

THE CARGO COURIER

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123rd gains aircraft from Tennessee

Super E models part of realignment across Air Guard

By Maj. Dale Greer
123rd Airlift Wing Public Affairs

The 123rd Airlift Wing added a ninth C-130 to its stable of aircraft July 25 when the unit took delivery of a Hercules transport from the Tennessee Air Guard, and officials expect a 10th plane to arrive here by the end of August.

Both aircraft have been reassigned from the Nashville-based 118th Airlift Wing, which is converting its mission from tactical airlift to remotely piloted aircraft, intelligence and cyber warfare, according to the National Guard Bureau. Other Nashville C-130s are being sent to the Georgia Air Guard's 165th Airlift Wing and the 156th Airlift Wing in Puerto Rico.

It's not clear how long Kentucky will get to keep the aircraft, and no additional manning or funding is initially being provided with the airframes, said Col. Greg Nelson, commander of the 123rd Airlift Wing.

But Nelson said he's pleased Kentucky



Master Sgt. Philip Speck/KyANG

Aircrew members and aircraft maintenance personnel inspect a former Tennessee Air Guard C-130 on the base flight line July 25. The plane was transferred to Kentucky as part of a mission realignment at the Nashville-based 118th Airlift Wing.

was chosen to receive the aircraft. The 123rd originally had 12 C-130s before losing four to another Air Force-wide redistribution plan in 2005.

"The National Guard Bureau knows that we are interested in growing our wing, and they know we have all the facilities and infrastructure to go back to 12 airplanes," Nelson said.

"We look to use these additional aircraft in support of both Air Mobility Command and National Guard Bureau missions. Every time they give us an aircraft, we're going to fly

it, we're going to do the mission and we're going to demonstrate every single day that we're ready to grow our wing."

The Tennessee planes, which once served as WC-130 weather reconnaissance aircraft, are currently configured as Super E models, Nelson said.

Their avionics, radar systems and communications equipment differ from those of Kentucky's H-model C-130s, but the propulsion systems are identical.

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Nelson selected for general officer post at NGB



Col. Gregory L. Nelson

Cargo Courier Staff Report

Col. Gregory L. Nelson, commander of the 123rd Airlift Wing, has been selected to fill the newly created position of deputy J-5 at the National Guard Bureau and will assume the rank of brigadier general, Kentucky's adjutant general announced Aug. 2.

"I want to congratulate Colonel Nelson for this very prestigious national-level planning position," Maj. Gen. Edward W. Tonini said in making the announcement. "I believe it is a direct reflection of the first-class job he has done for the past three years as the 123rd Airlift Wing commander.

"Of course, he would be the first to recognize that his success is due to the exceptional level of professional displayed by the 1,200 Airmen that make up this nation's finest Air National Guard wing."

Nelson will be concluding his tenure at the wing "during the next few weeks," Tonini said, before assuming his new responsibilities in Washington.

In the meantime, Tonini will begin the process of selecting a replacement for Nelson at the 123rd.

"We are fortunate to have outstanding candidates in place to take the wing to the next level," he said.

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123rd Airlift Wing: Be ready for opportunities

Now more than ever, the 123rd Airlift Wing must be ready for opportunities. Our nation and our military continue to adapt and change within our current fiscal constraints.

Our freedom will always depend on a strong military, but now more than ever before, we cannot afford duplication, waste or outdated capabilities.

Consequently, military organizations and missions will change, and the 123rd Airlift Wing must be ready for opportunities when these changes happen.

The best way we can be ready to take advantage of opportunity is to do the best we can every day, both individually and organizationally as the 123rd Airlift Wing.

As a wing, this means flying our aircraft safely and professionally. We must continue to support our AEF contingency commitments along with Air Mobility Command and National Guard tactical airlift needs. We must maintain the best fleet of C-130s in the inventory, and stand ready to support the needs of the Commonwealth of Kentucky, any other state or our allies abroad.

Recently, another Air National Guard wing received a new mission that no longer required C-130 aircraft. Because the 123rd is the best tactical airlift wing, we were offered the opportunity to fly two additional aircraft. We received one last month, and we are scheduled to receive the second in a couple of weeks (see story on the front page of this Cargo Courier).

