

THE CARGO COURIER

Standford Field, Louisville, Kentucky

123rd TAW, Kentucky Air National Guard

Vol. 7, No. 11, November 23, 1991

New Uniforms/Rank Unveiled



Artist's conception of new (male/female) service dress uniform. The dark blue uniform is a polyester/wool blend instead of 100 percent polyester. Key changes from the current service dress include the following: elimination of name tag, epaulets, metal insignia and outside pocketing and the addition of braided rank on the officer's uniform, similar to that used by the Navy. For more information and drawings, see page 5 inside. (Air Force photo)

Inside this Issue . . .

**Guardsman
Featured on
Collector's
Print**

**Base
Construction
Time Table**

**Kentucky
Guard
Honors
Humana**

**"Crash
Landing"
Tests Base
Response**

Promotions

Commander's Column

Reach Out and Help During This Holiday Season

I would like to take this opportunity to wish you and your families a very happy holiday season. Our nation has a lot to be thankful for this year. America's way of life, freedom and democracy have made significant inroads throughout the world. We remain free and the nation is at peace. The Thanksgiving and Christmas holidays give us an opportunity to share our wealth with those less fortunate. There are numerous community agencies that will take whatever you can afford.

Please reach out and help. The Kentucky Air Guard is again sponsoring a food drive for "Dare to Care." Containers are in several places throughout the base and in the chaplain's office. Food donations can be made now through January. A tremendous effort last year resulted in the biggest year ever — let's do the same this year. A final reminder, if your holidays include travel, take a few moments to consider driving safely — arrive alive. Happy Holidays to each of you.



Col. John V. Greene
Wing Commander

Guard Promotions

The following men and women are promoted in the KyANG and as a reserve of the U.S. Air Force. Congratulations for a job well done.

HONOR GRADUATE/USAF Security Police Academy	
A1C Michael J. Daly	123 SPF
TO A1C (E-3)	
AMN JOSEPH R HOOD	165 TAC
AMN DARRYL T WILKERSON	123 RMS
TO SRA (E-4)	
A1C RICHARD A HECK	123 CES
TO SSGT (E-5)	
SGT JOHNNIE D BILLITER	123 TAW
SGT JOHN D BURKETT	123 C F
SGT MARK A ELLEGOOD	123 RMS
SGT DARRYL J LOAFMAN	123 CES
SGT NORMAN A THOMAS JR.	123 CES

Chaplain's Comments

Submitted by Chaplain Curry

At a church Thanksgiving party several years ago the evening ended with a fellowship circle and each was asked to say what he was especially thankful for. Many of the usual blessings were mentioned, but the words timidly spoken by a small, pale-faced young girl was strikingly insightful. She said, "Oh, I'm just thankful that I am thankful."

Expressing our thanks to God presumes that we are joyful and pleased with the blessings we have. Expressing thanks is reflected in our attitude toward the

underprivileged. Many in our city struggle to keep body and soul together all year long. Dare To Care is one agency helping feed over 80,000 such people each year.

Consider the Dare To Care boxes located around the base as the 123rd's expression of thankfulness. Due to the ORI and December UTA changes, the boxes will be available through January. Last year the unit collected 2,600 lbs. of non-perishable food items.

Let's do it again this year.

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

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Wing Commander
Public Affairs Officer
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Maj. Jeff Butcher
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SSgt. Sandra Merriweather

Deadline for submission of articles is Sunday morning of each UTA, for publication in the following month's newspaper. Articles may be delivered to the Public Affairs Office, Room 143 of the O&T Building.

Flight Engineer Profiled on Desert Storm Collector's Print

By Capt Steve Bullard

A flight engineer with the 165 Tactical Airlift Squadron has the honor of representing the Air National Guard on an official collector's print commemorating the Kentucky National Guard's participation in Operation Desert Storm.

"It was a honor to be a part," says SSgt Joseph Dawson. "A lot of the time I think we're forgotten. To come up with something to give the National Guard some recognition means a lot."

