

THE CARGO COURIER

Standiford Field ANGB, Louisville, Ky.

123rd Airlift Wing, Kentucky Air National Guard

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Rwanda crisis demands help from KyANG

By Col. Edward Tonini
KyANG Chief of Public Affairs

The Kentucky Air National Guard has again been tasked for humanitarian relief duties in faraway lands.

Two Kentucky C-130H transport planes and about 50 unit members left here July 30 to support the Rwandan relief mission. They will join a six-plane, 150-troop theatre airlift "package" that includes Air Guard units from Missouri, Tennessee and Texas.

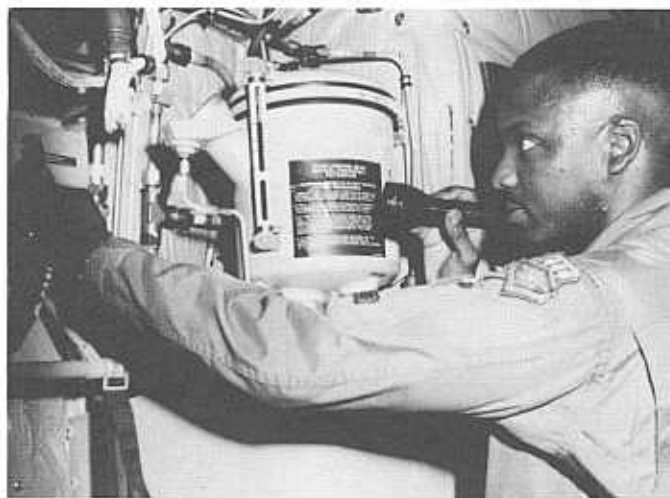
The airlift operation is based out of Mombasa, Kenya, where many of the relief support services from the Restore Hope humanitarian effort in Somalia are still in place. Missions will originate out of Mombasa, located on the Indian Ocean on the east coast of Africa.

At least 500,000 are dead

Refugees from Rwanda have accumulated in surrounding Burundi, Tanzania, Uganda and huge numbers in neighboring Zaire. Three months of fighting between followers of the majority Hutu government and the mainly Tutsi rebels of the Rwandan Patriotic Front left at least 500,000 people dead. Of those who survived, at least 2.2 million have fled the country, including a million who pushed into the Goma, Zaire, area.

The relief effort is being conducted by the United States and other nations as part of a United Nations effort. The "Quiet Resolve" C-130 element is capable of both air-drop and air-land missions.

As of press time, the KyANG commitment to Africa is scheduled to last 30 days. The volunteers include some who currently are serving temporary duty in Panama and England.



Tech. Sgt. Joe Dawson, a flight engineer for the 165th Airlift Squadron, conducts a pre-flight inspection during the week of the 9th Air Force's stan/eval visit here.

K y A N G
photo by Staff
Sgt. Charles
S i m p s o n

Excellent stan/eval rating paints smile on KyANG

By Capt. Ralinda Gregor
Asst. Public Affairs Officer

The 123rd Airlift Wing earned an excellent overall rating during last month's standardization and evaluation visit by the 9th Air Force. The inspection team, which looked at the wing's flight stan/eval program, conducted 45 evaluations of wing crew members.

The 123rd earned excellent ratings in every category possible. Five crew members: Lt. Col. Larry A. Ortkiese; Maj. Jude F. Beyerle; Maj. Robert L. Burden; Capt. Byron K. Morris; and Staff Sgt. Joseph P. Knight were rated exceptionally qualified by the 9th Air Force team.

The 123rd was the first C-130 unit to receive excellent ratings across the board, according to Maj. Mark R. Krause, assistant chief of stan/eval.

"Our hats are off to you -- to the aircrews, the ground personnel and the support personnel," said Col. Bob Ruth, the 9th Air Force team leader. "It's a massive undertaking to convert to a new command," Ruth added.

"I couldn't be more proud of each and every one of you," said the 123rd's wing commander, Brig. Gen. Stewart Byrne, at the outbrief. He said the evaluation shows how well the wing is meeting its first priority, combat readiness, and serving its customers.

