

THE CARGO COURIER

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

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Wing returns from Bosnia airlift mission

Story and photos by 2nd. Lt. Dale Greer
123rd Airlift Wing Public Affairs Officer

RAMSTEIN AIR BASE, Germany — The last contingent of Kentucky Air Guard members departed here Feb. 27, completing the unit's latest round of airlift missions in support of the Bosnia peacekeeping effort.

More than 350 Kentucky aircrew, maintainers and support personnel deployed for the month-long exercise, called Operation Joint Forge, with most serving on rotations that averaged three weeks. They were joined by about 200 members of the Ohio Air Guard's 179th Airlift Wing, and both units contributed their C-130s to the effort.

Those eight aircraft flew nearly 500 sorties during the deployment, delivering 3,500 passengers and more than 1,000 tons of cargo to sites across Europe and inside Bosnia, including Sarajevo and Tuzla.

The two units also were tasked with helping stockpile equipment for what has become the Operation Allied Force, the ongoing NATO air campaign against Serbian forces in the former Republic of Yugoslavia.

Working around the clock with the 37th Airlift Squadron here, the Kentucky and Ohio units flew more than 70 tons of fighter support equipment from U.S. bases in England and Germany to bases in Italy.

Col. Michael Harden, commander of the 123rd Airlift Wing, said the mission's success was a testament to the power of teamwork.

"Once again, our folks have shown what can be done when we all work together," Harden said.

That teamwork began with the integration of the Kentucky and Ohio units, who are now



Operation Joint Forge



TOP: An Ohio Air Guard C-130, manned by Kentucky aircrew members, idles at Tuzla Air Base, Bosnia, while cargo is transferred to a K-Loader.

BOTTOM: Senior Master Sgt. Ken Faust, a KyANG loadmaster, guides a pallet of cargo onto a C-130 at Ramstein Air Base, Germany.

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Character and integrity are the foundation of military life

W

here have you gone Joe DiMaggio? A nation turns its lonely eyes to you....

Why do those words from the Simon and Garfunkle song — and the memory of the man — mean so much to a lot of people?

Much has been written since DiMaggio's death about what he symbolized and why he was so popular, but I think the main reason is simple: Joe DiMaggio stood for something! He had values, and he lived those values every day.

DiMaggio didn't need to sample public opinion to find out what he stood for. The values he developed over the years told him what was right and, therefore, what to do.

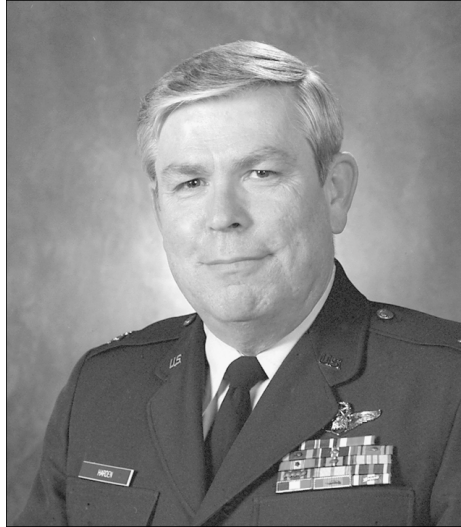
His values were ingrained in his character, and his actions were consistent with that character.

On the other side of the scale, why are some people constantly in trouble? Why does scandal and turmoil seem to follow them?

I think it is a lack of values — or a commitment to the wrong set of values.

People with a firm commitment to a set of values will tend to act in a character consistent with those values, just as Joltin' Joe did.

People without a commitment to a set of values will tend to do what's easy or feels good, and then they'll do whatever they think is necessary to get them out of the trouble they got in because of their weak character.



Col. Michael L. Harden
123rd Airlift Wing Commander

It becomes a self-perpetuating cycle of trouble, scandal and dishonesty as they surround themselves with people who possess similar character flaws and who tolerate their behavior.

The newspaper is filled with examples of this every day, and these examples reach into all levels of our society.

We must not let them reach into our Air Force, our Guard and our wing!

