

THE CARGO COURIER

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

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KyANG, 86th complete historic inspection

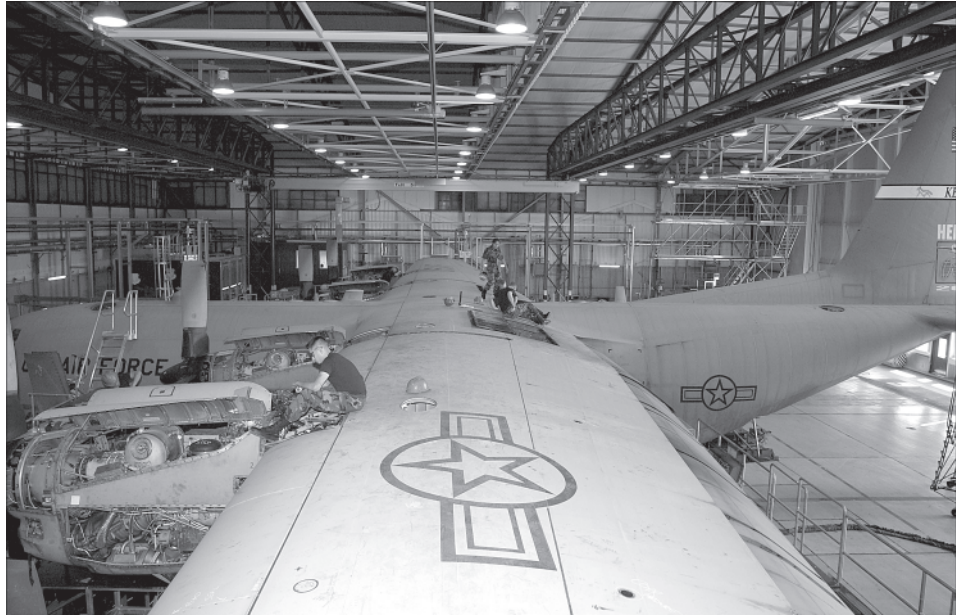
By Tech. Sgt. Amy Mundell
Cargo Courier Editor

RAMSTEIN AIR BASE, Germany — A Kentucky Air Guard C-130 underwent a complete isochronal inspection at the 38th Airlift Squadron here recently, marking the first time that a deployed aircraft has been subjected to an inspection of this magnitude in a Ramstein hangar.

Isochronal inspections examine numerous essential aircraft systems like propulsion and hydraulics, said Lt. Col. Pat Cole, a deployed Kentucky Air Guardsman who is commander of the maintenance section in the 38th Airlift Squadron, more commonly called Delta Squadron.

Normally, these inspections are conducted at a unit's home station, either annually or whenever an aircraft reaches a set number of flying hours, Cole said.

The Kentucky aircraft, however, has been deployed to Ramstein since mid-March



Senior Airman Diane Stinnett/KyANG

A Kentucky Air Guard C-130 undergoes an isochronal inspection at Ramstein Air Base, Germany, in August, marking the first time that a deployed aircraft has been subjected to such an inspection in a Ramstein hangar.

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Master Sgt. Charles Simpson/KyANG

More than 120 Kentucky Air Guard troops and five of the unit's C-130 aircraft line the tarmac Aug. 11 after returning from a five-month deployment to the Persian Gulf. Hundreds of family members and friends were on hand to welcome home the airmen.

Airmen, C-130s return from desert deployment

By Tech. Sgt. Amy Mundell
Cargo Courier Editor

Hundreds of family members and friends gathered near the Kentucky Air Guard flightline Aug. 11 to welcome home the more than 120 airmen from the 123rd Airlift Wing who returned from a five-month deployment to the Persian Gulf.

The deployed troops provided C-130 airlift services for the Global War on Terror and the war against the former Iraqi dictator Saddam Hussein, flying troops and cargo throughout the CENTCOM

See DESERT, Page 3

It is imperative that wing keep all 12 aircraft

I

have been back from the desert for several weeks now and, needless to say, it is good to be home.