"This is a wing evaluation, not an 'ops' evaluation," Byrne said. "It takes a team effort to do this well."

The 9th Air Force team looked at two major areas, aircrew performance and the stan/eval program itself, which is managed by Krause and Lt. Col. Alan S. Bietry.

The stan/eval office faced a big challenge preparing for an evaluation by a new major command. Several issues had to be resolved by the stan/eval staff.

"We participated in a working group of 9th Air Force C-130 units to discuss C-130 issues and policies that might make sense for fighter units but not airlift units," Krause said.

The stan/eval office also looked at other Air Combat Command units to see how they managed their stan/eval programs, he added.

OFF WE GO AGAIN: RWANDA TRAGEDY CALLS

Off we go again...this time to Rwanda. It never ceases to amaze me how well we all pull together when we are challenged.

When I received the call that we were needed again for humanitarian relief, this time in central Africa, I didn't hear anyone complain. You had every right to ask, "why are we being called again?" But you didn't; you simply asked where, when and for how long.

I know that not everyone can commit to a 30-day deployment, particularly this close to the end of the year when most of you have performed your annual field training. But it's nice to know that enough of you found the way to step forward and fill the need. In fact, many of you have asked if you could help in career fields that were not tasked. The bottom line is, we are gaining a tremendous reputation as a top performer in every respect.

About 2.2 million people have fled the Rwanda, including a million who pushed into the Goma, Zaire, area.

When we were putting the deployment package together I had the opportunity to speak to one of the other C-130 unit commanders. It so happens that his



Brig. Gen. Stewart R. Byrne
123rd Airlift Wing Commander

unit just completed their formal Stan/Eval inspection and he proceeded to tell me about some of the problems they had and that he was grateful that they received a "satisfactory" rating. I know how he must have felt, so I decided not to discuss our inspection results with him but I wanted to say how proud I was of all of the "excellent" ratings the KyANG received.

It was also nice receiving compliments from the other commanders at the Air Combat Command Commanders' Conference last week on our many achievements including the Curtis Metcalf Trophy and the Distinguished Flying Unit

plaque. Our unit had a long history of excellence when we flew fighter jet aircraft and you are now establishing the fact that we deserve that same excellent reputation in the airlift mission.

For the past 18 months, the 123rd AW has been involved in high profile "real world" missions around the globe.

When I attend the 50th D-Day anniversary reunion of the 359th Fighter Group next month, I will proudly tell them about your achievements and excellent reputation.

You see, the 123rd Airlift Wing traces its roots back to the 359th Fighter Group of the U.S. Army Air Corps, and we display its battle honors on our unit flag today. The current president of the 359th Fighter Group Association, retired-Col. George Doersch (a former guardsman) is the unit's second leading "ace" with 11.5 confirmed kills while flying the P-47 and P-51 fighter planes.

This gathering of old soldiers will be gratified to hear that you are carrying on the tradition of excellence that they established during World Wars I and II, and I will be proud to tell them of your many achievements. It's certainly an honor to be your commander. Thanks.

This funded Air Force newspaper is an authorized publication for members of the military services. Contents of THE CARGO COURIER are not necessarily the views of the government, the Department of Defense or the U.S. Air Force.

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Call the PA office if you have a story idea or an article to submit. The deadline for the September issue is Aug. 19 and articles may be delivered to our office in Bldg. 7.

Hazardous spill tests new truck; KyANG fireman respond in city

By Maj. Jeff Butcher
Wing Public Affairs Officer

A potentially hazardous material spill gave the 123rd Airlift Wing's new A/S32P-23 Crash Fire Rescue Vehicle its first real test on July 5. KyANG firefighters responded to an off-base naphtha chemical spill at the CSX rail yard, just southwest of the airport, according to Master Sgt. Danny Brooks, the unit's crew chief.

The P23 vehicle had been on station only a month, but the crew was fully qualified to take advantage of its unique capabilities, explained firefighter Tech. Sgt. Ed Duke. The crash-rescue truck comes with a 3,000-gallon water tank and the capacity for 500 gallons of foam, Duke said.