That is why several years ago, Gen. Fogleman laid out the core values that all Air Force members must embrace and make

an integral part of their character — integrity first, service before self and excellence in all we do.

These values must be the foundation of our character. And make no mistake: Our character determines the choices that we make.

There are a lot of bad examples out there, and it would be easy to say, "Other people have gotten away with things. Why can't I?"

You can't, because if you embrace these core values, your character — and your fellow airmen who have the same values — won't let you. You will act in character, and you will make the right choice.

It may not be the easy choice or the most fun at the time, but it will be the right choice.

We in the military have a solemn responsibility to protect and defend our country and the freedom it represents.

We do that very well, as our record of achievement and combat readiness attests.

While we are at it, however, we have the opportunity to be an example of a principled organization made up of people of character.

The way things are going in the world, this may turn out to be the most important role we play.

Thanks for what you do and who you are.

So sayeth the load,

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If you have a story idea, photo or article to submit, stop by the public affairs office, room 2117 of the Wing Headquarters Building. Deadline for the next issue is May 16.

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The Cargo Courier will be back on the Web soon. Check <http://www.kyang.win.net> for updates.

Wing members go polar for chilly charity event

By Maj. Neil Mullaney
205th Combat Communications Sq.

The first Kentucky Polar Bear Plunge, cosponsored by the 205th Combat Communications Squadron, 123rd Airlift Wing senior enlisted advisor and local law-enforcement agencies, helped raise more than \$34,000 for charity in February.

Participants earned those pledges, which will benefit Kentucky Special Olympics, by plunging into the freezing Ohio River currents at Waterfront Park.

The 205th supplied heated tents for participants to use as changing rooms after their arctic experiences, said Senior Master Sgt. Phil Puckett.

The unit also provided a central

staging tent to help organizers control the flow of the more than 150 frigid jumpers.

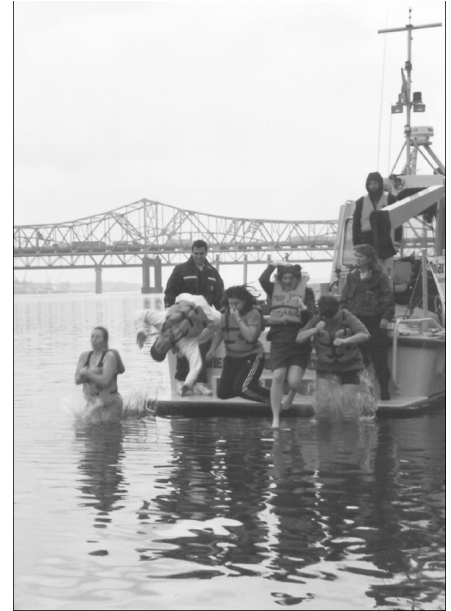
Squadron members worked from 6:30 a.m. until 3 p.m. to ensure the equipment was set up, staffed and returned to the unit, Puckett said.

Chief Master Sgt. Dave Orange; Master Sgts. Chris Emly and Dave Pollard; Tech. Sgts. Al Staples and Susan Paul; Staff Sgt. Gary Hampton; and Senior Airman Jay Hill also volunteered for the effort.

The 123rd Airlift Wing did more than provide support, however.

Five wing members actually took the plunge, raising more than \$1000.

They were 2nd Lt. Katrina Johnson; Master Sgts. Dorenda Stackhouse and Kristine Evans; Tech. Sgt. Lois Allen; and Airman 1st Class Amy Busch.



MAJ. NEIL MULLANEY/KyANG

2nd Lt. Katrina Johnson, Master Sgt. Kristine Evans, Airman 1st Class Amy Busch, Tech. Sgt. Lois Allen and Master Sgt. Dorenda Stackhouse take the Polar Plunge at Waterfront Park.

ROTC cadets learn about Guard

By Staff Sgt. Amy Carr
Assistant Editor

Nearly 40 Air Force ROTC cadets from two major Kentucky universities spent the day here in February to see the state's only air presence in action.

