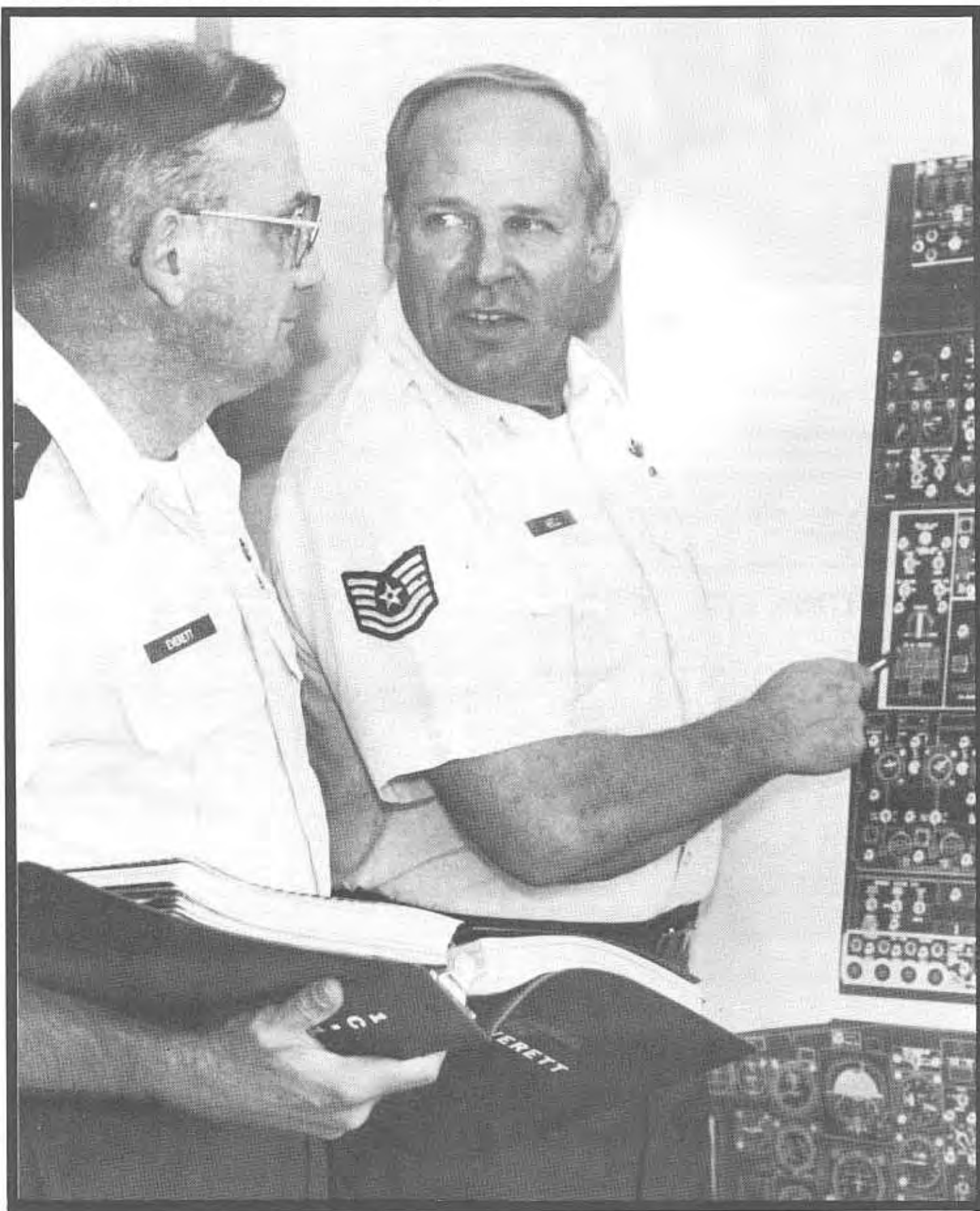


The PHANTOM'S EYE

123d TRW Kentucky Air National Guard
Standiford Field, Louisville, Kentucky
Vol. 4, No.9, Sept. 10, 1988





KyANG Photo by SSgt. Jeff Sansbury

Traveling school

TSgt. David Abell, a flight engineer instructor from Little Rock AFB, Ark., reviews technical data relating to the C-130 aircraft with MSgt. James Everett, 123d CAM Squadron. Sergeant Everett and several other flight engineers attended the Field Training Detachment class here to prepare them for their new positions on the C-130 and to qualify them to instruct other KyANG flight engineers.

