk" (above left) and an action-packed game (above right). Photos by Senior Airman [Name]

Family members and retirees (top) and a man standing near the main gate (bottom).



Several of the day's events, including (top right) minutes before a black granite Minute Man (bottom right) is unveiled by retired Col. Ed Hornung and Chief Master Sgt. Jim Turpin (bottom right). Photos by Master Sgt. Mark Rines/KyANG

Family members inspect a new plaque honoring (top right) minutes before a black granite Minute Man (bottom right) is unveiled by retired Col. Ed Hornung and Chief Master Sgt. Jim Turpin (bottom right). Photos by Master Sgt. Mark Rines/KyANG



# New manual gives AMC crews war guidance

**By Master Sgt. Paul Fazzino  
Air Mobility Command Public Affairs**

SCOTT AIR FORCE BASE, Ill. — For years, Air Force fighter and bomber crews have been guided into combat by a manual on tactics, techniques and procedures.

Now, mobility aircrews will have similar guidance on how to go to war.

Because Air Mobility Command aircrews and weapons systems were pushing closer to the threat envelope, Lt. Gen. John R. Baker, AMC vice commander, said the command needed to take the next step to document tactics, techniques and procedures for its wartime missions.

“The adoption of ... our combat-fundamentals manual is an appropriate reaction to successfully accomplishing future airlift and tanker combat missions,” General Baker said.

“We need to forge an environment in which we train how we fight. We’ve taken the necessary first steps in this arena; however, it’s just the beginning.”

The general said AMC officials are continuing to look for ways to inject realism into its day-to-day training.

“We need to push our aircrews to use the tools we’ve given them and effectively use all crew positions to exploit the capabilities of our technology,” he said.

The manual, with separate volumes addressing specifics for each of AMC’s cargo and tanker aircraft, will do just that.

It is currently in an electronic format on a compact disc, and each volume has 350 to 500 pages describing aircraft performance, defensive systems and mission planning cell operations. The CD also includes graphics, videos, tables and charts.

While the mobility community did not have a “technical bible” to guide them before, they were not just flying into a combat environment unprepared.

“We’ve used (other instructions) to guide our previous combat (missions),” said Maj. Pat Curtis, a command tactician, C-130 Hercules pilot and weapons officer for the U.S. Air Force Mobility Weapons School.

“Some airframes have had good guidance from years of experience. Others, who haven’t flown into a combat zone, lacked a comprehensive manual on tactical employment.

“Instead, they relied on knowledge passed

along with headquarters guidance, locally-produced pamphlets, word of mouth and the like.

“(The new manual) puts all that knowledge in one place.”

The manual explains the skills aircrews need to fly within the global-mobility role and into a combat role, said Lt. Col. James Fryer, the weapon school’s tactics division chief.

It is basic enough for the newest crewmember, yet comprehensive enough for the most experienced instructor.

“This is the manual we’ll hand to new aircrew members that tells them how to (fly) their airplane in combat,” he said.

“It gives us a multitude of means of combat employment. For example, for the C-130, we have listed 11 different methods to maintain our time over target on a low-level route.

“In the KC-135 (Stratotanker volume), there are descriptions of formation visual references, rendezvous techniques and unclassified air-to-air interceptor counter tactics.”

The manual was unveiled during a recent tactics conference at Fort Dix, N.J.

## Live Fire

**OPERATION  
ENDURING FREEDOM  
— Senior Airman  
Phillip Dyer sets up a  
.50-caliber rifle for a  
live-fire training  
operation. Airman  
Dyer is an explosive  
ordnance disposal  
technician with the  
40th Expeditionary  
Civil Engineer Flight at  
a forward-deployed  
location.**

Photo by Staff Sgt.  
Nathan Gallahan/USAF



# C-130 Hercules marks 50 years of faithful service

By Betty R. Kennedy  
Air Mobility Command History Office

SCOTT AIR FORCE BASE, Ill. — One hero may not be the biggest or fastest, but for 50 years it has borne the U.S. standard as a welcome projection of both American will and American compassion throughout the world.

