

THE

# CARGO COURIER



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

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Staff Sgt. Cynthia McGee, right, and Senior Amn. Steven Kochheiser, below, join Senior Master Sgt. Donna Walz for Airmen of the Year honors.



## Flying high

A I R M E N   O F   T H E   Y E A R



KyANG photos by Senior Master Sgt. Dave Tinsley

## *Newcomers join veteran for top enlisted honors*

**By Maj. Ralinda Gregor**  
KyANG Chief of Public Affairs

It usually takes a few years for a new KyANG member to make his mark on the unit, but two of this year's outstanding airmen have made a big impact in little more than a year.

Senior Amn. Steven J. Kochheiser and

Staff Sgt. Cynthia D. McGee, both newcomers, join Senior Master Sgt. Donna S. Walz as Outstanding Airmen of the Year for 1996.

All three faced stiff competition in their respective categories, said Chief Master Sgt. Gary Cline, a member of the five-person selection board that picked Kentucky's finest

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# This year's accomplishments should serve as a great source of pride

**I**t has been quite a year, and I would like to take this holiday period as an opportunity to tell each and every member of the Thoroughbred Express how much I appreciate your efforts, enthusiasm and attitude.

You showed by your actions what an organization can do when each member takes pride in what he does and is given the equipment, training and opportunity to perform.

You stepped up to the plate during the Operational Readiness Inspection, Operation Joint Endeavor and Thunder '96.

You operated through cold, snow, wind and rain. And you maintained the great attitude that the 123rd is noted for.

The focus during this past year has been on readiness, and it will remain on readiness in the future.

We are in business to be ready to deploy anywhere in the world and perform our individual jobs in support of U.S. national



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

objectives.

I am proud to say, without question, that we can do that. I know it, you know it, the Air Force knows it, and our political lead-

ers know it.

They have not hesitated to ask for our help in the past, nor will they in the future.

We must therefore continue to focus on becoming even more ready this next year — and we can do that, too.

We are an organization made up of proud individuals who want to serve their country.

We take pride in doing our jobs well and being part of a team that has the reputation for excellence. We are all of that, but we can — and will — continue to improve because of who we are, and because the heritage of the 123rd demands it.

During this holiday season, take time to reflect on who you are and how you fit into this great organization that we have.

We have a lot to be proud of and a lot to be thankful for.

I am proud of your efforts and thankful every day that I have the opportunity to lead such a great group of people.

## You are the reason the Air Force is so successful

As we close out another successful year for our service, I want to express our sincere appreciation to the dedicated men and women who make up our total force Air Force — active, Guard, Reserve and civilian.

We are extremely fortunate to have you on our team. You are the most intelligent, most talented, most motivated and most in-

novative individuals we've ever had in our Air Force.

And while we have some of the most advanced weapon systems ever developed, they would be little more than pieces of scrap metal without high-quality people such as you to operate, maintain and support them.

In the final analysis, I realize that you are

the reason our Air Force is the most respected air and space force in the world today.

Thank you for your service, and best wishes for a happy holiday season and continued success in the New Year.

—Sheila E. Widnall,  
Secretary of the Air Force

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An electronic version of The Cargo Courier is available on the World Wide Web at <http://www.kyang.win.net>



# South bound

A Kentucky C-130 follows Interstate 65 south after its crewmembers completed training missions in Indiana recently.

Photo by Senior Master Sgt. Dave Tinsley

## Budget cuts won't compromise readiness

By Staff Sgt. Dale Greer  
Cargo Courier Editor

The Thoroughbred Express won't compromise its readiness despite recent budget cuts of up to 50 percent, said Col. Michael Harden, 123rd Airlift Wing commander.

"This year's budget cuts are pretty austere," Harden said, "and we must spend our money prudently, but the sky isn't falling. We will continue to buy things we must have in order to maintain our readiness, and we will continue to operate and maintain the airplanes like we've always done.

"When we run out of money to fly, we'll simply shut the planes down."

For now, that means the wing will continue to support real-world missions and prepare for real-world deployments. Annual field training, planned for Savannah, Ga., remains

on this summer's schedule, and the wing's allotment of active duty days will not be cut.

Billeting for Guard members who live outside commuting distance also will be

vilian dining hall staff. Starting today, G.I. labor will be used instead, saving the base close to \$22,000 a year.

The plan calls for recruiting volunteers by rewarding them with shortened duty days.

