

THE CARGO COURIER

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

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Wing makes final preparations for April IGX

By Capt. Dale Greer
Wing Public Affairs Officer

Duty sections across the base will be putting the finishing touches on their mobility plans this weekend as the 123rd Airlift Wing's operational readiness inspection draws near.

The inspection, officially known as an Air Mobility Command Inspector General Exercise, or IGX, is scheduled for April 2 to 9.

The IGX will test the wing's ability to pack up its equipment, deploy to a remote location, operate in a hostile environment and redeploy back home. The deployment phase of the inspection is slated to play out at the Air National Guard Combat Readiness Training Center in Savannah, Ga.

Col. Mark Kraus, commander of the 123rd Airlift Wing, said he was pleased by the performance of the unit during its last mobility exercise, which took place during the Feb. 25-26 Unit Training Assembly.

More than 400 passengers and 180 tons of cargo were processed as part of that exercise.

"I think the mobex went very well," Colonel Kraus said. "I think we accomplished what we set out to do — to streamline some of the processes, like joint inspections of cargo and palletizing issues.

"On the personnel side, we got a full-spectrum look at how our outprocessing would go, and I think that went pretty well, too."

Individual duty sections will spend today completing final preparations and ensuring that all ancillary training has been accomplished, Colonel Kraus said.

He stressed that every Airman must take personal responsibility for his or her own preparedness.

"Readiness is an individual responsibility, so everyone should be examining their equipment, ensuring that they have everything they're supposed to deploy with,"



Staff Sgt. Diane Stinnett/KyANG

The 123rd Airlift Wing processed more than 400 passengers and 180 tons of cargo on Feb. 25 and 26 as part of the unit's final mobility exercise prior to its April inspection.



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Never give up — always 'Go for the Gold'

D

id you know that the Winter Olympics recently concluded in Torino, Italy?

I have to confess, I really didn't pay very close attention to the games this year. My attention, however, was momentarily captivated by the finish of the women's snowboard cross finals.

You may have seen the media coverage of the race. American boarder Lindsay Jacobellis jumped off to a commanding lead in the medal race after Swiss rival Tanja Frieden and Canadian Dominique Maltais accidentally clipped their snowboards together, which slowed Frieden and sent Maltais momentarily into the course safety fence.

With the finish line in sight, Jacobellis held a comfortable 40-yard lead over Frieden and seemed a sure bet for a gold medal win.

Airborne off the next-to-last hill of the course and sensing victory, Jacobellis elected to wow the watching crowd by performing a stunt known as a "method air" — grabbing the aft edge of her snowboard while airborne.

Though most likely a trick she had performed hundreds of times before, this time she lost her balance on the way down and landed seat first just yards from the finish line.

By the time she regained her feet and her composure, Frieden breezed past in disbelief and took the gold medal, forcing Jacobellis to settle for a second-place silver.

Reporters mobbed Jacobellis to ask her about the stunning reversal of fortune but gave comparative little notice to the 28-year-old winner from Thun, Switzerland, which, I believe, is where the real story is to be told.



Col. Mark Kraus
123rd Airlift Wing Commander

You see, two years earlier, at the 2003 Winter X games, Frieden lost a gold medal to winner Lindsay Jacobellis and then lost an opportunity for a rematch a year later at the 2004 Winter X games when she was forced to drop from competition due to an injury, which led to six months of painful rehabilitation.

Back to full strength for the Winter Olympics, Frieden worked through the qualifying heats to the finals and saw an end to the two-year wait for a rematch against Jacobellis.

The freak bump against Maltais off the start left her a distant second behind Jacobellis throughout the course. Seeing the distance to cover to get back in the race, it must have been tempting to ease up and just accept

what seemed to be the inevitable: two years invested only to settle for another second-place finish behind Jacobellis.

Instead, she refused to buckle under to doubt; she stayed the course, continued to race hard and hoped for a break.

Showing an iron will through the course, with the finish line now in sight and her competitor so far ahead, hope may have started to fade, and for a split second, as Jacobellis launched away from the next-to-last hill, Frieden may have begun to concede that there was no way to win.

Jacobellis may have simultaneously been thinking there was no way she could lose.

It's funny how things work out sometimes. With the passage of another split second and a badly executed "method air," gold turned to silver and silver turned to gold.

