

THE CARGO COURIER

123rd Airlift Wing, Kentucky Air National Guard, Louisville, Ky.

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Aircrew helps save pilot after ocean crash

By 1st Lt. Dale Greer
Wing Public Affairs Officer

An aircrew from the Kentucky Air National Guard helped rescue a civilian pilot May 17 after his aircraft plunged into the chilly Atlantic 360 miles off the coast of Portugal.

The pilot, 35-year-old Alex Haynes of Seattle, was not harmed in the crash but could have sustained severe injuries because of exposure to the 50-degree water. At such temperatures, death from hypothermia can occur within a few hours.

Fortunately, a C-130 crew from the 123rd Airlift Wing heard Haynes' distress call and diverted to the crash site with survival gear.

"We were flying from the Azores to Pisa, Italy, to pick up some Army National Guard soldiers," explained Capt. Todd Lally, the mission's aircraft commander. "About an hour after takeoff, we heard an air traffic controller say, 'Who's declaring a Mayday?'"

"That really got our attention."

Haynes, who was flying a single-engine Cessna, responded by saying he was having engine trouble and that he expected to impact the water in eight minutes.

"There was a hush that fell over the cockpit," Lally

recalled. "We knew it was a very serious situation."

Lally asked his navigator, Maj. Jason Arnold, to compute how long their C-130 could stay over the crash and still have enough fuel to reach land.

In the meantime, Haynes made his final radio transmission before going down.

"The last call I remember real distinctly," said Master Sgt. Scott Davis, a flight engineer in the wing's 165th Airlift Squadron. "His altitude was about 300 feet, and the very last thing he did before he hit was spout out his coordinates."

"It was pretty chilling to hear his voice because you could tell he was really in trouble."

Lally, who was about an hour from Haynes' location, contacted the nearest air traffic controller to offer assistance but was told repeatedly to stand by.

"They didn't realize I was trying to help," Lally said. "They thought I was trying to make my hourly position report like everybody else. Finally, after they

**Rescue
at Sea**



Tech. Sgt. Michael Cook/KyANG

ABOVE: Staff Sgt. Randall Hood, a loadmaster in the 165th Airlift Squadron, writes a message on a life preserver being prepared for the crash victim.

RIGHT: Another loadmaster, Master Sgt. David Riedley, drops the flotation device and a life raft from the C-130's rear troop door as the Kentucky transport flies over the downed aircraft.



Staff Sgt. Randall Hood/KyANG

See RESCUE, Page 3

New vision continues reliance on Guard

Over the last several years, we in the Air Force have been thinking a lot about the future of the Air Force in the first two decades of the 21st century.

As part of that effort, we have commissioned working groups — and in some cases, whole new offices — to study what we think are the building blocks for the future.

These studies are leading up to a revised Air Force Vision, to be released in the next few months. The tentative title for our new vision is “Global Vigilance, Reach and Power” — global vigilance to deter threats, strategic reach to curb crises, and overwhelming power to prevail in conflicts and win America’s wars.

We must be prepared to fight and win across a full spectrum of national security missions throughout the coming two decades.

Our challenge will be to sustain an uncertain rhythm of peacetime operations, while maintaining our global surveillance and nuclear vigilance, our preparations for major theater war, and — too often overlooked — the training necessary to prepare each new generation of airmen to take its place in the leadership of the Air Force.

Looking forward across these coming decades, several things seem clear.

•First, in the likely absence of a peer competitor, total force manpower will grow, but probably not significantly. As a result, “blue suit” labor will continue to be a scarce resource, and we will have to redouble our efforts to make maximum effective use of our active, Reserve and Guard personnel.

At the same time, we will increasingly turn to civilian employees and contractors to perform work that does not require unique military skills.

•Second, given modernization plans now on the books, most of today’s aircraft and missiles will remain in the inventory in 2020, but will on average be 40 years old. If we are to continue to grow Air Force capabilities, therefore, we must look primarily to changes in information technology — including avionics and communications — and the concepts of operation that will be enabled by the integration of air, space and information systems.

•Third, we must recognize that the force of 2020 will likely be increasingly populated by airmen with families. The pace of day-to-day operations will stress those families, as it has over the last decade.

If we are to retain our force — and given the increasingly technical requirements of that force, we must train and retain it — we will increasingly have to size, shape and operate that force to limit tempo.