Cadets visited various duty sections to learn more about career fields in which they're interested, said Maj. Dawn Muller, C4 officer for KyANG's State Headquarters.

"Some of the cadets are freshman and sophomores who are still trying to figure out what their majors are going to be," Muller said.

"Career-wise, this visit gave the cadets a chance to see what is really out there for them.

"It also gave them the opportunity to see what an air presence is all about, especially with the idea of the total force."

Muller said the cadets, who are enrolled at the University of Louisville and University of Kentucky, were intrigued by the broad scope of duties the Kentucky Air Guard tack-

les to accomplish it's mission.

"You can't just get on a plane and fly," Muller noted. "It takes much more than that — you've got to have maintenance, logistics and all of the support units."

Tyler Buckley, a cadet from the University of Kentucky, said he's glad he had the chance to see how the Air Guard works.

"When we're at our detachment, we don't get a real clear view of what the military is really like," Buckley said.

"It's nice to get here and talk to a lot of people and get exposed to career fields we hadn't really thought of."

Buckley is still searching for the right career field but said he is considering becoming a lawyer.

2nd Lt. Katrina Johnson, who helped organize the tour, said it was important to familiarize cadets with the Air Guard.

"If later they decide they don't like active duty, they can always come back home to the Guard," Johnson said.

The wing plans to make cadet tours an annual event.

TROA Scholarship deadline Thursday

Dependents of Guard members have until Thursday to submit applications for The Retired Officer Association's college scholarship program.

The program will award 200 grants of \$1,000 each for the 1999-2000 school year.

Applicants must be high school seniors or college students working toward their first undergraduate degrees.

Scholarship recipients must be under the age of 24 and are required to attend school on a full-time basis in the fall.

Applicants who have married are ineligible.

To apply, visit TROA's Web site at <http://www.troa.org> and click on "Member Services." Then follow the link to "Scholarship 200."

Joint Forge

Continued from Front Page

paired operationally for upcoming deployments and an operational readiness inspection.

The coupling is a natural one because both units fly the same model aircraft, said Lt. Col. Frank Sharpe, a pilot with Kentucky's 165th Airlift Squadron and the C-130 mission commander here for Operation Joint Forge.

"That allows us to inter-fly — that is, we can take a Kentucky crew and put them on an Ohio plane, or vice-versa," Sharpe said.

"We can also mix Kentucky and Ohio crews together, which makes it much easier to plan missions from an operational perspective."

The pairing has other benefits, too. Because both units fly the same airframe, fewer spare parts are required, and maintenance crews are interchangeable.

Sharpe also noted the development of *esprit de corps* between the two units.

"This is a winning combination," he said. "All the maintenance folks, the logistics folks, the operators and flyers — everybody here has gelled together real well.

Master Sgt. Bill Raby, a loadmaster with the Ohio Air Guard, agreed.

"We understand exactly how each unit operates, and that improves our efficiency and helps with unit cohesion," Raby said. "We know each other, so that kind of makes it like family — one big, strong unit."

Sharpe said he was extremely pleased with the two units' performance, noting that "the results speak for themselves."

Things went so smoothly, in fact, that the biggest problem may have been the winter weather — always an unpredictable force in this part of the world.

"Europe this time of year is wet and cold," he said. "There's low visibility and low cloud cover, which is a real challenge for the flyers.

"Those kinds of conditions create a fluid, dynamic situation, and we have to remain flexible about planning our missions."

Sharpe noted that scarce billeting also has been a problem for troops deploying here, but he credited Kentucky's 123rd Services Flight for working to overcome that obstacle.

"You've got to have the services in place and working on all eight cylinders or you can't send the troops out to do their jobs," he said.

"Everybody in services just did an outstanding job by making sure we didn't have to worry about any of that."

Look for more coverage of the Kentucky Air Guard's Joint Forge deployment in the June issue of The Cargo Courier.

205th supports Bosnia mission

A communications specialist with the KyANG's 205th Combat Communications Squadron spent nearly six weeks in Bosnia recently to man a NATO satellite terminal.