Any feelings of resignation that might have welled up in Frieden moments before suddenly were replaced with exultation as she captured the win in an unbelievable turn-around finish.

Just days from now, our months of preparation for the wing Operational Readiness Inspection will go into its final phase — execution.

We will pack up and deploy, employ our skills in a simulated combat environment, pack up and re-deploy home.

We can expect to encounter some adversity along the way (or all the way).

It may be self-inflicted, naturally generated, induced by the inspection team or a combination of two or all three of the above.

The lessons drawn from these two Olym-

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123rd Airlift Wing Editorial Staff

Wing Commander.....Col. Mark Kraus
Wing Public Affairs Officer.....Capt. Dale Greer
Staff Writer.....Senior Airman Malcolm Byrd II

Contact Us

Address: 1101 Grade Lane, Louisville, KY 40213-2678
Phone: (502) 364-9431 • Fax: (502) 364-967
E-mail: dale.greer@kyloui.ang.af.mil

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

Airman of the Year banquet to be held tonight

The 123rd Airlift Wing will honor its three Outstanding Airmen of the Year tonight during a banquet to be held on Millionaire's Row at Churchill Downs.

The top soldiers from the Kentucky Army National Guard also will be honored at the combined Army-Air Guard event.

Tickets are \$20 per person and may be purchased from any chief master sergeant.

The social hour is scheduled to begin at 6 p.m., and dinner will be served at 7. Military members may wear mess dress, semi-formal dress or class-A blues, while civilians should wear business attire.

This year's Air Guard honorees are Master Sgt. Carol Davis, a disaster preparedness specialist in the 123rd Civil Engineering Squadron; Tech. Sgt. Cutty Parker, a services specialist in the 123rd Services Squadron; and Airman 1st Class Shawn Ingle, a public health technician in the 123rd Medical Group.

Wing completes Coronet Oak airlift mission

The 123rd Airlift Wing completed its latest rotations in support of Operation Coronet Oak on Jan. 14, having flown 455 passengers and 141 tons of cargo to destinations across Central and South America.

About 360 Kentucky Airmen staffed the mission, which flew Kentucky C-130 transports from Luis Munoz Marin International Airport in San Juan, Puerto Rico, starting on Oct. 1.

Coronet Oak provides airlift services for military operations and U.S. Government agencies in the Southern Command's area of responsibility. That area includes Central and South America, as well as the Caribbean.

Greet the Chief



Tech. Sgt. Dennis Flora/KyANG

Chief Master Sgt. Tommy Downs greets well-wishers following a ceremony held on base Feb. 26 to appoint him as the wing's newest command chief master sergeant. Command Chief Downs is a 28-year veteran who most recently served as superintendent of the 123rd Aerial Port Squadron.

IGX

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Colonel Kraus said. "It's also a good idea for everyone to examine the paperwork in their mobility folders one last time and skim through the Airman's Manual to refresh their memories on those needed skills."

The wing is planning a "focus group" for Sunday afternoon that will provide deploying Airmen with briefings from every key functional area on base.

The session is scheduled for 1 p.m. to 4:30 p.m. in Gheens Auditorium at Louisville Male High School on Preston Highway.

"These will be five-minute briefings on everything, from soup to nuts," Colonel Kraus said. "I felt pretty good about where we are right now. I think the focus group planned for Sunday will put the finishing touches on our preparations, and we'll be ready to execute in Savannah in April. I'm looking forward to a good inspection."

Ten Ways to Dazzle the IG

1. Competence: Know your job and perform it to the best of your abilities
2. Responsiveness: Show a sense of urgency and propel yourself into activities
3. Attitude: Display a positive attitude
4. Readiness: Ensure that personal bags have required items, mobility requirements are met and paperwork is in order
5. Aggressiveness: React authoritatively to scenarios; treat exercises as the real thing; effectively continue mission-essential activities during all Force Protection Condition levels
6. Appearance: Look people in the eye; exceed all personal appearance standards
7. Safety: Apply Operational Risk Management techniques; know your limits
8. Leadership: Motivate, communicate and set a positive example
9. Followership: Follow orders quickly; employ team-building skills
10. Pride: Look and feel like a winner! You will be!

