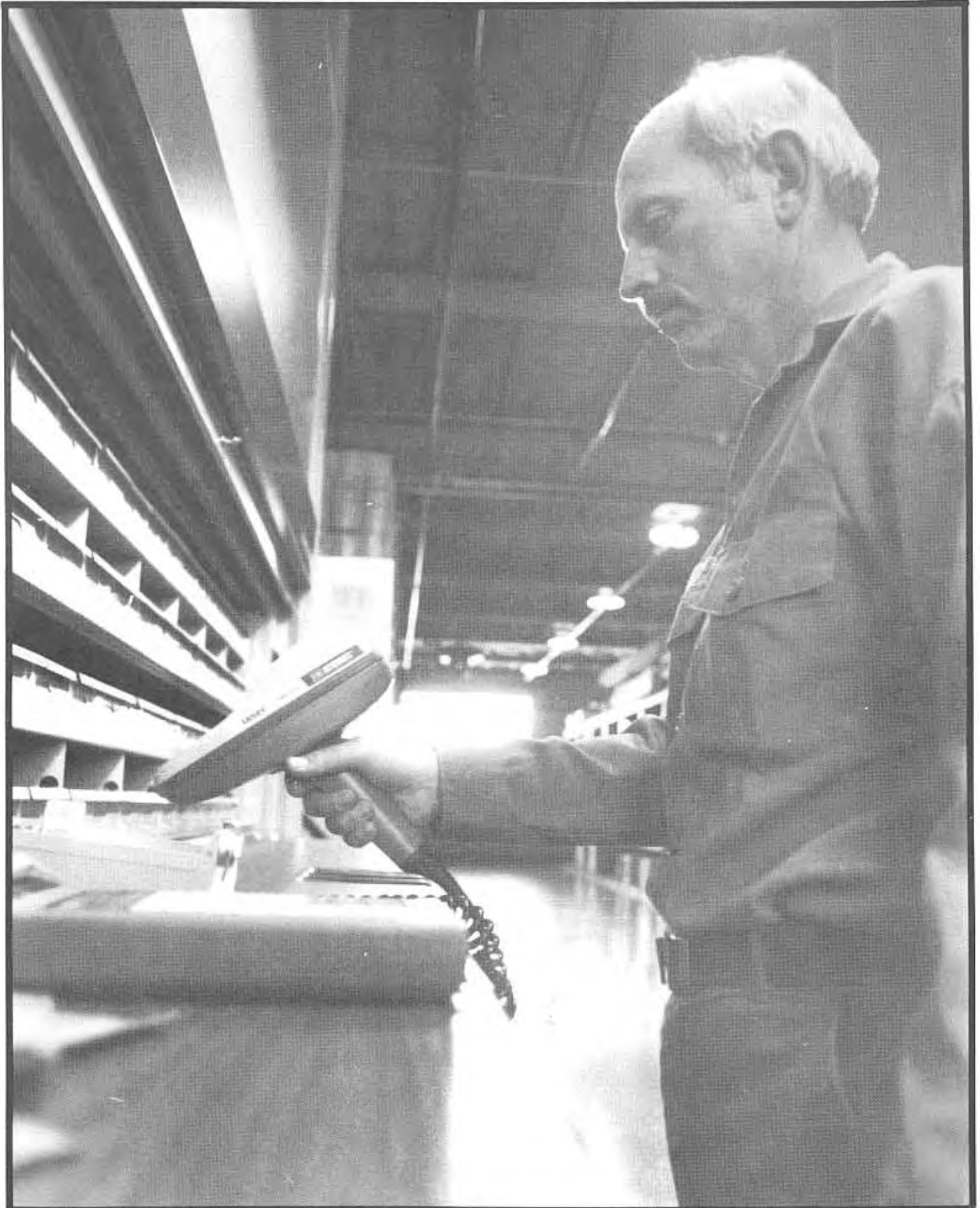


The
PHANTOM'S EYE

123d TRW Kentucky Air National Guard
Standiford Field Louisville, Kentucky
Vol. 4, No. 5, May 14, 1988





KyANG Photo by SrA Dennis Robinson

Inventory duties

Sgt. Terris L. Sharp, 123d RMS storage and issue clerk uses the Logmar Inventory System barcode reader to inventory supplies.

