

---

---



# THE CARGO COURIER

---

Standiford Field, Louisville, Kentucky

123rd TAW Kentucky Air National Guard

Vol. 5, No. 6, July 8, 1989





KyANG Photo by SSgt. Charles Simpson  
**Taking aim**

A member of the 123d Weapons Systems Security Flight uses a MILES -- Multi-Integrated Laser Engagement System -- under simulated combat conditions. The weapons are used to test firing accuracy. The weapons consist of a transmitter on the weapon and a receiver attached to a harness system on the body and helmet. This is very similar to laser tag games. The equipment was on loan from Fort Knox.

### THE CARGO COURIER

This funded Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of THE CARGO COURIER 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 Airlift Wing, KyANG, Standiford Field (ANG), Louisville, Kentucky 40213-2678.

Brig. Gen. John L. Smith	Commander
Maj. Jeff Butcher	PAO
Maj. Toby Harrell	Asst PAO
TSgt. Jenny Montgomery	Editor
SSgt. Jeff Sansbury	Staff Writer
SSgt. Sandra Merriweather	

Administrative Support

Deadline for submission of articles for THE CARGO COURIER is the Friday after each UTA for publication the following UTA. Articles should be given to TSgt. Jenny Montgomery, Rm 123 of the O&T Bldg.

## Commander's Column

### Maintaining hair standards

I would like to take a few moments this month to re-emphasize the importance of everyone's compliance with AFR 35-10. It is up to each of us to police ourselves and just as important it is up to all supervisors to ensure your people are meeting the standards.

The KyANG has been recognized for being among the best -- the area of dress and appearance should be no different. We should always strive to do more than just barely meet the standards. This means not "fudging" when it comes time to getting a haircut.

Although all aspects of AFR 35-10 are equally important, your personal grooming standards are one of the first things noticed while in uniform. Men, make sure your hair is within set standards, which includes keeping it off the ears and collar. Women, your hair must not go below the bottom of the shirt collar, whether worn up or down.

I expect all commanders and supervisors to enforce AFR 35-10 completely.



**Brig Gen. John L. Smith**  
Wing Commander

First impressions are lasting impressions. The first impression people make of the KyANG should be positive. One way to guarantee this positive impression is to ensure you are within the set standards everyday you wear your uniform. Not just during inspections.

## Chaplain's Column

### Patriotism

One bleak day in February, 1832, a young theological student sat in his room at Andover Seminary. Samuel Francis Smith was going over a sheet of German songs for children, given him by a friend, the composer Lowell Mason. Sunset shadows crept into the room and Smith was tired from a strenuous day of study. He was relieved to spend a few relaxed moments going over his friend's music.

As he hummed over one after another, one struck his fancy. He glanced at the words at the bottom of the page and his knowledge of German told him that the words were patriotic, but they did not appeal to him. He decided to write his own words. He searched around


his desk until he found a scrap of paper. On this, as he tapped out the rhythm of the music, he began to write:

**My country, tis of thee**  
**Sweet land of liberty,**  
**Of thee I sing:**  
**Land where my fathers died,**  
**Land of the pilgrims' pride,**  
**From every mountain side**  
**Let freedom ring.**

**FREEDOM**

*John Hancock*

That's what America--and the Air National Guard--is all about. We encourage you to re-enlist in the Guard for your country. And for yourself.


**KEEP GUARDING AMERICA'S SKIES.**

# Briefs

## Annual picnic

It's time once again for the KyANG Annual Picnic -- a chance for casual interaction between the sections and spirited camaraderie.

This year \$500 for the picnic was appropriated from funds raised for the 1988 Air National Guard Senior Commander's Conference hosted by the KyANG. Members of the wing worked many long, demanding hours

to ensure the Conference was a success and this is one way to say thank you, said Col. Joseph L. Kottak, wing vice commander and conference chairman.

The festivities begin tomorrow at noon after a short commander's call by Brig. Gen. John L. Smith, wing commander. The menu calls for traditional picnic food: hamburgers, hot dogs, potato salad and baked beans.

