

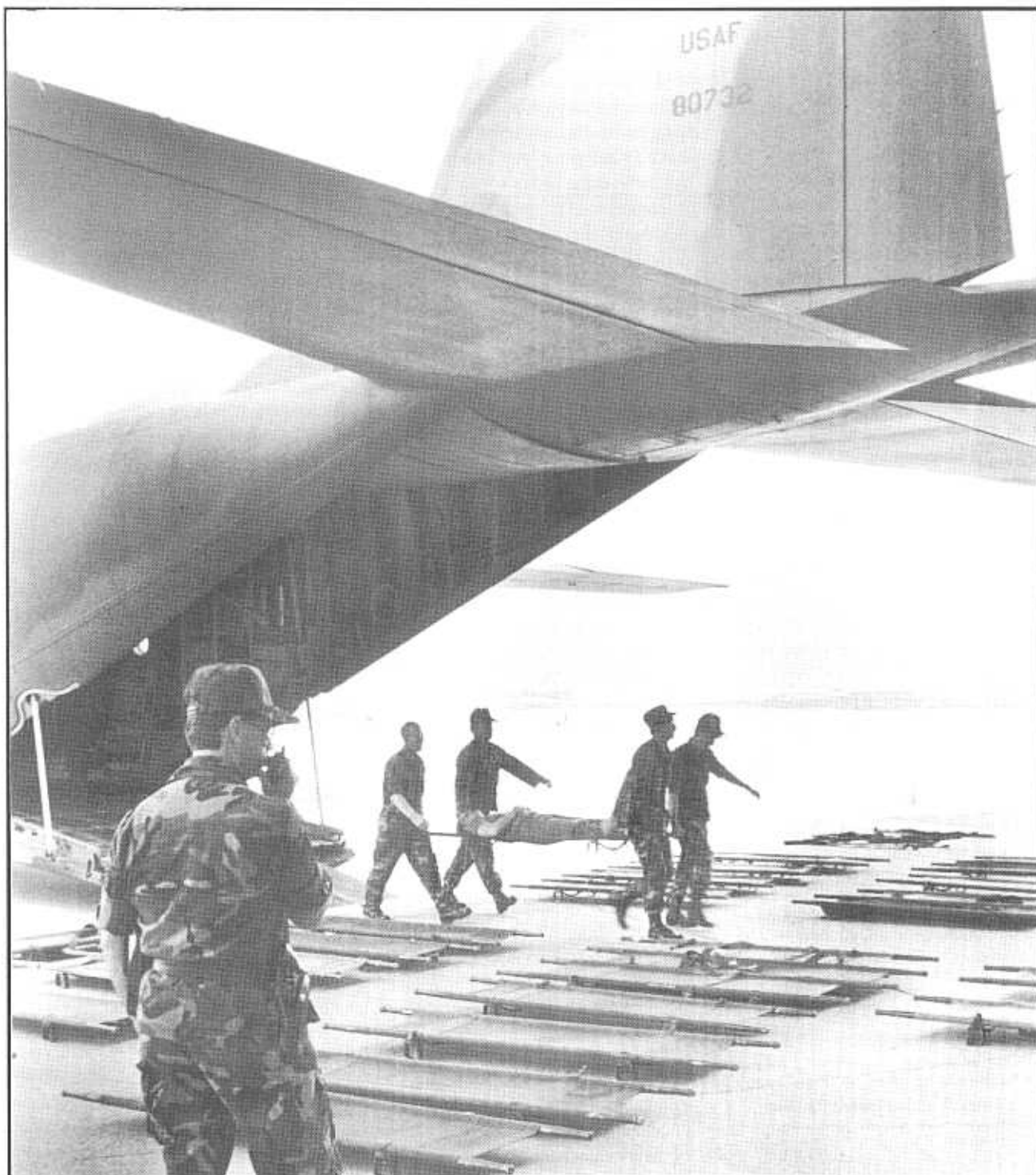


THE CARGO COURIER

Standiford Field, Louisville, Kentucky

123d TAW Kentucky Air National Guard

Vol. 5, No. 8, Sept. 9, 1989



Inside:

Mission to Columbia Engineers in England Softball champs



KyANG Photo by MSgt. Terry Lutz

Emergency airlift

Members of the KyANG off-load "victims" from a C-130 aircraft who were injured in an earthquake disaster in California. This scenario was part of an exercise to test the National Disaster Medical System in Louisville and across the nation. For more information turn to Page 4.

THE CARGO COURIER

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|---------------------------|------------------------|
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| TSgt. Jenny Montgomery | Editor |
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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.

Operational Readiness Exercise

An expression that you will become very familiar with over the next year. October UTA will be the first of many in our preparation for an Inspector General Operational Readiness Inspection.

For many, this will be a new experience, for others it will bring back memories and experiences that may have faded since our last inspection. It's time once again to break out the chemical warfare gear and place your minds in the modes of infiltrators, airfield attacks, emergencies, bomb threats and the like.