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.

The editorial content is edited, prepared and provided by the Public Affairs Office of the 123d Tactical Reconnaissance Wing, KyANG, Standiford Fld (ANG), Louisville, Kentucky 40213-2678.

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

Deadline for publication of articles in **The Phantom's Eye** is Friday following drill for the next UTA

Armed Forces Day

On Armed Forces Day, May 21, this nation takes time to pause and pay tribute to the contributions made by the men and women in uniform.

As Guardsmen, you are playing an important role in the security and peace-keeping efforts of this country. Each of you has willingly endured numerous hardships in the call of duty — spending weekends and summers away from your loved ones. You have also accepted the challenges that go with being part of the Total Force Concept, working to keep America a free nation.

On this special day, set aside for those of us in uniform, I extend to each of you my deepest appreciation for your commitment and dedication to duty.



Brig. Gen. John L. Smith
 Wing Commander

John L. Smith

Thank-You Letters

Kosair Children's Hospital

Dear Friends:

Thank you so much for your contribution on February 23, 1988.

Your thoughtfulness is deeply appreciated. The important, often life-saving, work we do at Kosair Children's Hospital depends on voluntary support from people like you who care about these kids.

Your thoughtful concern and your generous sharing touch the lives of children in a way that will last long beyond their illness.

On their behalf, thank you once again.

With Kindest regards,

Yours sincerely,

Stanley R. McAnally
 Vice President for Development

Ronald McDonald House

On behalf of the Board of Directors of the Ronald McDonald House, I would like to thank the men and women of the Kentucky Air National Guard for their gift/money.

Your gift goes a long way in helping us provide a home away from home for those in need. Thank you again for your contribution.

Claudia Robertson
 Board Member

AMALGAM WARRIOR

KyANG participates in NORAD exercise

ELMENDORF AIR FORCE BASE --

Blips on the radar screen moved in unison through the military training group as the RF-4s from the 123th TRW, of Louisville, Ky, members of the Red Forces, attempted to penetrate the area, yet avoid detection by the Blue Force F-15s, and F-4s which were set up in combat air patrols.

The mission, to penetrate the region being protected and not be intercepted, was part of the two-week NORAD air defense exercise Amalgam Warrior 88 which began April 19. The exercise was hosted by Alaskan Air Command. Over 800 people and 52 aircraft deployed into Alaska for the largest air defense exercise to be held this year.

The KyANG had 76 people and six aircraft participating.

"This is a unique deployment for us because we're converting to C-130s and this will be our last big deployment with the RF-4s. We're making the most of it," said Capt. Gary Chambers, weapons systems officer with the 123rd. "It's a combination of a learning exercise in that we get to employ with all the different assets up here and Alaska's also an interesting place to be. The terrain we're flying over is something we just don't see over Kentucky."

"Amalgam Warrior 88 engages flying units from all over the United States and Canada in realistic intercept training," said Lt. Gen. David L. Nichols, Alaskan Air Command and Alaskan NORAD Region commander. "The air missions are combined with electronic warfare and communication problems to give combat aircrews and weapons directors a thorough test of their abilities."

The exercise is designed to provide low-level, overland training for intercept crews,

Airborne Warning and Control Center Squadrons and Region Operations Control Center weapons controllers in an increasingly intensified electronics environment. Amalgam Warrior also tests command and control, and the tactics used to counter the electronic threat.

In addition to the Red and Blue Forces, there are White Forces assigned to the command and control function. The 965th AWACS of Tinker AFB, OK, and the 962nd AWACS of Elmendorf provided E-3 airborne command and control while the 11th Tactical Control Group and the Alaskan NORAD Region Operations Control Center at Elmendorf provide ground command and control to the Red and Blue Forces.