Tech. Sgt. Al Staples deployed to Banja Luka, Bosnia, from Jan. 4 to Feb. 17 as part of a multinational team that delivered critical communications links to NATO.

British, French, Australian and Canadian troops also participated in the operation, said Maj. Neil Mullaney, detachment commander for the 205th.



ABOVE: The Ohio Air Guard's Staff Sgt. Ron Anderson connects a generator cable to a C-130 at Ramstein Air Base, Germany.

BELOW: Staff Sgt. Ed Leitenberger of the 179th Airlift Wing and Senior Airman Nick James of the 123rd Aircraft Generation Squadron inspect a returning Hercules.





The Kentucky Air Guard's Tech. Sgt. Jeff McDonald inspects an aircraft engine before flight.



Cargo is loaded onto a Hercules at Ramstein.

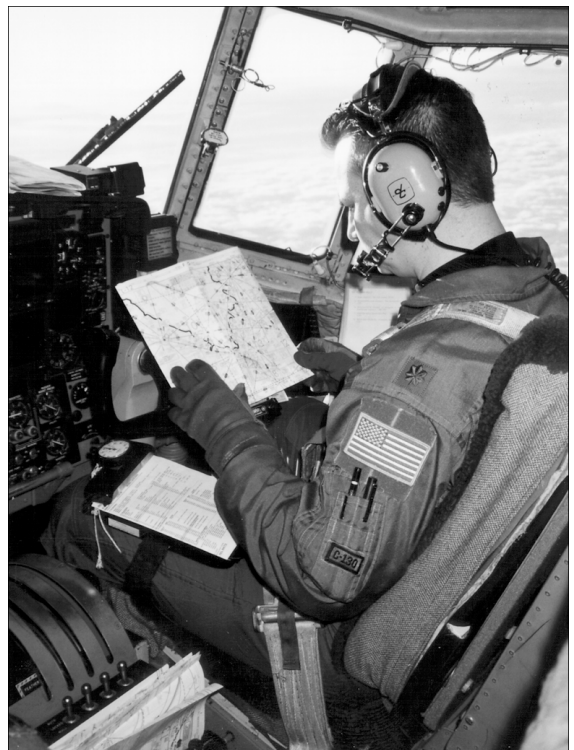


A Kentucky C-130 taxis to its parking spot at Ramstein after flying into Bosnian airspace, also known as "the box."



ABOVE: Capt. J.D. Deboskey, a KyANG pilot, briefs passengers before a flight into "the box."

BELOW: Maj. Harry Downing Jr., a copilot with Kentucky's 165th Airlift Squadron, examines his aircraft's flight path while over Germany.





CHIEF MASTER SGT. BILL SMITH/KYANG

Diver down

Combat controllers don scuba for frigid swim

By Chief Master Sgt. Bill Smith
123rd Special Tactics Flight

LAKE GREENWOOD, Ind.—A cold winter's night has coated the shores of the reservoir here with an icy, snow-like frost.

Only a couple of ducks are daring enough to brave the freezing morning temperatures and venture onto the water for a swim.

That is, until the Air Guard shows up.

Then, with a disapproving round of quacking, the ducks vacate the fog-shrouded reservoir as two scuba divers from the 123rd Special Tactics Flight enter the frigid lake from a Navy explosive ordnance disposal team boat.

Descending to a depth of 40 feet, Master Sgt. Joel Hicks and Tech. Sgt. Todd Swenson level off and make some equipment adjustments before beginning the task at hand: a 1/4-mile compass swim.

Today's objective is a boat dock on the south side of the four-mile-long lake, which is nestled in a valley below the vast Crane Naval Surface Warfare Center in southern Indiana.

"Once we left the surface and started finning, it was okay," Hicks said of the tem-

perature during the mid-December exercise. "The air was colder than the water."

Conducting cold-weather diving is just part of the combat controllers' repertoire for getting to work.

Although most sport divers restrict their adventures to the warm-weather months, military divers must be capable of an underwater infiltration into enemy territory even in winter.

