

# THE CARGO COURIER

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

Vol. 11, No. 10, Oct. 14, 1995



## Storm troopers

**ABOVE:** KyANG crewmembers load air conditioning units onto their C-130 transport during a stop in San Juan, Puerto Rico. The units were taken to hurricane ravaged St. Thomas, Virgin Islands, where temperatures hovered in the 90s.

**RIGHT:** The 123rd Airlift Wing also transported these members of a Ft. Thomas, Ky., Disaster Medical Assistance Team, which is capable of providing field hospital care to victims of natural disasters.

*KyANG Photos by  
Maj. Ralinda Gregor*



## Wing delivers aid to islands after Marilyn

**By Maj. Ralinda Gregor  
Wing Public Affairs Officer**

Fourteen members of the 123rd Airlift Wing answered the call for help after Hurricane Marilyn raged through the Virgin Islands and Puerto Rico last month.

Flying relief missions into Charlotte Amalie airport in St. Thomas, Virgin Islands, the two flight crews logged 47.5 hours and carried 156 passengers and 39 tons of relief supplies during their four-day mission of mercy.

The Kentucky Air National Guard crews flew mostly at night, right up to crew duty-day limits, and volunteered for extra humanitarian missions.

During the first intense days of the relief effort, they were able to help meet the medical, security, and comfort needs of those people hardest hit by Marilyn's fury.

Accompanied by a public affairs officer and a WHAS-TV news team, these two crews shared their experiences with Kentuckiana residents. The details of their rewarding but grueling mission follow.

...

The flight crew went on bravo alert Sunday, Sept. 17, and waited for orders to proceed. By Monday afternoon they were alerted to pick up two Disaster Medical Assistance Teams, or DMATs, from Ft. Thomas, Ky., and Toledo, Ohio.

**See GUARD on Page 6**

# How we feel about ourselves is an important part of our success

**A**ndre Agassi has made famous the slogan, "Image is everything." He's a pretty good tennis player, and he's made a lot of money capitalizing on his talent and public image as a free spirit.

More power to him. I wish him well.

But I must disagree with his slogan: Image is not everything, it is only part of the whole.

We in the 123rd Airlift Wing have identified image as one of our products.

We have sought and achieved a very positive public image in both the local community, and at the national level.

This positive image is well deserved.

It has resulted from our willingness to participate in real-world missions like those in Bosnia, Somalia, Rwanda, and last month's hurricane relief efforts in the Virgin Islands.

We perform well, and our public affairs folks make sure the media is informed of what we do.

While public image is important, what is



**Col. Michael L. Harden**  
*123rd Airlift Wing Commander*

more important is how we feel about ourselves and our unit.

It is time to focus our attention inward.

We need to work on self-image — how good we feel about ourselves and our unit.

If we feel good about ourselves and our unit, our public image will take care of itself. In the coming months, let us all strive to improve our self-image.

We can do this by falling back on our core values of honesty, loyalty, dedication and trust.

We must know that we are all striving for the same goal of combat readiness. There is a special feeling that develops among a group of people who are all moving in the same direction.

It is called various things — *esprit de corps*, a spirit of oneness, camaraderie, whatever. It is hard to define. But you know it when you feel it.

It is my desire that every member of the 123rd Airlift Wing feel that he or she is a vital, contributing member, and that he or she experiences that special feeling.

I look forward to continue working with you to achieve something special.

## *Air Force secretary praises devotion of troops*

By Master Sgt. Louis A. Arana-Barradas  
Air Force News Service

For all its high-tech gains, people are still the Air Force's greatest asset, Air Force Secretary Sheila E. Widnall says.

"Our new technologies are only so much expensive hardware without dedicated, trained, motivated people to employ them," Widnall said.

The Air Force's transformation into the world's premier air power,

which started with the service's birth during World War II, continues today because of the spirit and devotion of its people.

"Though the environment, the tools and the skills of the craftsmen have changed over time, the values and motivations have not," she said. The World War II veterans "set a lasting standard for those of us who have followed in their footsteps," she added, noting that such standards can be upheld only if people are not forgotten.

"People are now, as they have been for decades, the Air Force's focus."

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

The editorial content is edited and prepared by the public affairs office of the 123rd Airlift Wing, Kentucky Air National Guard, Louisville International Airport, Louisville, Ky., 40213-2678. Our phone number is 502-364-9431.

Wing Commander  
Public Affairs Officer  
Production Team:

Col. Michael Harden  
Maj. Ralinda Gregor  
Staff Sgt. Dale Greer  
Senior Master Sgt. Dave Tinsley

Call the PA office if you have a story idea, photo or article to submit. Deadline for our next issue is Oct. 18, and our office is in the wing headquarters building.