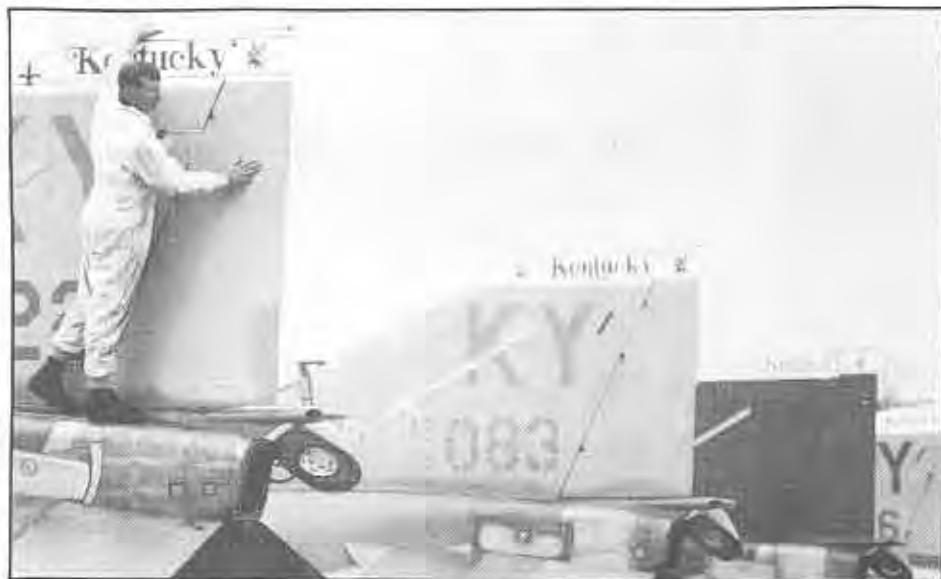
The maintenance crews for both forces play an important part in Amalgam Warrior. The crews have to work fast to turn the planes, launch and turn again.

After the day's missions end, a mass debrief is held with the Red and Blue Forces discussing the day's war and the lessons that need to be applied to the next day's efforts.

The debrief ends with clusters of aircrew members from opposing forces talking together about the day's efforts. Tactics and system effectiveness are discussed. Mental checklists are refined by both sides and both sides begin to prepare to square off in another battle the next day.

In addition to the RF-4s from Louisville, Ky., the Red Force consists of: B-52s from Griffiss AFB, N.Y.; A-7s from Kirtland AFB, N.M.; EF-111s from Mountain Home AFB, Idaho; Marine Corps A-6s from El Toro MCAS, Calif.; T-33s from Portland, Oregon; EWT-33s from CFB North Bay, Ontario; a KC-10 from Barksdale AFB, La.; and a KC-135 from Eielson AFB, Alaska.

The Blue Force includes F-4s from Portland, Oregon; F-15s from McChord AFB, Wash.; F-15s from Elmendorf AFB, Alaska; F-16s from Great Falls, Montana; a KC-10 from Barksdale AFB, La.; and a KC-135 from Eielson AFB, Alaska.



USAF Photo by MSgt. Ed Boyce

TSgt. John Catlett, crew chief, the aircraft rudder prior to flight activity during Amalgam Warrior 88.

LOADMASTER

Workhorse of the Air Force

Editor's Note: The following story is reprinted from The Stars and Stripes, March 16, 1988 edition. The KyANG is converting to the C-130 aircraft. Persons interested in becoming a loadmaster should submit a letter of request with a one-page resume to: 165th TRS/CC.

By Wendy Borland
Staff writer/Stars and Stripes

THE PILOTS THINK they're having all the fun, but Staff Sgt. Bill Walkowiak knows better. The loadmasters in the belly of the plane are the ones with the best jobs, the ones who get the biggest thrills.

"Half the fun is back here," says Walkowiak, who is assigned to the 37th Tac Airlift Sq at Rhein-Main AB, during a recent LAPES (Low Altitude Parachute Extraction System) mission aboard a C-130 cargo plane. "Picture yourself in a roller coaster with a blindfold on."