To protect its divers from freezing temperatures, the unit recently purchased rubberized dry suits that keep all but hands and faces dry, Hicks said.

Tight-fitting rubber wrist seals and a similar neck seal keep water from reaching several layers of insulated clothing worn underneath the garment.

Neoprene gloves and the diver's face mask protect the rest of the exposed skin.

With a cold-weather modification to the scuba regulator to prevent it from freezing, the ensemble will permit diving in even arctic conditions, Hicks said.

Working in the dry suits was a new experience for the team.

Because of trapped air within the suit, 20 pounds of weight had to be added to the divers' belts to counter the increased buoyancy.

The trapped air created other challenges, as well. The men were warned not to swim with

their bodies in a heads-down position that would cause the air to migrate to the lower legs of their suits, as Swenson later learned.

"The dry suit took me for a ride!" he said while laughing at the experience.

"We accidentally came up to 10 feet, and I stuck my feet up to kick back down, but it was too late. Up I came. It was pretty much a diving nightmare for me!"

The air had rushed to the feet of his suit and trapped Swenson in a helpless upside-down position for a few anxious moments.

"But overall," Hicks noted, "it was a good dive — a good learning experience."

After some initial adjustments for the buoyancy problems, the swimmers turned their attention to the navigation task and finned to their target in about 20 minutes.

More divers then followed under the watchful eye of the dive supervisor, Master Sgt. Bob Vanassen.

"It was a good dive — really good," Vanassen said of the experience, "but I'm ready for some coffee. My feet are cold!"

ABOVE: Tech. Sgt. Todd Swenson of the 123rd Special Tactics Flight checks his scuba equipment before making an icy dive.

Passports denied to 'deadbeat' parents

WASHINGTON (AFPN) — Nearly 2 million people, some of them in the Air Force, could have a tough time getting passports if they are behind in child support payments.

For more than a year, the State Department has enforced a law that forbids passport issuance to parents more than \$5,000 behind on payments.

The Personal Responsibility and Work Opportunity Reconciliation Act of 1996 took effect Oct. 1, 1997. Since then, the State Department, working with the Health and Human Services Department, has refused to issue passports for those listed in its database of deadbeat parents.

Although the Air Force doesn't track how many passport applicants have been rejected for failure to pay child support, those in the service's passport office say the number could reach into the hundreds.

Social Actions gets new name

WASHINGTON (AFPN) — The Air Force has changed the name of its Social Actions offices to better reflect their current mission.

The new moniker — military equal opportunity — also breaks links to the past, said Lt. Col. Terry Hankerson, acting chief of the Air Force Human Resources Division.

Substance abuse programs, which traditionally were part of Social Actions, now fall under the Air Force Surgeon General's Office.

The equal opportunity program promotes the rights of all people to operate free from social, personal or institutional barriers and be evaluated on merit, fitness and capability.

Service ready for Y2K

By Master Sgt. Linda Brandon
Air Force Print News

WASHINGTON — When the millennium bug bites, officials aren't expecting it to leave much of a mark on the Air Force's vast array of computer equipment — not because they discount the bug's potential magnitude, but rather because the service has invested several years and \$1.16 billion to combat it.

The bug, also known as the year 2000 problem or Y2K, is expected to hit Jan. 1.

That's when the software practice of saving memory space by storing only the last two digits of a year — "99" instead of "1999", for example — will catch up with many computer systems.

Those that are not Y2K-compliant will read the "00" year as 1900 rather than the 2000, which could cause havoc with all kinds of computer systems.

"Our approach is to work hard to reduce the risk that something will happen, but to always assume a failure will occur," said

Brig. Gen. Gary A. Ambrose, director of the Air Force Year 2000 Office.

"That way if the unexpected does happen, we've already thought through how to handle it."

The reality is there will be some Y2K failures, according to Ambrose. But he is expecting them to be minor and believes they will be transparent to most of the force.

"Most will probably last no longer than a few minutes, and some might develop over time. But we don't envision any catastrophic failures," he said.