Guard unit melds with active-duty wing

Virginia troops integrate to share aircraft, equipment

By 2nd Lt. Rachel Sherburne
1st Fighter Wing Public Affairs

LANGLEY AIR FORCE BASE, Va. — He wears a battle dress uniform and looks just like any other maintainer working on a F-22 Raptor, but this Airman is very different from most others in the 27th Aircraft Maintenance Unit here.

He is paid by the hour, reports to a different supervisor and has a 70-mile commute to and from Richmond to come to work every day..

His name is Tech. Sgt. Scott Browning. He, and 60 other members of the 192nd Fighter Wing, Virginia Air National Guard, work here as pilots, maintainers, fire rescuers, services and command post personnel.

"The 1st Fighter Wing and the 192nd Fighter Wing are integrating as an associate wing where both maintain separate administrative command but share aircraft and equipment and work functionally together to accomplish the same mission," said Maj. Pat DeConcini.

The 192nd retains separate administrative control of its own personnel, which allows the unit the discretion of hiring, firing, promotion, discipline, pay and leave. Integrating functionally with the 1st Fighter Wing means working together they will get the job done.

"We are all working together — one force, one fight," said Tech. Sgt. Richard Jimenez.

"Our active-duty supervisors are more than willing to work with our crew and accommodate our needs.

"We also return the favor by following Air Force core values and sharing our experience as prior service members with our active-duty coworkers to get the job done," he said. The integration is at the top of the agenda for senior leaders.

"The future total force must not only be adaptable to today's fight, but also tomorrow's fight and equally adaptable to

unknown applications. It must be seamless among the active duty, Guard and Reserve components," said Gen. T. Michael Mosely, Air Force chief of staff.

The goal of the total force concept is to increase combat capability by capitalizing on the inherent strengths of the active duty, Air National Guard and Air Force Reserve.

The benefits of integration include:

- Increased combat capability

"Our integration combines experienced and dedicated Air National Guard manpower with our nation's premier active-duty fighter wing to provide unparalleled combat capability to the combatant commander," said Lt. Col. Jim Cox, operations liaison for Detachment 3 of the 192nd FW.

Along with years of experience, Guardsmen often bring a wealth of knowledge as well.

- Honed training and skills

Sergeant Browning will be at Langley another 15 years. His experience will be a great benefit when he helps train the hundreds of Airmen who will cycle in and out of Langley during that time.

"Adding our experience to a highly motivated force (the 1st Fighter Wing), who just may not have a lot of 'wrench time,' is invaluable," said Sergeant Browning.

"The same can be said about the pilots," said Colonel Cox, who added there are generally a lot of young pilots and not enough instructors on active duty, but this integration will add Guard pilots who are all experienced instructors.

- Cost savings

Combat capability at a significantly reduced price is what the Air National Guard represents to the American taxpayer.

Most traditional Guardsmen, who make up about 70 percent of the 192nd FW, have "regular" civilian jobs.

They fulfill their military duties by training one weekend each month, and two weeks each year.

But the Air Force doesn't have to provide

Guardsmen with the same benefits or retirement as active-duty Airmen.

Many Guardsmen served on active duty but elected to pursue continued military service in the reserve component.

The National Guard allows the Air Force to retain its most vital assets — highly trained people.

"Integrating saves you all the money and time it takes to produce an Airman with that same training and experience level," said Major DeConcini, who added that it costs much more money to train a brand new Airman than it does to retain one who has already been trained.

- Reduced operations tempo

More bodies to fill jobs means more people to help do the job.

The Guardsmen who integrate will also be able to fill deployment spots and help take the strain off of the squadrons and decrease personnel operations tempo.

"I deployed to Hill Air Force Base (Utah) and will go to Elmendorf (AFB, Alaska) this summer as well," Sergeant Browning said.

"I stand ready and willing for any deployment and I think all Guardsmen have that mentality."

Those from Richmond are excited about having easy access to the facilities of a military base, but as Guardsmen, they are also excited about working on the newest fighter in the Air Force inventory, something they have never done before.

This is the first time in history that the Guard has been equal partners from the beginning as we transition into a new weapons system, said then Air Force Chief of Staff Gen. John Jumper.

"We've always envisioned flying and maintaining the newest and best fighter aircraft, and here we are," said Senior Master Sgt. Michael Bouley, 192nd FW propulsion flight chief.

When the nearly 1,000 Richmond Guardsmen are fully integrated, Langley AFB will also be the home of the 192nd Fighter Wing.