These are older aircraft, and there is no guarantee as to how long we will keep



Col. Greg Nelson
123rd Airlift Wing Commander

them, but we will fly and maintain these aircraft to the best of our ability.

Our Operations and Maintenance Groups will ensure all our aircraft are actively engaged in tactical airlift operations whenever and wherever needed. The 123rd Airlift Wing will demonstrate our ability to support not only 10, but 12 or 16 aircraft.

The 123rd will be ready for additional opportunities that support and complement our unique capabilities. The strength of our Mission Support, Medical, and Contingency Response Groups, along with Special Tactics and our Intel Flight, provide a robust combined capability that exists nowhere else in the world.

We must always be ready for opportunities to expand these missions, along with

our aviation package.

Individually, I urge you to always prepare yourself for future opportunities in the Kentucky Air National Guard, or anywhere you are willing to serve.

It is up to you to ensure your personal readiness of both body and mind. Ensure you are the best at your Air Force specialty, and that you continuously work to achieve the next skill level or competency.

Participate in and complete every Professional Military Education course you are offered, and continue your higher education through the multitude of education benefits you have earned.

Be ready for the next opportunity. Be ready for the next promotion in rank or position. Do your best every time you perform duty. Do more than just what is asked of you, do what you know is needed for the best of your organization and the 123rd Airlift Wing.

Look for your next opportunity. Volunteer for additional leadership or staff positions, and let your supervisors know you are ready for advancement and sincerely interested to do more. Be ready individually for the next opportunity.

We have been operating in a challenging environment for a while now, and the 123rd Airlift Wing continues to be the best. We will continue to do the best we can, in everything we do. And, we will continue to look for ways we can do more.

When opportunity knocks, the 123rd Airlift Wing will be ready — individually, as squadrons, groups and the wing!

The 123rd Airlift Wing stands ready!

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We welcome your feedback. Please contact the Public Affairs Office directly if you have suggestions for articles or photography. Publication deadline for submissions to the next issue is Aug. 17. Our office is located in room 1160 of the Wing Headquarters Building.

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Adjutant general: Ardery a ‘Renaissance man’

Kentucky Air National Guard’s 1st wing commander remembered for his service, leadership, integrity

Cargo Courier Staff Report

Kentucky’s adjutant general remembered Maj. Gen. Philip Pendleton Ardery as an exceptional man whose sense of service, integrity, honor and excellence laid the foundation for the modern-day Kentucky Air National Guard.

Ardery, the Kentucky Air Guard’s first wing commander when the unit was formed in 1947, died July 26 at his Louisville home. He was 98.

“The Kentucky Air National Guard has a long history of excellence, and that is no accident,” said Maj. Gen. Edward W. Tonini, adjutant general for Kentucky. “Phillip Ardery was a true Renaissance man, a combat veteran of World War II, a lawyer, citizen-soldier, author and humanitarian. He set a standard that continues to challenge us today.

“General Ardery has been the inspiration to 123rd leadership for the entire history of the wing. Thanks to his vision and drive, the Kentucky Air National Guard is a major player in the defense of our nation and the safety and security of the commonwealth of Kentucky.”

Ardery was born March 6, 1914, in Lexington, Ky., and grew up on a farm in Bourbon County. He earned a degree in English literature from the University of Kentucky in 1935 and went on to complete law school at Harvard three years later. Upon returning to Kentucky, Ardery opened a legal practice in Frankfort, but the venture was short-lived. As the nation moved closer to war, Ardery enlisted in the U.S. Army Air Corps as a private in 1940. He graduated as 1st Captain of the Flying Cadet Corps at Kelley Field in San Antonio, Texas, in April 1941 and was assigned to serve as a flight instructor at Goodfellow Field in San Angelo, Texas.

While stationed at Goodfellow, Ardery met Anne Stuyvesant, and the two were married Dec. 6, 1941 — the day before Pearl Harbor Day.