Nine temporary Guard technicians also lost their jobs due to cuts, but no permanent full-time employees were laid off.

The cuts affect two main areas, said Master Sgt. Mark Grant, a budget specialist.

The first area, called the flying hour program, provides funds to fly

and support aircraft. The wing could run out of money for this as early as March, Grant said, effectively grounding all planes.

The second area, called operations and

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—Col. Michael Harden,  
123rd Airlift Wing commander

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maintained to aid recruiting and retention efforts.

But Harden is asking everyone to eliminate unnecessary expenses and save money where possible.

One of the first things to go was the ci-

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# Budget cuts present challenge

Continued from Page 3

maintenance, includes travel, base supply and contract services like the civilian kitchen staff.

"We received approximately \$900,000 this year for all those commodities: travel, supply and contract services," Grant said. "Last year, we spent over \$1 million in supply alone. That means we've got about 50 percent of what we had last year.

"We're going to run out of things like copier paper at some point," he said, "and I don't know how you run this place without copier paper. We'll just have to work together and help each other get through this."

Grant said there is a possibility the wing could get more money for flying hours and aircraft support early next year, but he didn't hold out the same hope for the operations and maintenance budget.

Some of these cuts came as no surprise. The Guard Bureau told units to plan for a 5 percent budget reduction months ago, Grant said. The majority of the rollback, however, was forced by new unfunded mandates for Air Guard fighter aircraft.

In other words, the Air Force increased the number of fighter planes the Air Guard has without giving it the money to support them.

It will take \$73.1 million to support these aircraft this year, Grant said, and that money has to come from funds already budgeted

to the Guard. Units in every state took cuts to make up the difference.

Harden stressed that everything possible is being done to ensure the unit's resources are used wisely. He noted, however, that military spending criteria often can seem illogical.

"I think it's important that people understand that money comes out of different pots," Harden said. "We may not be able to buy something that would be nice to have because we don't have any money in that particular pot.

"On the other hand," he said, "we might be able to buy something that we don't absolutely have to have right now simply because that pot has money."

Harden cited the new base signs and landscaping as an example of this.

"A lot of the money for the signs and shrubs came out of last year's budget and had already been programmed for that purpose," Harden said. "We couldn't use it on anything else."

The airport authority also is paying for some of the landscaping with its own funds.

Harden said he is confident the wing will be able to meet its budget crunch head on and find innovative ways of dealing with the shortfall.

"This wing has faced a lot of tough challenges before, and this is just one more," he said. "No matter what happens, we always pull together and succeed."

## Chaplain's Column

### Shuttle bus now delivering churchgoers

Drill weekends often can be a hectic time. Just getting to church is a major logistical accomplishment.

Starting tomorrow, the Chapel will run a shuttle bus service that we hope can help.

You can catch a ride at these stops:

- Clam shell hangar — 0845
- Civil engineering — 0847
- Military pay — 0849
- Headquarters — 0852
- Fire station — 0855

A return shuttle also will run after the services.

—Chaplain (Maj.) Charles Smith

## Services flight seeking volunteers for KP

By Master Sgt. Sheila Atwell  
123rd Services Flight

Recent budget constraints have forced the services flight to make some changes in the way it operates.

One of those changes concerns kitchen help. The civilian contractors who provided assistance in the base dining facility have been laid off. To replace them, a volunteer program using drilling Guard members begins today.

We work hard in the dining hall, but we also have fun doing it.

If you would like to volunteer for a six-hour shift, please contact your supervisor. Two shifts of six people each will be needed for both days of the UTA. One shift will work from 0700 to 1300, while the other will pull duty from 1000 to 1600.

Note that these times constitute a six-hour duty day. The other two hours are yours to do with as you wish!

A second change concerns the meal chit

program, which provided vouchers to use at local restaurants.

Frozen entrees have now replaced the chits for Guard members who pull split UTAs or rescheduled UTAs. Requests for these meals must be turned in to the services office one week in advance.

Latest on lodging: Guard members on special training or annual field training status now must pay their own hotel bills and request reimbursement on a travel voucher.

# Prejudice more than discrimination

By Capt. Marsha Beecham  
Social Actions Chief

Prejudice can take many forms, and it can originate and thrive among people and places we may find surprising — in our homes and churches, among our friends and family.

Its genesis is simple: Someone forms an unfavorable opinion before seeking sufficient knowledge or applying sufficient thought or reason. They prejudge.