The print, called "The Victors," was commissioned by the Kentucky National Guard Historical Foundation and is a lithographed version of a painting by Craig McKay. It features four Guardsmen profiled against a desert battlefield with an American flag and Stealth fighter in the background. There are six prints available, each featuring a different unit of the Kentucky National Guard listing each Guardsman who participated in Operation Desert Storm, at home or abroad.

Dawson, an 8-year veteran of the Kentucky Air Guard, did not deploy but flew about 300 hours in support of the war. When the Kentucky National Guard Association needed an aircrew member to pose, his supervisor asked him. "Sure," said Dawson, who posed in his flight suit, helmet and survival vest.

The honor was not Dawson's first. In 1988 he broke new ground as the first black aircrew member of the Kentucky Air Guard when the unit converted from the RF-4 fighter to the C-130 transport aircraft. Dawson, a crew chief on the RF-4, decided to cross-train into the flight engineer career field.

"I always wanted to fly," Dawson said. "I went into maintenance in the Guard to get some background on airplanes. When the unit converted to C-130s, I looked into flying helicopters for the Army. I didn't want to leave the Air Force, but there didn't appear to be many avenues. When they offered to make me a flight engineer, I jumped at it.

"It's a personal honor to be the first black, but I just wound up being the first," Dawson added. "I also hope that by taking that step forward, other minorities in the Guard will be encouraged to step forward."

The 165 TAS commander, Lt Col Michael Harden, says, "There was never any question Joe Dawson would be a great flight engineer. When we converted aircraft our first priority was to use our own people, even though other units recommended going out and recruiting experienced flight engineers and loadmasters. Joe really impressed us in our interview with him. He's very motivated and picked up the engineering job superbly."

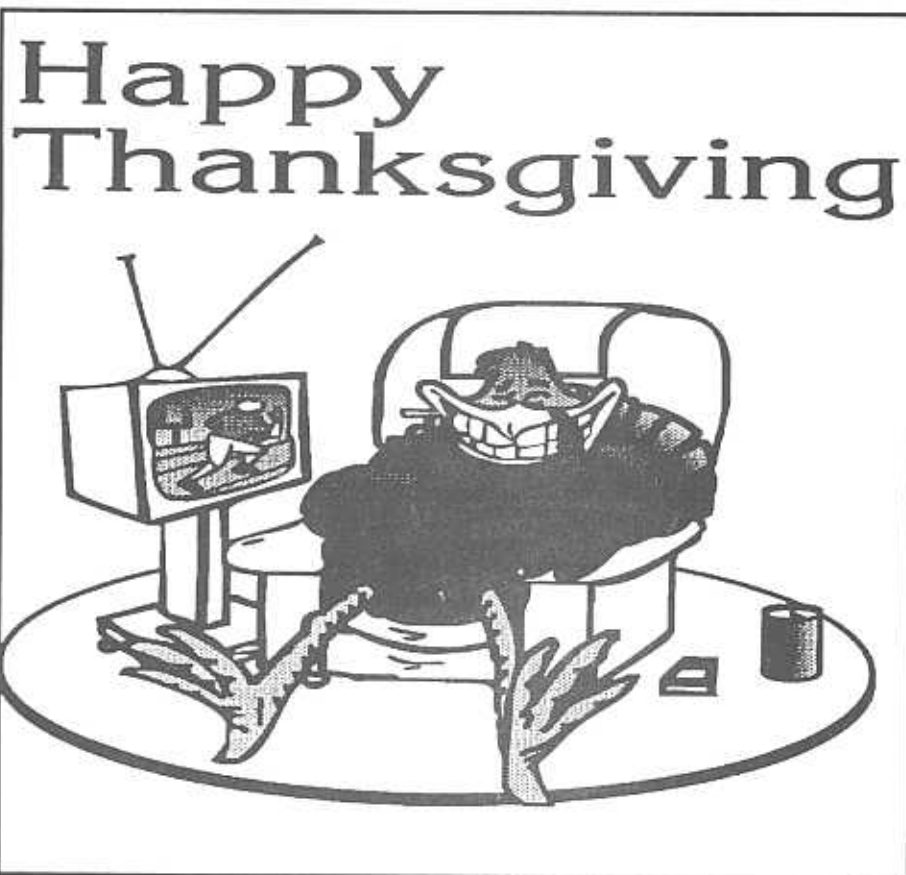
Dawson now has 600 hours in the C-130 and is looking forward to a long career with the Guard. In civilian life he is a Next Day Air supervisor with United Parcel Service in Louisville.