The airport authority's water tanker was out for repairs. The KyANG crew answering the call included Duke, Brooks, Steve Slinger and Johnny Wilkinson.

Sixteen railway boxcars were involved. Eight were turned over, including a UNOCAL Corp. tankcar carrying Naphtha. The hazardous material comes in various forms that are highly volatile,

VA Medical Center Receives Big Thanks



KyANG photo by Staff Sgt. Drew Fritz.

The Kentucky Air National Guard's 123rd Medical Squadron recognized the Veterans Medical Center in Louisville recently for its support of Air Guard employees there. Several VA employees serve in the 123rd, and the recognition was coordinated by the Kentucky Committee for Employer Support of the Guard and Reserve. From left is Capt. Connie Carrillo, a VA nurse; Agatha Fox, a CCU nurse at VA; Lt. Col. Charles Bruce, commander of the 123rd MS; Sarah Gillis, chief of nursing services at VA; and Lt. Col. Patricia Horsey, the 123rd MS's chief nurse.

often flammable liquid hydrocarbon mixtures, Brooks said.

The seriousness of the incident grew. Eleven fire departments, three law enforcement agencies, two emergency-medical services and a host of other governmental and community agencies responded.

Duke said the responding fire trucks only had a 1,000-gallon capacity with the foam mixtures, requiring five-gallon drums to be trucked onto the site.

A city hazardous material team relied upon the guardsmen to blanket the entire area prior to them making an evaluation and assessment. Once this was done the painstaking, tedious job began. The objective was to clean up the area without letting any sparks ignite, said Duke.

"It was a real team effort," he remarked. Relief members included Tim Cox and Staff Sgt. Lennie Wheeler.

As the foam dissipated, guardsmen would cover it up until the hazardous material team did its work. Fortunately the P23 could shoot over the tank cars.

About 28,000 gallons of naphtha was recovered without incident, Brooks said.

Fifteen hours later the firefighters were able to step out of their bunker gear with a great feeling of satisfaction. "Everything came together. It was a very safe operation," said Duke.

KyANG Triathlon



*Saturday, Aug. 27 at 9:30 a.m.
Camille Wright Pool in New Albany*

*Swim 500 meters, Bike 15 miles and
Run 3 miles. Open to KyANG only*

*\$10 entry fee includes race & T-shirt.
Deadline is Aug. 14. Call MSgt. Jim
Smith at 288 to sign up. Be there!*

Paper Chase: Tons of duplicate TOs erased

By Capt. Pat Wimsatt
Wing Quality Officer

A unit quality team in the 123rd Maintenance Squadron saved taxpayers some money by reworking the set of technical orders stowed on each C-130 aircraft here, according to Chief Master Sgt. Frank Hall, NCOIC of the organizational maintenance branch.

Known as G-files, the files of technical orders and reference materials are stored on board each aircraft for use by the maintenance crews. Many of those same TOs are filed in various maintenance shops on base.

The aircraft crew chief is responsible for filing and maintaining items kept in the aircraft G-file.

According to one of those crew chiefs, "The tech order file was so large that we spent more time updating TOs than we did fixing airplanes some days."

"No room on the aircraft existed to house TOs, [there was] no order to it, and much time was consumed working TOs," added Hall, the process owner.

The team took more than seven months to review more than 180 different TOs in the G-file, using criteria such as TO usage, regulation criteria and time required to maintain a particular TO.

Based on those criteria, they deleted 67 TOs from each aircraft G-file, Hall said. Overall, 307,800 pages of TOs were deleted, which may prove to be a significant savings to



Why are these guardsmen smiling? They just eliminated more than 67 technical orders. From left are: Tech. Sgt. Steve Holaday; Master Sgt. Ed Sachleben; Master Sgt. Darrell Minton; Staff Sgt. Bob Kelly; Tech. Sgt. John Catlett; and Tech. Sgt. Frankie Bronger. All serve with the 123rd Maintenance Squadron.