The 27-year-old Buffalo, N.Y., native has been a LAPES-qualified loadmaster five of his 10 years in the Air Force. He flies one or two LAPES missions a month.

Simply put, a loadmaster's job is this: to supervise the loading of cargo aboard the aircraft (be it food, equipment or people), to secure it for takeoff, to make sure it arrives in good condition at its destination and to see it offloaded.

"You've got to be awake, you've got to be ahead of the game," he says. "The pilot's flying the plane — he's depending on me to know what's going on back here."

"What's going on" varies from the mundane to the extraordinary. The 37th Tac Airlift Sq "Blue Tail Flies" participate in Military Airlift Comd and NATO exercises, take personnel and commissary goods to American embassies in Warsaw Pact countries, provide supplies and equipment to the United States Military Training Mission in Saudi Arabia and have even flown food and supplies to famine victims in Africa.

No matter how routine the mission, Walkowiak packs a pistol in a shoulder holster beneath his green coveralls. All loadmasters do. It's protection against the threat of terrorism and subversion.

"MAC has never had a flight hijacked," he says. "This is to make sure we never do."

Walkowiak's work begins hours before the plane leaves the ground. There are pre-mission briefings to attend, cargo to be loaded and lashed down, and dozens of checks to be made. So many checks, in fact, that he carries on each flight a worn, ring-bound black book to guide him through different cargo-handling procedures. The laminated pages have personal notes scribbled on them.

Work begins hours before flight

Walkowiak's day often begins well before sunup. If a LAPES mission is scheduled to depart at 7:15 a.m., he's at squadron headquarters by 2:45, and on the flight line by 4:30.

He flies three or four times a week. Sometimes he's alone, sometimes the mission calls for two loadmasters.

In the air, Walkowiak's noonday meal is a box lunch. He eats while sitting atop the load, surrounded by the deafening whine of the engines.

"There are some days I wished I worked 9 to 5 and had an actual lunch break," he says, smiling, "but we get to travel. I'm pretty much enjoying it. You name it, I've been there."

Whether the trip is a few kilometers or a continent away, Walkowiak takes along some basic items — a toothbrush, a change of underwear and his checkbook. The crew never knows if the weather will go bad, delaying the return from a mission, or if the aircraft will be diverted to another destination before heading back to Rhein-Main.

The travel may be exciting, but how can Walkowiak get enthusiastic about a job where he spends hours chaining down a tank or cement blocks masquerading as a tank?

"It's a lot of work for two to five seconds of drop," he admits.

The answer can only be found aboard the plane. A couple minutes before a LAPES drop is made, the C-130's back doors open. The top door goes up. The bottom folds down, forming a platform. A couple seconds later, Walkowiak is standing on it, the wind blowing around him, a line connected to his harness hooking him to the inside of the plane.

He's watching tanks rumble around muddy fields in big circles, watching waves cross a wind-whipped lake, watching fields dusted with snow go whizzing by beneath him.

Pretty soon he'll have to get out of the way. But not yet.

Since this particular mission is for training purposes, several passes are made over the drop zone before unloading the three 10,000-pound concrete blocks on-board. During these preliminary passes, drogue parachutes are released.

Drogues are small chutes used to create drag. They're also used to test the pilot's ability to hit the drop zone.

The fun begins when the plane makes its final approach. Walkowiak's normally impassive face lights up. This time, it's for real.

"The load pulls 12 G's, 12 times its own weight," he shouted above the engine's roar. "A person at 12 G's — it would probably break your face."

Lovely.

The first warning goes off at 20 minutes to drop time; the plane is flying in zig-zags. Extra training for the flight crew.

Walkowiak and his partner, Chief Master Sgt. Ken Regan, the 37th's chief loadmaster, don harnesses and camouflage helmets with headsets. There's another warning at 10 minutes to drop, and one or two more after that. With a couple minutes to spare, the loadmasters clamber to the front of the cargo hold. They fold out a seat, and strap in.