The transformation started a year ago and will continue for another three years, as full integration is expected by September 2009.

Air Force seeking new refueler aircraft

By Staff Sgt. C. Todd Lopez
Air Force Print News

WASHINGTON — The Air Force wants a new refueler aircraft, something commercially available now, that can be modified to replace the existing KC-135 Stratotanker fleet.

That testimony came from Air Force leaders associated with the tanker replacement program on Feb. 28 in front of the House Armed Services Committee subcommittee on projection forces.

When prompted by congressional members, Lt. Gen. Donald Hoffman, the military deputy for Air Force acquisition, provided a personal opinion that his first choice would be to replace the service's fleet of aging KC-135s with a new airplane.

"It should be a new aircraft, a commercial derivative, and I think we ought to buy one kind," he said. "The first 100 (should) all look the same."

The general said he has no opinion on who should manufacture the plane, only that the new aircraft be the same as each other in both size and design.

General Hoffman told congressional members his second choice for recapitalizing the tanker fleet would be to modernize the current KC-135 fleet, which involves converting existing KC-135E models to KC-135R models.

But one problem with modernizing KC-135E aircraft is that even with the work that goes into converting them to KC-135Rs, there are still structural problems not addressed and

some capabilities lacking.

Various estimates of the lifespan of the KC-135 project the retire date out as late as 2040, but as the aircraft get older, the Air Force discovers more things wrong with the aircraft.

That decreases the projected lifespan of the "Eisenhower-era" tankers, many of which were built in the late 1950s to early 1960s.

"These airplanes continue to get older, and as they get older we continue to find things on them, (so) their time of usefulness will move closer to us," said Lt. Gen. Christopher Kelly, Air Mobility Command vice commander.

"These particular airplanes, although they provide us with a good deal of service, are not modern airplanes and they do not give us the capability we would want to have in modern airplanes."

As the aircraft has no defensive capabilities, its limitations make it difficult to use in the desert, General Kelly said.

Additionally, the Air Force would like to use its tanker fleet for work other than refueling, such as moving pas-

sengers and cargo.

The Air Force would also like to offer both boom and drogue refueling capability with its primary tanker fleet, something the KC-135 can not now do.

"We would like to address those issues in a new acquisition if we were allowed to do that," General Kelly said.

"From an operational point of view, the increased capability you'd get from a modern airplane with floors, doors, defensive systems, the ability to refuel itself and the ability to provide a drogue refueling and a boom refueling to receivers, would be a better investment than just re-engining the E models."



Staff Sgt. Doug Nicodemus/USAF

Many KC-135 Stratotankers date to the late 1950s and early 1960s. The service hopes to replace them with a commercially available aircraft that can be modified for military use.

Hickam begins contingency mission with C-17

By Tech. Sgt. Shane A. Cuomo
Air Force Print News

HICKAM AIR FORCE BASE, Hawaii — Flying a "loaner" C-17 Globemaster III aircraft, a mixed active-duty and Guard aircrew flew the 15th Airlift Wing's first contingency response mission last month.

The aircraft, from Charleston Air Force Base, S.C., flew relief supplies to Clark Air Base, Philippines, Feb. 22. It was the first time a mixed crew had flown such a mission. Members of the Hawaii Air National Guard's 204th Airlift Squadron were also part of the crew.

The C-17 carried military rations, water, cots, tents, heavy equipment and wing Airmen to Clark, a former U.S. Air Force base. The mission was part of U.S. Pacific Command's response to the Filipino government's request for help after a devastating mudslide covered the village of Guinsaugon on Leyte Island.

A killer 100-foot deep mudslide hit the village Feb. 21. Filipino officials fear there are more than 1,000 dead.

With any humanitarian relief mission, time is important. Hickam Airman can get the mission done quickest, said Capt. Jason Mills, a C-17 pilot from the of the 15th

Operations Support Squadron.

"We're in the middle of the Pacific, so we have reach in multiple directions," he said.

"From the South Pole to Australia, New Zealand and anywhere in East Asia, our location allows us to respond to major contingencies faster, and with a larger airframe we can move more to affected areas with fewer flights."

Mission commander Capt. Paul Theriot of the 15th OSS said the 10,000-mile mission was "in a way a test of the Pacific Air Forces' new capabilities."