"They've been super," Dawson said. "During Desert Storm they were 110 percent supportive, never a problem

He has an Associate's Degree in Commercial Art from Jefferson Community College and is working on another in Flight Engineering with the Community College of the Air Force. He is also one year away from a Bachelor's Degree in Advertising Management at the University of Louisville. He satisfies his piloting desires by working on a civilian flying license at Bowman Field.

"I'd be interested in a commission, but I'm too old to be an Air Force pilot," says Dawson. "And I couldn't be a flight engineer with one."

Anyone interested in ordering a collector's print for their unit can call the Kentucky National Guard Historical Foundation at 1-800-251-7500 (in Kentucky), 1-502-564-7500 (outside Kentucky). Prices are \$39.95 unframed and \$139.95 framed.



Appreciative Guardsman Brings Humana Award

By Capt Steve Bullard

"Something extra" was waiting for SSgt Paul Burch of the Kentucky Air National Guard after his activation for two months in support of Operation Desert Storm. An offer of a two week special paid vacation and a cash reward from his civilian employer, Louisville based Humana Inc.

"I was ecstatic," said SSgt Burch. "They went above and beyond what they had to do." Burch is a weather observer with the 165th Weather Flight at Standiford Field. He was activated with his unit from February to May to support the 20th Special Forces Group at Fort Bragg, NC. A University of Louisville graduate, he is an auditor with the Internal Audit division of Humana.

Humana provided the same offer to each of its 312 employees activated for duty and thanked each by name in its employee newspaper, The Humana Capsule. In addition, the hospital corporation ran newspaper ads saying "Humana proudly salutes all those employees who temporarily joined another company," expressing "heartfelt thanks for answering the call" and recognizing the sacrifices of its Guard and Reserve people.

Burch thought Humana deserved some appreciation as well, so he contacted the Kentucky Committee for Employer Support of the Guard and Reserve.

"I was told to fill out a form called 'My Boss is a Pro' and send it in," he said. "I didn't know what I was going to get."

In the latter part of July Burch received a Certificate of Appreciation for Humana from the ESGR. He didn't quite know what to do with it, since "Humana is so large." He took the certificate to the office of David Jones, Humana's Chairman, and gave it to Jone's secretary.

"I thought that was the end of the process, but it led into a lot more than I anticipated," Burch said.

It led to Humana receiving the coveted "Pro Patria" award from the Department of Defense. Just one Pro Patria per state, district or territory is presented each year. The term is Latin meaning "for the nation," and the award symbolizes the patriotism of the recipient, who has contributed significantly to the national defense by adopting personnel policies that make it easier for employees to participate in the National Guard and Reserve.

"We reviewed every request (approximately 300) for certificates that came in from Kentucky," said Maj John Eckert II of the Kentucky Committee of the ESGR. "We made our decision based on what the individual wrote up on the form. Usually there are two or three strong competitors, but this year there was no quibbling over Humana receiving the award."

Burch, who had a son born shortly before his deployment, said "Humana's been

real supportive. David Jone's son was in the Middle East too, and he can relate to what people were going through. My particular department took care of all my paperwork and always let me have whatever time I needed."

Jone's son Matthew, a first lieutenant in the Marines, was seriously injured in an accident in the Middle East last October. A Navy veteran himself, Jones said, "We're proud of our people. Humana has a long connection with the military as a standby medical source. We didn't expect to receive an award. My belief is that everybody ought to contribute to society, and those most blessed should contribute the most."

The award was to be presented in November at the 1991 Awards Luncheon of the Kentucky Committee for the ESGR. Scheduled to attend were SSgt Burch, Jones, and officers of the 123d TAW.