The drop happens quickly, yet in slow motion. The C-130 approaches the grassy strip between runways. It's flying at about 135 miles per hour, and comes in only a few yards off the ground. The drogue goes out, whips wildly about in the wind. Then the three main parachutes are pulled out into the winter chill.

Suddenly, the metal platforms holding the concrete begin to slide on rollers that run the length of the cargo hold. Three seconds later the load is gone and the C-130 is lifting into the sky. Dirt and grass spray up as 30,000 pounds of concrete hit the ground and slide a hundred yards or so.

By this time the plane is away, and the loadmasters jubilantly give each other the thumbs-up.

The job is done — almost. They will land at the drop site, a West German air force base near Hannover. There, they will grab a cup of coffee and some wurst, then load the concrete aboard for the trip home. Very anticlimatic.

"Hauling cargo is no big deal," Walkowiak said. "You throw it in there and go on your way."

Beans, Beans, Beans

After weeks of preparation, the KyANG hosted another successful Bean Soup Feast and Open House to raise money for underprivileged children in the Louisville area.

This year 1,664 people were served the traditional bean soup and fixings — cornbread, potato salad, cole slaw and dessert. Approximately 45 percent of the dinners served were for take out.

The event raised more than \$4,600, according to Maj. Glenn D. Adair, project officer.



SSgt. Nancy Tudor and TSgt. Sharon Bizar team up to get the soup out fast.



Even if you're too small for the serving line, the food was good.



Servers were kept busy all day as long lines poured in for the famous KyANG Bean Soup.

KyANG Photos by TSgt. Jerry Becker

Fuel shortage predicted

By Maj. Rick Gabhart
Energy Conservation Committee

The Association of Energy Engineers recently conducted a survey of 600 energy engineers and managers and found that 61% predict an oil shortage by 1993. Fifty eight percent indicated that their firms are preparing for potential fuel shortages and cutting energy costs now by adding to and expanding energy management projects.

Nancy Deloye Fitzroy, president of the

American Society of Mechanical Engineers recently stated, "Everyone professionally concerned with energy knows that another oil crisis is **inevitable** - probably occurring in the 1990's.

As energy professionals we know that another crisis looms, and as experts we must take the lead in making sure that national policies affecting energy are sound and forward-looking. It will be a challenge on all fronts, from government and industry to the general public.

If you know something that these energy experts don't, you should make it known; however, if you don't, you should take to heart their warnings. Another energy **crisis is coming!**

If you ask what **you** as an individual can do, let me make the following suggestion. You can start tracking legislation and writing letters to your political leaders telling them your concerns of the impending energy crisis.

Make your views known to those in management and professional organizations and urge them to take strong positions in favor of increased efforts to be prepared for another energy shortage. Think and act in energy conscious ways such as buying energy-efficient appliances, cars and homes and making energy **conservation** a topic of **conversation** with your families and friends. Don't wait until it is too late.

Guard employers visit Pentagon

By Maj. Jeff Butcher
Public Affairs Officer

Thirty-four Kentuckiana employers participated in a boss-lift to the Pentagon recently. The trip, under the sponsorship of the Kentucky Committee for Support of the Guard and Reserve, was designed to update bosses on their role in the total force thrust.

Each of the seven Guard-Reserve branches, (ARNG, ANG, USAR, USAFR, USNR, USMCR, and CGR), briefed the participants on their respective activities today and for the future. The briefings stressed the value of

Guard-Reserve functions within the Department of Defense.

Lt. Col. Alford T. Taylor, U.S. Army Reserve, stated reservist attrition is costly. He cited findings from our briefing interviews which highlight that 30.8 percent of individuals discharging had a conflict with their civilian job. Another major conflict (31.6 percent) involved family and leisure time.

He stated, "Approximately \$2.7 billion was lost each year due to attrition. Each Army recruit's total training costs, including basic and specialty school, runs close to \$42,000. Then when you consider that the Army has 49 percent of its people leaving after three years, the problem of retention becomes a major concern for DOD."