Capt. Ardery commanded the 564th Bomb Squadron (H) beginning in February 1943, joining the 389th Bomb Group (H) based in Norwich, England, that June. From outposts in North Africa, he flew B-24s on many missions across the Mediterranean, including the first low-level raid on oil refineries at Ploesti, Romania, for which he earned the Silver Star.

From England and North Africa, Ardery flew raids over Vegesack, Bayeux, Solingen and Oslo during the winter of 1943-44, leading up to the invasion of Normandy. He also led the 2nd Combat Bomb Wing on the first daylight bombing of Berlin in March 1944 and flew on the first mission of D-Day, June 6, 1944.

His memoir of the war, *Bomber Pilot*, was published in 1978.

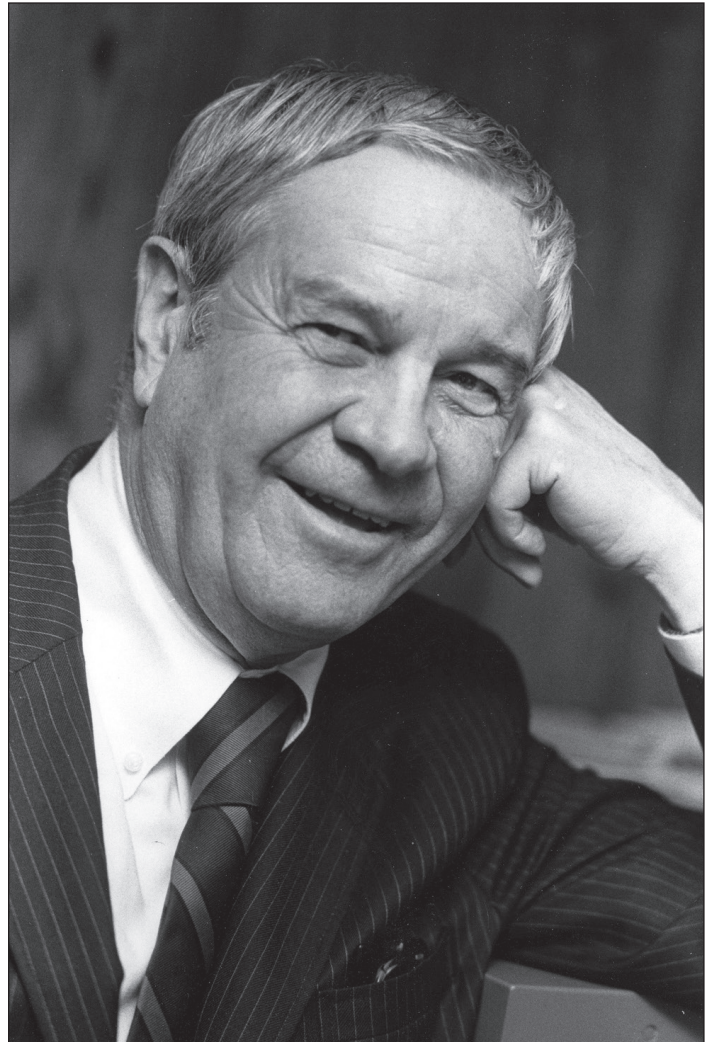
Discharged from active duty in 1945, Ardery was named two years later to command the 123rd Fighter Wing of the newly formed Kentucky Air National Guard.

Called back to active duty during the Korean War, Ardery and the 123rd relocated to England, where he served as wing-base commander of the NATO Air Force, Royal Air Force Station Manston, from 1951-52.

After deactivation, he continued to command the 123rd, which at times included air groups in other states as well as Kentucky’s group based at Standiford Field in Louisville.

Ardery was promoted to brigadier general in April 1962 and retired from the military as a major general in 1965.

As a civilian, Ardery co-founded the law firm of Brown, Ardery, Todd



Courtesy photo

Philip Pendleton Ardery earned a Silver Star for his service as a bomber pilot in World War II. He died July 26 at his Louisville home.

& Dudley in June 1959. The firm merged with Brown, Eldred & Bonnie, and Marshall, Cochran, Heyburn & Wells in 1972 to form Brown, Todd & Heyburn, then Kentucky’s largest law firm.