The PHANTOM'S EYE

This funded Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of *The Phantom's Eye* are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense, or the Department of the Air Force.

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Brig. Gen. John L. Smith	Commander
Maj. Jeff Butcher	PAO
SSgt. Jenny Montgomery	Editor
SSgt. Jeff Sansbury	Staff Writer

Deadline for submission of articles for *The Phantom's Eye* is the Friday after each UTA for publication the following UTA. Articles should be given to SSgt. Jenny Montgomery, Rm 123 of the O&T Bldg.

Name search

As everyone knows, we will soon lose our Phantom RF-4s and begin flying the C-130 Hercules. This conversion brings numerous changes for the KyANG, one of which is the need for a new name for our newspaper, "The Phantom's Eye."

The search is on for that perfect name -- one which will incorporate our new mission. Suggestions for this name are being sought from you -- its readers. The person submitting the winning name will receive a much sought after RF-4 ride.

A selection committee will choose a name from the entries received to be used as the newspaper's masthead. This committee will include members of the newspaper staff and myself or a designated representative.

Submissions must be received by Sunday of the October UTA, Oct. 2. Entries should be given to SSgt. Jenny Montgomery, "The Phantom's Eye" editor, Room 123 of the O&T Building, or Maj. Jeff Butcher, public affairs officer, Room 143 of the O&T Building.



Brig. Gen John L. Smith Wing Commander

The winning entry will be announced during the November UTA and will be on the newspaper's masthead for the January 1989 edition. Names should be kept short and artwork is not necessary as it will be designed by an artist around the selected name.

Let the search begin!

Chaplain's Column

Making adjustments

By Chaplain (Capt) Thomas Curry

My 5-year-old son and I decided to spend the day at Holiday World, Santa Claus, Ind. The day we selected was one of the hottest days of the summer. The temperature rose to nearly 100 degrees that afternoon.

We arrived at the front gate by mid-morning. Already, the sun was beaming down upon the determined little patrons whose desire for amusement outweighed the risk of sun stroke. Upon entering the courtyard an out-of-season tune floated across the patio -- "Jingle Bells."

"How about that, James," I said to my son. "It's 90 degrees in the middle of August and they're playing Christmas music." Either these people were the most positive folks in Indiana, or they were making the best of a bad situation.

I discovered that the park's

theme is Christmas -- year around.

I've noticed several of our KyANG personnel making the best of a bad situation lately. Here are some pointers for adjusting to the heat of your next crisis:

Avoid over-generalization. One or two things may go wrong, but that doesn't mean the world will fall apart. Failure is not final. Tomorrow is a new day.

Pray. God is always able to intervene or provide the grace you need to cope. This is a good time to renew your fellowship with God. He cares when you hurt and rejoices when you celebrate.

Be persistent. Sometimes a little extra effort on your part will resolve the issue. Assertive efforts are often rewarded.

Keep faith in yourself. Your disappointment is not necessarily a reflection upon you or your capability. Do you best and be your best.

3rd NCOPC class graduates

Boasting the largest class ever, 22 students, the KyANG graduated its third NCO Preparatory Course August 12.

The class is designed to prepare airmen first class and senior airmen for the responsibilities given them when they are appointed noncommissioned officers. Since the KyANG first began holding the classes in 1987, almost 60 airmen have attended.

The John Levitow Award winner for NCOPC Class 88-2 was AIC Cynthia Hasselback, 123d CAM Squadron. The John Levitow Award is given to the student who excels at both academics and leadership abilities. The Distinguished Graduate Award was presented to SrA Robert M. Crosier, 123d CAM.

In addition to the regular NCOPC curriculum, this class visited the Wright Patterson Air Force Base Museum in Ohio for one day. The overwhelming

consensus was that the trip was well worth the effort. Not only did they learn Air Force history in the classroom environment, they had a chance to see the history lessons brought to life at the museum. "Although each class is a little different, the NCO Preparatory Course is very beneficial to the students," said Maj. Glenn Adair, chief CBPO and program manager.