Our first scenario will find us deploying a force to our forward operating base where we will be conducting airlift, airdrop and assault operations under combat conditions during both day and night time periods. I ask each commander and NCOIC to become

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

deeply involved -- discuss and ensure that procedures are known and established for continuity of operations.

Let's have an efficient, productive weekend and let's do it safely.

Chaplain's Column**Winning the race to heaven**

By Chaplain (Capt.) Thomas Curry

Ancient Greeks devoted a great deal of their time to training their physical powers. Foot racing became very popular. The winner of a race was given the highest honor that could be bestowed upon a man. A crown of laurel was placed on his brow, a sculptor carved his figure in stone, mothers named their babies after him. He became a national hero.

From childhood, boys dreamed of winning these races. For weeks and years they would go through a training period during which time one thought was constantly uppermost in their minds, winning the race. They hardened their bodies by vigorous exercise of various kinds, observing a rigid daily program. They would not eat anything that they thought would impair

their health, or indulge for a moment in anything that would weaken their bodies.

When the time for the race came, these young men, who had practiced running with heavy weights, laid aside every one of them. They did not think of carrying one extra ounce. Laying everything aside and determining that nothing should hinder them, they set out to win. So the Apostle Paul relates that the Christian who is determined to come off victorious will close his eyes and ears to the pleasure, money, position, or anything that would keep him from winning the race to heaven. (Hebrews 12:1-2)

Real-world mission

Kentucky aircrews deliver C-130 to Columbia

By TSgt. Jenny Montgomery
Editor

At the beginning of the year, Maj. Gen. Donald A. Logeais, commander of the Military Airlift Command's Twenty-First Air Force, visited the KyANG and stated that "the facts are, when there is something going on in the world, a MAC airplane, generally speaking, will be there to do something."

He also stated that from day to day he keeps "a close eye on CNN to figure out where I'll be going next."

Well, as promised, the KyANG participated in one of those real-world missions covered by CNN and other local and national media, Labor Day weekend.

Flight crews from the 123d Tactical Airlift Wing, here, and the 167th Tactical Airlift Group, Martinsburg, W. Va., were tasked to deliver two C-130s to Columbia as part of President Bush's commitment to support that nation's efforts to combat drug trafficking.

ANG units also provided eight OA-37 observation aircraft, four from the 110th Tactical Air Support Group, Battle Creek, Mich., and four from the 182nd TASG, Peoria, Ill.

Members of the KyANG flight crew were Lt.Col. Gary Burge, mission commander; Maj. David Moremen, pilot; Capt. Mark Kraus, navigator; Capt. Robert McGugan, navigator and Air Force advisor; TSgt. Michael Harp, loadmaster; SSgt. Thomas Sullivan, loadmaster; and SSgt. Dan Fuller, flight engineer.

The KyANG crew flew out of Stan-diford Field Saturday and after a stop for refueling at Hurlburt Field, Fla., they landed at Howard AFB, Panama that evening. The next morning both C-130s took off for Columbia.

"We thought we'd slip in and slip out, but when we saw it on CNN, we realized that wasn't going to happen," said Major Moremen. News of the mission was broadcast on national television Friday evening before the flight.

'It was exciting. The element of risk heightens your senses.'

Crew members were aware of the seriousness of the mission when they saw guards lined up every 30 or 40 feet against the hillside with machine guns. Once they had parked on the military ramp, it was requested by radio that the three officers from each crew form in front of their aircraft and march toward the entourage awaiting them. They presented the aircraft to the highest ranking Columbian Air Force general and the United States ambassador. They in return presented the aircrews with a plaque for their efforts.

The crews spent the night in Columbia and were flown back to Panama the following day by a Columbian Air Force C-130. From Panama to home, the crews were flown by a commercial airliner.

"The crew performed very well in the face of some uncertainties," said Colonel Burge. "We felt relatively secure once we had a better understanding of the political situation in

Columbia. We were treated very well by the Columbians during our stay."

"It was exciting," Major Moremen said. "The element of risk heightens your senses. It was good for the crew and the camaraderie was intense."

"Everybody had to look out for everybody else. It was good to get back to Miami after three days of looking over your shoulders," he said.

"I really felt like I was involved in a real-world mission," said Sergeant Harp. "No games, strictly business."

The trip was "very awakening," he said. "There were a couple of times on the trip when it was hairy. It made you aware you weren't just driving down to St. Matthews."

Traveling from the military base in Columbia to their hotel was in itself an experience. All the escorts had weapons and the crews were driven in bullet-proof vehicles along various routes to avoid recognition.

"In retrospect, it was an ordinary mission," said Major Moremen. "It was the potential for hazard that made it extra-ordinary."

'The crew performed very well in the face of some uncertainties.'

News

National disaster exercise tests Louisville's readiness

By Maj. Toby Harrell
Public Affairs Office

On Wednesday, 9 August, the Associated Press released the following story, dateline San Francisco:

"Residents were jolted awake yesterday by a sharp earthquake . . . The quake, which hit with a jolt and rolled for 10 seconds, was felt as far away as San Luis Obispo, about 230 miles south of San Francisco and Sonoma County, 60 miles to the north."