There are five levels of prejudice as outlined in a theory formulated by sociologist Gordon Allport.

- The first level is called *antilocution*, the verbal acting out of prejudice.

Name calling or use of slang terminology to refer to a particular racial or ethnic group is an example of this type of prejudice.

- The second level is *avoidance*.

Examples include going out of one's way to physically avoid a person or group. In a work environment, the victim may be assigned menial tasks to keep him away from the mainstream group.

- The third level is *discrimination*.

This can be subtle or overt. An example could be refusing to hire a qualified person simply because of his or her race, gender, ethnic background or religious affiliation. Prejudice is the thought; discrimination is the behavioral manifestation of that thought.

- The fourth level in Allport's hierarchy is *physical abuse*.

This can be abuse of a person or property. Examples might include painting a swastika on a Jewish synagogue or physically attacking a person of a particular group or origin.

- The fifth and most extreme level is *extermination* or *genocide*.

Extermination can be targeted at only one person, like the assassination of Martin Luther King Jr., or at an entire group, such as Adolph Hitler's attempt to eliminate all Jews in Europe.

Allport's Prejudice Model is an important concept to remember.

Examine your thoughts, opinions and actions. Can you identify any steps of the hierarchy?

For more information on prejudice or discrimination, call 4683 or stop by the Social Actions Office, located on the second floor of the Wing Headquarters Building.

## Senior NCOs retiring

Two of the wing's senior NCOs are retiring from the unit this year: Senior Master Sgt. Robert Wallace and Chief Master Sgt. John Henry.

Between the two of them, they represent nearly 45 years of Kentucky Air Guard experience.

- Wallace joined the Guard in 1980 after serving on active duty in the Navy.

During his tenure in the Kentucky Air Guard, he was a squadron first sergeant and operations superintendent.

Wallace's last duty assignment was the 205th Combat Communications Squadron, where he was highly respected for his professionalism and no-nonsense approach to leadership.

- Henry signed on with the Guard in 1968 after serving in the active duty Air Force.

Later that same year, he returned to active duty when the wing was called up during the Pueblo Crisis.

He served as a quality assurance supervisor, and later was named NCOIC of the guidance control and fabrication sections.

His last duty assignment was with the 123rd Maintenance Squadron, where he served as chief of the component repair flight.

In all, Henry was a member of the armed services for 33 years.

*Both men have made lasting contributions to the KyANG, and we wish them all the best.*



Chief Master Sgt. John Henry  
and his wife, Linda



# Airmen recognized for outstanding work

Continued from Page 1

airmen. Chief master sergeants Martin Anderson, Sharon Carter, Jim Turpin and Dick Wilson also sat on the board.

"The nominees were all outstanding people," Cline said. "They all had done a lot in their careers, but we only looked at this past year's accomplishments."

Kochheiser, who took honors in the airman category, is a utilities journeyman in the 123rd Civil Engineer Squadron who came to the KyANG from the Ohio Guard last year.

During preparations for Kentucky's operational readiness inspection, Kochheiser was assigned to the Damage Control Center, where he worked for Capt. John Cassel.

"We got this new airman in, and we didn't know what to do with him, so we made him the door guard and the runner," Cassel said of Kochheiser.

"He surprised us by learning all about everyone's job and helping with bomb damage

plotting and incident tracking. He was so enthusiastic and willing to help out wherever he could."

That attitude earned Kochheiser praise from the 9th Air Force inspector general team as well as senior NCOs and officers throughout the civil engineer unit.

"He's really sharp, and he works well with people," said Maj. Phil Howard, CE chief of operations.

Kochheiser is studying Christian ministry at Asbury College, in Wilmore, Ky., and he hopes to enter Asbury Seminary next year.

A volunteer camp youth counselor and youth group leader, he stays busy with school and church activities.

The outstanding NCO of the year is also new to the Kentucky Air National Guard.

Cyndi McGee left the Florida Air National Guard last year and joined the 123rd Mission Support Flight in October 1995.

McGee also served six years in the Air Force Office of Special Investigations as an administrative specialist.

In addition to being an information management specialist for the Air Guard, McGee is a secretary for the director of computer information services at Jewish Hospital and a full-time student studying for a bachelors degree in computer information services.

She also finds time to give something back to the community as a volunteer for the Big Brothers/Big Sisters program.

credits her coworkers for making her feel welcome.

"They're a great group of people," she said.