In battle, this hero can pound the enemy from on high with munitions, electronic jamming or information warfare broadcasts. It can deliver forces to the fight, bring them a vast array of supplies and carry them home, wounded or well, when their duty is done.

During the fight, it provides command and control, weather reconnaissance and even air refueling. But this warrior is also a key presence in humanitarian and disaster-relief operations at home and abroad.

The hero is the legendary C-130 Hercules, which just reached a 50-year milestone — its first flight was Aug. 23, 1954, from Burbank to Edwards Air Force Base in California.

Gen. John W. Handy, commander of U.S. Transportation Command and Air Mobility Command, said the familiar aircraft is as important today as ever.

“As a career mobility pilot, I am convinced that the C-130 is one of the greatest aircraft ever built,” General Handy said. “The ‘Herc’ has earned its place in history through its enormous contributions to crisis response for 50 years.

“With our C-130 fleet and the dedicated active duty, Air National Guard and Air Force Reserve aircrews that fly them, we are a tremendous force multiplier in the global war on terrorism.”

With its first flight, a YC-130A prototype, tail No. 53-3397, inaugurated a half-century of continuous C-130 service to the Department of Defense.

Test pilot Stanley Beltz and copilot Roy Wimmer used only 855 feet to make that first takeoff.

Normally, an airplane with a gross weight of 100,000 pounds requires thousands of feet of runway. Mr. Beltz is said to have quipped: “She’s a real flying machine. I could land it crossways on the runway if I had to.”

Since that historic day, more than 2,200 C-130s in 70 variants of five basic models



**A Kentucky Air Guard C-130H flies down the homestretch at Louisville’s Churchill Downs Racetrack. The 123rd Airlift wing has flown Hercules aircraft since 1989.**

have been produced, and 676 are in service with the Air Force today. The Navy and Marine Corps also fly C-130s, as do the armed forces of 66 other nations.

Testing and development of the new airlifter was rapid. Production introduced new technology including high-strength aluminum alloy for the wings and cargo floor, metal bonding and titanium alloys for the body of the aircraft, and flap skins. Another new feature was the “all-round” vision flight deck.

The first C-130A became operational in December 1956, reporting for duty with Tactical Air Command to replace the far less capable Fairchild C-119 Flying boxcar.

The C-130’s four Allison turboprop engines revolutionized aircraft performance, providing greater speed, range and takeoff.

With a 33,810-pound payload at the time, the Herc could carry twice as much as the C-119. The C-130 could perform heavy equipment airdrops as well as airland operations, and it was well suited as a tactical transport.

Cargo loading also was easier with the new aircraft’s rear-opening ramp instead of the side-door, steep-ramp loading required by the World War II-vintage fleet.

In 1959, the Air Force completed its planned force of 12 C-130A squadrons — six in TAC, three in Europe and three for the Far East.

Continuous improvement was the norm for the C-130 system. New external fuel

tanks allowed the aircraft to fight heavy winds in flights across the ocean.

The C-130B introduced more powerful engines and new propellers, added fuel capacity and beefed up landing gear. A lone C-130C, a modified “B,” demonstrated short takeoffs and landings.

Twelve C-130Ds, modified from the original “A,” became “Ski-130s,” outfitted with ski landing gear to resupply Arctic expeditions.

In early 1960, an “E” model entered the operational fleet; an updated “H” model followed in the 1970s. The “E” through “H” models are still in service today, and work will begin in 2007 on converting those models to meet the demands of modern aviation and streamline support through an avionics modernization program.

With avionics upgrades and some changes to the engines, the number of basic C-130 models will be reduced to two, the C-130AMP and the C-130J.

The newest C-130, the “J” model, entered the Air Force inventory in February 1999, and since then the Air Force has received 34 more “Js.”

