

THE CARGO COURIER

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

Vol. XV, No. 7 • Sept. 11, 1999



Master Sgt. Terry Lutz/KyANG

Wing commander Col. Michael Harden receives the first of three initial Anthrax inoculations here Aug. 27 during deployment processing for Oman.

Wing making AEF history with its Oman deployment

By 2nd Lt. Dale Greer
Wing Public Affairs Officer

The Kentucky Air Guard will be making history Sept. 27 when it begins deploying the first of 175 wing members to Oman as part of Aerospace Expeditionary Force-1.

AEF-1 will be the Air Force's first full-blown test of the new Expeditionary Aerospace Force concept, which is designed to ease the crushing operations tempo of recent years and help units better plan for upcoming missions, said Maj. Greg Nelson, plans officer for the 123rd Airlift Wing.

Before the EAF concept, units often were hit with last-minute taskings to deploy for contingency operations around the globe, making scheduling difficult and overloading

limited resources.

Under the new EAF philosophy, the Kentucky Air Guard will be required to deploy its aviation package for 90 days every 15 months, following a set timetable.

Since the wing's deployed assets will be integrated into a larger war-fighting package — AEF-1, AEF-2 and so on — the new approach will mean more intermingling of active duty, Guard and Reserve forces, Nelson said.

"We used to pull these 90-day deployments like Joint Forge, where we would hand off command and control every 90 days," Nelson said.

See OMAN, Page 6

Fairchild gets 2nd star during D.C. ceremony

By Maj. Ralinda Gregor
KyANG Chief of Public Affairs

Brig. Gen. Verna D. Fairchild was promoted to the rank of major general in the Air National Guard during a ceremony Aug. 9 at Bolling Air Force Base in Washington, D.C.

The former senior Kentucky Air Guard officer was selected to serve as assistant to the director of the Air National Guard for base operational support readiness.

She will be responsible for overseeing all functions that support the Air National Guard flying mission.

Gen. Fairchild made state and national history in 1994 when she became the Kentucky Guard's first female general officer, as well as the first woman appointed assistant adjutant general for air in the United States.

Additionally, she holds the distinction of being only the third female general officer in the history of the Air National Guard.

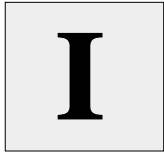
See FAIRCHILD, Back Page



National Guard Bureau

Kentucky's adjutant general, Maj. Gen. John R. "Russ" Groves, congratulates Maj. Gen. Verna Fairchild as Maj. Gen. Paul Weaver, Director of the Air National Guard, presents the new rank during a promotion ceremony in Washington, D.C.

Air Force 'Flight Plan to the Future' ensures we communicate with everyone



In the military as in business, success or failure in today's world is a direct result of how well you do and how well you communicate what you're doing.

Within the Air Force, this is true in peacetime as well as in war.

Seizing the initiative to tell our story is the only way to gain and maintain the trust and support of Air Force people and the Americans who pay our bills and send their sons and daughters to serve our nation.

Recognizing that communication is one of the most important elements of sound leadership, we have initiated a strategic communication program to enable the Air Force to present a **single, compelling, galvanizing identity** to all our important audiences.

This plan—the heart of the program—is built on the principles that telling the Air Force story is an important mission for all, every airman must be a spokesperson, and commanders must lead the charge.

The plan contains unifying, enduring messages and tactics that will direct and integrate Air Force communication for

the remainder of 1999 and lay the foundation for launching the identity effort in January 2000.

We'll publish an updated annual strategic plan each January.

Secretary of the Air Force/Public Affairs will take the lead in integrating all Air Force communication into a coherent effort.

But every staff agency within the headquarters and all Air Force organizations in the field—active duty, Air Na-



GEN. RYAN



PETERS

tional Guard, and Air Force Reserve—have important communication responsibilities.

You are the link to Air Force people and their families, members of other services and unified commands, the OSD and JCS staffs, legislators, think tanks, contractors, employers of Guardsmen and Reservists, the American public, and

leaders and citizens of nations in which the Air Force operates.

The information we provide these diverse groups must be consistent and focused on achieving Air Force objectives.

Commanders must set the example by being personally involved.

They also must **educate, energize, and empower** their people to tell the Air Force story at every opportunity.

Public affairs staffs must provide Air Force people the information and training they need to communicate Air Force messages to our important audiences effectively.