The senior NCO of the year, Donna Walz, also hails from the Mission Support Flight. Walz is the base training manager.

Under her leadership as NCOIC of the personnel deployment function, the wing built a solid program that was named as a benchmark candidate by the 9th Air Force IG team.

"She worked way outside the scope of her duties to help us get ready for the ORI," Dornbush said.

She developed a superior deployment manager's handbook and developed checklists for all the survival recovery center positions, he said.

Walz also implemented mini personnel deployment processing lines to serve members deploying to Bosnia, Panama and other locations.

"We provide the same services they would receive during a major deployment," Walz said.

Walz also volunteers her time to some

worthy causes. She is active with the Boy Scouts and St. Joseph's School, and she regularly works in the kitchen at Wayside Christian Mission.

"I consider Donna to be one of the most outstanding senior NCOs on base," Dornbush said. "She's an excellent role model, she leads by example, and she readily volunteers for military and civic duties."

"I'm surprised," Walz said of her selection. "It's quite an honor. We have a lot of great people in the Kentucky Air National Guard."

Kochheiser, McGee and Walz will compete with Guard members from around the country for recognition as the best airmen in the Air National Guard.

Winners at that level then will be considered for selection as one of the Air Force's elite 12 Outstanding Airmen of the Year.

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**“We have a lot of great people in the Kentucky Air National Guard.”**

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—Senior Master Sgt. Donna Walz,  
KyANG senior NCO of the year

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"When Cyndi got here, she immediately volunteered to help out wherever she could," said Maj. Mike Dornbush, 123rd Mission Support flight commander.

She worked with the hospital to help them with their files and immunization records before the Health Services Inspection, Dornbush said, and she also served as part of the highly acclaimed personnel deployment function during the ORI.

McGee gets credit for the exhaustively complete personal checklists that were handed out to every wing member prior to the ORI, Dornbush said.

Her expertise with Powerpoint software was a key to getting the checklists published.

McGee said she is honored to be selected as one of the airmen of the year, and she

*Volunteers sought  
to help prepare  
50th anniversary  
KyANG book*

The Kentucky Air Guard's public affairs staff is seeking volunteers who can help with the preparation of a 50th anniversary hardcover book.

The project, which will be similar in scope to that of the 1977 "Mustangs to Phantoms" retrospect, will use hundreds of photos and dozens of pages of text to preserve the wing's history since the late 1970s.

If you have any photos that you think we could use, or if you would like to volunteer your time looking over photographs we already have, please call Staff Sgt. Dale Greer on base at 4431. Off base, dial (502) 364-9431.

You also can reach Greer via e-mail: 104355.76@compuserve.com.

Input from retirees is especially welcome.

Plans call for completing the book by December, 1997.

*Local VFW post  
looking for  
Guard members*

The Oldham County Memorial VFW Post is looking for new members.

If you served your country overseas during any conflict, you should qualify. Join your comrades in arms!

For more information, call Capt. Jeff Peters at extension 4445 or (502) 222-0210.

**1996 safety record one of best,  
but there is room to improve**

By Brig. Gen. Orin L. Godsey  
Air Force Chief of Safety

KIRTLAND AIR FORCE BASE, N.M. — As I reflect on the safety statistics for fiscal 1996, I believe the entire Air Force community — aviators, maintainers and support personnel alike — should be justifiably proud of their outstanding record.

There was a downward trend in almost every category that is tracked at the Air Force Safety Center.

Let me reiterate that our goal still is and will always be ZERO mishaps — our people and material resources are just too precious to be satisfied with anything less.

While the overall numbers showed marked improvement from last year's statistics, Air Force aviation mishaps claimed 51 lives and ground mishaps another 71 lives.

These figures should remind us daily that we are involved in a dangerous business.

In the flight safety arena, the Air Force experienced 27 Class A mishaps and 20 destroyed aircraft, the lowest number ever in our history.

The Class A mishap rate, based on 100,000 flying hours, stood at 1.26, our second best rate behind the 1.11 rate set in fiscal 1991.

It also was a banner year in the ground safety realm.

While, as I mentioned above, a single fatality is one too many, significant progress was made in almost every category of ground mishaps. Overall, the Air Force experienced an all-time low of 71 fatalities, as compared to 92 in fiscal 1995

— a 22 percent reduction.

As always, the No. 1 killer continued to be motor vehicle mishaps, both four-wheeled and two-wheeled. In fiscal 1996, 42 people lost their lives in privately owned vehicles and nine people in motorcycle accidents. Both figures were greatly reduced from our fiscal '95 figures of 64 and 15, respectively.