My time deployed gave me the opportunity to watch our unit in action, and your performance gave me nothing but smiles.

Our aircrews flew the aircraft the way they should be flown, enduring hostile fire and hostile environmental conditions on every mission.

Our maintainers prepared the aircraft to fly in brutally hot and dusty conditions and kept up a mission-capable rate that will be hard for anyone, anywhere, to duplicate.

At the same time our folks were sweating in the desert, we had another group of folks in Germany flying and fixing around the clock, and maintaining an equally amazing ops tempo and aircraft mission-capable rate.

We were the only C-130 unit in the Air Force tasked to divide our forces and support two theaters of operations — and we more than stood up to the task.

Supporting two major deployed wartime operations at the same time would stress any unit.

We were able to withstand that stress and perform the way we did because of your training, because of your motivation and desire, and because we are equipped with 12 of the greatest aircraft ever built.

Once again the mighty Herk lived up to its legacy as a wartime airlifter that, when coupled with trained and motivated crews and maintainers, will deliver anything, anytime, anywhere!



Col. Michael Harden
123rd Airlift Wing Commander

The fact that this unit was able to deliver stuff to the Army and Marines in Baghdad and other desert locations, while at the same time delivering stuff to Marines in Liberia and throughout Europe and Africa is a testament to the vision and foresight of those who saw the obvious benefits of this unit being equipped with 12 modern aircraft.

Your performance justified the vision of Sen. Wendell Ford when he, and the other members of our congressional delegation, secured the funding for these 12 aircraft back in the late 1980s.

They knew then that an Air National

Guard C-130 unit would be much more efficient and capable of supporting worldwide wartime missions with 12 or more aircraft.

That is why they brought these aircraft to Kentucky, and that is why they built the base to house 12, 16 or 20 aircraft.

That is why they and others fought hard over the past 10 years to keep all 12.

You have proved once again that they made the right decision.

The duty of the wing headquarters is to see that the 123rd is organized, trained and equipped to perform its wartime mission.

I am convinced that efficiency in both combat capability and monetary cost is much greater when a unit is equipped with more, rather than less, aircraft.

We have 12 modern C-130s, and anything less would cause a loss of combat efficiency as well as an increase in overall monetary cost to the nation.

It is therefore imperative that we remain equipped with 12 or even more aircraft so that we can efficiently answer the nation's call to stamp out evil forces intent upon destroying our way of life.

To steal a phrase, "We will not fail!"

Your skill in using the equipment that our predecessors acquired for us continue to show their wisdom and make our efforts to keep our aircraft the right thing to do.

Thanks Loads!

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Our office is located in room 2118 of the Wing Headquarters Building. Deadline for the next issue is Sept. 22.

123rd Airlift Wing Editorial Staff

- Wing Commander.....Col. Michael Harden
- Wing Public Affairs Officer.....Capt. Dale Greer
- Editor.....Tech. Sgt. Amy Mundell
- Staff Writer.....Staff Sgt. Mark Flener

How to contact us:

- Phone: (502) 364-9431
- Fax: (502) 364-9676
- E-mail: amy.mundell@kyloui.ang.af.mil



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LEFT: Each of the five returning Kentucky Air Guard C-130s were welcomed with a drenching spray from the base fire trucks.

BOTTOM LEFT: Col. Mark Kraus introduces Louisville Mayor Jerry Abramson during the homecoming ceremony. Also in attendance were Lt. Gov. Steve Henry, Rep. Anne Northup and the state's adjutant general, Maj. Gen. D. Allen Youngman.



Kentucky-style HOMECOMING

Desert deployment

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area of operations, including Baghdad International Airport.

Wing commander Col. Michael Harden, who deployed with the unit, said he is extremely proud of the Kentucky Air Guard's performance during Operation Iraqi Freedom.

"The professionalism of our folks really showed," Harden said. "They worked under very brutal conditions, flying and fixing aircraft around the clock.