Instructors for the course included MSgt. Howard Rutledge, SSgt. Elke Adams and SSgt. Jenny Montgomery, as primary instructors and Col. Austin Snyder, Capt. Dennis Ellis, MSgt. Sharon Bizer, MSgt. Peggy Kottak, TSgt. Thomas W. Smith, TSgt. Kenneth Racuchle, and TSgt. Karen Renn as adjunct instructors.

Graduates of NCOPC Class 88-2 were:

SrA Gregory A. Allen, 165th TRS

judgement against you in the event you
SrA Robert W. Charles, CAM
SrA Margaret M. Coffey, TRW
AIC Robert M. Crosier, CAM
SrA John C. Emly, CAM
AIC Thomas A. Gibson, CES
AIC Cynthia Hasselback, CAM
SrA Robert F. Heck Jr., CES
SrA William K. Howard, TacHosp
SrA James G. Howell, CAM
AIC Ronald Huckleberry, WSSF
AIC Paul R. Kingrey Jr., CAM
AIC Lyle L. Lang, CAM
AIC Janice A. Lyngaard, MSS
SrA Alan R. McDaniel, CAM
AIC Perry D. McDaniel, WSSF
AIC Calandra O. Moore, MSS
SrA Brian K. Pierce, CAM
AIC Cynthia J. Renfrow, CAM
SrA Wendy L. Wilson, RMS
SrA Terry L. Winger, CES
SrA Sheila L. Young, TacHosp

Auto Insurance

An analysis

By Maj. Gary Napier
Legal Officer

America is in love with the automobile. Nearly every adult in the country owns or has access to an automobile. Highways and parking lots are crowded.

One thing is certain, with that many moving metal boxes, occasionally they are going to collide. The damage can be catastrophic. This country's means of recapturing those losses is the institution of automobile insurance.

Automobile insurance is so ingrained in American society that it is a crime for an automobile owner not to own a policy. What is automobile insurance; what does it do; and why is it so important?

The automobile insurance industry can be viewed as a community pooling of money to cover catastrophic losses. When a loss occurs, the pool is tapped to cover the loss, otherwise the victim and the wrongdoer would be unprotected.

There are basically two types of insurance coverage provided in an automobile insurance policy: liability and collision. Collision coverage is insurance to pay the automobile owner for damage to the insured automobile. Liability coverage is insurance to protect the automobile owner from personal liability for property damage and property consensus of the class was that damage and personal injury resulting from the use of the automobile.

Let's say you have a wreck and you have hurt someone and damaged property. The collision coverage pays for the repair of your automobile and protects you in a possible lawsuit. An insurance contract, and it is just that, a contract, is a promise by the insurance company to do two things. First, the insurance company has promised you a defense of the lawsuit against you. The insurance company hires, and pays for the lawyer to defend you. Secondly, the insurance company promises to pay the

judgement against you in the event you lose the lawsuit against you. Obviously, in injury resulting from automobile wrecks, the lawsuit can expose all your personal assets to loss if you don't have insurance.

Further, some states, including Kentucky, have "no fault" insurance. This is a legislative attempt to keep down the number of lawsuits. Under the no fault laws, your automobile insurance company owes you up to \$10,000 of medical expense and lost wages, resulting from the accident, irrespective of who was at fault or who caused the accident. Imagine being hurt in a wreck and having large medical bills and not having insurance to pay them. Do you think the emergency room and/or hospital could refuse to provide medical treatment without proof of insurance?

Sooner or later it will happen to you. If you drive, the probabilities are that you will be in an accident. Don't wait until you are sued or are injured to find out if you have adequate automobile insurance coverage. The time for that is now.

Do you measure up?

Overweight versus overfat

Editor's Note: The following is reprinted from "Runner's World" July 1988 issue.

By George Sheehan

When you step off your bathroom scale, the weight on the dial comprises the sum of two components: lean body weight and body fat. Don't confuse the two. Lean weight is an asset; within limits, the more of it the better. But excess fat endangers health and impairs running performance.

Your bathroom scale can tell you if you're overweight, but it can't tell you if you're over-fat. Those "ideal" weight charts used by insurance companies don't distinguish between the two, either. They could easily judge a very muscular person with little fat to be too heavy and grade as acceptable a small person who carries a high percentage of fat.