The Flight Plan to the Future will help ensure Air Force communication is rapid, flexible, and precise—anytime, anywhere. It ensures that, at all levels of the Air Force, we communicate one consistent message through many voices to all our audiences.

We expect all Air Force leaders to incorporate this guidance into all efforts to communicate the value of our nation's 21st century Air Force.

—Gen. Michael E. Ryan
U.S. Air Force Chief of Staff

—F. Whitten Peters
Secretary of the Air Force

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.

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 Oct. 6.

Wing Commander.....Col. Michael Harden
Wing Public Affairs Officer
and Cargo Courier Editor.....2nd Lt. Dale Greer
Assistant Editor.....Staff Sgt. Amy Carr
Staff Writer.....Staff. Sgt. Dave Tors

How to contact us ☎

Phone: (502) 364-9431
E-mail: dalegreer@sprintmail.com

Air check

Master Sgts. Tim Atwell and Steve Hatfield of the KyANG First Sergeants' Council display a "largish" \$1,000 donation to the WHAS Crusade for Children in June.

The money, raised from proceeds of the KyANG Bean Soup Feast, will benefit charities throughout the greater-Louisville area.

Photo by Airman 1st Class Aleica Dennison/KyANG



Wing members walking to benefit cancer research

Members of the 123rd Airlift Wing will be participating in a 5k walk-a-thon Oct. 17 to benefit breast cancer research.

The event, "Making Strides Against Breast Cancer," will be held along Louisville's Waterfront Park and is sponsored by the American Cancer Society.

More than 43,700 Americans die from breast cancer annually.

Guard members who wish to participate may split one UTA period to attend.

For more information, call Master Sgt. Laura Crowder at ext. 4413. ☎

CORRECTION

Master Sgt. Jeff Bishop was incorrectly identified in a photo caption in the April 10 edition of the Cargo Courier. Bishop, who was shown meeting Secretary of the Air Force F. Whitten Peters, is a loadmaster in the 165th Airlift Squadron.

New policy means no drill pay for some airmen with bad teeth

By Staff Sgt. Amy Carr
Cargo Courier Assistant Editor

A new dental policy could mean no drill pay for some airmen with bad teeth, medical officials say.

Under the policy, which was mandated by the National Guard Bureau, unit members with severe dental conditions will be required to have their teeth repaired before they can attend drill or mobilize for active duty.

A severe dental condition is one that produces pain and could adversely affect mission accomplishment, said Maj. Ralph Matacale, a dentist with the 123rd Medical Squadron.

"Each Kentucky Air Guard member has a duty to maintain their dental health," Matacale said.

"There is an increasing demand to provide worldwide deployable airmen, supporting the increased Air National Guard operations tempo on short notice.

"The dental service has a duty to provide meaningful readiness data to those in command so that deployed missions may function with minimal disruption due to dental dysfunction."

Under the new policy, guard members with severe dental conditions will be given an average of 30 days to have the problem corrected, Matacale said.

"If the critical treatment has not been completed, then the guardsman will be denied the opportunity to drill until the treatment is completed," he explained.

The new policy also applies to individuals who are overdue for dental exams to determine their worldwide deployability status.

In order to assist Guard members with obtaining regular dental care, the Department of Defense has established the TRICARE Selected Reserve Dental Program.

The program which is subsidized by the DoD and administered by Humana Military Health Care Services Inc., provides basic dental care for less than \$5 a month, Matacale said.

The insurance pays for 100 percent of the cost for preventative services like semi-annual cleanings and 80 percent of the cost for restorative services like fillings.

More information on the TRICARE Selected Reserve Dental Program is available in the base Dental Clinic, or you can visit Humana on the Internet at <http://humana-military.com>.

Ecuadorian maintainers visit to study Kentucky techniques

By Staff Sgt. Amy Carr
Cargo Courier Assistant Editor

Six Ecuadorian maintenance personnel visited here in July for C-130 orientation training, marking a new first in the state's Partnership for Peace program.

While hundreds of Kentucky airmen and soldiers have deployed to Ecuador over the past two years to build schools and clinics, few of our South American neighbors had traveled to Louisville.

The reciprocation was a positive development for both sides of the partnership, said Capt. Matthew F. Stone, aircraft maintenance officer with the 123rd Maintenance Squadron.

"During the visit they were able to look at our facilities, methods and practices giving them an opportunity to learn from us," he said.