"As the squadron matures, missions like this will become routine," he said.

USAF introduces next-generation cruise missile

Weapon resulted from more than quarter century of effort to update cold-war era standoff munition

By Staff Sgt. Ryan Hansen
Air Armament Center Public Affairs

EGLIN AIR FORCE BASE, Fla. — Since the late 1970s the Department of Defense has tried and failed numerous times to give the warfighter an affordable standoff cruise missile capable of taking out the enemy's air defenses early on in a conflict.

Fast forward to 2006, and that warfighter need has finally been met by the Air Force's next generation cruise missile — the Joint Air-to-Surface Standoff Missile, or JASSM.

At 14 feet long and 2,250 pounds, JASSM is an autonomous, conventional munition with a standoff range of more than 200 nautical miles. It is designed to defeat heavily defended, high-priority enemy targets deep behind enemy lines.

JASSM can be released in virtually any type of weather and uses its inertial navigation and Global Positioning Systems to find its intended target and then its infrared seeker for pinpoint accuracy just before impact.

Once in the air, the stealthy cruise missile can reach high subsonic speeds at .85 mach. It is also equipped with an anti-jammer that keeps the enemy in its crosshairs regardless of their technology or capabilities.

Warfighter's operational need

For years the warfighter has emphasized the need for an affordable standoff weapon they could use to attack high-priority targets from outside the enemy's air defenses.

This weapon would give both fighter and bomber aircraft the ability to strike heavily defended and high-value targets in any weather and keep them out of harms way.

The last attempt to try and provide this capability was the Tri-Service Standoff Attack Missile in 1986.

But after eight years of development, the secretary of defense terminated the program because of problems with the weapon and escalating costs.

However, the warfighter's need for the weapon still remained, so the Department of Defense went back to the drawing board.

"The United States desperately needed a first-day-of-the-war stealthy cruise missile

that could go in and take out those threats that put our manned platforms at risk," said Gerry Freisthler, director of the Air Armament Center's engineering and acquisition excellence directorate.

"We needed something to go in and take on those double digit (Surface-to-Air Missiles) that may be able to put our aircraft and aircrews at risk, and that's how JASSM came about."

The newly christened JASSM program office was charged with not only making a high survivability standoff weapon capable of attacking various types of targets, but also one made with speed and affordability in the acquisition world.

They partnered with DOD, industry and the warfighter to streamline many processes that were often timely and cumbersome before; they emphasized affordability at every juncture.

"With JASSM the most important things were (to be) on cost and on schedule," said Mr. Freisther, who led the JASSM program from 2002 to 2004.

"We gave the contractor a lot of flexibility with removal of (military) standards and (specifications) and from the beginning the program office had a very close relationship with Air Combat Command."

Together this combined team set the framework for the much needed weapon and JASSM started taking baby steps on its way to the warfighter.

Delivering on the promise

Even though the JASSM program office had set a solid foundation for their weapon and knew what pitfalls to avoid, that didn't mean the road to handing the weapon to the warfighter would be easy or without struggles.

The weapon began engineering and manufacturing development in 1997 and entered low rate initial production just four years later in 2001.

Then the next important step for JASSM came in July 2004 when it reached full rate production.

However, even as JASSM continued to hit milestones some challenges remained.

"Achieving demonstrated in-flight reliability turned out to be our biggest challenge in the transition from development to full rate production," said Col. Jim Geurts, who manages the program as the Long Range Missile Systems Group commander.

"To address these challenges, we pulled together the experts from across industry and the Department of Defense to review our plans and give us feedback to ensure we could achieve the type of reliability growth needed as we began fielding large numbers of assets in the field," Colonel Geurts said.

Their hard work paid off and the JASSM team went back to prove the weapon could deliver on its promise. During flight tests in 2005 the weapon scored nine successes in 11 tests, followed by two more successful flights in 2006.

On the heels of those successes, the weapon finished the year strong reaching initial operational capability on the B-52 Stratofortress and B-1B Lancer. More than 350 JASSMs have been delivered and are in the hands of the warfighter and ready for combat use worldwide.

"The JASSM weapon system continues to demonstrate high reliability in flight and ground testing," said Maj. Gen. Jack J. Catton Jr., director of requirements for Air Combat Command.

"More and more units are gaining the capability to effectively employ the weapon system."