"If Desert Shield/Desert Storm didn't do anything else, it made the public in general aware of what the rights and responsibilities of employers and reservists are," said Col John Greene, commander of the 123d TAW.

Guard personnel who are interested in nominating their employer for a Certificate of Appreciation can pick up nomination forms from MSgt Jenny Montgomery, Career and Education Manager, in room 132 of the O&T building (ext 604), or call Maj Bob Cannon at (502)-564-6333.

Base Construction Moving Ahead After Legalities

By Capt Steve Bullard

Are you wondering if base reconstruction will ever begin?

"No, we haven't forgot, we are still building," says Lt Col Tom Marks of the 123d Civil Engineering Squadron.

Before reconstruction of the base can begin, an agreement reached between the Regional Airport Authority, the U.S. Air Force/National Guard Bureau and the State of Kentucky must be approved by all concerned parties. Entering November only a verbal agreement and legal draft were in place, but hopes are all legalities will be completed this month.

Construction would then begin on the new Operations and Training building, a 51,000 square foot structure, sometime

during the first calendar quarter of 1992. Renovation of the Avionics building is expected to begin in the first part of December '91 and will take eight months to complete.

"As part of the agreement, everybody will have a facility to be moved into before they are moved out of their current facility," emphasizes Lt Col Marks. Some units, however, such as POL, CCT, NABS and Communications Flight will move into the Church/School temporarily.

In late fall or early winter a temporary structure for MAPS will begin, taking about three months to complete. Ground will be broken on the new Resource building and Hangar complex in February or March '92. By late spring an aircraft apron and engine test cell will start. The first

phase of construction for the base should be completed by the summer of 1993, and the East parallel runway/taxiway system is due to open in January 1995. Phase two construction will begin about the fall of 1996 after the West parallel runway/taxiway system is operational, the existing North-South runway is closed, 45 acres of land are turned over to the base and military construction funds become available.

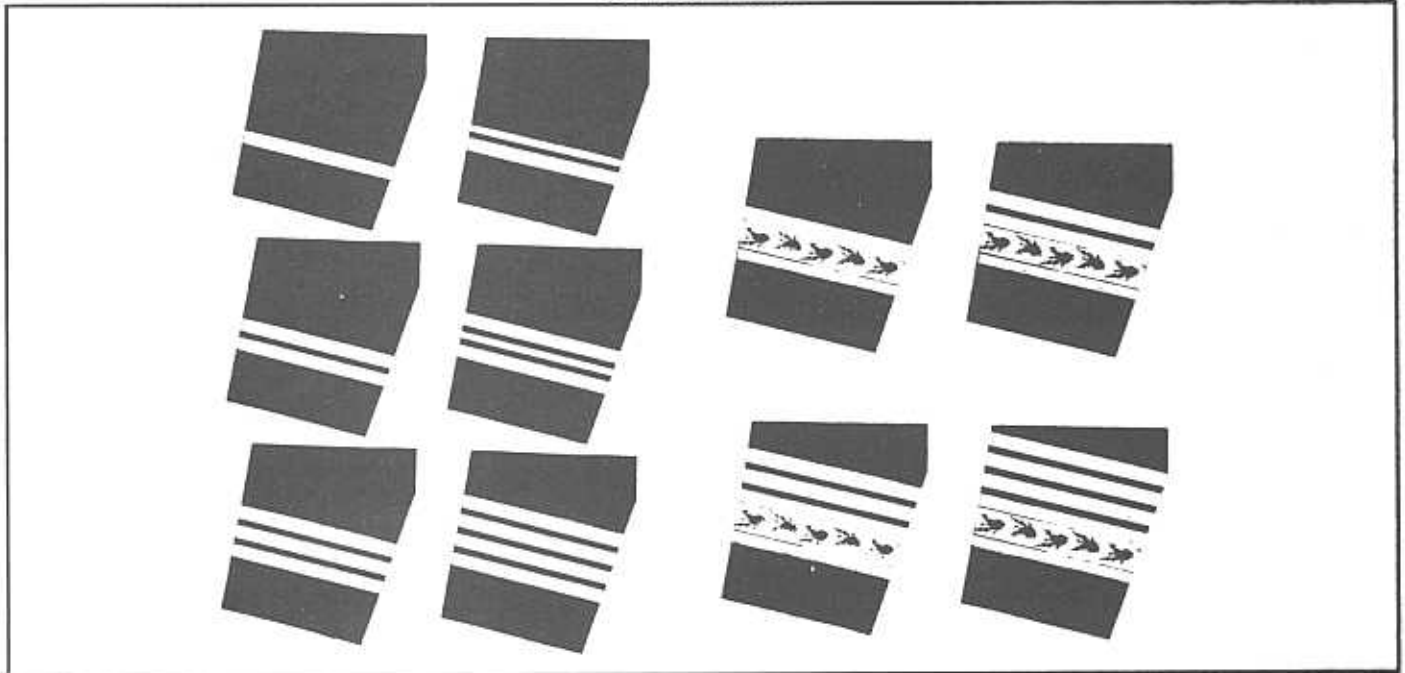
Questions concerning the Standiford Field relocation can be recorded on a hot line extension 637. If you leave your name and number, someone will contact you with an answer to your question. Also, a display has been put together in the Wing Conference Room that depicts the phases of construction and the latest known time schedule.