Ardery retired from the practice of law in 1979 but remained engaged in his community. In the early 1980s, Ardery became an advocate for mental health, a cause he pursued for more than two decades. With Barry Bingham Sr., Bosworth Todd and Dr. Herb Wagemaker, Ardery and others founded the Schizophrenia Foundation of Kentucky in 1981. Out of this organization grew Wellspring, which now provides housing, care and rehabilitation for people with mental illness at 19 sites throughout Jefferson and neighboring counties.

He is survived by Anne; son, Philip Pendleton Ardery Jr. and his wife, Cecilia Palacio Ardery; son, Joseph Lord Tweedy Ardery and his wife, Anne Lenihan Ardery, all of Louisville; and daughter, Julia Spencer Ardery and her husband, William Allen Bishop, of Austin, Texas.

Ardery was buried at Cave Hill Cemetery in Louisville on July 30.

ENLISTED AVIATORS

Restructuring means the 165th Airlift Squadron is now offering expanded opportunities for new flight engineers and loadmasters

By Tech. Sgt. Jason Ketterer
123rd Airlift Wing Public Affairs

For more than two decades, the 123rd Airlift Wing has been sending enlisted crew members to the sky in the C-130 Hercules. Their airborne office hurtles these flight engineers and loadmasters across the globe to perform their mission year 'round, whether it be supporting hurricane relief

operations at home or fighting the global war on terror abroad.

It's a rare opportunity most enlisted Airmen will never know: They get to fly in airplanes.

"If you ask the average person on the street, 'Who flies airplanes?' naturally they're going to say pilots," said Lt. Col. Shawn Dawley, commander of the Kentucky Air National Guard's 165th Airlift Squadron. "And in some aircraft,

that's absolutely accurate. It's only a pilot.

"But with the C-130, due to the complexities of the systems, the complexities of the mission, the types of tasks we're asked to accomplish, we have to organize ourselves around a crew concept to divvy up responsibilities amongst crew members to manage the whole task."

And now, thanks to a restructuring of the force, the 165th Airlift Squadron is looking to recruit potential Airmen who want to be part of that collective crew by serving as loadmasters and flight engineers.

During sorties as an enlisted member in the tactical airlift world, a flight engineer is responsible for monitoring fuel systems, electrical systems, hydraulics and pneumatics. Sitting between three officers on the flight deck, the engineer also preflights the C-130 and computes take-off and landing data.

A loadmaster's realm is at the bulkhead and the rear of the aircraft. Physically separated from the rest of the crew, a loadmaster calculates the metrics of cargo to verify that the weight and subsequent balance within the fuselage are safe for transport.

"The constant variation of loads requires us to be prepared for all types of cargo to be moved with our aircraft," said Airman 1st Class Erick Anderson, a loadmaster with the 165th. "Loadmasters are required to be fluent in and resourceful with our publications so that we're quick to identify conflicts with cargo and plane limitations. We're responsible for everything from transporting passengers to dropping a parachutist out of a plane at 10,000 feet, hauling vehicles to isolated areas or airdropping ammo, water, medical supplies and equipment to our troops in battle."

A loadmaster has "awesome responsibilities to the aircraft and crew," according to Chief Master Sgt. Jeff Brown, Loadmaster Section chief, and there is no room for unsafe execution.

"We need Airmen who know how to be safe, want to be safe, that are willing to fly into unsafe conditions in order to do what needs to be done," Brown said. "When you're in the AOR, in Afghanistan in particular, you're in a dangerous area from take off to landing."

"Integrity First" — one of the Air Force Core Values — is paramount in tactical airlift, officials said.

"The actions of one directly affect the lives of the other men and women on board," said Senior Master Sgt. Scott Davis, acting supervisor of the Flight Engineer Section.



Tech. Sgt. Matthew McKeehan is a flight engineer in the Kentucky Air National Guard's 165th Airlift Squadron.

Master Sgt. Philip Speck/KyANG



Airman 1st Class Erick Anderson is a loadmaster in the Kentucky Air National Guard's 165th Airlift Squadron.