KyANG photos by SMSgt. Dave Tinsley



the Air Force. The benefits of this project may extend beyond the base. "ACC has been looking for a solution to this

problem," he explained. "They currently are still examining our data, but they realize no other unit has tackled the problem because of it be-

ing too large and too time-consuming." "Morale is much better; crew chiefs now have time to accomplish other things needing attention," added Tech. Sgt. John Catlett, a crew chief.

"I appreciated being asked to assist, even though it took time away from my regular job," added Master Sgt. Ed Sachleben, a communications-navigation technician.

The team was led by Tech. Sgt. Frank Bronger, a crew chief assigned to the organizational maintenance branch.

Other team members included Senior Master Sgt. Richard Cwiak, a flightline chief; Master Sgt. Steve Rogers, a flight engineer assigned to wing stan/eval; Master Sgt. Darrell Minton, a crew chief; Tech. Sgt. Steve Holaday, an electro-environmental system mechanic; Staff Sgt. David Pierce, an "iso" dock mechanic; and Staff Sgt. Robert Kelly, an assistant

crew chief. Master Sgt. Sheila Atwell and Staff Sgt. Pat Pritchard, both from the life support section, facilitated the team meetings to help the group stay on track.

Brig. Gen. Stewart Byrne, commander of the 123rd AW, commented on the team's effort.

"That's what quality is all about. It's letting the people who know the work streamline the work in a manner which makes us more productive, more efficient, more economical.

"It's a wonderful success story for the wing's quality initiative," he added. "Much credit and thanks go to the members who worked this issue."

Guard, Reserve seek ways to help employers

WASHINGTON (AFNS) — Concerned that the level of current Air Force Reserve operations could affect readiness, reserve leaders are supporting current congressional efforts to help reservists and their employers.

Included is a tax credit for employers of Guard and Reserve members, and mobilization insurance to protect reservists against income loss incurred by extended military duty.

Air Force Reserve operations, which have run high since the end of the Cold War, have raised employers' concerns about coping during frequent requests for voluntary reservist participation, Air Force Reserve officials said.

Although federal law prevents employers from discriminating against reservists, some employers are skittish about hiring reservists who could be called away at a moment's notice. What might help, they say, are tax credits to offset the temporary absence of employees for military duties.

Legislation proposed by U.S. Rep. Michael Bilirakis (R-Fla.) provides employers with a tax credit of 10 percent of a reservist's salary for military leave uncompensated by the employer. It also gives employers a tax credit of 50 percent of any amount paid by the employer during the military leave of the reservist.

The bill sets a \$2,000 limit per employee during any taxable year. It gives employers full credit for any period of active duty during a normal workday.

While an incentive of this type won't

alleviate the cost employers accrue when employees are activated, it can lessen the burden, Reserve officials said. During congressional budget hearings this spring, Maj. Gen. John J. Closner, chief of the Air Force Reserve, said the issue must be addressed.

"Our increasing role in peacekeeping and humanitarian relief is well-illustrated by the Reserve C-130 rotation to Europe in support of Bosnian relief operations and our F-16s and A-10s flying Operation Deny Flight missions," Closner told Congress. He said such operations "underscore the magnitude of the demands placed on our people, their families and employers" and "may reach a point where peacetime requirements exceed our wartime taskings."

Closner added that employers are willing to make sacrifices during major contingencies but are less able to support long-term requirements such as those in Bosnia and Somalia.

Reservists also are vulnerable to income loss, particularly during longer operations. During Operation Desert Storm, self-employed reservists, many of them health professionals, suffered major income losses. These losses imposed seri-

Comin' Right Along



KyANG photo by SMSgt. Dave Tinsley

Construction of the new Kentucky Air National Guard base continues near the I-65 and Grade Lane exit. Above, workers make progress on the new headquarters building, which has a completion target date of next fall. What appears to be a tower is the entrance, with the stairwell located in front.

ous hardships and affected recruiting and retention, officials said.

"Making low-cost mobilization insurance available to reservists would undoubtedly help retention," Closner said.

"Because we spend so much time away from home and civilian jobs, our families and employers remain two of the most important parts of the reserve support structure," he said. "Without them, our current level of participation would be difficult, if not impossible, to maintain.

New uniform not required for photo

An official photograph in the new uniform is not a requirement for promotion, according to the Air Force Military Personnel Center.