Debuting The New Air Force Uniform/Rank

The New Air Force uniforms recently debuted in Air Force Times. The goal was to create a simpler, more professional and modern uniform. Officer rank structure will feature Navy style silver braided rank while the senior enlisted ranks will move one chevron from underneath the star to above the star, a move intended to add extra prestige to the senior enlisted rank. The new uniforms will be authorized for wear in 1994 and will be mandatory for all personnel in 1999.

Uniform and Rank Structures

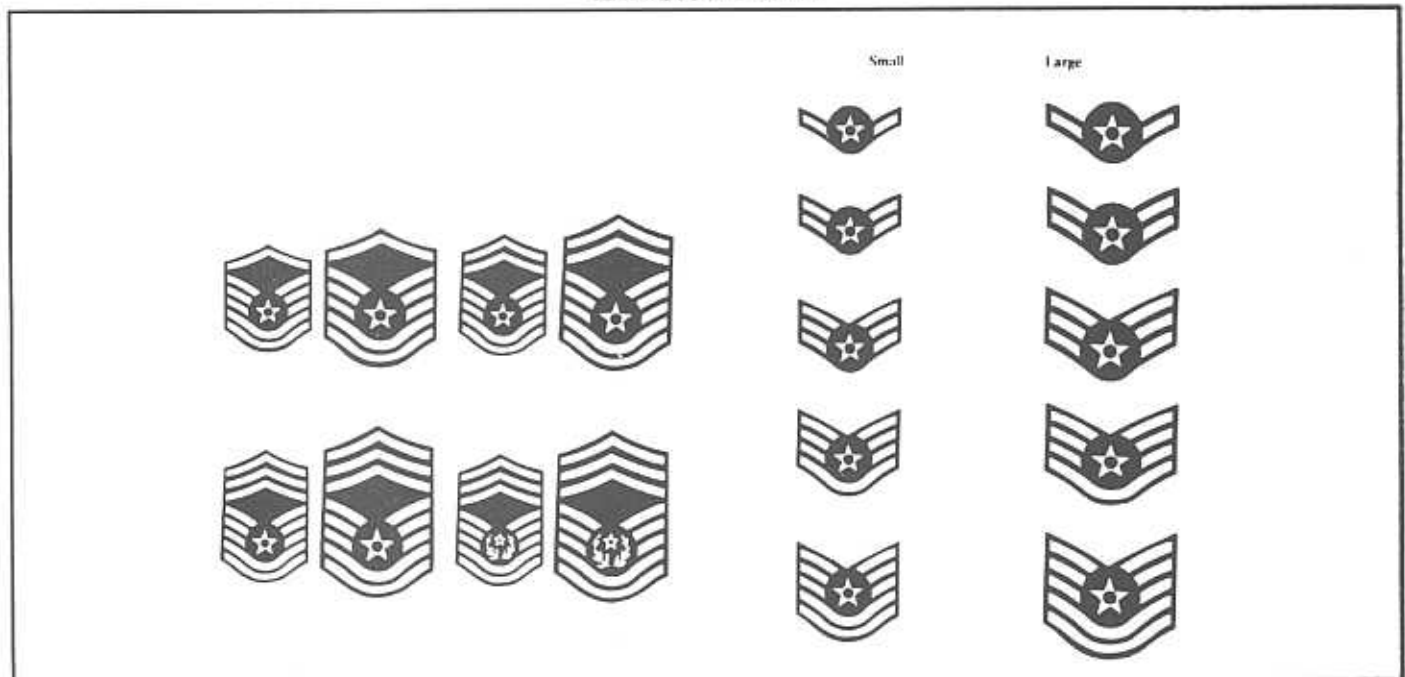
Officer Rank



New Officer rank structure. (Air Force photo)

New general officer rank structure. (Air Force photo)

Enlisted Rank



New enlisted rank structure. (Air Force photo)

New senior NCO rank structure. (Air Force photo)

History for November

On November 26, 1965, a controversy between the KyANG and the F.A.A. at Standiford Field had erupted over a barrier cable installation needed by the guard that was required to help in the landing of the unit's F-101 "Voodoo" at speeds of 200 m.p.h. in the case of emergencies. The F.A.A. had said "NO" to the cable installation, and the end result was that the KyANG had to suspend all flying operations at Louisville. Aircrews had to be flown practically every day to Ft. Campbell then to McGhee-Tyson ANGB in Knoxville, TN., in order to train on the RF-101. The KyANG was in the midst of converting from the B-57 Canberra to the Voodoo aircraft; but the F.A.A. held firm to their refusal. The reason for their obstinacy over this matter was that regulations did not permit any type of existing barrier protrude to above the ground near a civilian airport.

On November 28, 1966, an article in the Louisville Courier-Journal appeared about the KyANG seeking to lease 31 additional acres at Standiford Field for building expansion. Lt Col Lawrence Quebbman, base engineer for the Guard, had stated that the lease was needed for a machine shop, civil engineering building, and liquid oxygen (LOX) storage area, as well as addi-