In comparison, the Air Force has only a 12 percent turnover rate. Blue suiter retention has been the lowest of all service reserve components for more than nine years.

With budget cuts as severe as they are today, the fact that four reservists cost no more than one person on active duty is highly significant, according to Colonel Taylor. Most Americans do not realize that the Guard/Reserve comprises 40 percent of our military complex.

Brig. Gen. Sam Carpenter, director Air Force Reserve, pointed out "60 percent of the tactical airlift is the responsibility of the Guard/Reserve. We could go to war without the Guard/Reserve, but we couldn't win it without them."

Medical Notes

GUM DISEASE

Submitted by Dr. (Maj) John D. Moore
Chief, Dental Clinic

Chances are that you or a family member have some stage of gum (periodontal) disease.

Relax! While many adults do develop some degree of periodontal disease as part of the aging process, there are some steps you can take to prevent periodontal disease.

This article is a compilation of the latest information about periodontal health — information that you can use to retain your smile for a lifetime.

□ Periodontal (gum) disease is caused by plaque, a colorless film bacteria that forms on the teeth. Plaque is most harmful when these bacteria form into colonies — that takes about 24 hours.

If not removed daily, plaque mixes with sugars and starches in the diet to form acids and other by-products in the mouth.

Plaque irritates the gums, causing them to become red, tender and swollen. It causes the gums to bleed easily. If not removed, plaque hardens to form tartar around the necks of the teeth.

Eventually, the tissue that attaches the gums to the teeth is destroyed by the irritants in plaque. The gums pull away from the teeth and small pockets form between the teeth and gums. The jawbone supporting the teeth is eventually destroyed.

□ In addition to plaque, a number of factors cause gum disease including:

Physical and chemical irritants - impacted food, smoking, chewing tobacco, excessive alcohol consumption, or improper use of toothpicks or dental floss.

Oral conditions - badly aligned teeth, poor fitting bridges or partial dentures, defective fillings or habits such as grinding or clenching teeth or chewing ice.

Unbalanced diet - evidence shows a link between nutritional deficiency and the body's ability to fight off infection. Vitamin C deficiency has been linked to gum disease.

Pregnancy - increased hormone levels may aggravate a condition known as "pregnancy gingivitis."

Diseases - diabetes, uremia, liver cirrhosis, anemia and leukemia may affect the health of your gums.

Certain medications - oral contraceptives, anti-epilepsy drugs, steroids and cancer therapy drugs may also affect the gums.

□ What are the signs?

Gums that bleed when you brush your teeth

Red, swollen or tender gums

Gums that have receded or shrunken away from your teeth

Pus between your teeth and gums when you press your gums with your fingers

A change in your bite

A change in the way your partial dentures fit

Bad breath or chronic bad taste in your mouth

Prevention

Thoroughly brush and floss your teeth every day.

Eat well balanced meals and avoid sugary, "junk food" snacks.

Examine your mouth for any early signs of the disease.

Visit your dentist at least twice a year for a thorough cleaning and oral examination.

Telephone Use

Abuse can be costly

By Mr. Boening
HQ AFAFCAJQB

Have you ever felt lonesome, a long way from home, wanted to talk to your loved ones back home? Consequently you use the government phone at work, because nobody will know and nobody pays for the calls you make.

That's what you may think, but, in actuality it's not the case. Have you ever done this? Did you think of the people who were trying to make an official call? How many times have you tried to use the telephone and couldn't due to all the lines being busy?

At one Air Force base the Communications Squadron noticed a significant increase in a quarterly telephone bill. They in turn requested the local telephone company to install logging equipment to determine whether calls being made were for official business or of a personal nature.

Details of logged calls were provided to 12 districts of the Air Force Office of Special Investigations.

Based on results of their inquiries, 25 suspects were identified as having made personal calls. During interviews, 20 of the suspects requested legal counsel and one individual was discharged prior to completion of the interviews.