Members will be released for the day once the picnic is over, starting around 2:30 p.m., according to General Smith.



KyANG Photo by Sgt. Charles Simpson

## Home sweet home

This small bird flaps her wings diligently to ward off strangers from her nearby nest of eggs. The bird's nest and eggs were nestled among the rocks on the ground across from the playground area. Members of the civil engineering squadron roped off the area for protection until the eggs hatched.

## New Secretary of the Air Force

The 18th secretary of the Air Force was sworn in May 30.

Dr. Donald B. Rice was sworn in by U.S. Supreme Court Justice Anthony M. Kennedy at the Pentagon parade grounds.



## Superior achievement

Sgt. Darryl J. Loafman received a certificate as Honor Graduate in recognition of superior academic achievement at the Apprentice Fire Protection Specialist Course, Chanute Technical Training Center, Ill.



## Final inspection

SMSgt. Kenneth R. Brush, 123d Weapons Systems Security Flight, reviews a unit formation once last time before his retirement. Sergeant Brush retired in June.



KyANG Photos by SSgt. Charles Simpson

Even window washing is a major project on the C-130 aircraft.

## Transitions: RF-4 to C-130

More than just  
discarding old airplane  
for new

By Maj. Toby Harrell  
Public Affairs Officer

To the most casual observer, the differences between the C-130 Hercules and the RF-4C Phantom II are obvious -- the size, the shape, the noise, the speed -- you name it, it's different. Even some sixth sense tells you it's different. Would Tom "Maverick" Cruise let his beautiful tactics instructor see him in a Herky Bird? It's doubtful.

Looking beyond the differences one can see, hear or feel, a more serious observer would know there is a lot more to an aircraft conversion than just pushing out the old airplanes and bringing in the new.

Among the most serious observers of the differences are the personnel of the 123d Consolidated Aircraft Maintenance Squadron. While continuing their job of keeping the airplanes ready to fly, the men and women of the CAM squadron have undergone some major organizational changes.

Despite the turmoil of learning to maintain a drastically different airplane, the changeover has gone well. Lt. Col. John Pearl, 123d CAM Squadron commander, says "the transition has been really smooth." Even with some problems with parts coming in, the maintenance troops are rapidly improving the overall condition of the airplanes. The fully mission capable rate of the unit's C-130s rose from 46 percent in April to almost 70 percent in May.

Colonel Pearl says his people are now "finding their niche" in the new maintenance organization and "they are learning fast. I really don't have



any complaints."

Maj. Gary Logan, wing maintenance officer, also says the conversion has moved right along. "It's a completely different concept," Major Logan said, "with obvious differences between small reconnaissance aircraft and large cargo aircraft." Despite the upheaval, Major Logan believes moral-wise, things in the CAM squadron are going well. "Every indication I have from people working on the C-130s is that they like them. It's a good aircraft."

### Front-line crew chiefs

On the CAM squadron's "front line" in the shift to the big airplanes are the crew chiefs. These are the men and women who are on the airplanes every day and work with all the aircraft systems. Maj. Paul Stone is the Organizational Maintenance Section branch chief and OIC of the crew chief section.

Major Stone says the crew chief section is fully-manned with 12 people checked-out on C-130s to either the 7 or 9-level. The crew chiefs may be "checked out," Major Stone says, but "we're not that experienced yet. The skill level may be 7 or 9, but we're not as proficient as we will be."

The crew chiefs agree with Major Stone's assessment of proficiency. TSgt. Frankie Bronger spent many years as a crew chief on the RF-4C. "I didn't like the C-130 at first, but it's getting better," Sergeant Bronger says. "It's so much more airplane. The days go by faster and we're always busy. It's 3 or 3:30 before you know it."

The size factor is definitely something the crew chiefs must consider. While the RF-4C's systems were more complex, the C-130's systems are more numerous, further apart and sometimes harder to check out. Sgt. Greg Ladd was a C-130 crew chief on active duty, then an RF-4C crew chief in the KyANG and is now back serving as a C-130 crew chief. Sergeant Ladd says the difference for a crew chief on the RF-4C and the C-



TSgt. Donald Overstreet, crew chief, ties down aircraft.