# Bombs away

## *Runway repair deployment scores 2 firsts*

By Capt. Shirley Ritchie  
Special to the Cargo Courier

The 123rd Civil Engineering Squadron returned from its annual bivouac last month to Fort Smith, Ark., with two firsts under its belt.

The deployment marked the unit's first visit to Fort Smith, which has more heavy training equipment than the previous site at Ft. Knox, said 1st Lt. Didi Byerly, air base operability officer.

The other first involved the use of fiberglass matting by members of the Rapid Runway Repair teams.

The matting is used to repair damage made by bombs and is easier to lay than previous materials.

Byerly explained that the bivouac is an annual requirement which deploys several teams for a simulated war.

One of those teams is the ADAT, or Airfield Damage Assessment Team, whose job is to assess the airfield after a bombing. A Damage Assessment Team, Utility Repair Team, Decontamination Team and Sweep Team are also in place during the exercise.

In sequence, the ADAT reports to the Minimum Operating Strip team, which in turn decides how much of the damaged airfield has to be repaired in order to make it combat ready.

Byerly said the mission is an important one because it helps determine the readiness



KyANG Photos by Master Sgt. Glenn Farquhar

**ABOVE:** Tech. Sgt. Steve McCurdy of the 188th Fighter Group, left, takes time during the deployment to discuss with KyANG's Tech. Sgt. Barry Risinger, center, the operation of a new air-conditioned chemical defense suit worn by Tech. Sgt. Ronnie Clayton.

**BELOW:** Heavy equipment operators with the 123rd Civil Engineering Squadron spread gravel to repair simulated bomb damage to runways.

of our personnel to react in a wartime situation. Participants are graded on how long it takes them to complete runway repairs.

Maj. Darren Piedmonte, chief of operations for the squadron, said the team did well during this process of trial and elimination.

"We were trying to get the repair down

under 20 minutes," Piedmonte said. "Then we tried something different that took 34 minutes. It was a matter of getting everyone familiar with the equipment."

The teams will return to Fort Smith next week for a repeat performance.

Although the September deployment included 88 CE personnel and others, next week's trip will utilize only about 35 of the most skilled staff so the unit may reach peak performance by the time of the Operational Readiness Exercise scheduled for November.

Piedmonte said next week's deployment will also give the unit a chance to use a special chemical warfare ensemble.

"When we return," he said, "we will do this with a chem gear ensemble that has a vest that can be connected to a cooling system for the face and head."



# Wing aces COMSEC inspection a 2nd time

By Maj. Ralinda Gregor  
123rd Airlift Wing  
Public Affairs Officer

For the second time in a row, the 123rd Airlift Wing aces its communications security inspection.

Air Combat Command inspection officials were very impressed with the wing's procedures to control, handle and safeguard COMSEC material, said Maj. Mike Dornbush, base COMSEC manager.

COMSEC material includes equipment that allows an organization to establish secure communications links.

"The folks have done a very good job here," Dornbush said. "You just don't see a unit take top ratings very often — certainly not twice in a row."

"Tech. Sgt. Diana McGinity from the combat control team and Tech. Sgt. William 'Ricky' Willis and Senior Master Sgt. Bobbie Brawner from maintenance had flawless COMSEC user accounts," Dornbush added.

Dornbush also thanked the other user account managers who helped make the top rating possible:

- Tech. Sgt. Michael Buckley, 123rd Airlift Wing command post
- Staff Sgt. Joanna Booth, 123rd Airlift Squadron
- Chief Master Sgt. Joe Goodin, 205th Combat Communications Squadron
- Tech. Sgt. Gus D'Amico, 205th Combat Communications Squadron
- Tech. Sgt. James "Woody" Carlile, 123rd Airlift Control Element
- Master Sgt. David Koontz, 123rd Communications Flight.

## *Promotions in the KyANG*

The following servicemembers have been promoted in the Kentucky Air National Guard and as reservists of the U.S. Air Force. Officer promotions are pending federal recognition.

Congratulations to each promotee for a job well done!

### **To Airman 1st Class (E-3)**

Jeremy Meyer, 123rd Sec. Police Sq.

### **To Senior Airman (E-4)**

James Hargan, 123rd Civil Eng. Sq.

### **To Staff Sergeant (E-5)**

William Devore, 123rd Comm. Flt.  
Keith Love, 123rd Comm. Flt.  
Brian Miller, 165th Airlift Sq.  
Kevin Thornberry, 123rd Aerial Port

### **To Tech. Sergeant (E-6)**

James Bobbitt, 123rd Civil Eng. Sq.  
David Buzan, 165th Airlift Sq.  
Ronnie Clayton, 123rd Civil Eng. Sq.  
Robert Crump, 123rd Maintenance Sq.

