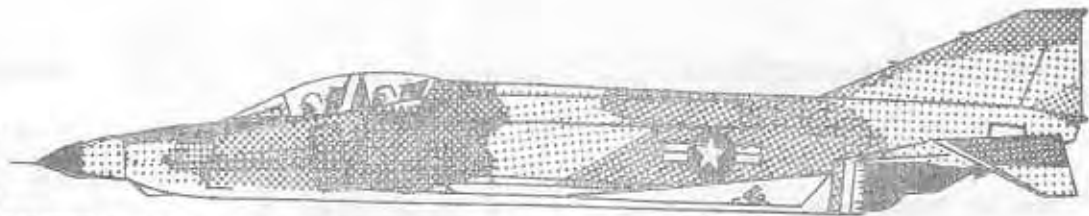




THE PHANTOM'S EYE



123d Tactical Reconnaissance Wing
Standiford Field (ANG), Louisville, Ky. 40213
Saturday, July 12, 1980

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WING RETURNS FROM REALISTIC RDF RED FLAG EXERCISE

Over 90 Kentucky Air National Guardsmen and six RF-4C Phantoms returned from the largest Red Flag exercise ever conducted on June 29.

Red Flag is one of a series of Tactical Air Command Readiness Programs. It is administered by the tactical fighter weapons center at Nellis AFB. The exercise is now in its fifth year.

Red Flag developed out of aerial combat experience studies since World War II which revealed that a crewman's chances of survival increase dramatically after his first ten combat missions. During these initial engagements, the aircrew develops the critical skills needed to survive modern air combat. Red Flag provides aircrews with a convincingly real setting for encountering their first "combat" missions. Nearly 12,000 aircrews have been trained in Red Flag since 1975.

Besides the Ky ANG RF-4c Phantom reconnaissance element, other segments of the TAC force included in the month-long operation were tactical fighters, special operations, and airborne warning and control units.

Many of these units were deployed to Nellis AFB, Nevada, plus other, more austere, satellite bases. This year's exercise was tagged Rapid Deployment Force (RDF) Red Flag.

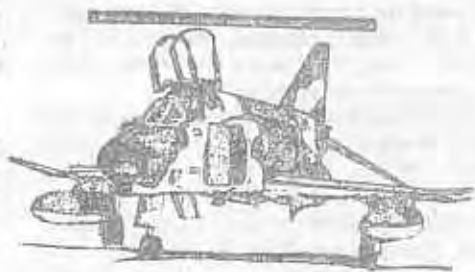
The Red Flag ranges were dotted with multiple and diverse ground targets, such as airfields, vehicle convoys, tanks, parked aircraft, bunkered defensive positions and missile sites. The targets were "defended" by a variety of simulated ground and air threats which gave participating aircrews the most realistic combat training possible.

These threats included simulated surface-to-air missiles and anti-aircraft artillery, and an opposing "enemy air force" flying aircraft such as the F-5 and -- for this red flag -- F-106 Delta Darts and Navy F-4's. The F-5 aircraft and pilots were known as the "aggressors," and were

INSPECTORS JUDGE PERFORMANCE BEST UNDER NEW ORI GUIDELINES

The men and women of the KyANG proved to the ORI team that they were "thoroughly prepared" for the challenge by walking away with an overall excellent rating during the May ORI.

The 12AF Inspector General Tam said, "The professional quality of all unit personnel and their enthusiastic and cooperative attitude reflect the commander's strong leadership . . . even during



specially equipped and trained to use the tactics and techniques of potential adversaries.

Over 150 aircraft participated including TAC F-15 Eagles, F-4 phantoms, A-7D Corsairs, A-10 Thunderbolt, RF-4C, F-4G Wild Weasels, E-3A Sentries, AC-119 Spectre Gunships, and F-111 fighter bombers.

Air National Guard units participating flew the A-10 Thunderbolt, A-7 Corsair, EC-130 Electronic Warfare Aircraft, RF-4C reconnaissance aircraft, and KC-135 stratotankers.

Aircraft, aircrews and support personnel from the Strategic Air Command and military Airlift Command also participated in this largest ever Red Flag which involved over 2,300 personnel and over 5,000 individual aircraft sorties.

ORI NETS EXCELLENT RATING

compound exercise disruption, command and control was highly effective because people knew what to do."

Down the line the unit continued to score in the 90 to 100 percent range with the initial response, employment phase, combat support and the ability to survive and operate all rated excellent while command and control was judged outstanding.