Call it fate or call it coincidence, but on Thursday, 10 August, the Kentucky Air National Guard participated in an exercise that had been planned for a year. The scenario for the exercise began: "An earthquake, Richter magnitude 7.5, along the Hayward Fault in the San Francisco Bay area, inflicts large scale medical disaster."

The exercise the KyANG took part in was a test of the Louisville area's participation in the National Disaster Medical System. The NDMS is a federally operated system organized to care for large numbers of injuries from either a national disaster or overseas war.

The job of the 123d Tactical Airlift Wing is to act as a reception point for victims in-bound to Louisville-area hospitals. At the reception point, the victims are off-loaded from transport aircraft, examined and then dispersed to as many as 16 local hospitals.

Lt.Col. Edwin H. Hornung, 123d TAW deputy commander for support and on-scene commander for the exercise, said, "The exercise went very, very well. We were able to practice with the C-130 configured for carrying litters and actually off-load litters with 'patients' on them." The C-130 can be set up to carry as many as 76 litters. Colonel Hornung added that there was an initial problem with the triage procedure set up by the civilian medical staff. "The unique thing was how

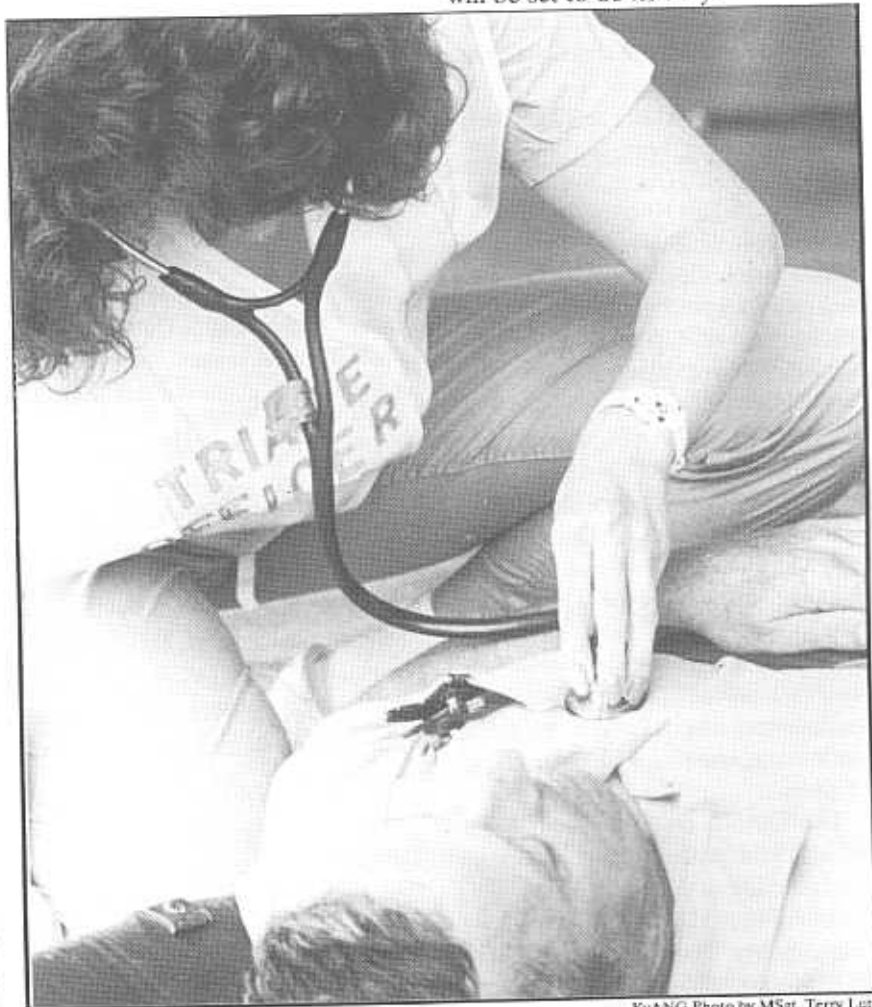
quickly the problem was recognized and corrected," Colonel Hornung said. "It was corrected by the second plane load."

For the exercise, approximately 50 Guardsmen and 250 Job Corps students acted as "victims." With conditions ranging from pregnancy to lost pulse, the "victims" were moved from the point where they were delivered by the C-130 to appropriate areas to be checked by doctors and sent on to area hospitals. The "victims" in the worst conditions were actually flown by helicopter to a hospital for treatment. Those in less serious condition were taken to the hospital by ambulance or bus. On arrival at the hospi-

tal, some patients were taken throughout the entire sequence from the emergency room to being delivered to a bed for recovery.

Having a large number of hospital beds, a full range of medical services and excellent air access, Louisville is one of 106 metropolitan areas in the United States to participate in the NDMS. Sixteen Louisville-metro hospitals are listed as NDMS participants.

The United States has been fortunate in avoiding great disasters -- no Bhopal-like toxic gas poisonings, no Armenian-scale earthquakes. Just as the where and when of a disaster, natural or man-caused, cannot be predicted, neither can the number of victims. Hopefully, the NDMS will never be activated. However, when an exercise scenario suddenly becomes the real thing, the NDMS will be ready and the Kentucky Air National Guard will be set to do its duty.