At the same time, the Ecuadorians were able to share their ideas with the Kentucky maintainers.

"The Ecuadorians have worked in aircraft maintenance for many years and their knowledge shared with ours created a full-blown exchange," Stone said.

"They don't have the tools or the equipment that we have, and sometimes they have some pretty creative solutions.

"We can't necessarily follow those ideas, but maybe we can learn from the logic they used to come up with them."

Tech. Sgt. Peter Rendon, a crew chief in the 123rd Aircraft Generation Squadron,

worked closely with the Ecuadorians and acted as an interpreter.

"Several of their guys really got excited about wanting to assist with maintenance jobs," he said.

"But they were more interested in our organizational structure because they have a couple of C-130s themselves and were already very familiar with C-130 maintenance.

"They looked at the amount of people we have, the equipment we have and the technical orders we have.

"They took back quite a bit of information with them, and we were more than willing to share it."

Master Sgt. Stephen D. Hatfield, the maintenance squadron's first sergeant, said he's confident the Kentucky maintainers were successful in helping the Ecuadorians meet their objectives.

"I feel we did this by showing our passion for working on this aircraft and our dedication to put out a good product and put out a good flying aircraft."

Besides benefitting the Ecuadorians, the visit also helped Kentucky maintainers gain new insight, according to Hatfield.

"Their visit helps to broaden our horizons by dealing with a foreign country," he said.

"Whenever we go into that country and step off the airplane, we see a man we already worked with and we can relate to problems they are having now and help them out."

Bosslift 1999 includes KC-135 trip to San Antonio

By 2nd Lt. Dale Greer
Wing Public Affairs Officer

Do you ever feel like your civilian boss just doesn't understand what you do in the Guard?

If so, you might consider nominating him for Bosslift '99, a program sponsored by the Kentucky Committee for Employer Support of the Guard and Reserve.

"Bosslift gives employers the chance to visit military installations and see first-hand what Guardmembers and reservists do when they're called to serve," said Maj. Steve Bullard, executive director of the committee.

This year's Bosslift, scheduled for Sept. 15 to 17, includes a visit to the Kentucky Air Guard base and a flight to San Antonio aboard a KC-135 Stratotanker.

While in San Antonio, participants will tour Randolph Air Force Base and Fort Sam Houston.

There will be an \$85 registration fee, which includes lodging and meals.

Dress is casual except for an evening reception with the Greater San Antonio Chamber of Commerce, which requires business attire.

For more information, contact Bullard at (502) 491-4737. ☎

Base team raises \$1,097 for Special Olympics at Plane Pull



Kentucky Special Olympics

By 2nd Lt. Dale Greer
Wing Public Affairs Officer

More than 20 Kentucky Air Guard members participated in the annual Plane Pull here Aug. 21, raising \$1,097 in pledges for Kentucky Special Olympics.

The KyANG team placed eighth in the timed competition, beating out 10 other groups for "fastest pull" by tugging a 1,000-ton Boeing 757 down a 12-foot-long course in nine seconds.