### **To Tech. Sergeant (E-6)**

James Dunn III, 123rd Sec. Police Sq.  
Steven Garvey, 123rd Aerial Port  
Charles Merriman, 123rd Logistics Sq.  
Mark Moore, 123 Logistics Sq.  
Barry Risinger, 123rd Civil Eng. Sq.

### **To Master Sergeant (E-7)**

Kirk Blakeman, 123rd Life Support Flt.  
Mark Crane, 165th Airlift Sq.  
Ernie New, 123rd Civil Eng. Sq.  
Johnny Phillips, 123rd Mission Support  
Robert Powers, 123rd Maintenance Sq.  
Keith Smith, 123rd Civil Eng. Sq.  
William Willis Jr., 123rd Maintenance Sq.

### **To Senior Master Sergeant (E-8)**

Glenn Farquhar, 123rd Civil Eng. Sq.  
Dennis Jennings, 165th Weather Flt.

### **To Chief Master Sergeant (E-9)**

Sharon Carter, 123rd Comm. Flt.

### **To Captain (O-3)**

James Nelson, 123rd Airlift Control Flt.

## Rhodes, Ash named to top posts

By Staff Sgt. Dale Greer  
Cargo Courier Assistant Editor

Col. David Rhodes has been named the new vice commander of the 123rd Airlift Wing, and Lt. Col. Rick Ash will become director of operations for Headquarters, KyANG.

Rhodes, who had been director of operations at KyANG headquarters since 1985, began his military career in 1960 as an inventory management specialist in the Kentucky Air Guard.

He was discharged in 1964 and later earned a commission through Air Force ROTC, serving on active duty from 1967 to 1977.

Rhodes then rejoined the Kentucky Air Guard in 1977 as a disaster preparedness

officer. In 1983, the pilot, who has experience in the C-130, C-131 and C-12, was named chief of the command post.

Rhodes is human resources manager at Baptist East Hospital in Louisville.

Ash most recently served as commander of the 123rd Operations Support Flight. Prior to that, he was commander of the 38th Airlift Squadron at Rhein-Main Air Base, Germany. The operation was tasked with flying relief supplies to Bosnia-Herzegovina.

Ash is a pilot for American Airlines and has more than 5,000 hours of flight time in numerous military and civilian aircraft.

He also is a registered professional engineer with more than 13 years' experience in the field.

Ash earned his commission through Air Force ROTC at the University of Louisville.



**LEFT:** Tech. Sgt. Cynthia Gibson of the 123rd Logistics Squadron directs passengers toward their aircraft during the September UTA mobility exercise.

# Practice makes Perfect

Kentucky Air Guard members spent the September UTA showing they know what to do in the event of a deployment.

The mobility simulation is the last one scheduled before the unit's Operational Readiness Exercise, planned for Nov. 17-20 in Savannah, Ga.

The 123rd Airlift Wing will return to the Savannah ANG Readiness Training Center Feb. 9-12 for its Operational Readiness Inspection.

— Staff Sgt. Dale Greer  
Cargo Courier Assistant Editor



**ABOVE:** Passengers board the Thoroughbred Express for a simulated deployment.

...

**FAR RIGHT:** Buses waited to take troops through their final processing steps.



**KyANG photos by Staff Sgt. Drew Fritz**

**RIGHT:** Staff Sgt. Jeffrey Greenwood of the 123rd Logistics Squadron unloads a pallet from a C-130 as Staff Sgt. Randy Adams, a loadmaster, watches.



# Guard brings relief following Hurricane Marilyn

Continued from Page 1

Because the tasking came down with such short notice, the aircraft wasn't completely configured when the crew stepped out to its plane.

Tech. Sgt. Dave Burba, the maintenance crew chief, helped the loadmasters, Tech. Sgts. Carl Hilbert and Roy Self, assemble web seats for 38 DMAT passengers during the short flight to Cincinnati.

The DMATs are trained and equipped teams of physicians, nurses, medical technicians and support staff from 72 communities throughout the United States. They are capable of providing patient evaluation and field hospital care to victims of natural disasters and emergencies.

According to John Hoyle, president of St. Luke hospital, which sponsors the Kentucky team, DMAT members had been prepared for Hurricane Luis but weren't needed.

He praised the professionalism of the 123rd Aerial Port Squadron, which palletized nine tons of medical equipment and supplies to make the unit available for immediate deployment two weeks earlier for Luis.