Although one member was separated from the service, the money for the two calls he made was deducted from his final pay. In addition to \$2,737 being recouped from indi-

viduals for calls they made, 13 received an Article 15 resulting in fines and forfeitures of \$2,339. Nine people received letters of reprimand and two were denied promotions below-the-zone resulting in about a \$1,200 loss of pay to each.

How much are you willing to pay for a telephone call? Reprinted from TIG BRIEF 2 MARCH-APRIL 1988.

Local procedures

By TSgt. Thomas W. Smith
Telephone Control Monitor

The Air Force is prohibited from paying for unauthorized long distance telephone calls.

Personal calls, unless determined to be in the case of an emergency, are considered "unauthorized." If an individual has made a personal call, they must pay the amount,

plus a \$15 administrative fee by check, payable to AFO Blytheville AFB.

The \$15 fee is an assessment in accordance with Air Force Regulation 177-102, paragraph 29-11c, pertaining to AFO responsibilities. The call number must be annotated on the check and the check number must be listed in the remarks section of the AF Form 1072.

Peacekeepers try out for NGB team

Six members of the 123d Weapons System Security Flight have been selected to try out for the Air National Guard team competing in Peacekeeper Challenge '88, a worldwide competition of Air Force security police.

Team tryouts for the guard are being held May 22 to 28 at Kirtland AFB, N.M., where the final competition will be held.

Representing the KyANG in the tryouts are: TSgt. David L. Hill II, SSgt. Christopher S.

Burt, SSgt. William E. Smith, SSgt. William F. Yurt, SrA Delano L. Jewell and Amn Perry D. McDaniel. Sergeant Burt, Sergeant Smith and Amn Jewell participated in the Guard tryouts last year where Sergeant Burt and Amn Jewell were selected to join the Guard team in the final competition according to Capt. Kenneth W. Peters, 123d WSSF commander.

The ANG team will consist of 12 individ-

uals, eight as primary competitors and four as alternates. Team training will be held during the first of October with the competition following from Oct. 9 to 15 at Kirtland AFB.

The competition tests the security team's skill in 11 events, including physical fitness, weapons, defender challenge, accident and crime investigations and information security.

The competition includes teams representing major Air Force Commands and a squad from the Royal Air Force Regiment.

35-10 Standards



Correct wear

SSgt. Dianna Slaughter shows the correct way to wear the women's flight cap, left, and the service cap, right. According to Air Force Regulation 35-10, the flight cap is "worn slightly to the wearer's right with the vertical crease of the cap at the center of the forehead in a straight line with the nose and approximately 1 to 1½ inches above the eyebrow." The service cap is "worn squarely on the head." A rule of thumb for hats with a bill, is that no hair can protrude in front of the cap.

News

Jr NCO Council

Junior NCOs in the 123d Consolidated Aircraft Maintenance Squadron recently joined together to form their own council.

The CAM Junior NCO Council is meeting each Sunday UTA at 1 p.m. to discuss problems and solutions affecting their unit.

During their first meeting items discussed included lack of training, traffic, smoking areas, a unit basketball team and how they wanted to cover the unit.

Members of the council are:

SSgt. Donald J. Woods, orderly room, ext. 451

SSgt. Elizabeth N. Norduft, avionics, ext. 489

SSgt. William Yore III, flightline, ext. 455

Sgt. Chris J. Shufeldt, NDI, ext. 482

Sgt. Joseph W. Smukler, engine shop, ext. 475

SSgt. Michael S. Cunningham, engine shop, ext. 475

Sgt. Wayne S. Reeser, weapon shop, ext. 610

SSgt. Ronald P. Lucas, R and R shop, ext. 581

NCOPC class scheduled

The next KyANG NCO Preparatory Course will be conducted here Aug. 1 - 12.

Eligible airmen first class and senior airmen should contact their unit training monitor to volunteer for the 2-week course. To be eligible, students must possess a five skill level in their primary AFSC, and be a senior airman

or an airman first class with a pay date greater than 30 months.

The NCO Preparatory Course is designed to acquaint airmen first class and senior airmen with the duties and responsibilities they will assume upon appointment to NCO status. It is the first phase in the Air Force Professional Military Education program.