KyANG Photo by MSgt. Terry Lutz

"Victim" goes through triage before being sent to area hospital.

Lt. Swift takes command of Comm Flt

By TSgt. Jeff Sansbury
Staff Writer

1st Lt. Mary Swift was busy as usual last month when she thumbed through the manning document of the 123d Communications Flight. Just four weeks after assuming its command, she was certain the job was for her. "I think it'll work out great. I like it here," admitted Lieutenant Swift, who oversees the 21-member unit here. "We're all set."

The 123d Communications Flight's role is to provide tactical communications support to a deployed air wing in a NATO environment. The unit operates under the Air Force Communica-



KyANG Photo by TSgt. Jeff Sansbury

1st Lt. Mary Swift
Commander 123d Communications
Flight

tions Command, but its headquarters base is not disclosed.

Lieutenant Swift replaced Capt. Mitchell Perry as flight commander after 18 months, when he assumed leadership of the newly assigned 223d NATO Air Base Communications Squadron here. That unit was created shortly after the conversion from the RF-4C aircraft to the C-130B aircraft.

"She's very articulate, and she believes in a full readiness posture," said SSgt. Tim Cruse, the unit's communications supervisor. "Lieutenant Swift is good for us. She's really impressive."

The unit has a well-balanced mix of technical specialists and relies upon crypto maintenance, pacer bounce radios and a transportable record communications van. The specialists also maintain external and internal telephone systems.

This month the communications flight is positioned at Fort Knox to support field exercises of the KyANG 123d Civil Engineering Squadron.

Are any changes planned by the new commander? Well, maybe.

If Lieutenant Swift has her way, the 123d Communications Flight will become less visible around base, she hints. By proposing split-drills for some unit members, she hopes to train more in a co-located operating base location, known as a COB.

The COB environment, says Lieutenant Swift, is realistic and will enhance the unit's training ability.

KyANG self-inspection program

By Col. Joseph Kottak
Vice Wing Commander

The wing self-inspection program is undergoing a major change in order to make it more effective, hard-hitting and standardized throughout the base.

The purpose of the self-inspection program is simply to determine how each unit measures up to the standards and requirements which govern its activities and job requirements. Self inspection enables unit commanders to determine their true combat readiness and to eliminate deficiencies which detract from mission accomplishment.

Base Regulation 123-1 has been revised so as to make the base-wide, self-inspection process much easier to administer and document. As the director of the program, I will be providing units the materials, training and support necessary to implement the program by mid-October.

I have no doubt that commanders and supervisors will welcome the new self-inspection system and the benefit derived from its implementation. It is one of the most positive steps we can take in our conversion to MAC and in preparing for UEIs and ORIs.



ENGLAND

Engineers, services
deploy to quiet
countryside

Story and Photos
by TSgt. Charles Simpson
Base Photo Lab

Overcoming just a few minor problems, the troops of the 123d Civil Engineering Squadron and 123d Mission Support Squadron departed to England in May for their two weeks of Annual Field Training.

The original plans called for the group to fly to Mildenhall Royal Air Force Base, set up shop and do some extensive construction projects. However, since President Bush decided to visit Europe, his communications personnel and equipment were to be located at Mildenhall. I know this is hard to believe, but the President's men received priority and our rooms were taken, therefore, new plans had to be made.

After several phone calls and consultations with Maj. Thomas J. Marks, 123d CES commander, and company, a new base was located that had two essential ingredients: space for the troops and jobs to do. We were off to England in brand new C-130s, still clean from



the factory, flown by the West Virginia Air National Guard.

The first leg took us to St. Johns, Newfoundland. After a wild cab ride to the hotel, a pleasant evening in the quaint port town, a rest, and a \$10 breakfast we were on to England. Over the ice-crusted North Atlantic, past Ireland and then the touchdown at Mildenhall RAF Base, England.

From there we loaded on buses and raced to our destination, Sculthorpe RAF Base. Sculthorpe is a quiet base in the English country side, surrounded by beautiful fields and sleepy villages. After arriving late in the evening we had a hot meal, some English beer, a night's sleep and were ready to work.

The base had all kinds of work to be done, but no civil engineering unit, therefore it had very little equipment and almost no supplies. If we did not bring the equipment with us, we had

to rent it and all supplies had to be ordered from local distributors.

They say that "problems are only challenges in disguise." In true CE fashion, the challenges were met. The command center was set up, communications established, work crews organized, jobs laid out and off to work they went.

The men happily went about their business of cutting, digging, grading, electrifying, hammering, cooking, fire manning, welding, building forms, pouring concrete, plumbing, painting and fencing. In general, tearing things down and building them back up again.

The men were everywhere, turning the quiet little base into a whirlwind of activity. In all, eight major and five minor projects were completed. Two large concrete pads were formed and poured, 1,000 feet of fence was lain, 160 lineal feet of sidewalks formed and poured, two parking

lots built, an office totally renovated, a bathroom renovated to allow for wheelchairs, the airplane parking area improved, a drop ceiling installed in the billeting office, a water drain constructed, a concrete pad poured for the fire department, and rooms prepared for more than 1,000 Army paratroopers. To complete this work, more than 128 cubic yards of concrete and 240 tons of gravel were used.