•Fourth, we must also recognize that the training, manning and equipping requirements of day-to-day “full spectrum” operations may well be qualitatively and quantitatively different from the requirements of a major theater war. We have seen this in the past decade, where deployed operations have frequently provided only limited combat training value.

We must, therefore, shape and operate our force to provide combat training opportunities at the same time as we perform operations across the full spectrum from peace to war.

•Fifth, given the increasing importance of information in military operations, the mark of an aerospace commander will be his or her ability to understand the sources and uses of information — as well as the capabilities and limitations of our platforms — to create precise effects in the battlespace. This

will put a premium on leaders versed in all phases of air and space operations.

The next two decades will present many “unknown unknowns.”

Our challenge will be to create a system of aerospace systems that will be able to meet the full spectrum of national security requirements without being able to predict today precisely what those requirements will be.

We must also find creative ways to manage the increasing tension between the equipping, manning, training, and tempo requirements of peacetime operations and the need to sustain the force over time and to meet the time-critical combat requirements of a major theater war.

“Global Vigilance, Reach and Power” is our effort to address these issues.



F. Whitten Peters
Secretary of the Air Force

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If you have a story idea, photo or article to submit, stop by the public affairs office, room 2117 of the Wing Headquarters Building. Deadline for the next issue is June 21.

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An electronic version of the Cargo Courier is available at the Kentucky Air Guard’s Web site — www.kyang.ang.af.mil

Team takes top honors in statewide pistol match

Cargo Courier staff report

Members of the 123rd Airlift Wing once again showed their mettle by winning top honors during the state's annual Combat Pistol Match, held March 25 to 26 at Fort Knox, Kentucky.

The wing's sharpshooters scored 496 points in the competition — more than 100 points higher than the score logged by a team from the Army National Guard.

The pistol team's members, Staff Sgt. Rollie Hodges, Master Sgt. Dave Selby, and Tech. Sgts. Jim Johnson, John Martin and Darryl Loafman, also comprised the base rifle team, which earned third place in match's rifle category.

Thoroughbred Express shooters also won several individual awards. Loafman secured the title as top pistol marksman for the second year in a row, while Martin took second place in the individual pistol competition and fifth place in individual rifle competition.

Martin's success is especially noteworthy because he was still recuperating from shoulder surgery during the contest. As a result of the operation, Martin was forced to shoot the most difficult portion of the individual pistol event — a one-handed bull's-eye at 50 yards — with his left hand.

Both Loafman and Martin will represent Kentucky in the pistol category at the Winston P. Wilson National Match, held each October at Camp Robinson, Ark.

More than 50 Army and Air Guard members participated in the Fort Knox contest.



Photo courtesy KyArNG

CLOCKWISE FROM LEFT: Tech. Sgt. Jim Johnson, Staff Sgt. Rollie Hodges, Master Sgt. Dave Selby, Tech. Sgt. John Martin and Tech. Sgt. Darryl Loafman won first place in the state pistol team competition held March 25 to 26 at Fort Knox, Kentucky.

Rescue

Continued from Front Page

told me to stand by twice, I said, 'We can help you. Give us the opportunity.' That's when they sent me to another frequency so they could talk to me on a channel that wasn't so congested."

The Kentucky crew was told to divert to the crash site and render whatever assistance they could.

Meanwhile, a Portuguese P-3 Orion rescue aircraft and an Egyptian C-130 also were en route.

The Egyptian C-130 arrived within 36 minutes of the crash and reported seeing Haynes in an orange dinghy. The Egyptians then departed the scene because they were running low on fuel.

About 20 minutes later, the Kentucky crew arrived on scene and began making passes over the crash site at an altitude of 300 feet.

They were unable to see the dinghy. Instead, Haynes seemed to be clinging to a partially inflated life jacket.

"There was one distinct pass when we could tell he was swimming in the water," Lally said. "That's when we decided we needed to get this guy a life raft."

The C-130's two loadmasters, Master Sgt. David Riedley and Staff Sgt. Randall Hood, first dropped some sea dye to mark Haynes' position from the air. They then began fabricating a system for deploying a sea kit, which includes a life raft and mittens.