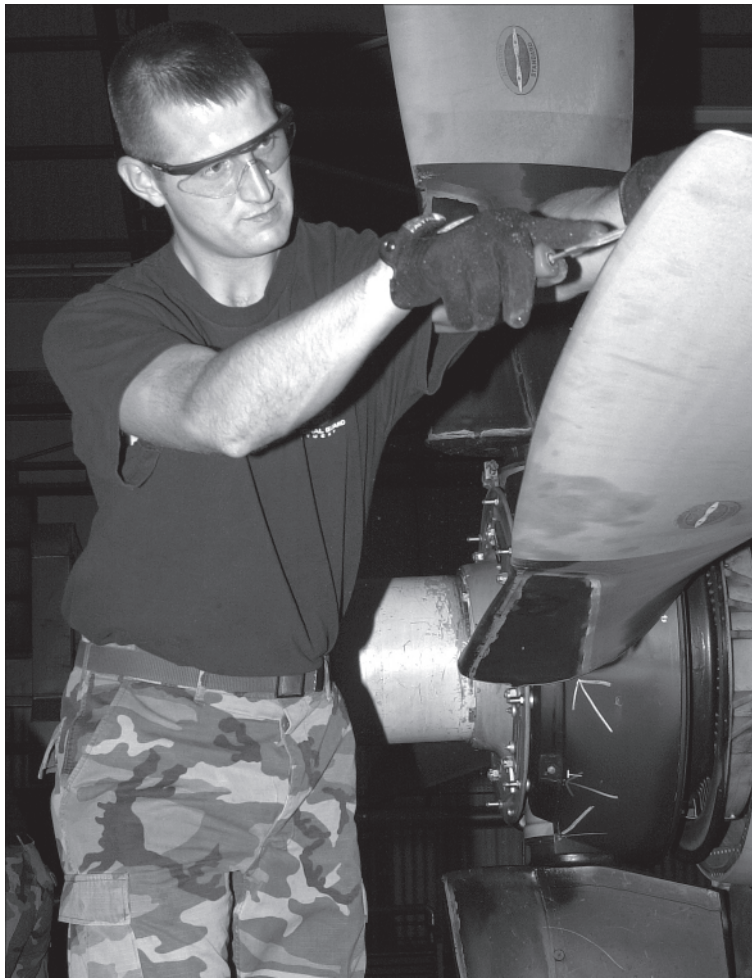
"Our maintainers worked in the hot sun until all the aircraft were ready to go and set a standard for maintenance reliability that will be difficult to match. I continue to be proud and humble that I have the honor to command these folks and am thankful that I had the opportunity to serve with them and observe their dynamite performance."

Last month's homecoming ceremonies included appearances by U.S. Rep. Ann Northup, Lt. Gov. Steve Henry and Louisville Mayor Jerry Abramson, all of whom expressed their appreciation to the wing for a job well done.



ABOVE: Chief Master Sgt. Sheila Atwell, who served as a first sergeant and airfield manager while deployed, reunites with daughter, Senior Airman Rosanna Crowdus, and grandson.

Photos by Master Sgt. Charles Simpson/KyANG



Senior Airman Philip Speck/KyANG

Senior Airman Jason Harley, an engine mechanic with the 123rd Airlift Wing, files a C-130 propeller during the isochronal inspection in a Ramstein Air Base hangar.



Senior Airman Philip Speck/KyANG

Tech. Sgt. Stephen Travis of the 123rd Airlift Wing and Senior Airman Frank Belltran of the 86th Airlift Wing, both engine mechanics, work on an aircraft engine during the inspection.

KyANG, 86th complete historic inspection

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along with more than 100 members of the Kentucky Air Guard's 123rd Airlift Wing. The Guardsmen are providing airlift services for Operation Joint Forge and other USAFE taskings as part of Delta Squadron, which operates under the control of Ramstein's 86th Operations Group.

Typically, the Air Guard and Air Force Reserve units that comprise Delta Squadron deploy to Germany for much shorter periods of time, explained Col. Park Plumb, commander of the 86th Maintenance Group here.

"Delta is made up of Guard and Reserve units that are tasked to deploy to Ramstein to support airlift out of USAFE," Plumb said. "Normally, the planes rotate in and out (every) two weeks to a month."