If you had asked me before the trip I would have said it could not be done. All work and no play makes for unhappy troops, so in our off hours we toured the castles and towns, went to the beaches, visited London, hit the pubs and restaurants, bought mementoes and in general had a wonderful time.

We found the British to be friendly, helpful and enjoyable people which helped make it a pleasant trip. As all must end our time was up and we were homeward bound. Another bus ride back to Mildenhall and the flight back to friends and loved ones.

Major Marks met us, welcomed us back and told us that the people at Sculthorpe had only praise for the men and women of the KyANG and the outstanding jobs they did. Perhaps that means another deployment to England some time in the future. If that's so, I for one, am ready to go.



In true CE fashion the
challenges were met

Maintenance squadron recognizes top airmen

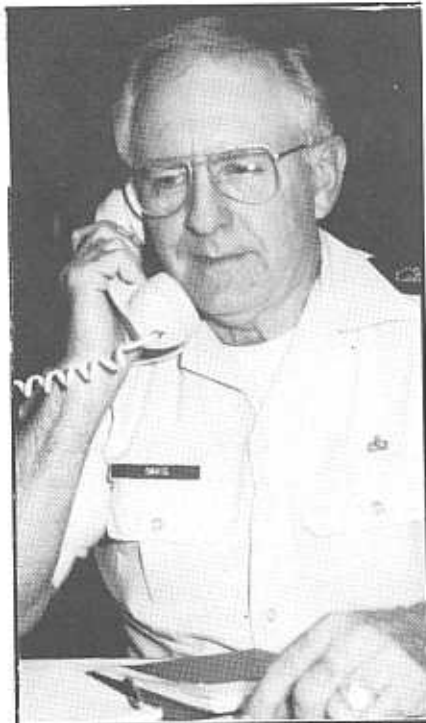
By Capt. Richard L. Frymire III
123d CAM

The 123d Consolidated Aircraft Maintenance Squadron Senior NCO, NCO and Airman of the Quarter were recently announced by Lt.Col. John R. Pearl, squadron commander.

Selected were: SMSgt. Melvin D. Davis, Senior NCO of the Quarter; TSgt. Ralph E. Bronger III, NCO of the Quarter; and SrA Karen L. Hendrickson, Airman of the Quarter.

SMSgt. Melvin Davis

As the NCOIC inspection section of the organizational maintenance branch, Sergeant Davis supervises two isochronal docks and the non-powered AGE section. Upon notification of the change to the C-130 mission, Sergeant Davis immediately volun-



SMSgt. Melvin D. Davis

teered for several C-130 technical training courses. He expertly employed the knowledge and experience gained during these training sessions to expedite the 123d CAM's transition to the new mission.

During the squadron's first-ever isochronal inspection at Martinsburg, W.V., Sergeant Davis devised inspection flow sheets which dramatically organized the completion of the inspection. As manager of the 21 equipment program, his valuable input enabled the branch to implement an equipment inventory system allowing the 123d TAW to perform any assigned mission.

Sergeant Davis' inventory programs and inspection flow sheet charts are already setting new standards within the C-130 mission, as other C-130 units have requested help with their programs.

Sergeant Davis enlisted in the Air Force in 1961 as a nuclear weapons mechanic and joined the KyANG in 1967 as a traditional Guardsman. He was called to active duty with the KyANG during the 1968 Pueblo Crisis and became a technician in June 1969.

He is a part-time deputy sheriff in Bullitt County, is past chairman of the Board of Trustees, Mt. Washington Methodist Church, and served four years with the Mt. Washington Fire Department.

During his leisure time, Sergeant Davis enjoys wood-working, camping and fishing. He is married to the former Joyce Keith, has two grown children and three grandchildren.

TSgt. Ralph F. Bronger III

Sergeant Bronger is an aircraft maintenance crew chief with the or-



TSgt. Ralph F. Bronger III

ganizational maintenance branch. His knowledge, positive attitude, and willingness to work enabled him to adapt quickly to the new C-130 mission.

Flight chief, MSgt. Richard Cwiak, cited Sergeant Bronger as having no major write-ups during his last seven quality verification inspections and no aborts due to APG maintenance during the last rating period. In addition to a high work ethic, Sergeant Bronger's positive human relations skills allowed him to build a strong rapport with both aircraft maintenance crew members and supervisors.

His positive outlook and "can-do" attitude contributed immeasurably to the success of the 123d CAM Squadron during a recent deployment to Cheyenne, Wyoming, and a local exercise. Sergeant Bronger's keen insight and knowledge of flightline procedures recently earned him the Air Force Achievement Medal.

Sergeant Bronger is a 1971 graduate of Louisville Valley High School. He enlisted in the KyANG in 1971, as

an aircraft mechanic and was selected for the technician workforce in March 1975.