Credit Union growing

The KyANG Federal Credit Union reports their new location and Saturday UTA hours are having a positive affect on membership.

Martha Weisenberger, Credit Union manager, says membership has increased 8.9 percent since the opening. Total membership now stands at 990.

All Kentucky Air National Guard members are eligible for membership in the KyANG FCU. Come on over and join the winning team.

Unit patches

All outside requests for unit patches will be controlled through the wing historian office.

The wing historian is SSgt. Steve Combs, ext. 494. The distribution of these patches is limited to a maximum of eight within any given month and an average of five per month for the previous 12-month period.

Anyone receiving a request from an outside organization or individual for unit patches must refer the request to Sergeant Combs. No charge will be made for the unit patches.



NCOAGA president

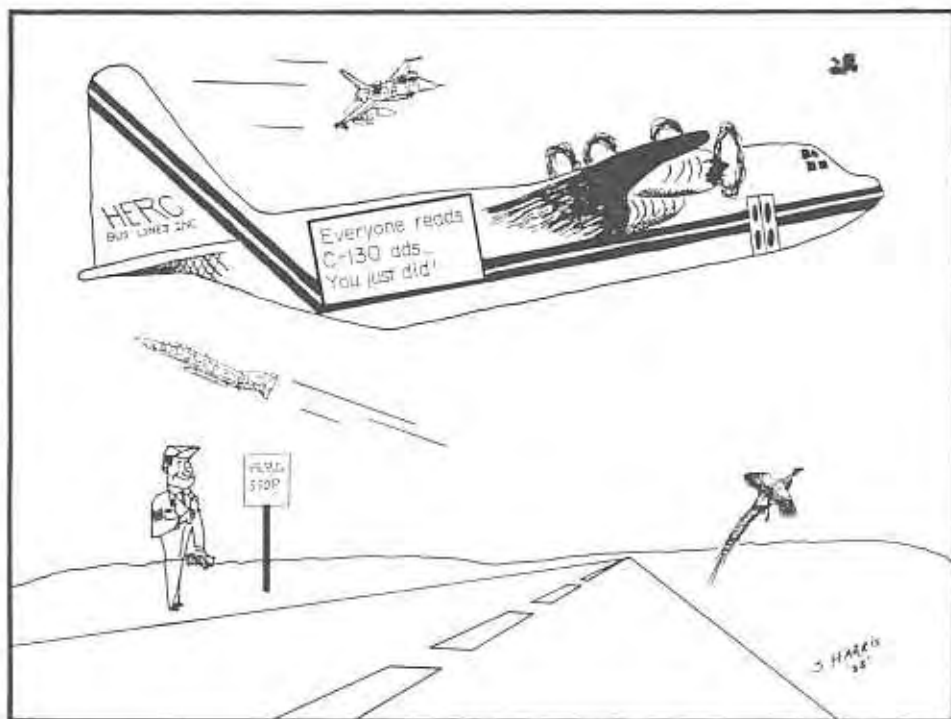
SSgt. Elke Adams, 123d RMS, was recently elected president of the KyANG NCO Academy Graduates Association. Other officers are: MSgt. Richard Scanlon, 123d CAM, vice president; SMSgt. Richard Wilson, 123d CES, secretary/treasurer.

POW Medals available

The Prisoner of War Medal is now available for qualified former prisoners of war or their legal next of kin. Nearly 142,000 service people qualify from World War I, World War II and the Korean and Vietnam conflicts.

An individual, to qualify, must have been taken prisoner after April 5, 1917 during an armed conflict and have been rendered honorable service during the captivity period. The medal is available at no cost to the recipient.

A toll free number (1-800-873-3768) has been established to provide information about the medal and for application requests. Interested parties may also write to the military records center of their particular branch of service during their imprisonment. The next of kin of those missing in action where there is no evidence of their captivity as a POW are not eligible for the medal.



Artwork by A1C Simon Harris Jr.