

THE CARGO COURIER

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WMD team receives federal certification

By Tech. Sgt. Amy Ziegler
Cargo Courier Editor

The Kentucky National Guard's 41st Weapons of Mass Destruction Civil Support Support Team received federal certification in January after successfully completing an evaluation at Fort Leonardwood, Mo., in December.

The unit, based here, is composed of 13 soldiers and eight airmen, all of whom are full-time troops.

Team members began preparing for the evaluation in May 2000, said Lt. Col. Neil Mullaney, team commander.

The certification means team members now are authorized to respond to a chemical or biological incident occurring within 250 miles of the base.

Prior to the evaluation, each participant was required to complete more than 1,000 hours of training.

"The training is broad," Mullaney said. "Members have to go through everything from chemical and fire training to evidence preservation and crime scene awareness."

What's most unique about the team, Mullaney said, is the way it works.

"We're a military organization but by design we fall into the incident command system," he explained.

According to Mullaney, the team uses techniques employed by civilian emergency crews rather than typical military operation methods.

In addition, about 70 percent of the equipment used by the troops is commercial or civilian because no military equivalents exist. The team is made up of five elements—command, communications, logistics, medical and a survey team.

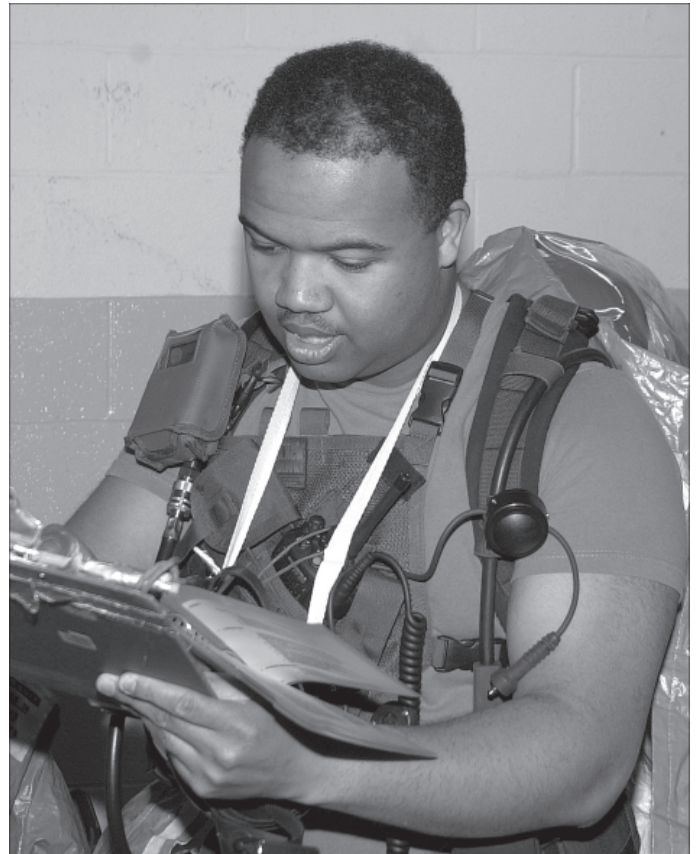
The idea behind these new homeland defense units arose because local communities often lack the resources to deal with a chemical or biological attack.

The problem, Mullaney said, was that training and equipment couldn't be supported by local funding. As a result, federal officials decided to develop regional teams.

The National Guard then stepped up to provide both personnel and gear, spending more than \$10 million in equipment alone. There now are 27 such teams located across the country.

In addition to technical training, WMD troops must maintain high physical fitness standards to ensure their safety while wearing protective suits that can restrict movement and trap body heat.

All team members must pass physical fitness standards that surpass those normally set for Army soldiers, Mullaney said.



Photos by Senior Airman Philip Speck/KyANG

TOP: Army Sgt. Jeron Verrett of the 41st participates in an exercise recon mission at the local Buechel Armory Feb. 21.

BOTTOM: During the exercise, Sgt. 1st Class Sean Brown and Sgt. 1st Class Stephen Smith find a simulated lab in which germ warfare agents are being made.

With high operations tempo, safety has never been so important

I

think everyone will agree that the tempo of our operations has never been higher.

I think you will also agree that what we are doing has never been more important.

I could not be more pleased about the response of our folks or our level of performance—it has been nothing but outstanding, and I want to keep each and every one of you doing what you do.

In order to ensure this in our future, we need to make sure we maintain a safe workplace and a strong, safety-oriented culture.