During his off-duty time, Sergeant Bronger enjoys boating, camping, and coaching little league softball. He is an active member of the Incarnation Catholic Church where he serves on the church Booster Club and is a member of the Parish Council. He is married to the former Jeanie Turner and has two children, Andy 12 and Melanie 8.

SrA Karen L. Hendrickson

Airman Hendrickson is a flightline mechanic with the organizational maintenance branch. Her diligent work ethic and dedication have made her a major asset to the C-130 aircraft maintenance team. Flight chief, MSgt. James E. Bryan Jr., identified Airman Hendrickson as a ready, willing, and able



SrA Karen L. Hendrickson

performer who grasped the fundamentals of the C-130 aircraft maintenance requirements in the minimum time. In addition, she completed all aircraft maintenance CDCs in the minimum time.

Airman Hendrickson is a 1980 graduate of West Hardin High School. She enlisted in the KyANG in December 1986 and serves as a traditional Guardsman.

Airman Hendrickson is employed by the Fort Knox Commissary. She enjoys music, darts and basketball in her leisure time.

The 123d CAM Squadron wishes to thank the local restaurants that sponsored dinners for our quarterly winners: Fifth Quarter on Durrett Lane, Jim Fairburn, general manager; Mr. Gatti's on Preston Highway, Donna Brown, manager; and Tumbleweed on Outer Loop, Margaret Tucker, vice president.

Base re-location update

The Kentucky Air National Guard will be re-located in the near future as part of the Louisville Airport expansion project.

The base will be moved in the next three or four years to the Standiford Lane area, according to Maj. Thomas J. Marks, 123d Civil Engineering Squadron commander. "Construction completion date is set for the 1993 time frame."

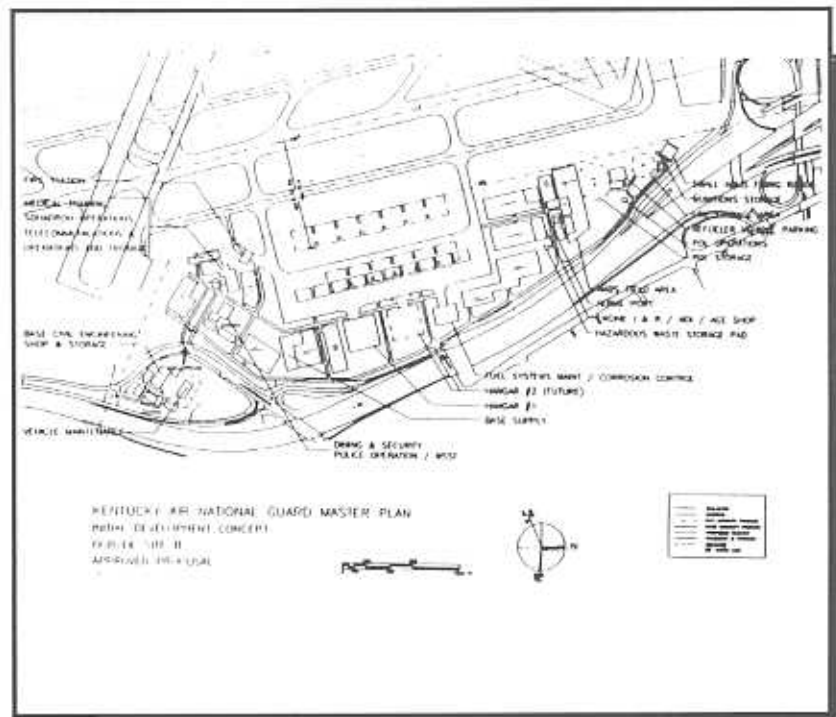
Moving of base facilities will be in three phases with the first phase scheduled to begin in June of 1991. Design of the new facility will begin in the next four months. The new base will have approximately 14 buildings and cover 130 acres.

"New hangars will be designed to take the wing span of the C-141 and or a C-17," said Major Marks. The master plan also has space allowed for a future hangar and building enlarge-

ments if mission requirements were to change.

The new base will include up-to-

date communications, fire alarm and safety systems, and an energy management system.



Sports

Co-ed Team places 2nd in ANG softball tourney

By Mike Mitro

Approximately 130 teams from 38 states arrived in Sioux Falls, S.D., to participate in the 24th Annual ANG Softball Tournament, with four teams from the 123d TAW.

Kentucky was represented in the Men's Open, 35 and Over, Women's and Co-Ed divisions. The Co-Ed Team fared the best of these by returning to the Bluegrass with the second place trophy.

Co-Ed Division

In the Co-Ed Division, the 123d first went up against the 133d out of Minnesota and lost a hard battle 4-2. Being knocked into the loser's bracket, the team buckled down and started playing hard ball by defeating the 139th of St. Joe Missouri 16-6.

They then eliminated the 190th of Topeka, Kansas 12-2, followed by

another defeat over the 139th's number one team 8-7, after they had been trailing 7-2 in the 7th inning. The next game proved to be sweet revenge for they faced Minnesota again, this time coming out on top 7-4.