Tech. Sgt. Dennis Flora/KyANG

The ability to work well in teams while being self-sufficient is another key attribute for enlisted crew members.

"Confidence in yourself and your training will play a part in determining any Airman's success as an aviator, but you also have to play well with others," Davis said. "You report to the aircrew commander, but you have to operate independently. A lot of times you have to be the systems expert. So we're looking for someone who can not only work well with others, but who is also self-motivated to keep up on their own training."

That training will take enlisted crew members to the farthest corners of America.

"My training for the military consisted of attending technical schools located throughout the continental United States," recalls Tech. Sgt. Matthew McKeehan, a flight engineer in the 165th Airlift Squadron. "My first school was in San Antonio, Texas, at Lackland Air Force Base for basic engineer training. Next was survival training, which took me to Pensacola, Fla., and Spokane, Wash. After these training assignments were completed, I traveled to Little Rock, Ark., for specific training on the C-130. All in all, it took me away from home for a solid year.

"While this was the most challenging training I've ever accomplished, the hard work and time sacrificed away from friends and family has been well worth it," he noted.

According to Dawley, the skills that will make or break an aircrew member's career are not easily displayed on a resume. Nor can they necessarily be measured by scores from aptitude tests like the Armed Forces Vocational Aptitude Battery or the Air Force Officer Qualifying Test.

Individuals must possess a thick skin to be able to recover from mistakes, learn from them and not let it affect the mission at hand, he said. Also, Airmen must possess an "intrapersonal versatility" to be able to contribute in a professional manner with whomever they are assigned to work with in a crew.

"Long hours and 120-day deployments can be taxing in any work environment, but the personality that you bring to work needs to be mission-oriented and focused," he said.

"Lastly, to say that it takes courage to perform all of these tasks is an understatement by far. A flight engineer or a loadmaster has to be willing to strap themselves into a 155,000 pound piece of metal, load it with jet fuel and deliberately fly it into the teeth of the adversary, yet possess maturity, wisdom

and judgment to not be reckless adrenaline junkies."

For Brown, being a loadmaster has been a tremendously rewarding career.

"Watching heavy equipment leave the airplane during an airdrop has always been an exhilarating experience for me," he said. "You're traveling along at approximately 150 mph, the (rear) ramp door opens, the parachute goes out behind the airplane, opens up and pulls that load out. It's almost like that load is sitting still and the airplane pulls away from it at 150 miles an hour. That's about how fast the cargo leaves the airplane."

Brown also gets a lot of satisfaction from aeromedical evacuation missions and emergency airdrops.

"A lot of times, especially in the AOR, we'll go in to pick up (soldiers) or Marines who have been severely injured. You have to get that guy out and fly him to a medical facility quickly. We'll also do emergency airdrops, where we go into a combat area to drop ammunition to troops who are in contact with the enemy right there, and they are almost out of ammunition and have to have it right away. Those are always fulfilling missions because you know how important your work is to those wounded soldiers or the troops on the ground."

USAID keeps Ky. Air Guard engaged in Haiti

88,000 pounds of food, supplies palletized here

By Master Sgt. Philip Speck
123rd Airlift Wing Public Affairs

When 45 members of the Kentucky Air National Guard deployed to the Dominican Republic in 2010, they established a critical airlift hub that delivered more than 600 tons of food and medical supplies to Haitian citizens ravaged by a devastating earthquake.

Now, thanks to a humanitarian aid program run by the U.S. Agency for International Development, Airmen from the Kentucky unit are continuing to help their Haitian neighbors.

About 88,000 pounds of food and other supplies were shipped here recently for palletizing and uploading to U.S. Air Force transports bound for the Caribbean island nation.

“Our piece of the mission is supporting the delivery of and subsequent airlift of cargo and supplies,” explained Chief Master Sgt. Ray Dawson, air terminal superintendent for the 123rd Logistics Readiness Squadron. “We assist in coordination of aircraft, buildup of cargo onto pallets for air shipment, inspection of the cargo and loading of the cargo onto aircraft for shipment.”