130 "is like the difference between a private condo and a hotel."

One thing the crew chiefs miss most is the feeling of independence they had with the RF-4C -- one airplane with one crew chief. One person could pre-flight a Phantom and have it ready for the aircrew very quickly. If a problem arose with an RF-4C, the crew chief could either fix it himself or at least have the airplane set up for the shop specialists.

### Teamwork

With the C-130, the crew chief must work with at least one assistant crew chief in pre-flying the airplane. And if something does break, not only must the crew chief communicate with his assistant, he must coordinate with maintenance control and perhaps arrange for one or more high-rise maintenance stands to be brought to the aircraft. The crew chiefs are confident their long maintenance experience will help them immensely, but they are looking forward to becoming experienced and comfortable on the C-130. When asked his feelings about his new aircraft, TSgt. Mike Mitro smiles and

Cont. on next page



SSgt. Mark Webb works underneath wing.

---

## Maintenance

### Cont. From Page 5

says "come back and ask me in about two years."

Another maintenance group taking a big step into the C-130 is the engine shop. Believe it or not, there are many similarities between the C-130's Allison T-56-A7B engines and the RF-4C's General Electric J-79-15E engines. Both types (actually, all turbine engines) have compressor, combustion, turbine and exhaust sections and the engine shop personnel are very familiar with the basic operation of these sections. However, the similarities end quickly. The C-130's turbine engines are connected to very complex propeller systems which, of course, give the airplane the energy it needs to move.

### Prop shop

SMSgt. Bill Hiser is chief of the engine shop and believes his shop's transition is "coming along real well." In addition to maintaining the basic engine, Sergeant Hiser's shop also functions as the newly created "prop shop."

"The propeller is the most complex gear on the airplane," Sergeant Hiser says. "We have four guys in the prop shop. Three of them came over from avionics and it has worked out real well. Their avionics background really helps on the electronic aspects of the propeller."

One interesting aspect of the con-

version in the engine shop has been an improvement in morale. In the days of the Phantom, Sergeant Hiser says a few of the "old heads" knew essentially all there was to know about the RF-4C's engines. "Now everybody is on the same level. Everybody wants to go out and work on the engines," Sergeant Hiser says. "Everybody wants to learn it."

### Avionics

The most unusual change for any of the maintenance shops has been in the avionics area. CMSgt. Paul Rinehard, chief of the avionics branch, says his shop has gone back in time. "We've stepped back from the transistor age to the tube age-World War II stuff," Sergeant Rinehard says. "The SCR-718 radar altimeter is actually World War II vintage."

Sergeant Rinehard says his troops are learning the new/old equipment well. "They seem to like it alright. I have heard no complaints." Sergeant Rinehard did add that even though some of the equipment is old, it is reliable and the average time between failure on some components is better on the C-130 than on similar components on the RF-4C.

Not only is the avionics branch learning the C-130, the staff there is contending with the break-up of some large components of the section. With the loss of the sensor and the electronic countermeasures sections, the manning in avionics went from 100 people to less than 30. Most of the personnel have been able to find slots on base however, Sergeant Rinehard says.

As the transition continues, everyone in the 123d Tactical Airlift Wing is becoming familiar with their new jobs. The learning curve is improving and the 8-hour repair job of six weeks ago is becoming the 4-hour job of next week. The C-130s on the ramp now may have the same tail numbers and "birthdays" they had when they arrived months ago, but in the hands of the 123d Consolidated Aircraft Maintenance Squadron, the Herkys aren't getting older, they're getting better.

---

## In Memory

### TSgt. James L. Roth 123d Consolidated Aircraft Maintenance Squadron.

Sergeant Roth enlisted into the Kentucky Air National Guard June 10, 1973 after serving an active duty tour with the United States Marine Corps. "He performed the duties as NCOIC, Machine Shop in an outstanding manner in both his military and air technician assignment," stated Brig. Gen. Michael W. Davidson, adjutant general in special orders. "His affable and personable professionalism will be sorely missed by the officers and airmen of the Kentucky Air National Guard."