tional taxiways and runways could be used.

Just eight days earlier, (Nov 20), the KyANG had received the Spaatz Trophy — awarded to the nation's top-ranked ANG unit. Among the 16 rating categories, the KyANG was rated strong in flying safety, attendance, aircraft maintenance, and pilot maintenance.

The Secretary of the Air Force had announced in Nov. of 1970 that the KyANG had won their first AFOUA for their call-up during the Pueblo Crisis of 1968-69. The special order had stated that the award was made for "exceptionally meritorious service in support of military operations from January 26, 1968 to June 9, 1969."

On the morning of November 5, 1974, a KyANG RF-101C jet crashed shortly after taking off from Standiford Field. The plane came down south of Fern Valley Road and the Louisville and Nashville Railroad tracks, according to witnesses in the area. The pilot, 1st Lt. Kenneth Voelker, had safely ejected from the plane before the crash and was unhurt. The crash and subsequent explosion of the aircraft upon impact with the ground, left a crater 25 feet in diameter and nearly 10 feet deep in the edge of a ditch.

In November of 1981, an article in Airport News, a publication of the Regional Airport Authority, was made about the KyANG picking up the tab for repairs on one of the taxiways at Standiford Field, totaling \$290,000. The runway had been used extensively by the Guard's RF-4C photo reconnaissance jets.

In 1988, the KyANG hosted the Air National Guard Service Commanders' Conference — an annual event sponsored by the Director, Air National Guard. Attendance at the conference, held at the Galt House, totaled more than 650 officers from all 50 states and several territories. Speakers for the conference included the Commander, Strategic Air Command, Commander, 1st Air Force, and one of the space shuttle Discovery astronauts. The prominent speaker was Maj. Gen. John B. Conaway, Chief, National Guard Bureau.