Future capabilities

While JASSM has proven itself, the LRMSG has plans to make it even more lethal.

The second phase of the program is to make an extended range version of the weapon.

JASSM-ER will increase the standoff capability to more than 500 nautical miles.

The weapon, which looks exactly the same as the original from the outside, has a new engine and can carry more fuel.

It will first be integrated on the B-1B and will be ready for flight testing later this Spring.

"A JASSM-ER will have the same lethality and stealth as a JASSM, but it will deliver that knock-out punch from more than twice

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Raptors Arrive



Tech. Sgt. Ben Bloker/USAF

The first F-22A Raptors assigned to the 94th Fighter Squadron turn on final approach to Langley Air Force Base, Va., on March 3. The 94th is the second squadron at Langley to receive the new stealth fighter.

New Airmen getting security forces training

By Airman Eric Schloeffel
347th Rescue Wing Public Affairs

MOODY AIR FORCE BASE, Ga. — Airmen fresh out of basic training and technical school are now receiving a security forces introduction here in line with new Air Force security forces training initiatives.

The 347th Security Forces Squadron recently introduced a five-day augmentee course for recent graduates of the Moody's First Term Airman Center. The 347th Rescue Wing Augmentee Course teaches base protection techniques so Airmen can assist security forces in emergency situations.

All new first-term Airmen must complete FTAC, which provides information on base

services and acquaints them with the active-duty lifestyle.

"One way we can catch Airmen and teach them this training is when they first get here," said Staff Sgt. Clinton Ellis, 347th SFS unit training manager and augmentee course instructor. "These Airmen are brand new to the military and base, so this course ensures they receive this training (early in their career)."

Some of the curriculum lessons include entry control, rules of engagement, military law, bomb threat procedures and handcuffing. The Airmen also train with the M-16.

"They receive a full onslaught of security forces training," Sergeant Ellis said. "One good thing about being (security forces) is our job centers around common sense. They

pick it up pretty fast."

Once the Airmen complete the course, they become augmentees for one year.

"The Airmen are put into a pool of names and anytime we need augmentees for a high-risk situation, we'll call them up," Sergeant Ellis said. "Also, if we have a manning problem or if force protection levels go up, they can work for us."

Teaching base security measures to Airmen from a wide variety of specialty codes not only helps security forces, it also has long-range benefits for the Air Force as a whole, Sergeant Ellis added.

"I definitely think this makes the Air Force safer. The more people knowledgeable about (augmentee duty), the better."

Cruise

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as far away,” said Lt. Col. Stephen Davis, JASSM Block 2 Squadron commander.

“In the simplest terms, this means some child’s mom or dad won’t have to fly their B-1 through enemy threats to strike many deeply placed targets.”

But additional stand-off range isn’t the only thing they are improving.

The LRMSG is also adding a weapons data link that will enable key command and control elements to communicate with the weapon after it’s already in flight.

“The data link will plug the weapon right into the warfighting network,” said Michele Brazel, LRMSG deputy director. “They’ll be able to track what each missile is doing in flight, retarget it in flight if need be, and then get a good indication of whether or not it destroyed its target.”

JASSM is also scheduled to be one of the first weapons to be Universal Armament Interface compliant. UAI is a joint initiative that will allow the Air Force to incorporate new precision-guided munitions onto its aircraft without requiring major changes to each aircraft’s software.

New development activity is also planned to enable JASSM to enhance its maritime engagement capability and become the air launched weapon of choice not only for highly defended fixed and relocatable land targets, but moving maritime targets as well.

And recently the Australian Defense Force selected JASSM to be its long range air-to-surface missile for their F/A-18 Hornet fleet.

As it stands right now the Air Force currently plans to buy 2,400 JASSMs and 2,500 JASSM-ERs with production extending through 2018.

Gold

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pians may serve us well under those circumstances in the days to follow:

- 1: Don’t celebrate an apparent victory too soon. The inspection is not over until we get home.
- 2: Move smartly and methodically toward the goal without interjecting any last-minute tricks to impress the IG or anyone else.
- 3: If you get bumped off course, recover as quickly as possible and get back on the game plan.
- 4: Remember, even if things don’t seem to be going well, never give up, stay the course, focus on the finish line and what it will take to get you there, and see the race through to the end.

Let’s go for the GOLD!



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

OFFICIAL BUSINESS