"Our concern was that it might not float," Hood explained, noting that the kit is normally worn as part of survival gear that's attached to a parachute. "Sgt. Riedley and I were basically making it up as we went along, so we hooked the sea kit to one of our life preservers and threw it out of the aircraft."

The gambit worked.

The kit landed just 50 feet from Haynes, who swam over, inflated the raft and crawled inside.

"That was the last thing we saw before we bugged out," Hood said.

See CRASH, Back Page

Grant receives award from Louisville panel

**By Staff Sgt. Amy Carr
Cargo Courier Editor**

The Louisville Armed Forces committee presented Senior Master Sgt. Mark Grant with a 2000 Patriot Award at the organization's annual dinner May 19.

Patriot Awards are given for outstanding leadership, ability, fidelity and confidence.

"It was nice to be recognized, not just from my peers, but from all branches of the military," said Grant, who is comptroller of the 123rd Airlift Wing.

The committee's dinner, which is considered America's oldest such event, is held each year in celebration of Armed Forces Day.

Bosslift scheduled for June 21

By 1st Lt. Dale Greer
Wing Public Affairs Officer

The Kentucky Committee for Employer Support of the Guard and Reserve is sponsoring its annual National Bosslift June 21-23.

The event gives civic leaders and employers the opportunity to see National Guard and Reserve training firsthand, said Maj. Steve Bullard, executive director of the committee.

The program is beneficial because it helps employers better understand the reasons why their citizen-airmen need time off from work to train for military readiness, Bullard said.

Included in this year's itinerary are a flight to Fort Benning, Ga., aboard a Kentucky Air Guard C-130. While at Fort Benning, employers will observe U.S. Army

Ranger training and tour the U.S. Army Infantry Center.

Seating is limited to the first 40 applicants, and participants must be capable of walking and climbing.

There is a \$95 registration fee, which includes meals and lodging at Fort Benning's Distinguished Visitors' Quarters.

"Our Bosslifts are easily our most popular program, and they bring great benefits to Guardsmen who are fortunate enough to have their employers participate," Bullard said.

"We especially want to encourage the participation of managers and supervisors from large employers who employ or may hire our Guardsmen and Reservists, and of community leaders who can promote the program."

To nominate your employer, contact Bullard at (800) 745-3144.

Suicide prevention begins with you

Which individual is most effective or responsible for preventing suicide?

- A) The wing commander
- B) The first sergeant
- C) The security police specialist
- D) The mental health counselor
- E) The base chaplain

The correct answer is YOU.

You are the person who notices that someone has a problem.

Buddy Care basics require that we be acquainted with the signals of suicide. These include:

- Talking about suicide
- Drastic changes in behavior
- Withdrawal from friends or social activities
- Lost interest in hobbies, work, school, etc.
- Preoccupation with death
- Increased use of alcohol or drugs

An individual who is contemplating suicide usually is experiencing personal problems like divorce, the death of a spouse, pending disciplinary action, financial diffi-

culty or alcohol abuse. He or she also may have a history of suicide attempts.

What can you do to take care of your buddy?

First, know the warning signs. Pick up the pamphlet titled "Suicide Prevention" from your unit orderly room and study the signals.

Second, intervene by talking with anyone you suspect may have suicidal thoughts or feelings. Use direct language to discern if he or she is considering suicide.

Third, get help. The first sergeant, commander, chaplain, hospital personnel, security police and mental health professionals all provide resources to assist you and your buddy.

Take any threat of suicide seriously. *It is not true that those who talk of suicide do not carry out the act.*

Remember, nothing can hurt your buddy more than suicide. Medical intervention is non-punitive.

Many suicides are preventable if people get help early. Your buddy care may save someone's life.

— Chaplain (Lt. Col.) Tom Curry



Workers needed to staff fair booth

The Kentucky Air Guard Recruiting Office is seeking unit members who can staff the wing's booth at the Kentucky State Fair from Aug. 17-27.

"We are looking for individuals who are excited about being a part of this great unit and would like to share with others how they can benefit by becoming members of the Kentucky Air Guard," said Senior Master Sgt. Rose Farquhar, recruiting and retention superintendent.

Volunteers will be paid with special training days.

For more information, call Farquhar at ext. 4645.

Navigator slots available

The 165th Airlift Squadron is looking for highly motivated individuals who are interested in becoming C-130 navigators.