You folks are too valuable to our country to have someone needlessly injured because we weren't paying attention to what we were doing, either on the ground or in the air.

In order to emphasize the importance of our strong safety culture, we will have a Safety Down Day on March 14.

We will suspend normal operations as much as possible and do nothing but think, talk and try to come up with ways to ensure that safety and risk management is ingrained in everything we do.

I have asked the commanders to invite everyone to come to the base that day and take part in this important event, so if you can break free from your civilian employer that day please come and join us.

Ground safety, both on and off duty, is something that is often taken for granted but is just as important as flying safety and involves an awful lot more people.

Not all of us fly—but all of us drive cars,



Col. Michael Harden
123rd Airlift Wing Commander

boats, RV's and whatever other gadget is out there.

We are all involved in sporting and other physical activities, and we work with machinery and tools everyday.

All of these things can reach out and grab us if we lose our concentration, and they can ruin our day in a heartbeat.

Ground safety is everyone's responsibility, and we owe it to ourselves, our families and our unit to do the little things that add up to a positive safety culture.

Little things like wearing a seat belt all the time. Little things like keeping clutter out of the workplace. Little things like using the

proper tool and ensuring that safety guards and devices are in place and workable.

When things don't look right or feel right, stop and figure out why and then correct the problem. Don't get caught up in the urgency of the task and do something that you know is not right.

Flying safety depends upon many things. It requires skill in physically flying and fixing the aircraft.

It requires good training, guidance and direction of those folks who fly and fix. And it requires good judgment, focused attention and concentration to the task by those who fly and fix.

If you lump all of these requirements together you realize that you have to be a pretty special individual in order to fill the bill.

You also must come to the conclusion that you must be on top of your game every day in order to ensure safety.

For aircrews that means concentration on the task of flying from the time they walk in the door of operations to go fly until they walk out the door of operations to go home.

Plan every phase of the flight even if you have flown the route or landed at that field a hundred times.

Brief your plan so that everyone on the crew knows what is supposed to happen. Pay attention to the details—weather, NOTAMS, FLIP and Foreign Clearance Guides.

Really think about risk management.

See SAFETY on Back Page

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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 April 1.

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An electronic version of the Cargo Courier is available at the Kentucky Air Guard's Web site — www.kyang.ang.af.mil



Presidential WELCOME

Vice President Dick Cheney is greeted by the Vice Wing Commander, Col. Cora Jackson, and the Adjutant General of Kentucky, Brig. Gen. Allen Youngman, upon his arrival at the base Feb. 6 .

Cheney was in town to attend a local political function.

*KyANG photo by
Master Sgt. Charles Simpson*

Exercising safely ensures mission readiness

By 1st Lt. Kristin Soldner
OIC, Customer Support
123rd Mission Support Flight

Staying in good physical condition is key to being a member of the KyANG but it's also important to remember the safe way to get there.

Currently about 25 percent of all base accident reports are filed for sports-related injuries, said Master Sgt. Barry Wright, the wing's Ground Safety Manager.

The remainder, he said, are job-related—but most of those injuries are due to military members straining muscles from pulling, twisting or overextending.

"This becomes quite a problem because not only does the unit member suffer pain and discomfort, but the member's co-workers suffer due to missed work hours," Wright said.

There are, however, a few simple steps individuals can follow to prevent exercise- and job-related injuries.

—Warm-up before exercise or exertional work. Practicing low-intensity movements, such as moderate-speed walking

or moderate cycling, gradually increases blood flow to the working muscles. This increases the intramuscular temperature and joint fluid viscosity, which add to increased flexibility and decreased risk of injury. Weight lifters should consider a set of lower-weight repetitions of the lift they are about to perform. The heavier the lift, the more important the warm-up is.

—Stretching. Stretching after warm-up can improve joint flexibility and range of motion. This can improve performance and prevent injury during the exercise/performance session. Stretching after exercise decreases muscle soreness and discomfort, and increases resting range of motion.

—Cool-down. A low-intensity exercise after a higher intensity one allows the flow of blood in the body to return close to its normal flow rate. Allowing this to happen is better for the heart and other muscles. Stopping abruptly can be challenging to the heart and other body systems.

—Use a spotter. A spotter is an individual who assists another in a weight-lifting movement, and helps to prevent an injury. A spotter should be used for free-weight exercises performed over the head and/or face, and for those performed with the bar racked in front of or behind the shoulders. As a reminder—you can always progress up in a lift, but if you lift too much during an early lift, you could end up with severely torn muscle and/or connective tissue.