Because of increased operational taskings, however, units like the 123rd are staying for months at a time, making it difficult for home-station maintenance personnel to complete regular inspections.

"The amount of time these planes are staying over here has driven this ISO requirement," Plumb said.

In fact, Air Force officials had already granted two waivers allowing the deployed C-130 to fly an additional 800 hours past its usual inspection window, Cole said.

Now, with the waiver period running out,



Senior Airman Diane Stinnett/KyANG

Kentucky and Ramstein maintainers worked around the clock to ensure the inspection was completed as quickly as possible.

Officials faced two possibilities: Send the C-130 home to Louisville, thus reducing mission effectiveness; or complete the inspection in Germany with the help of the 86th.

Since the Kentucky unit already had maintainers at Ramstein—and since home-station personnel had their hands full with other Kentucky aircraft that were returning to Louisville after a five-month deployment to the Persian Gulf in support of Operation Iraqi Freedom—officials decided to complete the inspection in Germany.

“It made sense to get the ISO done here,” Plumb said. “We had the work force, the equipment and the parts. And with the Kentucky planes moving between home station and the desert, I think we had more resources available collectively to get the ISO done quicker.”

Cole said he was thankful for the help from the active duty troops in the 86th, which made it possible to keep the Kentucky Hercules in Germany and boost mission effectiveness.

“It’s phenomenal that Ramstein allowed us to do the ISO here,” Cole said. “Because they had an open block of time for their hangar space, they said, ‘If you can get it in and out in this time frame, we’ll work with you.’” Coordination and flexibility were key to making the inspection happen, with scores of maintenance troops pitching in from

Ramstein, Kentucky and other Delta Squadron units, including the Alaska Air Guard and the Air Force Reserve’s 910th Airlift Wing from Youngstown, Ohio.

It was, Cole said, a true depiction of the Total Force concept.

It also demonstrated the willingness of the active duty forces to support an aircraft deployed on location. In the past, Delta aircraft and personnel operated as separate entities, Cole explained.

The inspection, which normally would have taken 45 days, was completed Sept. 3 after about two weeks of 24-hour-a-day operations, said Senior Master Sgt. Frankie Bronger, Kentucky’s isochronal dock chief here.

“We would have been in a really tight spot without the help of Ramstein,” Bronger said. “We would’ve had to stop flying real-world missions and returned the aircraft to Louisville and grounded it.”

Plumb attributed the success of the inspection to the trust that the professional maintainers had for each other.

“It’s definitely about teamwork and mission accomplishment,” he said. “We work together to get missions done, whether it’s going down as a Total Force team to deployed locations such as in Sicily or Romania to push C-130s through the system during Operation Iraqi Freedom, or working

together most recently in Africa or inspecting aircraft.”

Cole also praised his team of Guardsmen, who continued to support regular maintenance operations at Delta Squadron during the inspection.

“They are fantastic people,” Cole said. “They’ve got their minds and hearts in the right place. They know what needs to be done—they’re professionals and they did it.”

The 123rd has operated from Ramstein’s Delta Squadron numerous times as part of the Air Force’s Air Expeditionary Force deployments, although never for such a long period.

The Kentucky unit remains on active duty at Ramstein to support operations in Liberia and elsewhere around the world, marking its second yearlong call to active duty since Sept. 11, 2001.

Concurrent with the Germany deployment, the Kentucky Air Guard sent several C-130s and hundreds of troops to undisclosed locations in the Persian Gulf for Operation Iraqi Freedom.

The desert group returned home in mid-August and awaits possible new orders as the Ramstein mission continues with no end date in sight.

The Kentucky crews based at Ramstein have flown missions into the Persian Gulf, the Balkans and Africa.

Meeting of the minds



Senior Airman Philip Speck/KyANG

Carol Morris, Tech. Sgt. Kathy Stinson and Lt. Col. Mitch Perry work together during Emergencies assessments held Aug. 8 in the Base Annex. About 75 airmen gathered to learn more about the different ways people think, identify strengths and weaknesses, and build more effective teams.