The latter had Colonel Edward R. Shields' team saying "This (command and control) was the best operation seen since new TACR 123-5 implementation."

The setting of this year's ORI was a common operating base (COB) in NATO under attack from the Warsaw Pact forces. The unit was evaluated on its capabilities in conducting employment operations during simulated wartime operations very similar to the types of exercises which the people here have become quite accustomed to during the last year. According to Colonel Carl B. Black, vice commander, "The training really paid off this time."

Unit flying activities were surged to a 2.46 sortie rate over the two day long inspection hampered in part by the weather. Immediate and preplanned missions were tasked and flown on six low level routes and one gunnery range.

The intelligence scenario began as a conventional high threat conflict and escalated to a nuclear environment. A multitude of coordinated enemy action exercises, which included simulated enemy air attack and ground attacks by aggressor forces were used to evaluate ability to survive and operate. A total of 82 sorties were tasked during the employment phase.

Even though the unit was not able to get all the flying in, it did demonstrate "a maintenance capability which exceeded the tasking."

In the end, Maj General John Guice issued a statement concerning his impression of the individual input as was portrayed in the ORI report. "They play an extremely important role in our total Air Force and I am proud to be a part of such a superb organization," General Guice said.

NEXT UTA - AUGUST 2 and 3

BUCK STOP IS AN ATTITUDE

By Col. Thomas J. Hickey
TAC Deputy Chief of Staff, Personnel

The Air Force wants to get initiative, imagination and self discipline out of its people through the Buck Stop program. It realizes, however, that to do this it must get its supervisors to see that Buck Stop is also an attitude they should develop to give subordinates more responsibility.

Supervisors should be receptive to their workers' ideas and also be able to implant their own into their workers' minds.

They have to use restraint and give subordinates the chance to use their common sense and solve problems on their own, instead of explaining every detail about the job, or even taking on the whole job themselves. The workers may try and fail, and make honest mistakes in the process, but the boss should consider this a worthwhile step in the growth of his people.

Further, supervisors should be able to compliment their workers on their ingenuity. Criticism must be limited to ensure the individual will keep trying.

Everyone will have to have the proper attitude in order for Buck Stop to work.



DROWNINGS PREDICTED

Eighteen airmen could drown during the next four months -- five in June, eight in July, three in August, and two in September -- according to Air Force Inspection and Safety Center predictions.

The following situations were among those leading to drownings in June and July 1979:

— A staff sergeant was swimming alone in slightly choppy water. A few minutes later, persons on shore could not locate him and notified lifeguards. He was found floating face down in three feet of water. He had been known as a good swimmer. There was a strong odor of alcohol on his breath.

— A senior master sergeant and three others were fishing 50 yards from the shore when the lake became choppy and their boat began taking on water. The boat swamped and sank in 25 feet of water. The sergeant, who was not wearing a life vest although one was available, drowned. The other three had life vests on and were not injured.

— A technical sergeant was moving his boat to another fishing spot on a lake when he rounded a blind curve. As he came around the corner, he noticed an oncoming boat and turned his craft to the right. The approaching driver turned his boat to the left causing both boats to collide. The sergeant was thrown from the boat and drowned.

Emphasis on water safety this summer can make a difference. Don't become a statistic of what not to do. Take practical measures for a safe outing.



The Phantom's Eye is an official newspaper published monthly by and for the personnel of the 123d Tactical Reconnaissance Wing, stationed at Standiford Field, Louisville, KY. Opinions expressed herein do not necessarily represent those of the USAF, National Guard Bureau or the Kentucky Air National Guard.

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NEW ENLISTMENT INCENTIVES

A recent change to ANGR 39-09 was made granting incentives to certain Guard recruits. Part One of the new program is the payment of enlistment bonus to those enlisting in select career fields. The following is a list of career fields with bonus incentives:

274XO - Command and Control, 293X3 - Ground Radio Operator, 391X3 - Maintenance Analysis, 427X1 - Corrosion Control, 551XO - Pavement Maintenance, 601X4 - Packaging, 605X1 - Air Cargo, 811XO - Security.

Part Two permits enlistment in the grades above Airmen Basic (E-1) for recruits who meet certain educational requirements as indicated below:

- Former service academy students with over 90 days service but less than one year may enlist as an Airman (E-2).
- Former service academy students with one or more years service may enlist as an Airman First Class (E-3).
- College students with at least 20 semester hours of college work may enlist as an Airman (E-2).
- College students with 45 or more semester hours of college work may enlist as an Airman First Class (E-3).