Recently, there have been rumors that officers have to, or should have, their photograph taken in the new uniform if they want to be competitive for promotion. This is

pure rumor and is simply not true, officials said.

Setting the record straight, officials said that the mandatory wear of the new uniform is not until Oct. 1, 1999, and officers are not required to wear the new uniform until then.

The new uniform is still not readily available in all military clothing sales outlets.

A Measure Of Success

By Capt. Pat Wimsatt
Wing Quality Officer

Quality -- what exactly does that mean, and what is Total Quality Management and ACC Quality?

Well, many of us have been introduced to quality through our base Quality Awareness Course, and we learned quality can be a perception that means different things to different people. We all have our criteria for what we consider to be quality. To some it's image presented, to others the physical features of a product, and still to others the reliability of a product. So, how do we interpret ACC Quality, and what does it mean to those of us in the Kentucky Air Guard?

If I had to sum up quality in three words it would be "*customer-focused teamwork*." All the books and videos about quality talk about people, products and processes which essentially is customer-focused teamwork. Customers are the reason for our existence. Identifying who they are, the products they want and how well we're meeting their needs and desires are rudimentary first steps on a quality journey.

Teamwork encompasses everything else. To have effective teamwork we must have individual involvement, ownership and commitment. Members of the organization must share a common vision and mission, and understand their relationship to it.

Lastly, but most importantly, leadership and management must allow it to happen. Leadership must recognize the strength in teams and allow them to build and grow. Teamwork means *empowerment*, the ability to let go and trust members to accept responsibility.

Our quality journey is designed to develop customer-focused teamwork, but it takes your support and patience. Quality doesn't happen overnight. It takes

time to change systems, philosophies and culture. Training each member is time-consuming, but it's important to deliver quality courses, not a "fill the square - get a certificate" courses. During this period of slow-growth challenge let's ask *why*; discuss the "what fors;" don't give up on quality; *and please be patient*.

OK, so what isn't quality? A manager here asked me, "What happened to the rule books; does quality mean virtual freedom for our workers?" A worker asked me, "Why are we still having open-ranks inspections if we're becoming a quality organization?" Well, no, quality does not mean virtual freedom for our workers, and open-ranks inspections will probably continue. Certain changes in methods, however, for both actions can take place by using quality principles.

First, the rule books. A totally free workplace would be no more efficient than a totally lawless society. We need rules. *What quality asks us to do is change the rule makers*. Management needs to change roles. Rather than directing and controlling, they lead and mentor. The coach of a champion sports team allows his players to call the plays, and then coaches them through the successes and failures. Managers need to loosen the reigns and workers need to accept rules and the responsibility to begin improving those rules by

setting new standards and developing new ways of doing things.

Second, the open ranks. Let's consider the environment in which we are adapting quality. The military is rich with traditions and ceremonies -- the KyANG is a military organization with military traditions. We should be proud of our military heritage and ceremonies, and realize they are a way to display the pride we feel. Perhaps the word "inspection" needs to change to "presentation."

Rather than considering it an inspection (indicating a lack of trust from the commander to the troops) we should consider open ranks as a chance to present ourselves to the commander with pride



Rewards far outweigh the work

and professionalism. Commanders can encourage their members to display the military image properly and unit members can embrace the chance to "show off."

Quality shouldn't take away from our profession of arms any more than it should ask General Electric to quit making appliances. *Quality focuses us on learning the reasons behind what we do and figuring out how to do it better*, so we guarantee our right to keep our product on the market -- the product of defense for our country.

AFSA Needs Help With VA Patients

By Capt. Ralinda Gregor
Asst. Public Affairs Officer

The local chapter of the Air Force Sergeants Association is collecting clothing and personal items for veterans in Kentucky VA hospitals, according to Staff Sgt. Mark Jones, the chapter's president. Guard members wishing to donate items may leave them in collection bins located here on base, Jones said.

The veterans need toiletries, shaving items, towels, washcloths, books, magazines, writing supplies and new or gently-used clothing. His organization will distribute donated items to the VA hospitals in Louisville and Lexington as well as the VA nursing home in Lexington. Ac-



ording to Jones, the VA relies upon donations to provide these personal items to hospitalized veterans.