The basic design remains true to the original but adds 40 percent more range, flies 24 percent faster than previous models, can take off on shorter runways and has greater cargo and passenger capacity. Its new avionics will also allow for better data capability and control, and requires a crew of three rather than five.

# Exhibit

Continued from Page 2

Simply doing their duty? I don't think so!

This exhibit stands for each and every member who ever served in the Kentucky Air National Guard. It serves to thank and remember those who gave their time and talent to make it great.

To remember their service is fitting and is only a small payback for what they have given their state and nation.

Remembering them reminds us of the simple fact that our freedom was won by the sweat, blood and tears of patriots who stepped up when their state and nation called, and who did their duty to support and defend the constitution of these United States against all enemies foreign and domestic.

*"Support and defend the constitution of the United States of America against all enemies foreign and domestic."*

Sounds simple, but in these words, and in the deeds of all of these folks who believe in them, lies the strength of this great country. Make no mistake: This is a great country — as anyone who has traveled abroad can attest. It is such a great country that it is easy to take our greatest gift — our freedom — for granted.

Freedom is the most prized item on Earth, yet there is always someone or some force that waits to take it from us if we are not vigilant.

What has made us great is that since the founding of our great nation, America has never lacked for individuals who are willing to come forth when the need arises to pay that price with their honor, their devotion and, when necessary, their lives. The patriots of the Kentucky Air Guard certainly can be counted in their numbers.

This sense of duty that has been so prominently displayed by all members of the Thoroughbred Express over the years often takes a back seat to the rights that we all hold dear.

Freedom of religion, speech and assembly; the right to bear arms; to be judged by a jury of peers; and the right to privacy are rightfully held dear, and great pains are taken to ensure that these are not violated.

The problem is that many of the people who are quick to point out any perceived slight of these rights have no sense of duty necessary to protect these rights.

We were not simply given these rights

by some benevolent being. These rights were won during the birth of our country with the blood of patriots who put down their plows, left their shops and families and defeated a tyrannical ruler to form a new country where these rights became sacred.

These rights and freedoms have been threatened many times over the years, and men and women like these patriots — men and women of purpose, who have that sense of duty — have always stepped up and defended them, often times giving their lives as a result. And thank God for them!

There will be no rights unless brave men and women fulfill their duty to answer the call to defeat any threat by the numerous enemies of this great county. For over 50 years, members of the Thoroughbred Express have fought to protect our rights and freedoms. Thank God for them.

Duty is obedience and disciplined performance. Despite difficulty or danger, duty requires self-responsibility and selfless performance. Be it in MiG Alley, the snows of Korea, Afghanistan and Alaska, the heat of the desert, or simply on Grade Lane on a cold January weekend, the people whom we honor today epitomize these values.

The 123rd Airlift Wing is the greatest unit in the word, and I take immense pride in being part of what these citizen-airmen have made over the years. I consider it an honor and privilege to be counted among all of these patriots who simply slogged it out doing their sacred duty to protect the freedoms

that we all hold dear.

So I will close with a heartfelt thanks to all of the members of the Thoroughbred Express, past, present and future, and all of their families and friends who support them.

Occasions such as this are important, for as president Calvin Coolidge once said, "The nation which forgets its defenders will itself be forgotten."

Let our defenders never be forgotten, and may all future Americans remember that to be born in freedom is an accident; to live in freedom is a constant struggle; but to die in freedom is a sacred obligation.

God bless all of those patriots, past, present and future, who willingly undertake that obligation. Thank you, and God bless the Thoroughbred Express.

**Our time together in this great organization binds us forever with the heroes of a generation past, just as our continued service to this great nation is forming the bonds to future generations of men and women who have yet to join our ranks.**

**My thanks to Col. Harden for sharing his heartfelt thoughts, and a special thanks to the men and women of the 123rd for being who you are and doing what you do. It's an honor to count myself among your numbers!**

*The Kentucky Military History Museum is located at 125 E. Main Street in Frankfort. For information, call (502) 564-1792.*

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