On November 14, 1988, the KyANG's new Credit Union opened in the building that once housed the KyANG Base Club. A ribbon cutting ceremony took place at 0930 with an open house party, refreshments, several door prizes, and three lovely ladies eagerly waiting to assist anyone with their financial needs.



Newly promoted Maj Gen Tebbs Moore "meeting the troops", in this case SSgt Tony Pickman and Sgt Cathy Mudd, during an October visit to the Kentucky Air Guard at Standiford Field. Maj Gen Moore replaced Brig Gen Michael Davidson as the Adjutant General of the Kentucky National Guard. The Harrodsburg, Kentucky resident has been in the Army Reserve since 1958.

"Crash Landing" Tests Base Response

By Capt Steve Bullard

A severely disabled C-130 aircraft "crash-landed" at Standiford Field ANGB Saturday, Oct 26, testing the command and control and disaster response abilities of the base.

The C-130 suffered a simulated inflight disabled hydraulic system, forcing a gear-up "crash-landing" and causing multiple "injuries" among the crew and 10 passengers. A steady rain added to the stress of the exercise.

"It was very productive and all very well done," said Lt Col James Frazier, Senior Active Duty Advisor.

Base units tasked with disaster response were notified the disabled plane was inbound and responded rapidly. A C-130 had been towed to taxiway Golf South and smoke generators were used to simulate a fire. Fire trucks were on the scene within two minutes of the "crash-landing" and quickly extinguished the majority of the fire while

security police formed a security cordon around the accident site.

Firefighters then entered the aircraft and rescued the crew and passengers, who were outfitted with moulage simulating injuries varying from minor burns, major fractures and severe stomach wounds to one death at the scene. The victims were taken to a triage area set up nearby by tactical hospital personnel.

The major lesson learned was the importance of refreshing and exercising the disaster response abilities of the base, said Lt Col Frazier. The exercise is done annually involving base personnel only, but that may change in the future.

"We haven't really exercised with the civilian sector using Emergency Medical Services, local hospitals and agencies," Lt Col Frazier said. "We also may do our next exercise off base to test our convoy abilities."

AAFES Hours

By MSgt Madeleine Travis
RIBS Technician

AAFES SHOPPETTE
OPERATING HOURS CHANGE
FOR THE NOVEMBER UTA. In

support of the unit personnel and the Quality Visit during the November UTA, the Shoppette will be open on the Monday and Tuesday (25 and 26 November 1991), after the UTA. The Shoppette is normally closed on the Monday and Tuesday after UTAs.

Military Pay

The November UTA should pay on 6 Dec 91.

20% of Employees Up and Quit!

Submitted by Col John V Greene
Commander

Banning smoking at work helps employees quit smoking. Twenty months after New England Telephone Company decided to ban smoking at the worksite, a survey

found that 21% of the company's smokers had successfully kicked the habit. Over 50% of those who quit said the new no-smoking policy was the boost they needed.

For similar companies that allow smoking at work, the annual quit-smoking rate is 2% to 5%. Source: Glorian Sorsensen, PhD, American Journal of Public Health, Vol. 81, No.2.

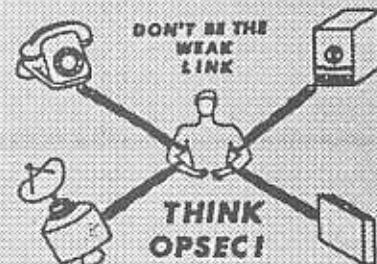
OPERATIONS SECURITY (AFR 55-30)

Submitted By Capt Bullard/DOX

Operations Security (OPSEC) is the process of denying adversaries information about friendly capabilities and intentions by identifying, controlling, and protecting indications associated with the planning and conduct of military operations and other activities. The primary point of OPSEC responsibility is you, the individual. The program is meaningless and ineffective without your personal awareness and participation.

The primary vulnerabilities to OPSEC are everyday activities and rumors. Predictable behavior makes it easier for enemy agents to observe notable changes in procedures and tactics that may tip off upcoming operations. Rumors can also draw unwanted attention that could be very costly in terms of money, resources, and people. Never discuss classified information over the telephone, radio, or public address system and consider OPSEC before any conversations of a military nature. Working papers, unclassified plans, etc., should be reviewed before trashing and any items of intelligence value shredded or obliterated.