'By law' may miss intended beneficiaries

If you've designated your Servicemen's Group Life Insurance benefits to be distributed "by law," do you know who would receive the insurance proceeds upon your death? Chances are you don't.

Most service members understand the value of being able to leave up to \$250,000 to their loved ones through their SGLI benefit. Many, however, unknowingly put at risk their intended beneficiaries' ability to collect payment from the policy.

By writing "by law" as the policy's beneficiary, you give up or "forfeit" control of the distribution of the proceeds and open the door to claims, disputes and potentially lengthy litigation by third parties claiming to be beneficiaries under the "by law" distribution scheme.

When you use a "by law" beneficiary designation on your SGLI policy, a court may end up interpreting the distribution of your benefit using definitions from the SGLI statute and state laws.

As these laws vary from state to state, the legal definition of terms like "spouse,"

"child," "parent," and "next of kin" may not be the same as you intend. For instance, the term "parent" generally does not include foster parents or stepparents.

An actual case of a member who died on active duty with "by law" as the beneficiary designation for SGLI illustrates this point.

For his entire military career, the member had sent monthly allotments to the foster parents who raised him.

Yet on his death, his SGLI proceeds went not to the "parents" he intended but to the drug-addicted natural mother who had abandoned him as a child.

Don't leave the distribution of this valuable benefit to chance. Take a few minutes to specifically name your intended beneficiaries of your SGLI policy. Also, be responsible and update the beneficiaries you have listed regularly, such as when you have a change affecting your family.

For more information, contact the base legal office at ext. 4627.

—*Maj. Nate Mellman*
Wing Judge Advocate

Base recycling saves money

By Staff Sgt. Mark Flener
Cargo Courier Staff Writer

The wing's basewide recycling program is designed to save landfill space and reduce the need for new materials, saving the organization money and providing funds for morale, welfare and recreation activities.

Phil Aschbacher, the base environmental manager, said the program is doing just that.

Moreover, officials plan to increase the amount of on-base recycling every year.

"The program is right on path," Aschbacher said.

Recyclable materials include cardboard, paper, batteries, printer cartridges, tires, pallets, metals and oil.

Cardboard balers are located outside the traffic management office and inside the civil engineering maintenance bay. Recycling bins also can be found throughout base buildings.

For more information, contact Aschbacher at ext. 4402.

VFW hosts a pig roast for returning GIs

The Veterans of Foreign Wars Post 1170 and its Ladies Auxiliary invite all members of the Kentucky Air Guard and their families to a welcome-home pig roast bash on Oct. 4.

The event will be held at the Middletown post, 107 Evergreen Road, and is scheduled to begin at 1 p.m.

Games and activities will be available for all ages. The event is free for anyone with a military identification card.

For more information, contact the post at (502) 245-8773.

AF testing utility uniform to replace BDUs

By Tech. Sgt. David A. Jablonski
Air Force Print News

WASHINGTON — Air Force officials announced Aug. 6 plans for the wear test of a new utility uniform to possibly replace the current battle dress uniform.

The blue, gray and green tiger-stripe camouflage ensemble is a departure from the current woodland pattern uniform and includes many new features that are intended to increase functionality and provide a distinctive look for airmen of the 21st century, officials said.

Three-hundred uniforms will undergo wear testing from January to July at Elmendorf Air Force Base, Alaska; Hurlburt Field, Fla.; Langley Air Force Base, Va.; Luke Air Force Base, Ariz.; McChord Air Force Base, Wash.; Ramstein Air Base, Germany; Robins Air Force Base, Ga.; Vandenberg Air Force Base, Calif.; and Wright-Patterson Air Force Base, Ohio. The test will generate feedback about fit, durability and functionality.

“Our intent is to create a uniform that will be distinctive, practical, easy to maintain, comfortable and, most important, a uniform you will be proud to wear,” said Air Force Chief of Staff Gen. John P. Jumper.

“We have become a more expeditionary force, with less time at home to spend caring for the uniform,” Jumper said.