Applicants must be less than 30 years old, possess a bachelor's degree, and meet minimum standards for medical fitness, vision and Air Force Officer Qualification Test scores.

To be considered for an interview, contact Senior Master Sgt. Rose Farquhar at ext. 4645. Resumes must be received no later than Monday.

Council considers UTA recreation

The wing's Human Relations Council is examining the possibility of sponsoring after-hours recreational activities on drill weekends. Ideas include spectator sports and movie screenings.

If you have suggestions or would like to help organize similar activities, contact Capt. Beth Leistensnider at ext. 4092. More information is available on the KyANG Intranet.



Maj. John Cassel III/KyANG

LEFT, BELOW: Tech. Sgt. Larry Roberson positions the concrete foundation for a gun emplacement being constructed by Staff Sgt. Larry Brinegar, Senior Airman Bill Christopher and Tech. Sgt. Danny Smith.



Maj. John Cassel III/KyANG



RIGHT: Maj. John Cassel III surveys the course for a new road at Prince Sultan Air Base.

Photo courtesy NYANG

Desert Development

Thirteen members of the wing's 123rd Civil Engineer Squadron deployed to Prince Sultan Air Base, Saudi Arabia, from March 5 to 23 to carry out a variety of construction projects.

Among their taskings, the engineers planned and built a 1 1/4-mile road and two hardened gun emplacements.



Maj. John Cassel III/KyANG

ABOVE: A Kentucky civil engineer hauls debris from the construction site.

RIGHT: Master Sgt. Keith Gibson takes a moment to express his opinion of the Kentucky Air Guard.



Maj. John Cassel III/KyANG

Promotions, retirements & separations



The following individuals have been promoted to the rank indicated as members of the Kentucky Air Guard and reservists of the United States Air Force:

AIRMAN 1ST CLASS (E-3)

•**Erika Caduff**,
123rd Student Flt.

SENIOR AIRMAN (E-4)

•**Robert Cloyd**,
123rd Aircraft Generation Sq.
•**Larry Massey Jr.**,
123rd Security Forces Sq.
•**Tracy Willen**,
123rd Logistics Sq.

STAFF SERGEANT (E-5)

•**Patrick Barnes**,
123rd Aerial Port Sq.
•**Kristopher Beasley**,
123rd Logistics Sq.
•**John Cantu**,
165th Airlift Sq.
•**Thomas Downs**,
123rd Communications Flt.
•**Troy Gritton**,
205th Combat Communications Sq.
•**Richard Helton**,
123rd Maintenance Sq.
•**Christopher Phebus**,
123rd Special Tactics Flt.
•**Bruce Riopell**,
123rd Maintenance Sq.
•**William Robertson**,
123rd Maintenance Sq.
•**Duane Wariner**,
123rd Aerial Port Sq.

TECHNICAL SERGEANT (E-6)

•**Derek Briney**,
123rd Maintenance Sq.
•**Steven Carpenter**,
205th Combat Communications Sq.
•**Michael Cook**,
123rd Aircraft Generation Sq.
•**Charles Ewing**,
165th Airlift Sq.
•**Nora Ferrell**,
123rd Aircraft Generation Sq.
•**Emmanuel Fowler**,
123rd Aerial Port Sq.
•**Mark Hamilton**,
123rd Aerial Port Sq.
•**Robert Hatfield Jr.**,
123rd Civil Engineer Sq.
•**Joseph Hood**,
165th Airlift Sq.

•**Michael Jones**,
123rd Aerial Port Sq.
•**Mark Kirk**,
123rd Aircraft Generation Sq.
•**Timmie Lloyd**,
123rd Maintenance Sq.
•**William Martin**,
123rd Aircraft Generation Sq.
•**Huie McDonald**,
123rd Aircraft Generation Sq.
•**Scott Nolte**,
123rd Maintenance Sq.
•**Alan Peake**,
123rd Maintenance Sq.
•**Kevin Robison**,
123rd Maintenance Sq.
•**Jeffrey Sarver**,
165th Weather Flt.
•**Daniel Schneider**,
123rd Maintenance Sq.
•**Todd Shackelford**,
123rd Aircraft Generation Sq.
•**Kristofer Sharpe**,
123 Maintenance Sq.
•**James Smith Jr.**,
123rd Mission Support Flt.
•**Jason Smith**,
123rd Aerial Port Sq.
•**Joseph Smukler**,
123rd Maintenance Sq.
•**Terry Tate**,
123rd Civil Engineering Sq.
•**Timothy Taylor**,
123rd Maintenance Sq.
•**Stephen Travis**,
123rd Maintenance Sq.
•**Thomas Trimble**,
123rd Maintenance Sq.
•**Scott Wanner**,
123rd Aerial Port Sq.
•**Matthew White**,
123rd Aircraft Generation Sq.
•**Wade Zinsmeister Jr.**,
123rd Logistics Sq.