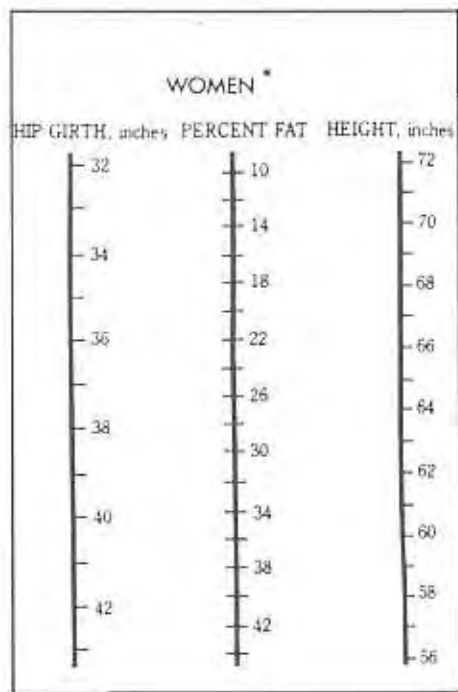
Now, though, you can measure your percentage of body fat quickly and easily with no more than your bathroom scale, a tape measure and the simple charts given here. The test comes from physiologist Jack Wilmore, Ph.D.

You can use Dr. Wilmore's test to find out if you measure within healthy limits of body fat. A high percentage of body fat ranks with elevated cholesterol levels and hypertension as factors that increase the risk of coronary disease.

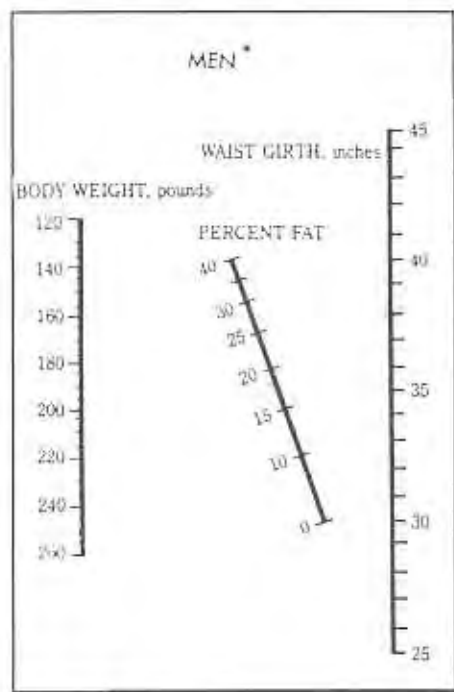
Other tests measure body fat more accurately than Dr. Wilmore's method, but some are cumbersome and expensive. For example, in the hydrostatic weighing method, the tester weighs you while you are submerged underwater. If that sounds unappealing, you could opt for the bioelectrical impedance method, where low-level electric currents pass through your body to measure body fat.

Skinfold calipers provide a less complex method for testing body fat. However, this test requires someone skilled in using the device to measure you. The caliper method produces an average percentage of fat from measurements taken at various areas of the body. Dr. Wilmore's do-it-yourself test can save you from being dunked, plugged in or pinched. Based on the fact that in women fat accumulates at the hips and that in men it settles around the waist, the test requires only two measurements: height and hip circumference in women; weight and waist circumference in men.

If you are a woman, wrap a tape measure around your hips, at the maximum protrusion of the buttocks. Note the measurement in inches. Check your height, without shoes, in inches.



If you are a man, take your weight in pounds. Then measure your waist, at the belly button, in inches. Find your two measurements on the outside vertical lines of the appropriate chart. Draw a straight line connecting those two points. Your approximate fat reading is that point where the line you draw crosses the "percent fat" line.



According to Dr. Wilmore, men should measure between 12 and 17 percent body fat, and women between 19 and 24 percent. Obesity begins just above the upper readings of each gender.

Men who run typically measure 10 percent body fat. World-class males usually go less than 6 percent. The readings for women runners average 5 to 10 percent higher than for men with similar training.

Your body fat percentage is an important statistic, and this simple test determines it quickly. Although it's not precise enough for scientific research, it can accurately signal when you need to do something about your fat figure.

Reprinted with permission from "Sensible Fitness" by Jack Wilmore (Champaign, IL: Leisure Press 1986)

Physical Fitness Program

By TSgt. Mike Mitro
123d CAM

The following information on the Air Force physical fitness program is taken from Air Force Regulation 35-11.