### CMSgt. Robert F. Botkin Retired, Kentucky Air National Guard

Chief Botkin was a retired aircraft technician from the 123d Consolidated Aircraft Maintenance Squadron, Kentucky Air National Guard. He was an Army Air Corps veteran of World War II and a member of the Air Sergeants Association.

The Kentucky Air National Guard mourns the loss of both these gentlemen and extends deepest sympathies to the members of their families.

---

## Australians win Airlift Rodeo

Pope AFB, N.C. -- The Royal Australian Air Force's 36th Squadron clinched top honors as the best overall wing in Airlift Rodeo 89. The 36th Sqdn from RAAF Richmond, Australia, won a tough battle in the air and on the ground to stake their claim as "best of the best."

Rodeo officials announced the results of the weeklong airdrop competition at an awards ceremony June 10. "It went great," said Maj. Gen. Frank E. Willis, this year's airlift rodeo commander. "We saw teamwork, great enthusiasm, professionalism and safety. Everyone did their best." General Willis is vice commander of the Military Airlift Command's 22nd Air Force, Travis AFB, Calif.

More than 1,600 airlift professionals pitted their skills against the clock and the tape measure during a week filled with intense flying, tough physical and mental workouts and unfavorable weather.

According to officials at Pope's Det. 21, 15th Weather Squadron, the precipitation Monday through Friday accounted for nearly half of the normal monthly average for June. Thunderstorms and low ceilings disrupted flying schedules on some days. "We had some disappointments as far as weather was concerned," General Willis said, "but the crews really worked around that as did the schedulers and other competitors.

From the outset, teamwork seemed to be the key to success during the military airlift command-sponsored event. At the opening ceremony Gen. Duane H. Cassidy, the MAC commander in chief, said "MAC has come to be known as the ultimate team and I be-

---

"We are going after this one in the future," said Brig. Gen. John L. Smith, commander 123d TAW

---

lieve rodeo will show that airlifters around the world are the ultimate team."

Other results from the free world's premier airdrop contest are:

**Best C-141 Aircrew:** 446th Military Airlift Wing (Reserve, Associate), McChord AFB, Wash.

**Best C-130 Aircrew:** 36th Sqdn, RAAF Richmond, Australia

**Best Foreign Aircrew:** 36th Sqdn, RAAF Richmond, Australia

**Best C-130 Engine Running On/Offload:** 463rd TAW, Dyess AFB, Texas

**Best C-141 Engine Running On/Offload:** 446th MAW, McChord AFB, Wash.

**Best C-130 Assault Landing:** 314th TAW, Little Rock AFB, Ark.

**Best C-141 Accuracy Landing:** 446th MAW, McChord AFB, Wash.

**Best C-130 Maintenance Team:** 439th MAW (Reserve), Westover AFB, Mass., represented at Rodeo 89 by the 911th TAG (Reserve), Greater Pittsburgh International Airport, Penn.

**Best C-141 Maintenance Team:** 446th MAW, McChord AFB, Wash.

**Best C-130 Pre-Flight Inspection:** 63rd ATW, Hahn AB, West Germany.

**Best C-141 Pre-Flight Inspection:** 437th MAW, Charleston AFB, S.C.

**Best C-130 Post-Flight Inspection:** 439th MAW, Westover AFB, Mass., represented by the 911th TAG, Greater Pittsburgh IAP, PA.

**Best C-141 Post-Flight Inspection:** 438th MAW, McGuire AFB, N.J.

**Best Joint Aerial Inspection Team:** 317th TAW, Pope AFB, N.C.

**Best Security Police Team:** 1st Special Operations Wing, Hurlburt Field, Fla.

**Best Combat Control Team:** 1723rd CCS (silver team), Hurlburt Field, Fla.

**Best Aerial Port Combat Endurance Course:** 435th TAW, Rhein-Main AB, Germany.

More than 40 teams from around the world competed, including Australia, Canada, France, West Germany, Israel, Japan and the United Kingdom. Several other countries sent representatives to observe the competition.