For more information regarding these new enlistment incentives you should contact the Base Recruiting Office.



MAINTENANCE MAN GETS DIPLOMA

SSgt Ronald W. Clark of the 123rd CAMRON is the latest KyANG graduate of the Community College of the Air Force. Sgt Clark works as an inertial navigational systems mechanic. His long hours of additional schooling have earned him an Associate of Applied Science in Avionics Radar Technology degree.

AIR FORCE ASSISTS AFTER VOLCANO ERUPTIONS (sent May 29)

Air Force people from Military Airlift Command, Strategic Air Command, Air National Guard and Air Force Reserve are assisting in rescue and clean-up efforts after the Mount St. Helens, Wash., eruptions.

A C-141 from the 63rd Military Airlift Wing, Norton AFB, Calif., was the first to fly communications-link missions after the mountain erupted May 18.

The 62nd Military Airlift Wing, McCord AFB, Wash., supplied communications-link missions between the Washington state Department of Emergency Services and all aircraft in the area.

The Reserve's 303rd Aerospace Rescue and Recovery Squadron, March AFB, Calif., flew C-130s in support of rescue operations.

The 304th Aerospace Rescue and Recovery Squadron, also a Reserve unit, from Portland, Ore., saved 61 people, airlifting them out of the devastated area. Army, Coast Guard and Civil Air Patrol rescues brought the total to 100.

Air National Guard members from the 252nd Combat Communications Group, Camp Maury, Wash., deployed with three hours of notification, set up their equipment during the night, and by dawn were transmitting from Toledo, 25 miles from the volcano.

Other Guard members are working at a relay site on Capitol Peak, Wash. The 50 Guard members are supporting search and rescue missions conducted by the Army National Guard.

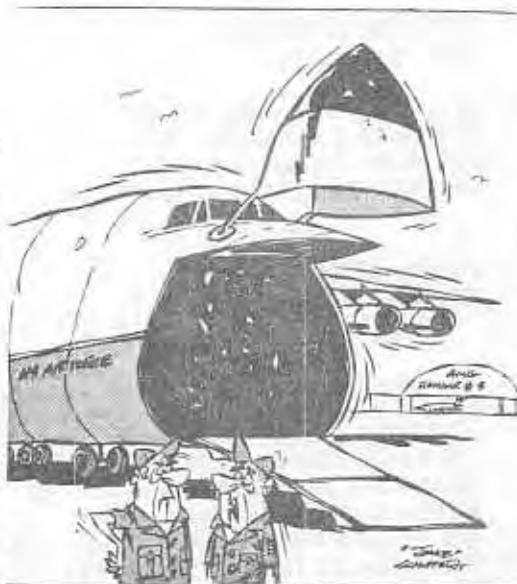
A jeep, specially equipped with satellite communications equipment, was airlifted from the 41st Rescue and Weather Reconnaissance Wing, McClellan AFB, Calif., by the 303rd ARRS, to serve as a communications link between rescue forces and the Air Force Rescue Coordination Center at Scott AFB, Ill.

Fairchild AFB, Wash., was hosting an open house when the volcano exploded. Falling ash closed the open house and halted base activities for more than four days.

Two special aerial reconnaissance missions were flown by SR-71s assigned to the 9th Strategic Reconnaissance Wing, Beale AFB, Calif., for aerial photographs of the volcano's area to assist in relief efforts.

WANT TO BE ON TV?

NBC's Real People is looking for military pieces to run on the show. If you have any story ideas contact the Public Affairs Office ob 420.



"No, I didn't burp; I thought you did."

RECRUITER JOINS ELITE GROUP

TSgt Richard A. Kitchen is now a member of a special group of noncommissioned officers who have obtained the recognition of being a "Distinguished Graduate" from the ANG NCO Academy. Congrats Rick. Colonel Edmund C. Morrisey Jr, commandant said, "This achievement is especially significant because it involved keen competition among a highly motivated group of senior NCOs of comparable intelligence, wisdom, professional competence and dedication to their Air Force professions and the Air National Guard."

OVERBOOKED FLIGHTS MAY MEAN MONEY

If you travel on official business and are scheduled on an overbooked flight, you can now keep any money the airline pays you for giving up your seat.

The new decision applies to both military and civilian employees, but there are certain restrictions:

- You must be asked to give up your seat after you have already been seated in the aircraft.

- You must be scheduled on the next available flight.

- You cannot claim per diem for the additional time away from your duty station.