The AFSA hopes to continue this

project throughout the year. "The need is never going to go away," Jones said. "We're looking for a little generosity over a long period of time."

Donations are tax-deductible and individuals who desire an itemized receipt may leave their name, address and an itemized list in a bag with the donated items. Questions may be directed to Jones at on-base ext. 563 on drill weekends.

The Air Force Sergeants Association will also accept cash donations to purchase items for the veterans.

Checks should be made payable to AFSA Chapter 482 and designated for VA hospitals. Checks may be mailed to AFSA Chapter 482, 9506 Titan Drive, Louisville, KY 40229, Jones said.

As health care reform heats up, Pentagon protects

By Tech. Sgt. David Masko
Air Force News Service

WASHINGTON -- At a time when Congress is debating the National Health Reform Plan, the Pentagon and the Air Force are standing firm on protecting the military's health care benefits.

Secretary of Defense William Perry has said providing quality health care for military people and their families is "The right thing to do." Perry also said he's committed to keeping the benefits safe from budget cuts, even while national health plans are pending in Congress.

"In the military, we are family. And like family, we take care of our own..." -- William Perry

"Our people in uniform have volunteered to put their lives on the line to protect our nation and our security. And we owe in return, these service men and women, the highest quality of life possible," said Perry at the National Naval Medical Center at Bethesda, Md.

"In the military, we are family," he said.

"And like family, we take care of our own. This means that they need the very best in diagnosis, treatment and preventive medicine and advice," Perry said. "We want our people to know that first, the department is concerned about their

health. And second, we will manifest that concern with real action.

"Also, we want our men and women in uniform -- whether they are at home or deployed abroad -- to have the peace of mind that we will care for their families."

Gulf War 'mystery ailments' get review; registry opened

(AFNEWS) -- "Come in and let us help you." That's the message from top Department of Defense officials to veterans who feel they have a Persian Gulf war-related sickness. To make reporting easier for veterans, the DoD set up a toll-free number: 1-800-796-9699.

To quell fears of career reprisals, Edwin Dorn, undersecretary of defense for personnel and readiness, put a hold on involuntary separations of those who feel they have a Gulf-related illness.

Since the end of Operation Desert Storm, veterans have complained of a range of symptoms they believe are re-

lated to their service. Doctors have been unable to diagnose the cause of many of those illnesses. A recent National Institute of Health technology assessment workshop found that these undiagnosed symptoms constitute not a single disease or "Persian Gulf Syndrome," but rather a range of illnesses with overlapping symptoms.

People in the United States can call the toll-free line. They will be treated and entered on a registry to help officials track Gulf-related illnesses. Both DoD and the Department of Veterans Affairs are cooperating on the registry.

Jet noise killing chickens?

By Tech. Sgt. John Martin
123rd Wing Historian

Shortly after the arrival of the unit's RF-4C Phantom IIs, the base began receiving telephone calls from irate residents complaining about noise from the unit's aircraft on takeoffs and landings.

An article in the Aug. 3, 1976, *Courier-Journal* stated that local residents living in the flight path from Audubon Park north to the Crescent Hill area complained that the "noise from ... jet engine roar ... sounded like a war-movie fighter plane in a fatal dive."

Col. John B. Conaway, air commander for the KyANG, did admit that the new aircraft made a distinctive noise, much louder than the recently phased out F-101 aircraft, but he made a statement that the unusually heavy flight schedule would subside by the end of summer. This would allow the unit to resume normal flights and give local residents a little more peace and quiet.

Just for the record, residents had attributed jet noise to shaking building foundations; rattling dishes and glassware; and frightening house pets, including a call from an angry farmer who stated "my chickens are dying of heart failure because your jets making all that noise."