1ST LIEUTENANT (O-2)

•**James Dunn**,
123rd Security Forces Sq.
•**Dale Greer**,
123rd Airlift Wing
•**William Johnson**,
123rd Medical Sq.

CAPTAIN (O-3)

•**John Korfhage**,
123rd Medical Sq.

MAJOR (O-4)

•**David Lalonde**,
165th Airlift Sq.

•**Scott Ledford**,
165th Airlift Sq.

LIEUTENANT COLONEL (O-5)

•**Johnny Jones**,
123rd Logistics Sq.

COLONEL (O-6)

•**Richard Kimbler**,
Headquarters, KyANG

The following individuals have retired as members of the Kentucky Air National Guard and reservists of the United States Air Force:

•**Master Sgt. Marc Montgomery Sr.**,
123rd Civil Engineer Sq.
•**Michael Walters**,
165th Weather Flt.
•**Master Sgt. Gary Wooden**,
123rd Maintenance Sq.

The following individual has separated from the Kentucky Air National Guard to accept an appointment as an ANG officer:

•**Tech. Sgt. Jeffrey Vincent**,
123rd Aerial Port Sq.

The following individuals have separated from the Kentucky Air National Guard:

•**Staff Sgt. Scott Amrein**,
123rd Operations Support Flt.
•**Senior Airman Jason Black**,
123rd Maintenance Sq.
•**Airman 1st Class Kevin Campbell**,
123rd Student Flt.
•**1st Lt. Robert Craig-Gray**,
123rd Medical Sq.
•**Staff Sgt. Mitchell Cruse**,
205th Combat Communications Sq.
•**Capt. Jeffrey Dowling**,
165th Airlift Sq.
•**Staff Sgt. Jeffrey Hulan**,
123rd Maintenance Sq.
•**Capt. Catherine Jacob**,
165th Airlift Sq.
•**Staff Sgt. Chad McDowell**,
123rd Logistics Sq.
•**Senior Airman Phillip Meeks**,
123rd Logistics Sq.
•**Senior Airman Mary Stansberry**,
123rd Mission Support Flt.
•**Senior Airman Jeremy Wilkerson**,
123rd Civil Engineering Sq.
•**Airman 1st Class Kristie Woods**,
123rd Airlift Wing

Military Pay Line to be updated

DENVER (AFPN) — Defense Finance and Accounting Service will activate its improved automated telephone Military Pay Line service in August.

Air Force active duty and Reserve members will need a personal identification number, or PIN, to access the system.

DFAS will mail PINs in July. Air Guard members should ensure their addresses are current to avoid delays in receiving the personal identification numbers.

PINs used for the current Air Force Pay Call system will work with the new system. Service members who do not have a PIN will automatically receive one for the new Military Pay Line.

UASF Marathon set for Sept. 26

The fourth U.S. Air Force Marathon will be held at Wright-Patterson Air Force Base, Ohio, Sept. 16.

Thousands of athletes are toning up for the annual event, which pits runners from all walks of life against one of the toughest and most scenic courses in the country.

More than 2,800 participated in last year's test of endurance.

Runners will be competing in several categories, including individual, wheelchair, marathon team and Ekiden-style relay team.

The entry fee for individual and wheelchair participants is \$35 if postmarked before July 1 or \$45 if postmarked between July 1 and Aug. 31. Marathon team fees are \$175 before July 1 or \$225 between July 1 and Aug. 31. Relay team fees are \$120 before July 1 or \$160 between July 1 and Aug. 31.

For more information, call 1 (800) 467-1823.

Service gives civilians chance to try military 'fantasy' jobs

Air Force Print News

WASHINGTON — The Air Force is offering entrants in the Yahoo! Careers "Fantasy Career in Today's Military" contest a chance to shadow an F-15 fighter pilot, fly in a Fighting Falcon, meet a jet maintenance team and train in aircraft armament.