In their next game, they faced the loser of the winner's bracket, the team from North Carolina. Again, some last inning heroics pulled out a 7-6 victory. The only team left to play was Iowa, who had won the winner's bracket.

The 123d, playing in their fifth straight game, lost their momentum and fell to Iowa 11-1. If they had defeated Iowa, they would have had to face them one more time for the championship game. It was a terrific effort by all the players, especially the way the women hit the ball. Their hitting was the key success of the Co-Ed Team. Most of the Co-Ed Teams did not allow their women players to field the ball if the men could get to it. This

was not the case for the 123d, whose women could handle their own with anybody. Congratulations Co-Ed Team!

Men's Open Division

In the Men's Open Division, the 123d had a super team, but the luck of the draw had them playing the ultimate second and third place teams in their first four games. Like the Co-Ed Team, they opened play against Minnesota and won the game in 5 innings, 17-7.

Their next game was hard fought against the 165th from Savannah, Ga., the third place finishers, with the 123d coming out on the short end 14-8.

Moving down the loser's bracket they next faced the 105th of Stewart Field, N.Y., and won 8-4. Next, they eliminated Utah 26-14. The next game was against Rickenbacker, Ohio, the second place finishers, and they lost another hard-played game 7-3. The Men's Team finished around 15th in the 73-team field. They will be back next year.

Women's Division

In the Women's Division, the KyANG Team opened play against Alabama and won in 7 innings. They faced "rival" Kansas in their next game, only to see Kansas fight back and win 7-6 after the ladies held leads of 2-0, 4-2, and 6-2.

The following day, the ladies played in the loser's bracket against the 163d from California and defeated them 10-6. Their next opponent, the 148th of Duluth, Minn., eliminated them from the tournament in a well executed defensive game. The 123d Women's Team finished with two wins and two losses and represented Kentucky and themselves exceptionally well. Their fighting spirit, enthusiasm and talent will see them as a major competitor in next year's tournament.

Men's 35 and Over Division

In the Men's 35 and Over Division, the 123d began play at 11 p.m., on



Members of the KyANG Co-ed Softball Team display their trophy.

Thursday against the 126th ARW from Chicago, Ill. The "old men," hitting and fielding the ball with style, won that game in 5 innings 12-0. In their next outing they played against the 145th from Charlotte, N.C. After building a 16-4 lead in the second inning the hitting stopped. Combined with a couple of errors and N.C. slamming the ball, they were defeated 26-16, placing them in the loser's bracket.

At 1 a.m., they faced South Hampton Beach, N.Y., in a sprinkling rain and won 17-6. The next morning the men faced the 167th from Martinsburg, W.V. The 167th is the unit from which we are receiving the C-130 aircraft. Jokingly, they said that if we win, they will take the "B's" back. Evidently, we took them seriously, for after leading 6-1 at the bottom of the 6th inning, they scored 6 runs to win 7-6. The

"B's" are safe in Louisville. This defeat eliminated the team from the tournament with a 2-2 record. Wait 'till next year.

In total, we had a splendid tournament. The 123d finished with a combined record of 12 wins and 8 losses. The tournament was well run with all games being played at one complex. It gave everyone the opportunity to watch the Championship Teams play.

The overall winners of these tournaments are the participants and fans who get to meet some new friends, see some great softball and see different parts of the country. Next year's tournament is the 25th Annual which will be fantastic in itself. It is being hosted by the unit in York, Pa.

The 1991 tournament will be held in Knoxville, Tenn. Kentucky should

have no problems finding teams to travel these distances to participate in these tournaments.

If you have not had the opportunity to attend one of the Guard tournaments, you are missing out on a marvelous time. Please feel free to contact any ballplayer if you want to be on any of these teams. They will put you in touch with someone on the Athletic Association. Finally, congratulations to the participants and fans who went to South Dakota and a hearty congratulations to the Co-Ed Team for a job well done.

The overall winners of the four divisions were:

Men's Open -- Pittsburgh, Pa.
Men's 35 and Over -- Delaware
Women's -- Jacksonville, Fla.
Co-Ed -- Iowa

Men's Open Softball Team wins local league

The KyANG Men's Open Softball Team recently claimed the Monday night league championship at Bertram Park.

Under coach Mike Hassler, the KyANG team entered the last night of competition tied with AAA-VAC for first place at 7-2. The KyANG team hardily disposed of the "Bomb Squad" 16-9, and then looked on as the KyANG 30 and Over Team belted AAA-VAC 23-7. Had the two teams remained tied, a playoff game would have followed.

Team members included: Jeff Bishop, Mike Buckley, Rich Frymire, Ken Goldring, Steve Johnson, Darrell Kruetzer, Jeff McDonald, Wayne Miller, Herb Moore, Joey Norris, Lou Price, Jim Skaggs, Chuck Smith, Steve Snawder and Doug Thompson.

NCO Preparatory Course graduates 16

KyANG NCO Preparatory Course Class 89-2 graduated 16 students Aug. 25.

The class is designed to instruct airmen first class and senior airmen with the roles and responsibilities of a noncommissioned officer.