Please see *PLANE*, Back Page

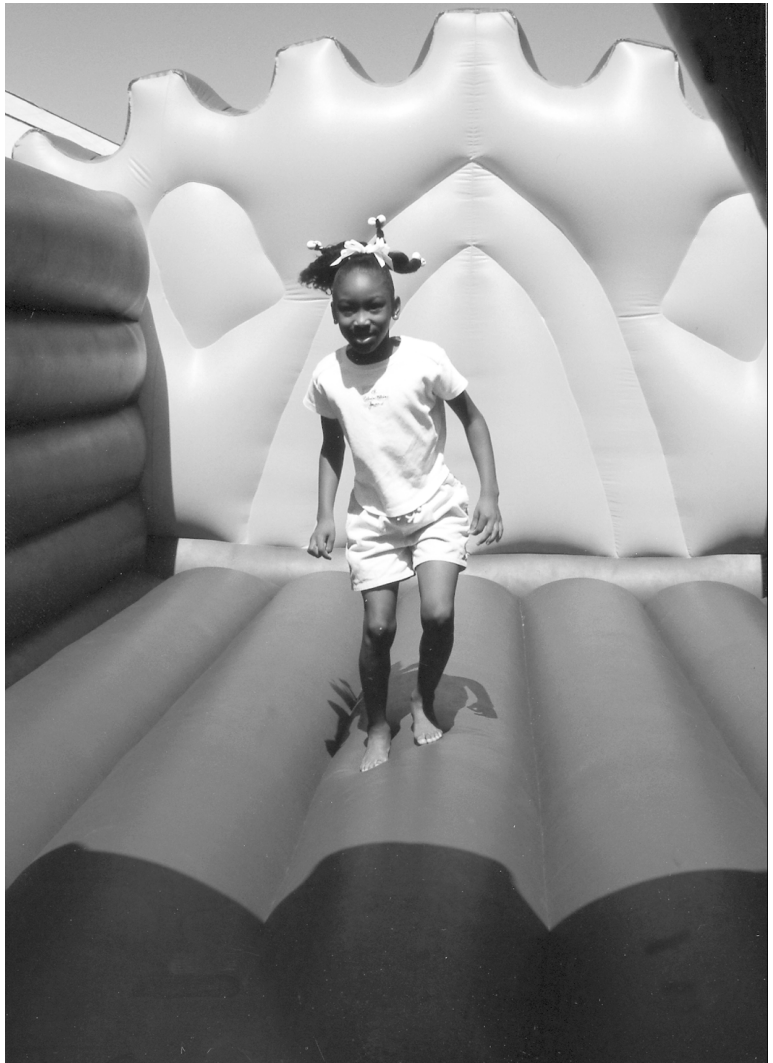
KENTUCKY AIR GUARD

Family Day



Airman 1st Class Aleica Dennison/KyANG

ABOVE: Activities included a coloring contest, as well as carnival games and C-130 tours.



Master Sgt. Charles Simpson/KyANG

ABOVE: Ashley Long, daughter of Tech. Sgt. Tony Long of the 123rd Civil Engineer Squadron, tries her acrobatic skills in this inflatable castle.

BELOW: Food and fellowship were the order of the day in the Fuel Cell Hangar.



Airman 1st Class Aleica Dennison/KyANG

Promotions, retirements, separations & honors



The following individuals have been promoted to the rank indicated as members of the Kentucky Air Guard and reservists of the U.S. Air Force:

SENIOR AIRMAN (E-4)

•**Jason Likens,**
123rd Security Forces Sq.

STAFF SGT. (E-5)

•**Timothy Gagnon,**
165th Airlift Sq.

TECH. SGT. (E-6)

•**William Hall,**
123rd Aircraft Generation Sq.

•**Darryl Loafman,**
123rd Civil Engineering Sq.

•**Raymond Relford,**
123rd Logistics Sq.

•**Jimmy Rogers,**
123rd Medical Sq.

•**Jeffrey Romig,**
123rd Aerial Port Sq.

•**Everette Timberlake,**
123rd Civil Engineering Sq.

MASTER SGT. (E-7)

•**Kathryn Copperwaite,**
123rd Medical Sq.

•**Mark Hagan,**
205th Combat Communications Sq.

•**Janet Stevenson,**
123rd Communications Flt.

SENIOR MASTER SGT. (E-8)

•**Kenneth Wade,**
123rd Airlift Wing

1ST LIEUTENANT (O-1)

•**Robert Craig-Gray,**
123rd Medical Sq.

CAPTAIN (O-3)

•**Charles Hans,**
123rd Student Flt.

MAJOR (O-4)

•**Rochelle Brown,**
123rd Mission Support Flt.

COLONEL (O-6)

•**Howard Hunt III,**
Headquarters, KyANG

The following individuals have retired as members of the Kentucky Air Guard and reservists of the U.S. Air Force:

•**Col. Wayne C. Cole,**
Headquarters, KyANG

•**Senior Master Sgt. Carl Evans,**
Headquarters, KyANG

•**Tech. Sgt. Steven Harper,**
123rd Aircraft Generation Sq.

•**Staff Sgt. Ricky Logsdon,**
123rd Security Forces Sq.

The following individuals have separated from the Kentucky Air Guard:

•**Tech. Sgt. Angela Alvis,**
123rd Services Flt.

•**Senior Airman William Applegate III,**
123rd Civil Engineer Sq.

•**Staff Sgt. Frank Hall,**
123rd Maintenance Sq.
•**Capt. James Lowe,**
165th Airlift Sq.
•**Maj. Richard Myrick,**
165th Airlift Sq.
•**Senior Airman Joseph Schroer,**
123rd Civil Engineer Sq.
•**Staff Sgt. Dawn Seawater,**
123rd Airlift Wing
•**Senior Airman Patrick Shields,**
123rd Aerial Port Sq.
•**Staff Sgt. Christopher Turner,**
165th Airlift Sq.
•**Senior Airman Herschell Vibbert Jr.,**
123rd Logistics Sq.