This certainly is a favorable trend, but the tragic part is that these fatalities could have been reduced even further had some of the personnel worn their seat belts in POVs and protective helmets while riding motorcycles.

This is an area that we, as supervisors at every level, must continue to emphasize until we achieve 100 percent com-



**BRIG. GEN. GODSEY**

pliance.

The one category of ground mishaps that showed an adverse trend was the area of on-duty fatalities, which jumped from 6 in fiscal '95 to 12 in fiscal '96. Obviously, this is another area where attention must be focused in the coming year.

We must continue to be ever vigilant in our efforts to seek out and identify the tell-tale signs that often are forerunners to a tragic mishap.

Resources will continue to be tight and the pace of operations high — the ideal conditions that breed a "let's cut corners" mentality that increases risks in all Air Force operations.

We must not allow that to happen.

As we head into fiscal 1997 and complete our 50th year as a separate service, what greater gift could we ask for than the knowledge that our efforts were somehow responsible for saving the life of a fellow airman?

# Unit can trace history to Morgan's Raiders

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

Gen. John Hunt Morgan made a name for himself as a daring confederate soldier who took the war to his enemy's doorstep.

The 123rd Airlift Wing has made a name for itself as one of the most honored units in the history of the Air Force, earning eight outstanding unit awards.

But Morgan and the wing have more in common than unique distinctions. They also share the same military lineage.

Our modern airlift wing's historic forerunner during the Civil War was the 2nd Cavalry Regiment, commanded by Hunt. This unit was both the eyes and ears of the army, reporting on troop

movements, positions and supply teams. Morgan, however, decided that just reporting to his superiors was not enough.

So in 1862, he began engaging the enemy by bringing the war to them with daring raids into Kentucky, Indiana and Ohio. In the process, he earned the nickname "Thunderbolt of the Confederacy."

As native sons of the state, Morgan and his men made quite a reputation for themselves — one that lasted until well after the war ended.

Around the turn of the century, the 2nd Cavalry was reorganized as the 123rd Cavalry Regiment, a unit that stayed intact until World War II, when it became known as the 368th Fighter Squadron.

When the Kentucky Air Guard was created in 1946, the "123rd" designation was revived, and it remains with us 50 years later.

We may not wear gray uniforms or carry sabers, but our mission remains the same: to be combat ready.

A special event occurred for the 123rd this month in 1969 when Brig. Gen. Jack H. Owen and Lt. Col. Lawrence Quebbeman, the unit's wing and group commanders, respectively, were invited to the White House as guests of President Nixon.

The president wanted to express his gratitude for the response of Guard units following the call-up for the Pueblo Crisis of 1968. He presented each commander a letter of proclamation detailing the tribute given by a grateful nation.

Other historically important events that occurred in December:

- Dec. 5, 1975 — In an effort to more fully integrate women into the Air Force, eight female training instructors were assigned to two male Basic Military Training Squadrons.

- Dec. 6, 1995 — The first airmen arrived in Tuzla, Bosnia, to prepare airfields for some of the 60,000 troops that would enforce the Dayton Peace Accord.

- Dec. 7, 1941 — Pearl Harbor Day.

- Dec. 12, 1953 — Maj. Charles E. Yeager piloted the rocket-powered Bell X-1A to a speed of Mach 2.435 (about 1,650 mph) over Edwards Air force Base, Calif.

- Dec. 14, 1903 — The world's first powered airplane flight took place at Kitty Hawk, N.C. Wilbur Wright kept his aircraft aloft for 3.5 seconds.

**Trivia answer from last month:** In addition to the clubhouse for the abandoned L&N golf course, one other item remained on the old base property when we took possession of the site in the 1950s: a small grave.

Located about 20 yards in front of the gate to the liquid oxygen storage area, a tiny headstone marked the grave of girl who died in the early 1930s. Writing on the flat headstone was barely legible, but one could, with some difficulty, make out part of the nine-year-old girl's name.

**Trivia question for January:** What connection does Louisville's old Levy Brothers Clothing store have with the Civil War?

See the answer next month.

## Dishpan hands



KyANG historical archive

This young airman gets an opportunity to scrub pots during KP duty at the old base. Kitchen Police are returning to the unit this weekend as part of new cost-cutting measures that eliminated civilian kitchen staff.