In February 1980, the President requested the Secretary of Defense provide an assessment of the Armed Forces physical fitness program. In June 1981 the DoD revised the physical fitness and weight control program.

This revision required each service to design and implement a physical fitness program consistent with established principles of physical conditioning. The military services were tasked to design tests that, as a minimum, would evaluate stamina and cardiorespiratory endurance and provide an assessment of the physical fitness of its military members.

In August 1982 the Air Force formed a special office at the Air Force Military Personnel Center to review the Air Force physical fitness program. A Fitness Advisory Council was appointed comprised of Air Force physicians, physiologists, dietitians, and related program managers. Their recommendations and enhanced program was approved by the vice chief of staff and released to major commands for review and comments. The program was put into effect in 1986.

The purpose of the program is to encourage individuals to participate in a year round conditioning program and to periodically evaluate the fitness level of Air Force members to ensure they are physically prepared to support all military operations. The objectives of the program are to: ensure Air Force members are physically fit to be trained to military tasks; establish fitness standards which promote the well-being of all Air Force members, without undue health risks; and support Total Force readiness.

Responsibilities of the program range from the base commander who is responsible for the overall program, to the unit commander who is responsible for the administration of the program, to individuals who are solely responsible for keeping their fitness level within the established Air Force standards of fitness.

Best times of walk/run as of July 13

Female Walk		Female Run	
Age		Times	
17-29	A1C Nisa Kaelen	38:00	
30-34	SSgt Marsha Beecham	37:25	
35-39	SSgt Debra Chin	38:12	
40-44	MSgt Margaret Hood	38:33	
45-49	No walkers		
17-29	SSgt Mary Thurman	11:03	
	SSgt Karen Walker	11:22	
	SSgt Carol Campbell	11:26	
	A1C Anne Broadway	11:44	
	SrA Pamela Smith	11:49	
30-34	No runners under 12:00		
35-39	Maj Sherra Rogers	11:17	
40-44	No runners under 12:00		
45-49	No runners under 12:00		

Male Walk

Age		Times
17-29	Sgt James Brewer	34:22
30-34	TSgt Thomas Smith	34:31
35-39	TSgt Larry Farr	34:20
40-44	TSgt Donald Hefner	34:20
45-49	SSgt Robert Dow	34:13
50+	Col Dwight Pounds	36:20
Male Run		
17-29	Sgt Steve Baser	7:33
	SrA Phillip Tinker	8:13
	1stLt Ronald Whelan	8:23
	Amn Gary Spaulding	8:45
30-34	SSgt Jon Kiefer	8:11
	Capt Mark Walker	8:30
	SSgt Steven Ivey	8:35
35-39	TSgt James Delehanty	8:39
40-44	TSgt Eugene Downs	9:27
45-49	Col John Greene	10:53
50+	MSgt Robert Sherek	9:34

Brown Bomber

Flightline crew takes up new hobby - auto racing

By TSgt. Mike Mitro
123d CAM

With the opening of the Louisville Motor Speedway, a unique opportunity came to a few members of the 123d CAM Squadron flightline section automobile enthusiasts -- the crazy sport of legally racing cars.

Together, these enthusiasts bought the Joe Fry "Road Warrior," a 1971 Chevrolet Impala. Working nights they converted the Warrior into the "Brown Bomber" and painted the number 123 on its side.

Driven on Fridays, and if the car is capable, on Saturday nights by Richard "The Bear" Cwiak and Floyd "Pretty Boy" Tuttle, they have found the oval to be a heart hardening course.

"It is something I have always wanted to do," said Cwiak. "I have had some motorcycle racing experience, but I didn't expect the butterflies to be so strong that first night. But as soon as the race started the nervousness went away.

"Finding time to work on the car is the most demanding part on me and

my family, but they do enjoy the racing. Next year I would like to race figure eight or if I could find a sponsor, move up to the Sportsman's Division. I would also like to take the opportunity to thank the guys on the flightline, B&R Speed Shop, and Stooze's Liquor for sponsoring us," Cwiak added.

"The anxiety was unreal," said Tuttle, "but it didn't last long. It's a whole new driving experience, like learning to drive all over again. You learn real fast that you can't be Mr. Nice Guy out there or you will find yourself out of the race real quick. The biggest difficulties have been learning to handle the car and the time and expense it takes to keep it going. I'm really enjoying it and next year if it is possible, I'd like to get a car that is more competitive."