One year later in 1977, noise of a different type was heard at the KyANG base where guardsmen and the city itself celebrated the 30th anniversary of the unit in Louisville. Part of the celebration was a reunion of all former members of the KyANG with a static display of all aircraft that had been flown by the unit dur-

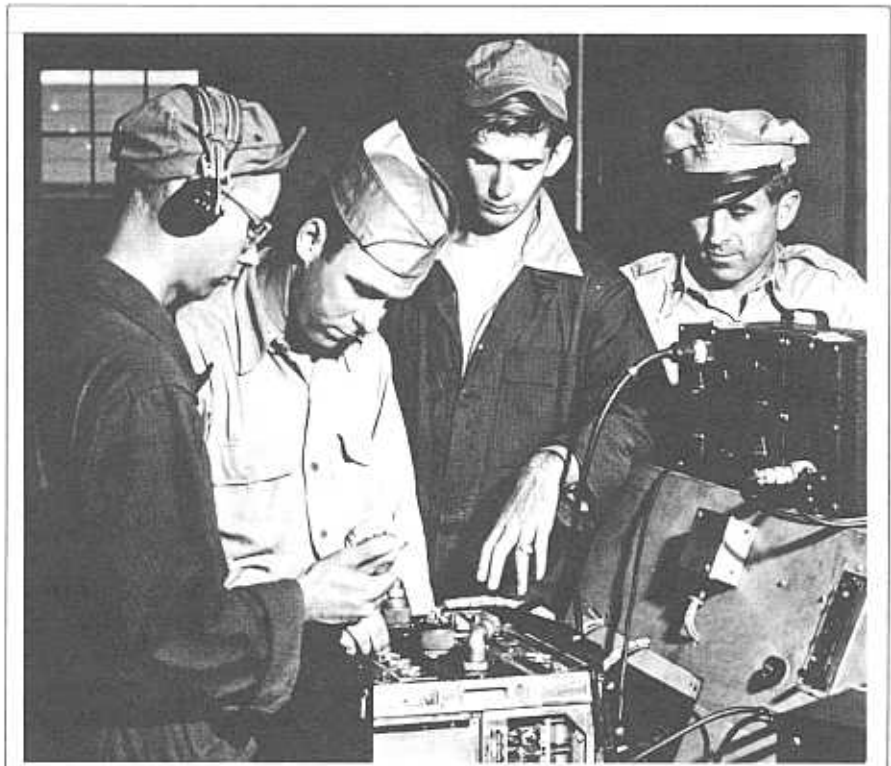


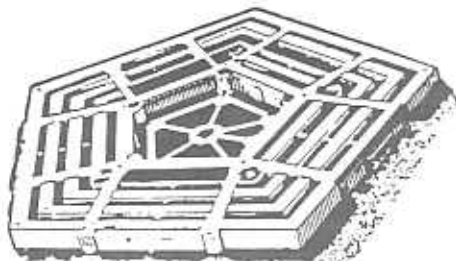
Photo is from the KyANG historical archive
First Field Training: 1948 saw the Kentucky Air National Guard go to Camp Atterbury, Ind. Here, members of the 223rd Air Service Group were working on a radio. Included were Tom Lamb, left; Sam Duncan, second from left; and Capt. Dick Senn, right. Identity of the airman, third from left, is not known.

ing its 30 years of service. Among the featured speakers at the celebration were Maj. Gen. Richard Frymire, the adjutant general of Kentucky; retired wing commander Maj. Gen. Phillip L. Ardery; and Brig Gen. John B. Conaway, deputy director of the Air National Guard.

Question for August: How many awards have been earned by the KyANG over the past 48 years? Too many to

count, but our partial list includes seven AFOUAs; three Spaatz trophies; the Curtis Metcalf Trophy; the Winston P. Wilson Trophy; two Air Force Organizational Excellence awards; three ANG bowling championships. (We might add to this list before the year is out).

Question for September: How many "fighter aces" have been members of the KyANG? Answer next month.



F-117 becomes 'Nighthawk'

HOLLOMAN AFB, N.M. (ACCNS) – The F-117 Stealth aircraft officially took the name "Nighthawk" on June 24.

The name was among the first group submitted when 12th Air Force officials began the process of naming the aircraft on Oct. 4, 1990. Originally, the name was reserved by Sikorsky Aircraft for HH-60D helicopters.