The following members of the Kentucky Air National Guard have distinguished themselves through exceptional performance:

•**Staff Sgt. Amy Carr,**
123rd Airlift Wing;
Honor Graduate,
Defense Information School
Basic Journalist Course
Fort George G. Meade, Md.

•**Staff Sgt. Kenneth Link,**
Distinguished Graduate,
Security Forces Apprentice Course
Lackland Air Force Base, Tex.

•**Airman 1st Class Eric May,**
Distinguished Graduate,
Security Forces Apprentice Course and
Security Forces Combat Arms
Apprentice Course
Lackland Air Force Base, Tex.

Oman

Continued from Front Page

“For example, an active duty unit would run the C-130 operation for three months, then a Guard or Reserve unit would come in, and they would run the show for three months before another hand-off.

“But under this new EAF philosophy, we’ll have a constant presence of Guard, a constant presence of Reserve and a constant presence of active-duty assets — all intermixed under an active-duty commander.”

During the Oman deployment, which is scheduled to run through December 31, the 123rd will be providing intra-theater airlift for U.S. troops enforcing the no-fly zone in Southern Iraq.

Kentucky aircrews and one Kentucky C-130 will be based at Seeb International Airport in Muscat, along with one Ohio Air Guard C-130 and personnel from Ohio’s 179th Airlift Wing.

The two Guard units will be serving with active-duty squadrons based in Saudi Arabia.

Meanwhile, Kentucky support personnel from security forces and services will be deployed throughout AEF-1’s area of responsibility, including Prince Sultan Air Base in Saudi Arabia.

Most rotations are scheduled to last 17 days, Nelson said.

Because AEF-1 will be the first real test of the new concept, Nelson expects Air Force officials to examine the operation under a microscope.

That’s not, however, necessarily a bad thing, he said.

“This operation will really give our folks a chance to shine and show that we know how to get the job done.”

Airlift facing difficult future

U.S. assets can not support 2 simultaneous major-theater wars

**By Staff Sgt. Michael Dorsey
Air Force Print News**

WASHINGTON — Supporting airlift operations the magnitude of the Kosovo conflict could cause problems in the future, says the Air Force chief of staff.

“From an airlift standpoint, on a day-to-day basis we have sufficient airlift. But where airlift becomes very, very important is in operations such as this last one and in major theater wars,” Gen. Michael E. Ryan said to 25 reporters during a recent Defense Writers’ Group breakfast in Washington.

“We are not a two-major theater war Air Force in a lot of areas,” he said.

“One of them is in airlift. For planning purposes, one of the reasons why we have 90 days between the two major regional contingencies is to be able to swing the airlift fleet from one theater to the other, because it’s primarily a one-theater airlift force.”

As of Aug. 23, cargo and refueling aircraft had flown 3,163 missions in support of Operation Allied Force.

Despite fighter and bomber missions ending after the NATO-supported air campaign ceased, airlift continues to move people and equipment during the redeployment phase.

“I don’t think we can afford to have a two-major theater war airlift force simultaneously,” the general added.

“That would drive the numbers completely out of the reality realm. But we need to continue to modernize our airlift fleet and that’s what we’re working on very hard in our budgets.”

With the C-141 Starlifter, long considered the workhorse of the heavy-transport fleet, closing out its career and giving way to the emerging C-17 Globemaster, the Starlifter’s fading role signifies the Globemaster’s succession as the flagship of airlift evolution.

The current fleet carried the burden of missions with 1,217 during Allied Force.

Part of the modernization effort for heavy transports includes further production of the C-17.

“As you know, we were going to buy out

the C-17s at 120; then we added another 14 last year,” Ryan said.

“We also want to ‘re-avionic’ and re-engine the C-5s because they are very, very important to large, oversized cargo capability.”

After the heavily tasked C-17 and KC-135 comes the C-5 Galaxy in total number of missions, just ahead of the C-130.

The general said he wants to continue modernizing the various versions of the C-130 tactical airlift fleet into a C-130J and C-130X fleet.

This effort will eliminate the 21 different C-130 configurations in the Air Force.