The Motor Speedway is an exciting evening for the family and if you find yourself at the races keep an eye out for the Brown Bomber. If the driver looks like he was stuffed into the car, that's the Bear driving; and if the driver is having a hard time seeing over the steering wheel, that's Pretty Boy. We wish them both good luck and good driving.

Hearing in the workplace

By TSgt. Penney Rogers
123d Tac Hospital
Occupational Health

Noise is one of the most common hazards in the workplace. To do your work, it is vital that you protect your hearing.

"Deafness is the most isolating of all afflictions known to man..." -- Helen Keller

The ear is a fragile organ, able to receive a wide range of sounds. When the unprotected ear is exposed to high levels of noise, hearing loss will occur. Hearing loss can be temporary or permanent, partial or complete, and one or both ears may be involved.

The major cause of hearing loss in the workplace is exposure to hazardous noise levels. The damage can be prevented by using the right hearing protection.

Hearing protection consists of earplugs or ear muffs (and in areas where noise levels exceed 118 dBA, both plugs and muffs), that cover the opening of the ear and reduce the intensity of sound as it enters the ear canal. Earplugs are the best protection from steady noise like jet engines. To be effective, earplugs must be fitted.

The environmental health technicians provide earplug fitting and education on how to protect your ears

from noise. Specially trained technicians will make sure your earplugs are effective against noise and comfortable to wear. About 20 percent of all people have two different sized ear canals, so do not be surprised if you are given two different colors of earplugs.

The physical examination section performs annual audiometry (hearing tests) exams on all full-time members who work in designated Hazardous Noise Areas and all aircrew members. The audiometry tests are required by Air Force Regulation. When you receive notice that your annual appointment is due, **please keep it.**

Bits-N-Pieces

Promotions

To LtCol:

John E. Fleming, 165th TRS
David O. Lynch, 165th TRS

To Maj:

Daniel G. Jones Jr., 123d MSS

To 1st Lt:

Larry W. Bolton, 165th TRS

To SMSgt:

Martin F. Anderson, HqKyANG
Ronald G. Fetchko, TacHosp

To MSgt:

Larry A. Fowler, TacHosp
Larry S. Franklin, 123d MSF
David L. Koontz, 123d MSF

To TSgt:

Michael D. Coleman, 123d CFT
James M. Gannon, HqKyANG
James W. Marlow Jr., 165th TRS

James V. McKenzie, 123d CAM
Robert M. Peden, 123d WSSF
Michael J. Silloway, 123d CAM

To SSgt:

Randall O. Basham, 123d CES
Gregory K. Hundley, 123d CAM
Daryl L. Pogue, 123d CES

To SrA:

Joseph W. Fischer, 123d WSSF
Simon J. Harris Jr., 123d TRW
Helena Hathorne, 123d RMS
Ronald D. Huckleberry, 123d WSSF
Bridget J. Hyde, 165th TRS
Paul R. Kingrey, 123d CAM
Louis M. Marsili, 123d CES
David B. Riedley, 123d CAM
Carl L. Smith, TacHosp
Tanya L. Tonian, 123d WSSF
Jerry W. Wheeler, 123d MSS

To AIC:

Anthony Aldi, 123d CAM
Stephen S. Clark, 123d CAM
Richard A. Dages, 123d CAM

Marc C. Davis, 123d TRW
Karen L. Hendrickson, 123d CAM
Kevin M. Higdon, 123 CFT
Walker W. Ison III, 123d CAM
Freda R. Jones, 165th TRS
Wesley R. Kammerer, 123d CAM
David W. Lundergan, 123d CAM
Joey L. Pate, 165th TRS
Michael J. Payne, 123d CAM
David E. Quarles, 123d CAM
Desiree L. Schladand, 123d RMS
Joseph W. Shelton, 123d CES
Charles V. Thompson, 123d CES

UTA Dates 1989

January	7th and 8th
February	4th and 5th
March	4th and 5th
April	1st and 2nd
May	20th and 21st
June	3rd and 4th
July	8th and 9th
August	5th and 6th
September	9th and 10th
October	14th and 15th
November	4th and 5th
December	2nd and 3rd