—Weight lifting belts should be used during exercises that stress the lower back during sets of maximal or near-maximal loads. Lighter loads do not require a belt, and could actually prevent an increase in strength, leading to an injury out of the weight room.

Above all else, listen to your body—if it hurts, quit. Pain is an indicator that there is something wrong.

Soldner holds a master's degree in exercise physiology and is a certified strength and conditioning specialist.

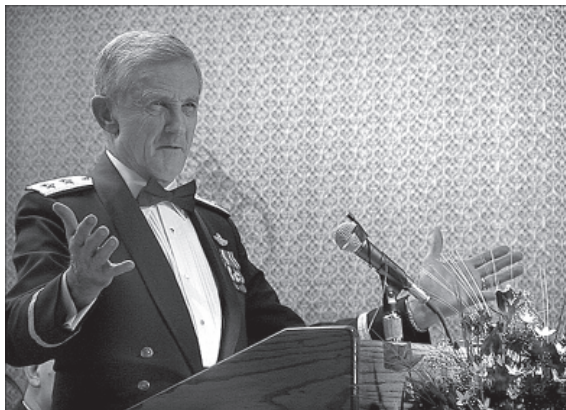


Senior Airman Philip Speck/KyANG

LEFT: Senior Airman Philip Guptill, Master Sgt. Jeffrey Moore and Senior Master Sgt. Terry Lutz were honored Feb. 2 as the "best of the best" in the Kentucky Air Guard during a banquet at the Woodhaven Country Club.



Senior Airman Philip Speck/KyANG



Senior Airman Valerie Gholston/KyANG

ABOVE: Retired Maj. Gen. Carl Black, a former KyANG commander, delivers the event's keynote speech.

TOP RIGHT: Master Sgt. Mark Ferris of the 123rd Aircraft Generation Squadron is awarded first sergeant of the year by Wing Commander Col. Mike Harden.

RIGHT: Senior Airman Stephanie Hilbert of the base finance office joins more than 300 at the banquet to honor the Airmen of the Year winners. Hilbert also sang the national anthem.

Above AND BEYOND

2001 AIRMEN OF THE YEAR BANQUET



Master Sgt. Charles Simpson/KyANG

Yaple named new ops group commander

By Tech. Sgt. Amy Ziegler
Cargo Courier Editor

Col. Robert Yaple was named the new 123rd Operations Group commander here Jan. 12.

Yaple has served as a navigator and pilot in the KyANG for more than 20 years.

He was commissioned through Army ROTC in 1980 but took notice of F-4 Phantoms flying overhead while attending the Armor Officer Basic Course at Fort Knox, Ky.

After developing an interest in the aircraft, he made his way to the Kentucky Air National Guard and decided he'd rather spend his military career flying planes than working in a tank.

In the spring of 1981 Yaple joined the KyANG, beginning his Air Guard career as an RF-4C weapons system operator.

In 1985 he became a pilot, and four years later Yaple began serving as the command post officer, helping supervise command and control, classified information and emergency operations.

Then in 1995 Yaple was selected as a flight commander for the 165th Airlift



Col. Robert Yaple
123rd Operations Group Commander

Squadron.

In this position, he served as a frontline supervisor for 10 KyANG pilots.

In 1998 Yaple was named the operations officer for the unit. As second in command

of the 165th Airlift Squadron, his responsibilities shifted to the details of running drill weekends.

The following year, Yaple was named commander of the 123rd Operations Support Flight.

In this position, he worked closely with base operations and was in charge of base intel, tactics and mission planning.

In his next post, Yaple was named director of operations for state headquarters, KyANG.

In this position, Yaple was responsible for overseeing base operations.

During his KyANG career, Yaple has participated in operations Restore Hope, Joint Endeavor and Noble Eagle.

In his civilian career, Yaple is a aviation safety inspector for the Federal Aviation Administration.

Prior to his current civilian post, he was an air traffic controller and has worked for the FAA for more than 15 years.

Yaple holds a bachelor's degree in business administration from the University of Vermont.

He replaces Col. Frank Sharpe, who retired from KyANG last year.



Tech. Sgt. Mark Rines/KyANG

Von Almen leaves unit for active duty

Maj. Michael Cooney, Capt. John Von Almen and Lt. Col. Tom Curry—all base chaplains at the 123rd Airlift Wing—say farewell Feb. 3.