One of the highlights of this year's event was a world record airdrop by a C-5 Galaxy. The C-5, flown by a crew from Dover AFB, Del., airdropped four Sheridan tanks and 73 paratroopers weighing a total of 190,346 pounds. A representative from the National Aeronautical Association authenticated the world records. Two C-5s participated in this year's rodeo, competing on an exhibition basis in Engine Running On/Offload, Low-Level Route and Accuracy Landing events.

Rodeo 89 was the 10th airlift competition since its beginning in 1979. According to rodeo officials, the competition serves as a readiness training exercise. The most important long-term benefit of the rodeo is increased cooperation between airlift forces from several nations.

# Medical News

## Guard your health

Hot weather can be hazardous

By Dr. (Capt.) Dave Granstrom  
Environmental Health Services

When do most weather related deaths occur, in the summer or winter? If you said the summer, you were right.

The first month of extremely hot weather, July, consistently has the highest temperature related fatality rate, several hundred higher than January, the coldest month.

Although August is usually just as hot as July, our bodies gradually adjust to the heat as summer wears on and the fatality rates drop dramatically. While most deaths are due to heat stroke and dehydration, summer heat and humidity adversely affect many other health problems.

It's important to remember to watch

for signs of overheating whenever you or your family members work or play in a hot environment, especially if it's humid with little air movement. Our bodies can't efficiently dissipate heat when the surrounding temperature is high and doesn't allow sweat to evaporate. Two very different conditions may occur.

Heat exhaustion is less severe. It is characterized by heavy sweating, pale skin, drowsiness, dizziness, incoordination, headache, confusion, and nausea. Heat exhaustion can be effectively treated by going to a cool environment, lying down with feet elevated 4 to 6 inches, and drinking Gatorade or a similar product.

Heat stroke is much more serious and is considered a medical emergency. These victims have two very different

signs than heat exhaustion sufferers. Their skin is dry and flushed instead of wet and pale. The rest of the signs are very similar until heat stroke progresses to loss of consciousness, shallow irregular breathing, and the skin becomes blue. Immediately transport heat stroke victims to an emergency medical facility or activate the emergency medical system by dialing 911. They need to be cooled down as soon as possible and receive additional medical attention to prevent irreversible injury.

The best way to deal with summer weather and health risks is to plan ahead. If possible, plan strenuous activities for the morning or evening. Keep plenty of cool drinking water available. Avoid heavy meals before strenuous activities. If you have to work or play in a potentially hazardous environment, increase your water intake and take frequent breaks to rest in the shade.

Please keep these common sense suggestions in mind and enjoy your summer in good health.

# Safety

## Mower accidents

By Richard J. Lord  
Fire Inspector  
Charleston AFB, S.C.

More than 62,000 people are injured in lawnmower accidents annually.

Some accidents are caused from carelessness such as fueling a hot lawnmower, smoking while fueling, or mowing lawns in bare feet or shower clogs.



Before using or cleaning you lawnmower follow these safety tips:

-- Do not smoke while fueling your mower. Gasoline is explosive.

-- Wait for your mower to cool before refueling. Five minutes should be sufficient.

-- Store and pour gasoline carefully, and above all, keep it in an approved metal container.

-- If you do your own cleaning and tune-ups, disconnect the spark plug or remove it before you start maintenance. If a blade is turned by hand, the mower might start if the plug is still connected.

-- Always turn your mower off. In the few seconds it takes to run inside the house the mower could run over someone and cause a serious accident.

-- Check electric mowers for frayed or damaged cords. Frayed insulation added to a metal mower and damp or wet grass can cause lethal shocks or severe electrical burns.

-- Lastly is footwear. Half or more of the 62,000 injuries could be prevented if shoes were worn. Remember to protect your feet from sharp objects or thrown rocks.