Essential Elements of Friendly Information (EEFI) are bits of information about one's own military forces that need protection. Each military member must know what information in his or her possession requires protection, and how other related information can give it away.



Strength Training is Important for Everyone

By LTC Larry V. Zettwoch
HQS KYANG

Running or walking is not a cure—all, as many believe. Having a world class heart and lungs does nothing for the muscles that we need in everyday life. The toddler that weighs 25 lbs. still wants to be picked up; we still have to bend over and pick up items off the floor. Every year we lose a little flexibility and strength as part of the aging process. The experts now say that losing strength and flexibility is not inevitable. A small deterioration will always occur but not the decline most Americans experience. So convincing is the latest scientific evidence on aging that during the past year the American College of Sports Medicine—the organization behind the decade old aerobics craze—amended its position on fitness training and added strength training.

A total fitness program includes a cardiovascular and a skeletal muscle exercise program. The mid section (stomach and back) and upper body are often neglected. If you exercise these areas, you increase flexibility, improve tone,

maintain bone density, and most importantly keep yourself from getting weaker each year. Nautilus is a good, safe exercise program and can be done rather quickly. It is known for rapidly increasing the flexibility of participants.

Freeweights are also excellent muscle conditioners. A good trainer is initially needed to learn the proper and safe usage. The advantage of freeweights is that a home set can be purchased very reasonably and used at any time. Workouts on Nautilus or freeweights should be scheduled every other day with three times a week as a goal in the beginning, and twice a week as a maintenance program.

Exercise can lend strength and support to that aching back. The stomach needs to be strong to help support the back. The majority of runners have notoriously weak stomachs and are overall quite inflexible. The stomach can easily be strengthened with bent-leg sit-ups. Lie on your back with knees up, feet on the floor, arms folded across your chest and chin tucked to your chest. Slowly raise your upper body toward your knees

and then gradually return to the starting position; repeat without resting in between. Gradually work up to between 50 and 100 sit-ups three to four days a week.

Benefits in addition to increased strength include:

Fewer injuries (your body can take more stress)

Weight loss

Trimmer appearance

Still not convinced? One study took ten 90-year-olds who could only walk with canes and walkers and put them in a high-intensity weight training program. Five weeks later they were all stronger and seven walked without assistance.

As you get older your activity and metabolism declines but most Americans tend to increase their dietary intake and reduce their exercise. To maintain your idea weight you must increase your exercise and/or decrease your intake of calories. Good health is an excellent return on your investment of time and effort.

Energy Awareness: Still a Priority For Growth

By Capt Phillip Howard/CES

Not a lot of energy news marches through the media these days. Concern over use of foreign oil, energy consumption rates, building temperature standards and general energy efficiency lost steam in the '90s. Some of the topics pushing the energy issue aside include the fall of the Berlin Wall, the war in the Persian Gulf, the break-up of the Soviet Union and the environment. Evidence of the popularity of environmental issues abound in the news media and in stepped up governmental regulation. Issues such as these have diluted America's energy consciousness.

Although not foremost in the minds of the American public, energy continues as a priority for future growth and development. The U.S. still depends on foreign markets, and protection of those markets can be costly as seen in the case of the war in the Persian Gulf. Furthermore, energy is a key issue when related to the need for an improved environment. The two go hand-in-hand, and to save energy relates directly to saving natural resources and producing less toxic waste. The Secretary of the Air Force issued new guidelines on energy consumption recently. The secretary wants all Air

Force facilities to reduce energy consumption by 20% by the year 2000, as compared to the average use in 1985, the baseline year. Previously, a goal of a 10% reduction set the standard. In order to meet these guidelines everyone at the Standiford ANG base must practice energy conservation. Turn your lights off when you leave the office, set building thermostats so that the building temperature falls within the appropriate temperature range as outlined in Base Regulation 18-1. If you don't know where to find this energy regulation, ask your commander. Energy is everyone's business.