Von Almen left the Kentucky Air Guard after three years to accept an active-duty position at Kirkland Air Force Base, N.M.

Tricare information briefing to be held March 7

A Tricare briefing will be held for eligible Kentucky Air Guard members and their family on March 7 at 9 a.m. in the base dining hall.

According to Staff Sgt. John Carey of the base personnel office, any troop who is on orders for 31 days or more is eligible for Tricare, the military's health-care plan.

With hundreds of KyANG members now activated, questions about Tricare are on the rise, Carey said.

Sheila Odom of the Fort Knox Tricare Service Center will hold the meeting.

For more information, contact Carey at ext. 4745.

Drug abuse, including club drugs, ends careers

By Senior Airman Mark Flener
Cargo Courier Staff Writer

The use of Ecstasy and other so-called “club drugs” are on the rise across the country, causing increased potential for abuse by members of the armed services.

Members of the Kentucky Air Guard need to know that any drug abuse, including the use of club drugs, can result in expulsion from the Air Guard, said Maj. Nate Mellman, wing staff judge advocate.

“If one spoke in the wheel is bent, it can affect the entire operation,” Mellman explained. “Drug abuse is incompatible with continued service in the military.

Regardless of the drug used, detection means the end of a military career—period, Mellman said.

“It doesn’t matter if it’s your first time or 100th time (to try a drug), a positive test is positive—and the consequences are still be the same.”

Punishments range from an administrative discharge under less than honorable condi-

tions and loss of veterans’ and retirement benefits to a military court martial leading to a dishonorable discharge and jail time.

More than that, Mellman said, a discharge



Photo courtesy of U.S. Customs

Illegal drug abuse, including use of Ecstasy (shown above) and other “club drugs,” ends military careers.

due to drug abuse can affect a person’s ability to obtain employment—especially with the government—and is a black mark on anyone’s record.

“More and more companies are doing background and security checks,” Mellman said. “This can follow you years down the road.”

Currently, the wing educates KyANG members about the hazards and consequences of drug use at the beginning of their careers, during Right Start training.

In addition, flight commanders recently were given information about club drugs to pass on to unit members, Mellman said.

“The vast majority of members of the military lead drug free lives,” he said. “There’s always going to be an element out there that will use. In general, people who are attracted to military service do not choose to do drugs.”

The base drug-testing program also serves as a deterrent, said Maj. Marsha Beecham of the wing’s military equal opportunity office.

Each month, 35 percent of the base population is tested randomly, she said, although individuals can be tested with cause at the direction of their commanders.

Promotions & separations



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

AIRMAN 1ST CLASS (E-3)

- Adam Barker,
123rd Communications Ft.
- Donald Glasser Jr.,
123rd Student Ft.

SENIOR AIRMAN (E-4)

- Cory Barker,
123rd Security Forces Sq.
- Andy Bingaman,
123rd Aerial Port Sq.
- Shelly Famularo,
123rd Aerial Port Sq.
- James Ketterer,
123rd Airlift Wing
- Anthony Walker,
123rd Logistics Sq.

STAFF SERGEANT (E-5)

- David Chester,
123rd Maintenance Sq.
- Joshua Devine,
123rd Security Forces Sq.

TECHNICAL SERGEANT (E-6)

- David Bridges,
123rd Aerial Port Sq.
- Kenneth Edwards,
123rd Aircraft Generation Sq.
- Gary Lanzone,
123rd Aircraft Generation Sq.
- Timothy Nash,
123rd Aircraft Generation Sq.
- Ryan Novakovsky,
123rd Special Tactics Sq.
- Bret Schlansky,
123rd Aerial Port Sq.
- Sean Swanson,
123rd Aircraft Generation Sq.
- Jason Vardeman,
123rd Aircraft Generation Sq.
- Jonathan Wilson,
123rd Aircraft Generation Sq.

- Amy Ziegler,
123rd Airlift Wing

The following individuals have separated from the Kentucky Air National Guard:

- Airman 1st Class Daniel Bocook,
123rd Aircraft Generation Sq.
- Airman 1st Class Scott Broshears,
165th Airlift Sq.
- Staff Sgt. Nathan Fetz,
123rd Aerial Port Sq.
- Master Sgt. William Hall,
123rd Aircraft Generation Sq.
- Airman Jennifer Lowe,
123rd Medical Sq.
- Airman Michelle McCawley,
123rd Student Ft.
- Senior Airman Tony Menges,
123rd Aerial Port Sq.
- Airman 1st Class Ryan Oldham,
123rd Student Ft.
- Airman 1st Class April Stuck,
123rd Medical Sq.
- Airman Keith Williams Jr.,
123rd Airlift Wing

USAF remains committed to AEF rotation cycles

By Tech. Sgt. Tim Dougherty
Air Force Print News

WASHINGTON—The combination of America's war on terrorism and steady state commitments worldwide has put increased strain on the Air Force's aerospace expeditionary forces. However, except for a few stressed career fields, officials at the Pentagon say normal rotations should be back soon.