Controlled by the Tanker Airlift Control Center at Scott Air Force Base, Ill., the 123rd crews were tasked to take the DMATs only as far as Puerto Rico. The mission commander, Lt. Col. Bob Baskett, evaluated the aircraft fuel and cargo loads and determined the 123rd could make it directly to St. Thomas and then to Roosevelt Roads Naval Air Station, Puerto Rico, well before their crew duty day expired.

"We knew the teams really needed to get into St. Thomas, so we did everything we could to get them there quickly," Baskett said. "The planners were constrained by limited ramp space and unloading capability at St. Thomas, so we had to be flexible each time we flew in there," he added.

On the second day of their mission, the 123rd crews received word that they would return home.

"I told the TACC we were still available to do whatever they needed," Baskett said.

Shortly before the crews' scheduled take-off, orders came to pick up 87 FBI agents from Andrews Air Force Base, Md., and bring them to San Juan, Puerto Rico. The agents were tasked to provide security in St.

tion.

Del Valle was trying to find out how to get two diesel air conditioning units flown to St. Thomas to cool the airport terminal, which had become a second home and command center for many of the relief workers.

Baskett put him in contact with FEMA officials at Roosevelt Roads who could authorize the shipment.

Once the flight was approved and the 123rd received tasking, loadmasters Self and Hilbert began the difficult job of loading the two air conditioners, which were almost as wide as the cargo bay.

Del Valle also provided some additional cargo to brighten the day for the military and civilian relief workers at the airport: cases of sodas and boxed sandwiches. Perhaps the most welcome treat was the trash container of ice Del Valle donated, a commodity in high demand in St. Thomas.

The flight to St. Thomas gave the crew their first glimpse of the destruction during daylight. Several light aircraft were flipped over and smashed. None of the buildings in sight escaped damage. Trees and bushes appeared to be stripped of their foliage.

About 30 people lined up outside the terminal, waiting for a flight to deliver them out of the devastated area. Air Force and American Eagle workers busily unloaded and marshalled aircraft. A C-17 taxied out, making room for another flight to unload its cargo.

After four days on the road, the Kentuckians took off and headed northwest for home, proud of what they had accomplished.

"We do what we can, and there's nothing like being able to carry these relief supplies," said copilot Capt. Kathy Luken.

"I enjoyed it," said copilot 1st Lt. Doug Velander. "People depended on us to get the cargo to them — that's the real world. That's why I joined this unit."



Relief workers watch as aircrew unload an air conditioning unit at Charlotte Amalie airport in St. Thomas, Virgin Islands.

Thomas, where looting had become prevalent.

After flying all night and taking some well-deserved crew rest, the 123rd crews were again notified that they would be returning home.

While doing the last minute flight planning for their return, Lt. Col. Baskett's crew met up with Tom Del Valle, president of American Eagle airlines Caribbean opera-

# \$675,000 warehouse project nears completion months early

## New storage system promises to speed up mobility processing

By Staff Sgt. Dale Greer  
Cargo Courier Assistant Editor

A project to increase the efficiency of base supply is nearly complete after four years of planning and \$675,000 in improvements.

The warehouse improvements, which are expected to be complete this weekend, two months ahead of schedule, include new conveyor lanes, pallet racks, forklifts and vertical carousels.



KyANG photo by Staff Sgt. Dale Greer  
**PACK 'EM AND STACK 'EM:** Master Sgt. Wayne Miller retrieves parts from one of three new vertical stackers, which allow base supply to store thousands of small items in a fraction of the floor space previously required.

The carousels, which are 20 feet tall, centralize thousands of small parts that previously were kept in small bins scattered across the old base warehouse, said Capt. Pat Wimsatt, chief of supply.

The devices are something like giant tool chests, except they have revolving shelves that circulate on a loop. The shelves hold items in partitioned sections.

If an operator needs to get a part from a different shelf, he simply scrolls through the shelves until the correct one revolves around.

The carousels save both space and time, Wimsatt said.

"You've got everything right here. I can store hundreds of parts in the space that I used to store 20 or 30 — and you can rapidly find it.

"Before, we'd have to go all over the warehouse to find things. We were in the dark ages — most of our parts were kept in old, 1940s-era bins that you couldn't move or adjust."

Another feature of the project is centralized mobility processing, which combines weapons issue and mobility bag issue in one step.

The process is further enhanced by new gravity-feed racks like those that dispense soft drinks at convenience stores.

The new racks will hold all the items necessary to build the various mobility bags from scratch.

If someone needs a set of gloves for their bag, a mobility team member will simply grab a pair from the rack. An identical item then will slide down the rack, ready for the next customer.