The Department of Defense, in cooperation with Yahoo! Inc., announced an awareness initiative May 18 that will allow Internet users the opportunity to experience a day in the life of an airman or other military member.

"This is an opportunity to use a growing medium — the Internet — to creatively raise awareness of the adventurous and challenging careers available in today's military," said Vice Adm. Patricia Tracey, deputy assistant secretary of defense for military personnel policy.

The contest gives applicants 18 years or older a chance to spend up to five days with one of the military services. Each of the services will select a winner.

"We all have fantasy jobs we'd love to try on," said Tanya Singer, Yahoo! Careers producer. "Yahoo! Careers is offering people an opportunity to experience a job they might not otherwise have considered, and in this

case, experience a job they've only seen in the movies."

According to Tracey, the services are seeking different ways of exposing young Americans to military careers in an effort to boost sagging recruiting numbers.

On average, she said, recruiting leads coming from the Internet have higher return rates than more traditional advertising methods.

Although recruiting efforts are doing better this year than last, Tracey said the Air Force has reached just 83 percent of its recruiting goals this fiscal year.

Contest applicants must complete an official entry form and submit an essay and resumé through the Yahoo! Careers home page.

The contest is open to U.S. residents, and winners will be announced in early August. Fantasy military careers will be conducted between Aug. 31 and Sept. 30.

Each branch of service will review entries by civilian applicants to select its Fantasy Career winner.

Complete contest details are available on the Yahoo! Fantasy Careers Web page — <http://careers.yahoo.com/employment/fantasy/home.html>

First Muslim chaplain begins tour

By Susan Griggs
81st Training Wing Public Affairs

KEESLER AIR FORCE BASE, Miss. — The crescent badge he wears on his chest sets him apart from any other officer at Keesler — or any other officer in the Air Force.

Chaplain (1st Lt.) Abdullah Hamza al-Mubarak, 30, arrived here recently to embark on his assignment as the Air Force's first Muslim chaplain.

Al-Mubarak grew up in El Paso, Texas, and explored many religions as he grew up, but began to study Islam about 16 years ago and accepted the faith in 1991.

He was commissioned as a second lieutenant in January 1997 and designated a chaplain candidate while he completed his

religious education at the School of Islamic and Social Sciences in Leesburg, Va. After earning a graduate degree there, al-Mubarak received ecclesiastical endorsement to serve as a military chaplain from the American Muslim Armed Forces and Veterans Affairs Council.

The Air Force chaplains accession board accepted him in February after the lieutenant agreed to serve in an atmosphere of religious accommodation.

"It's the first time that the Islamic voice will be at the table," said Chaplain (Maj.) Howard Stendahl, chief of the Air Force Recruiting Service's chaplains accession section. "I would hope that we will look at him as a welcome colleague."

There are about 3,000 Muslims in the Air Force.

Crash

Continued from Page 3

It was not, however, the last word.

Hood had scrawled a note on Haynes' life preserver with a grease pencil, telling the downed pilot that he would be picked up by a Turkish fishing trawler in about five hours.

As the Kentucky C-130 departed, its fuel reserves now almost depleted from loitering over the crash site for 75 minutes, the Portuguese P-3 arrived to watch over Haynes until he could be picked up by the surface vessel.

Lally said he was pleased with the ingenuity his crew displayed during the crisis. Also involved in the rescue were Capt. Doug Velander, Staff Sgt. Brian Bauer and Tech. Sgt. Michael Cook.

"We were performing a mission that we're not really trained to do, so we had to improvise as we went along," Lally said.

"I was really proud of the teamwork our guys showed in dealing with this situation. I think it probably had a lot to do with saving that guy's life."

Haynes expressed his gratitude during a phone call to Velander after returning to the United States the following week.

"I can't thank you guys enough," Haynes said. "I'll be eternally grateful."



Tech. Sgt. Bill Lewis/KyANG

The aircrew was, in front from left, Maj. Jason Arnold, Staff Sgt. Randall Hood, Master Sgt. David Riedley, Staff Sgt. Brian Bauer; in back from left, Master Sgt. Scott Davis, Tech. Sgt. Michael Cook, Capt. Doug Velander and Capt. Todd Lally.

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