- If you're a civilian, you can be charged annual leave if the rescheduled flight causes you to get back to work after your normal duty hours begin.

If the delay results in any costs to the government, you must pay them.

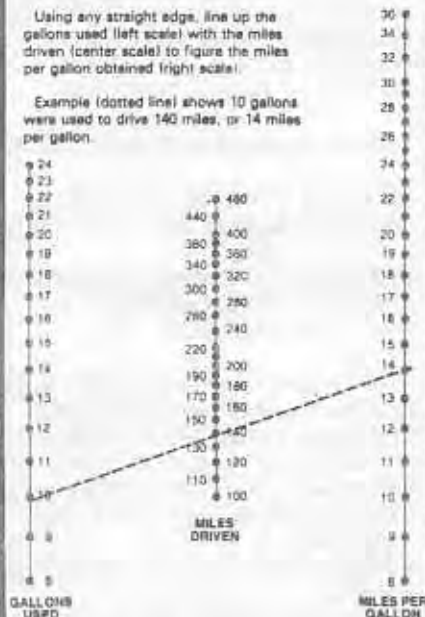
MILES PER GALLON CALCULATOR

TO USE:

Calculate miles per gallon between fillups. Start with a full tank and record mileage. At time of next fillup, record gallons used and miles driven since the previous fillup.

Using any straight edge, line up the gallons used (left scale) with the miles driven (center scale) to figure the miles per gallon obtained (right scale).

Example (dotted line) shows 10 gallons were used to drive 140 miles, or 14 miles per gallon.



ENLISTED ASSOCIATION SEEKING MEMBERS

The Enlisted Association of the National Guard of Kentucky is having its annual membership drive. The association's purpose is to promote and advance the status, welfare and professionalism of the enlisted members of the National Guard. Dues are \$5.00 per year, and membership runs from July 1 to June 30. New members will receive the association's membership plate for the front of their vehicle. For further information and to join, contact any of the following people: Bob Denton, phone 466; Wayne T. Smith, phone 490; or Sam Conder, phone 468.

ADD ONE MORE CANDLE PLEASE

In 1961, West Side Story won an academy award as the best picture of the year; the crimson tide of Alabama was crowned the national collegiate football champions and the Air Force Communications Command (AFCC) formerly AFCS, was established as a major air command. Happy 19th Birthday to the 123d Comm Flight and their major command.

AWARDS RECEIVED FOR

KENTUCKY COMMENDATION RIBBON

TSG Richard W Kitchen, Hq KyANG
A1C Vicki L Stoffregen, 123 RMSq
MSG Billy A Doyle, 123 CAM Sq
SSG Rabon D Adler, 123 CAM Sq
SSG John P Peavey, 123 CAM Sq
SMS William W Goatley, 123 CAM Sq
SSG Donald E Watt, 123 CAM Sq
MSG John N Henry, 123 CAM Sq
SSG Todd H Beasley, Hq KyANG

ARMED FORCES RESERVE MEDAL

TSG Larry N Belcher, 123 CAM Sq
SSG Phillip M Brumback, 123 CAM Sq

AIR RESERVE FORCES MERITORIOUS SERVICE RIBBON AND/OR OAK LEAF CLUSTER

MSG James S Harned, 123 CSSq, 2/OLC
TSG Jay P Lowe, 123 CSSq, 2/OLC
TSG Henry J Blair, Jr, 123 CAMSq, 1/OLC
SSG Michael O Harp, 123 CAMSq, 2/OLC
SSG Albert L Hutt, 123 CAMSq, 2/OLC
A1C Angela E McElroy, 123 CAMSq,
ARFMSR
MSG Paul F Reinhard, Jr, 123 CAMSq,
3/OLC
SSG Walter F Souder, 123 CAMSq,
ARFMSR
MSG Robert J Abell, 123 TAC Hosp,
2/OLC
SGT Herbert J Moore, Jr, 123 CAMSq,
ARFMSR

KENTUCKY MERIT RIBBON

SSG Thomas M James, 123 CAMSq
SSG Cynthia E Hill, 123 RMSq
TSG James D Miller, 123 CAMSq
SSG Frank J Anderson, 123 CAMSq
CPT Liesa M Roelke, 123 RMSq
SMS Charles W Johnson, 123 CAMSq
MSG Hugh M Carberry, 123 TRW
MSG David F Pope, 123 WSSF
MSG Donald B Redmon, 123 CAMSq
TSG Gary E Cline, 123 TRW
TSG Steven L Otto, 123 CSSq
SSG Billy M Milburn, 123 CAMSq
A1C James M Davis, 165 TRS
TSG Kenneth E Conner, 123 CAMSq