“In the last 20 years, material technology has improved greatly. As a result, we have designed one uniform that can satisfy our various climates and utility needs, while eliminating the need for professional ironing to provide a polished appearance.”

Jumper said the distinctive Air Force uniform is designed to fit well, look sharp and require much less maintenance than the current uniform.

“We (also) need to ensure our airmen have a uniform that fulfills our unique air and space missions,” he added.

Chief Master Sgt. of the Air Force Gerald R. Murray, explains that great care is being taken to ensure the best possible uniform is created to meet future needs.

“I believe that one of the great strengths of our Air Force and its airmen is the ability to adapt to new missions, new technologies and an ever-changing world landscape,” he said.

“This new utility uniform is another ex-

ample of seeing a need for improvement and moving forward.”

A key step in bringing any new uniform item into service is feedback from airmen in the field, Murray said.

“I believe it’s a uniform fitting of the world’s greatest expeditionary Air Force and one that we will be proud to wear,” he said. “We want your feedback as well—not shoot-from-the-hip feedback, but feedback that comes from seeing the uniform in action and thinking about how it will meet your needs based on your work environment.

“It’s important to remember that this is a wear test, and the decision about whether or not to adopt some, all or none of this uniform will be made after considering the results of the test and feedback about how it meets airmen’s needs,” Murray said.

According to officials, the wash-and-wear uniform will be easier to maintain and will not require professional laundering.

Officials estimate that home laundering will potentially save between \$180 and \$240 in laundry costs over the course of a year.

Unlike the current BDU, the new version comes in men’s and women’s cuts.

Officials said that preliminary study shows other possible advantages to the uniform include:

- Using the same fabric identified by the Marines as the optimum material for wash-and-wear characteristics;

- A camouflage pattern that corresponds to the jobs airmen do in most situations that require a utility uniform,

- Recalling the “tiger-stripe” camouflage pattern used during the Vietnam War, but with the distinctive Air Force logo embed-



Master Sgt. Jim Varhegyi/USAF

ANDREWS AIR FORCE BASE, Md. — 2nd Lt. Arcelia Miller, from the Air Force’s special security office, puts the Air Force test utility uniform through its paces at an entry control point here. The blue, gray and green tiger-stripe camouflage ensemble includes many new features intended to increase functionality while providing a distinctive look for the 21st century airmen.

ded into a color scheme that preliminary testing indicates may provide better camouflage.

The uniform patterns are being cut, with production to begin in November. Data collection and analysis, and any potential adjustments, will occur through October 2004.

A final decision on the uniform is expected in December 2004.

If approved, production could begin as soon as 2005, with a phase-in date to be determined.

Remaining services airmen return to KyANG

**By Tech. Sgt. Jennifer Thiery
123rd Services Flight**

The 123rd Services Flight's 12 remaining deployed airmen returned to the commonwealth July 27 after serving more than four months in the Persian Gulf in support of Operation Iraqi Freedom.

While deployed, the Kentucky airmen managed fitness centers, lodging assignments, recreational activities and food services for other American forces in theater.

Senior Airmen Rachel Cowley and Jessica Martin both said they have no regrets about deploying to support their country.

"It was a great experience — one that I never would have had if I had not gone," Cowley said. "Overall, I'm glad I went."

Martin agreed: "I can remember times that were really stressful, but when I look back, it was a very positive experience."

Six other services troops who originally deployed with the team returned home in mid-May.



Senior Airman Philip Speck/KyANG

Eighteen services troops from the 123rd Airlift Wing deployed to the Persian Gulf region this year in support of Operation Iraqi Freedom. The group included (left to right) Senior Airman Shaun Cowherd, Senior Airman Zakiya Taylor, Senior Airman Ricky Olde, Staff Sgt. Tracy Thompson, Senior Airman Aaron Foote, Master Sgt. Melissa Evaline, Senior Airman William Lee, Senior Airman Ashlee Richards, Senior Airman Brandon Boggs and Master Sgt. Harold Goodlett.

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

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