"Air Force Chief of Staff Gen. John P. Jumper is committed to the AEF construct—a three-month deployment with a 12-month period at home," said Maj. Gen. Jeffrey B. Kohler, director of operational plans, deputy chief of staff for air and space operations.

"Given the war on terrorism, we had to go through a momentary blip in our rotation schedule," he said.

"However, it looks like we're going to be on time in bringing home about 90 percent of the people who are currently deployed. We will rotate the forces deployed for operations Enduring Freedom, Northern Watch and Southern Watch so that those who

deployed first will be allowed to rotate home first to the maximum extent possible."

There are some exceptions, Kohler said. While Air Force leaders are working hard

bat communications and fire fighters, that might have to stay a little longer," Kohler said.

"But that's not to say that absolutely everyone in those career fields will be staying longer."

The tremendous performance of the AEF in Operation Enduring Freedom is what caused the stress on certain career fields in the first place, Kohler said.

"The Air Force is sort of a victim of its own success," Kohler said.

"The reason we are stressed is simple—we do such a great job. We went out and set up these bases and started generating sorties as soon as we were asked. I think the results speak for themselves in the war on terrorism in Afghanistan. The (U.S.) Central Command commander in chief could not have done what he did without the superb work of all the airmen who went out and set it up."

To ease the problems the Air Force has in stressed career fields under current requirements, about 10 percent of the people will stay deployed a little longer—some up to 135 days; others, up to 179 days, he said.



Staff Sgt. Shane Cuomo/USAF

An Air Force B-1B Lancer crew from the 28th Air Expeditionary Wing discuss the maintenance log before leaving on an Operation Enduring Freedom combat mission.

to come up with a solution, a very small number of career fields may not be able to rotate as scheduled, he said.

"We know that there are some stressed career fields, such as security forces, com-



Master Sgt. Randy Kelzenberg/USAF

Flying the Friendly Skies

OPERATION NOBLE EAGLE—Two F-16 Fighting Falcons from the 388th Fighter Wing at Hill Air Force Base, Utah, fly a combat air patrol mission over the 2002 Winter Olympic Games Feb. 15.

The wing is the primary unit tasked by the North American Aerospace Defense Command to provide air security during the Olympics.

Safety

Continued from Page 2

Have all of the risks been identified, mitigated or accepted at the proper level of approval? Fly your plan if at all possible, and if not possible, replan and rebrief so that everyone has a chance to give it a sanity check.

Use your checklists religiously, refer to other publications for guidance when the need arises, and always maintain aircraft control, analyze the situation and take the proper action. Good judgment and CRM are essential for success.

For maintainers, safety means concentrating on the task at hand until it is finished. Use tech data on every job.

Realize that when you sign your name, you are saying a job is completed or that you have inspected someone else's work and are certifying that it was done by the book, the right way.

You are asked to work in all kinds of weather, at all times of the day and night, and under all kinds of conditions.

No matter what the conditions, you must concentrate on always doing it right.

Leadership must also establish and maintain an atmosphere where communications are open and honest.

Our folks must be able to identify problem areas and feel that they can communicate the problem to their leaders without fear of ridicule or retribution.

Leaders must live up to their responsibility to identify substandard performance or unsafe acts and determine corrective action.

In almost every aircraft accident caused by crew or maintenance error you can find a history of substandard or marginal performance by the individual or individuals involved.

In almost every ground incident you will find evidence of unsafe practices or conditions that could or should have been corrected.

Leaders must know their people. That means knowing their capabilities and making sure we do not ask them to do something they are unqualified or unequipped to do.

It also means making sure they have the training and opportunity to become qualified.

I ask for your help in this important initiative.

No matter how motivated, trained and combat-ready our airmen are, they're useless if they're laid up because of an injury caused by inattention to safety.

This is something we must work hard on everyday.

Most accidents don't just happen—they occur because someone did something, or a series of something's, that led to the event.

Let's all work together for a safe and efficient future.

Thanks Loads!



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