OFFICERS APPOINTED INTO THE KyANG

CPT William N Corrigan, 123 TRW
CPT Robert L Burden, 165 TRSq
CPT Mark L Cramer, 165 TRSq
CPT (NC) Sherri L Rogers, 123 Tac Hosp

NEW ENLISTMENTS!!!! (Welcome aboard)

SrA James E Henderson, 123 TRW
SrA Terry L Hilbert, 123 CEFIt
AB Michael S Blakely, 123 CAMSq
SrA Ronald F Radford, 123 CAMSq
SSG David L Koontz, 123 Comm Flt
SSG Leonard A Justice, 123 Comm Flt
A1C Joseph B Bothwell, 123 CAMSq
SSG Robert E L Duncan, III, 123 CSSq
A1C Martin S Kramer, 123 CAMSq
AB John K Disney, 123 CAMSq
SrA Donnie P Stevenson, 123 CAMSq

DISCHARGES

AB Ralph D Johnson, 123 RMSq
AB Marcus B Johnson, 123 CAMSq
SrA Van W Liggett, 123 WSSF
MSG John A Lancaster, 123 CAMSq
SrA Michael G Reynolds, 123 Comm Flt
SrA Jerry M Mason, 123 CAMSq
SGT David G Sutherland, 123 CSSq
SGT William W Montague, 123 CAMSq
SSG David A Keys, 123 RMSq
SGT Larry S Johnson, 123 RMSq
SSG John C. Stephens, 123 TRW
SrA John A Smith, 123 TRW
SSG Herbert D Shown, 123 Comm Flt
SSG Wayne L Stewart, 123 WSSF
SGT Charles L Higgins, 123 CAMSq
SrA Keith H Gibson, 123 WSSF
SSG Lawrence C Roland Jr, 123 RMSq
TSG Larry N Belcher, 123 CAMSq
SrA Lonnie B Scott, 123 CSSq
SGT Steven W Geoghegan, 123 CAMSq
SSG Richard M Pearson, 123 CSSq
MAJ Henry S Youd, 123 Comm Flt
CPT Paul J Reipenhoff, 123 TRW
CPT James E Shay, 165 TRS
CPT Robert D Shumaker, 165 TRS
CPT James J Walsh, 165 TRS
CPT David B Casey, 165 TRS
2LT Patrick J Gannon, 123 RMSq

PROMOTIONS!!!

TO COLONEL*

LTC Harry T Greschel, 123 TRW

TO LIEUTENANT COLONEL*

Major Donald E Engleman, 165 Wea Flt
Major Ronald C McDermitt, 165 TRS
Major John V Greene, 123 TRW
Major Thomas G Mooney, Hq KyANG

TO 1ST LIEUTENANT*

2LT Carol A Sypher, 165 TRS

TO CMSGT (E-9)

SMS Kenneth D Dungan, 123 RMSq

TO SMSGT (E-8)

MSG Kenneth L Franklin, 123 CAMSq
MSG Robert H King, 123 CAMSq

TO MSGT (E-7)

TSGT Ernest E Phillips, 123 CEFIt

TO TSGT (E-6)

SSG James E Bryan, Jr, 123 CAMSq
SSG Michael G Mitro, 123 CAMSq
SSG Jeffry B Onkst, 123 CAMSq
SSG George T Robison, 165 TRS

TO SSGT (E-5)

SGT Beverly J Leavell, 123 RMSq
SGT Anthony W Everett, 123 CAMSq
SGT Robert S Gamble, 123 CSSq
SGT Kenneth O Goldring, 123 CEFIt
SGT Gregory G Gowen, 123 CAMSq
SGT Nicholas F Johnson, 123 Comm Flt
SGT Paul E Wright, 123 CEFIt

TO SENIOR AIRMAN (E-4)

A1C Gloria J Holaday, 123 CAMSq
A1C Jude A Kolb, 165 TRS
A1C Thomas W Knight, 165 TRS
A1C Leslie W McGee, 123 TRW
A1C Edward L Plamer, Jr, 165 TRS
A1C John W Seay, 123 WSSF
A1C John B Wiseman, 123 CAMSq

TO AIRMAN FIRST CLASS (E-3)

AMN Earnie D Cays, 123 CEFIt
AMN Deborah R Nelson, 123 CSSq

*Contingent upon Federal Recognition

COMPLETED CDC'S
LEAD TO
increased PAY