However, to prepare for the inevitable and the unpredictable, the Air Force has developed continuity-of-operations plans to handle any unanticipated problems.

Regardless, when the crystal ball drops in Times Square, Ambrose is extremely confident the Air Force will be ready.

"The bottom line is that the Air Force is going to be absolutely 100 percent mission ready on Jan. 1, 2000," he said.

"We're going to take care of our people. We're going to be able to do the mission."

Welcome home



MASTER SGT. CHARLES SIMPSON/KyANG

Acting Secretary of the Air Force F. Whitten Peters and Brig. Gen. Ed Tonini, KyANG chief of staff, greet Master Sgt. Jeff Brown Feb. 24 after the loadmaster's return from Operation Joint Forge in Germany.

Ash named assistant adjutant general for air

By Maj. Phil Miller
Kentucky National Guard Public Affairs

Gov. Paul E. Patton and State Adjutant General John R. Groves Jr. have announced the appointment of Col. Richard W. Ash as Assistant Adjutant General for Air.

Col. Ash replaces Brig. Gen. Verna Fairchild, who is being promoted to the rank of major general and assigned to the Pentagon in Washington, D.C., where she will serve as assistant to the Director of the Air National Guard.

A 23-year veteran of the Kentucky Air Guard, Col. Ash began his Air Force career as a civil engineering officer before qualifying as a weapons systems operator and pilot in the RF-4C Phantom II jet fighter and the C-130H Hercules transport.

Prior to his appointment as assistant adjutant general, Ash served



COL. ASH

as director of operations for the Kentucky Air Guard's State Headquarters.

Col. Ash also holds the distinction of being the first Air National Guard officer to command Delta Squadron at Rhein-Mein Air Base, Germany.

Organized in 1994 as a fast-response airlift unit, the squadron was composed of active-duty Air Force, Air Guard and Air Force Reserve personnel and aircraft. It flew 1,252 sorties delivering nearly 10,000 tons of humanitarian supplies into Bosnia-Herzegovina.

Throughout the four-month long Operation Provide Promise airlift, the 15 C-130 aircrews under Col. Ash's

command flew daily sorties, many times sustaining damage from ground fire while successfully accomplishing their missions without loss of life or aircraft.

A native of Louisville, Ash is a pilot for American Airlines with more than 6,000 hours of military and civilian flight time.

Promotions in the KyANG

The following service members have been promoted in the Kentucky Air National Guard and as reservists of the United States Air Force:

TO AIRMAN (E-2)

- Darjanikk Smith,
123rd Student Flt.

TO AIRMAN 1ST CLASS (E-3)

- Michael Templeman II,
123rd Aerial Port Sq.

TO SENIOR AIRMAN (E-4)

- Paul Blackburn Jr.,
165th Airlift Sq.
- Tonia Brown,
123rd Services Flt.
- Sheldon Cowley,
205th Combat Communications Sq.
- Michael Faulkner Jr.,
123rd Aerial Port Sq.
- Eric Hamilton,
123rd Logistics Sq.
- Brian Henry,
123rd Communications Flt.
- Daniel Marks,
165th Weather Flt.
- Brian Robinson,
123rd Services Flt.
- Alexandra Roof,
123rd Aerial Port Sq.

- Darrell Roof,
123rd Aerial Port Sq.
- Zakiya Taylor,
123rd Services Flt.
- Wesley Vardeman,
123rd Maintenance Sq.

TO STAFF SERGEANT (E-5)

- James Adams,
123rd Services Flt.
- Andrew Bush,
123rd Logistics Sq.
- Amy Carr,
123rd Airlift Wing
- Brian Charles,
123rd Logistics Sq.
- Jonathan Duke,
123rd Maintenance Sq.
- Timothy Keehner,
123rd Maintenance Sq.
- Jeremy Meyer,
123rd Services Flt.

TO TECHNICAL SERGEANT (E-6)

- Stephen Danforth,
123rd Special Tactics Flt.

TO LT. COLONEL (O-5)

- Randall Kindler,
123rd Medical Sq.

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