"They'll literally run through here and fill their bag as they go," Wimsatt said, noting that the new system offers a much higher level of combat readiness.

"We'll be able to go that much quicker," he said.

## *Veterans Day celebration to be Nov. 10*

Jefferson County Judge/Executive Dave Armstrong has announced that the county's Veterans Day celebration will begin at noon Nov. 10 with a ceremony in front of the courthouse, 527 W. Jefferson St.

The program will include a guest speaker, Brig. Gen. (Ret.) Julius Berthold, as well as a static display of military equipment on the courthouse grounds.

The 100th Division U.S. Army Reserve Band will provide music before and after the ceremony.

## *Administration post vacant*

The 123rd Airlift Wing is seeking applicants to fill a military position as NCOIC of administration.

The specialist will be assigned directly to the chief of staff and also will provide administrative support to the wing commander and vice commander.

Other duties will involve responsibilities for mobility, drug urinalysis testing, weight management, dependent care and protocol.

Each applicant should submit a resume detailing his or her military and civilian work history, as well as a letter of recommendation from his or her unit commander.

Applications will be accepted through Nov. 1, and interviews will take place Nov. 4. The post will be filled the following day.

For more information, please contact Maj. Richard Frymire III on base at extension 666, or off base at 364-9666.

## President calls unit into federal service

### Guard members set up new base at Ft. Knox, Ky.

By Tech. Sgt. John Martin  
123rd Airlift Wing Historian

An executive order signed 45 years ago this month by President Harry S. Truman placed the KyANG's six units on federal active duty for 21 months.

The six units that then comprised the Kentucky Air Guard were Headquarters, 123rd Fighter Group; Headquarters Detachment, 223rd Air Service Group; Detachment "A", 223rd Air Service Group; 165th Fighter Squadron; 165th Utility Squadron; and the 165th Weather Station.

These units, along with guardsmen from West Virginia and North Carolina, relocated to Ft. Knox while the Korean Conflict escalated.

Six years later, in the fall of 1956, the very last of our F-51 Mustang aircraft departed Standiford Field for their new home in California.

The F-51 had been our primary mission-oriented aircraft since the unit's creation, and many regarded it as a fine plane.

Just weeks earlier, however, Capt. Ronnie Peterson lost one of our F-51s over water near Parris Island, S.C., during annual field training.

Peterson had been well briefed on the behavior of a Mustang forced down in water — the plane's air scoop caused it to sink like a stone.

In his eagerness to get out of his aircraft, Peterson opened his life vest and pulled the inflating device on his rubber raft too soon.

The F-51 had come to rest on the bottom, as expected, but in only three feet of water.

Replacing the Mustangs were 25 F-86s, all of which arrived in Louisville by October 1956.

This month also marks an anniversary for the 123rd Fire Department, which became a full-time fire fighting outfit in October 1971.

The switch to full-time status came in the wake of a fatal crash of two KyANG RF-101s, which apparently bumped upon takeoff at Standiford Field. One of the pilots was killed after he tried to eject.

The accident highlighted the need for around-the-clock fire protection at Standiford Field, and 18 guardsmen soon were assigned to the new fire station, providing not just the base, but the airport as well, with 24-hour protection.

To put this in better perspective, the Louisville Airport Authority's fire protection service in 1971 consisted of one man and a well-used pick-up truck. This solitary force also worked only until 4:30 p.m.

If a fire had broken out after that time, the airport would either have called on KyANG fire fighters or contacted the city's Fire Engine Company No. 1, located on Crittenden Drive.

Back then — as today, before the permanent fire house was built — personnel

had to sleep and work in an old trailer located near the end of the runway. First chief of the 123rd Fire Department was Chief Master Sgt. Norman Thomas.

It's not often that one gets the chance to meet the top person in his or her career field, but this month in 1991, members of the 123rd Security Police Squadron had that opportunity to meet the "Top Cop" of the Air Force, Brig. Gen. Frank K. Martin.

Martin, of the Office of Security Police at Kirkland AFB, N.M., stopped by the 123rd to chat with KyANG members during the October UTA before making an appearance at the International Association of Chief's of Police convention being held in Louisville that week.

...

**Trivia from August:** What was the special honor given to all members of the KyANG in August of 1978?

**Answer:** Louisville Mayor William Stansbury proclaimed members of the KyANG as Distinguished Citizens of the City of Louisville.

**Question for November:** Who was our very first female first sergeant?



KyANG historical archive

The Kentucky Air National Guard's main operational aircraft for nearly a decade was the F-51 Mustang. The F-51s were transferred to Kentucky from Air Force Reserve units in Michigan, Minnesota and Illinois.