“For the most part, these large airplanes, except for the C-141 which will be coming out of the inventory, are in pretty good shape as far as the box and the wings — the structure of the airplane — are concerned,” he said.

“Due to their age and time they were built, efforts are being made to upgrade the avionics and engine areas of the airframes.”

Ryan said humanitarian airlift did not cease even when the Air Force deployed its aircraft fighting forces to the Balkans in support of the air strikes.

Pointing out that airlift forces were taxed in Europe because the air strike escalated to the level of a major theater war, he stressed that getting lighter and leaner remains the way of the future.

“We can’t take the shower and the kitchen sink and everything else when we go forward,” Ryan said. “We have to do this a little bit lighter.”

The question facing the Air Force is how it arrives at its desired airlift strategy, the general said.

“Should we take 30 days’ worth of supplies when we go forward with a squadron, or should we take seven and then depend on rapid airlift to backfill? We’re going through those kinds of operations,” he said.

In the meantime, airlift remains an integral part of the Air Force into the future. A mobility aerospace expeditionary force is planned to support the AEF under the expeditionary aerospace force concept when it becomes reality Oct. 1.

The mobility AEF, led by an airlift or refueling wing commander, will handle humanitarian missions as well as combat situations that bomber and fighter units only support.

Service begins Aerospace Basic course for officers

Air Force Print News

MAXWELL AIR FORCE BASE, Ala. — The Air Force launched its Aerospace Basic Course here Aug. 9 with an inaugural class of about 300 junior officers.

The four-week course is now the first step in Air Force officer professional military education. As such, it is the first rung in a continuum of education that includes Squadron Officer School, Air Command and Staff College and Air War College.

Previously, the first formal PME for officers was SOS, which captains usually attend between their fourth and seventh years of commissioned service.

According to the commander of Air Education and Training Command, some members of today’s Air Force have lost sight of what it means to be “airmen.”

“The Aerospace Basic Course was created to regain it by providing an experience common to all airmen,” said Gen. Lloyd W. “Fig” Newton. “This course will bring all of our newly commissioned officers together and create a common base of understanding of how all the elements of our force fit together.

“This course was designed to provide a common frame of reference for understanding and employing aerospace forces.”

Lt. Gen. Lance W. Lord, Air University commander, said ABC will be a valuable tool in helping the Air Force’s future leaders get a strong start on becoming “absolute masters of the profession of arms and, specifically, aerospace power.”

He said that such mastery is especially vital in today’s “information age.”

The concept for ABC was chartered in 1996 by Air Force senior leaders. By 2002, about 5,000 students are expected to attend annually.

Farewell



Master Sgt. Charles Simpson/KyANG

Col. Bill Leslie, wing vice commander, presents Chaplain Charles "Spike" Smith with a framed Hercules print during the June UTA as a reminder of the major's days with the Kentucky Air National Guard. Smith transferred to the Virginia Air Guard's 192nd Fighter Wing on August 17.

Fairchild

Continued from Front Page

Fairchild began her military career with the Air Force in 1968 and transferred to the Kentucky Air Guard in 1973.

Here she became the first nurse to command the 123rd Tactical Hospital.

In 1986, Fairchild was named the first Air National Guard assistant for nursing to the Tactical Air Command surgeon general.

Prior to her appointment as Kentucky's top air guard member, she served as the Air National Guard assistant to the U.S. Air Force's director of nursing at Bolling Air Force Base.

Fairchild received Senate confirmation of her promotion July 1.

Plane

Continued from Page 4

First-place honors were shared this year by teams from the Jefferson County Jail and United Parcel Service, which each logged times of 7.78 seconds.

The event, held on the base flightline and sponsored by UPS, raised more than \$45,000 overall for Kentucky Special Olympics.

The non-profit organization underwrites athletic competitions for physically and mentally handicapped people across the Commonwealth.

"We couldn't be happier with this year's turnout," said 2nd Lt. Katrina Johnson, who helped organize the 1999 Plane Pull.

"It was a really great event for Kentucky Special Olympics."

The top prize for fund-raising went to the UPS team, which solicited more than \$7,200 in donations.

For more information on Kentucky Special Olympics, call (502) 326-5002. ☎

123rd Airlift Wing
Public Affairs Office
Kentucky Air National Guard
1101 Grade Lane
Louisville, KY 40213-2678

OFFICIAL BUSINESS