The John Levitow Award is the highest honor given in the NCOPC. It recognizes the student who has excelled in meeting the challenges offered by the curriculum and demonstrated outstanding leadership qualities. This award was presented to SrA James C. Bishop, 123d Consolidated Aircraft Maintenance Squadron.

The Distinguished Graduate Award for the highest academic grade went to AIC Anthony D. Long, 123d Civil Engineering Squadron.

Two members of the New Jersey Air National Guard also participated as instructors for this class. They were TSgt. Arnold Karp and TSgt. Pedro

Indio. Also, many members of the KyANG were called upon as adjunct instructors to provide expertise in areas such as human relations, the ANG as a global force, and personal readiness.

The guest speaker who provided a very motivational and inspiring speech for the graduation luncheon was CMSgt. Robert Allen, NCOIC quality control, 123d CAM Squadron.

Students of Class 89-2 were:

SrA William L. Allen, 123d CAM
SrA Gregory J. Bean, 123d RMS
SrA Darryl L. Brown, 123d CES
SrA David A. Floyd, 123d CFT
SrA Bruce D. Grimes, 123d SPFlt
SrA Thomas D. Kimball, 123d CFT
SrA David W. Lundergan, 165th TAS
SrA Patrick J. Maloney, 123d CAM
SrA Louis M. Marsili, 123d CFS
AIC Cathy R. Mudd, 123d MAPS
SrA David B. Riedley, 165th TAS
SrA Desiree L. Schladand, 123d RMS
SrA Carl L. Smith, 123d Tac Hosp
AIC Stephen A. Young, 123d CAM

News Briefs

Hearing: not a renewable resource

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

Did you know that your hearing is not a renewable resource. Once it's gone, you can't get it back. The delicate tissues that convert air movements into your favorite tunes can be easily damaged.

Noticeable, permanent hearing loss is usually gradual, resulting from repeated exposure to hazardous noise. By the time you can tell your hearing has decreased, the damage is already serious.

You can do something about further hearing loss. Whenever you are exposed to hazardous noise, wear personal ear protection.

Noise levels are potentially hazardous when you have to shout to be heard one to three feet away.

Significant hearing loss threatens the quality of life for you and your family. Not only is it more difficult to communicate and enjoy your favorite sounds, but it may be necessary to remove you from all work that in-

volves hazardous noise exposure.

It has been shown that personnel who wear personal ear protection in hazardous noise workplaces experience less fatigue, are generally less irritable and work with greater efficiency.

So when exposed to hazardous noise at work or play, wear your personal ear protection. You'll be protecting your quality of life, your job security and even improve your work performance.

If you have any questions, please contact the environmental services office at ext. 630.

Narrator needed

A narrator is needed to read scripts for slide, tape and video programs produced by the KyANG audio visual lab.

Auditions are currently being held. This is not a permanent position in the lab, just on an as-needed basis. For more information or to schedule an audition, contact SMSgt. Dave Tinsley at ext. 484.

Mixed bowling league begins

The KyANG Mixed Bowling League will start Sept. 13.

Anyone interested in participating, please contact the following individuals: Floyd Tuttle, Larry Oney or Teresa Amsler.

Promotions

To CMSgt (effective Oct. 1):
Russell D. Leadbetter, Hq 123d TAW

To SMSgt (effective Sept. 1):
David F. Pope, 123d SPFlt

To MSgt:
Patrick A. Bayne, 123d RMS
Kenneth G. Bernardi Jr., 123d Tac Hosp
Eugene A. Downs, 123d CES
James C. Hood Jr., 123d RMS
Preston L. Whalin, 123d CES

To TSgt:
Ernie L. New, 123d CES
Jeffrey S. Sansbury, 123d TAW
Robert S. Wickliffe, 123d MSF

To SSgt:
Jeffery T. Burdine, 123d CES
Troy E. Glenn, 123d CES
Mark A. Hay, 123d RMS
William K. Howard, 123d Tac Hosp
Anthony J. Schmidt, 123d CES

To SrA:
Anne M. Broadway, 123d RMS
Kevin M. Higdon, 123d CPT
Gary L. Spaulding, 123d MSS
Latonia R. Trowell, 123d RMS

To AIC:
James C. Hood III, 123d CES
Ildico S. Reeckman, 123d RMS

Space A Flights

- Sept. 15-17 **Patrick AFB, Fla.**; leave at 10 a.m., on the 15th and return at 1 p.m., on the 17th.
- Sept. 16-30 **Anchorage, Alaska**; leave at 9 a.m., on the 16th, and return at 8 p.m., on the 30th.
- Sept. 16 **Suffolk County, N.Y.**; leave at noon and return at 5 p.m.
- Sept. 20 **Detroit**; leave at 10 a.m., return at 2 p.m.
- Sept. 24 **Detroit**; leave at 2 p.m., return at 6 p.m.
- Sept 29-30 **Suffolk County, N.Y.**; leave at 4 p.m., on the 29th, return at 9 p.m., on the 30th.

All times and flights are subject to change without notice. Anyone wishing to get on the passenger manifest for these flights should contact the command post at ext. 460.