That effort is part of The Denton Program, an ongoing commodity transportation project jointly administered by USAID, the State Department and the Department of Defense. It allows private U.S. citizens and organizations to use space available on U.S. military cargo planes to transport humanitarian goods at no charge, USAID officials said.

The supplies that the Kentucky Airmen prepared for shipment were provided by Children’s Lifeline, a non-profit organization based in Clay City, Ky. The group has been sponsoring humanitarian and educational efforts in Haiti since 1989, said Donald Curtis, president and CEO.

The agency feeds more than 8,300 children a day, and supports the education of 7,000 children, he said. It also teaches skills such as sewing, welding and earthquake-proof construction.

“We’ve been bringing in food, school supplies, love bundles and hygiene kits for



refugees and children before there was even an earthquake,” Curtis noted. “We have a lot of kids that would have died if we hadn’t been there, and many kids that wouldn’t have an education if we weren’t there.”

Dawson said the Kentucky Air Guard has been involved with the Denton Program for several years and is pleased to continue the unit’s earlier work in Haiti.

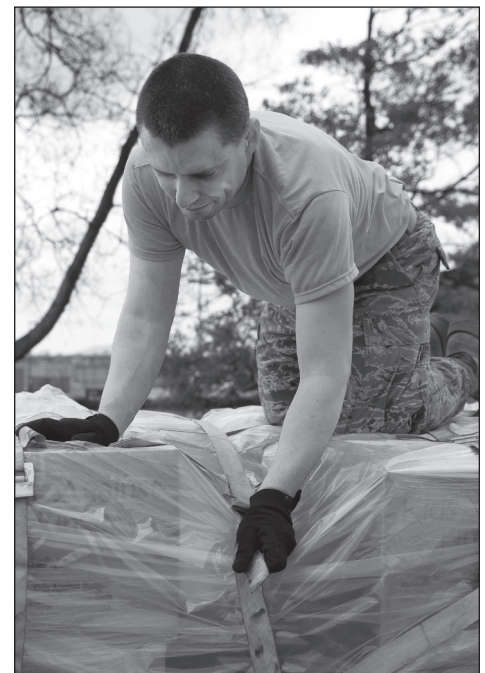
“Our Wing was on the front line, back at the base and in the deployed location, back in 2010,” he said. “We witnessed every day the needs and struggles of the people of Haiti. The Denton Program allows us to continue the mission we started in Haiti from our home base.

“The needs of the Haitian people and other countries affected by disasters remain for years after the initial relief efforts cease,” he added. “The men and women of the Kentucky Air National Guard remain committed to providing relief to those in need, any time, anywhere.”

Curtis is grateful for the help, noting that each container shipped by military airlift saves his agency \$10,000.

“I honestly don’t know what we would do without it,” he said. “I’m thankful for the United States of America for offering this kind of program. I think it’s wonderful.”

Master Sgt. Robert Brown (above), traffic manager for the 123rd Logistics Readiness Squadron, and Staff Sgt. Raymond Graves III (below), an air cargo specialist, prepare pallets of food for airlift to Haiti March 13 at the Kentucky Air National Guard Base.



Photos by Master Sgt. Philip Speck/KyANG

Youth learn about military aviation careers

Visit to 123rd Airlift Wing features orientation flights

By Master Sgt. Philip Speck
123rd Airlift Wing Public Affairs

More than 50 Louisville-area youth spent June 15 visiting the 123rd Airlift Wing to learn about career opportunities in military aviation and the Kentucky National Guard.

The day's events, which included orientation flights on a Kentucky Air Guard C-130 transport plane and static tours of a Kentucky Army Guard Blackhawk helicopter, were the culmination of a week-long Summer Aviation Career Education Academy held by the Organization of Black Aerospace Professionals.

"The mission is to educate, proliferate and stimulate interest in the aerospace community," explained Lt. Col. Jeff Harrison, an African-American C-130 pilot in the Kentucky Air Guard and member of OBAP. He also flies 757s for United Parcel Service, an academy sponsor.

The camp exposed the students, who ranged in age from 6th-graders to high school seniors, to many aviation opportunities, Harrison said. Earlier in the week, the students trained in a flight simulator at UPS, visited the air traffic control tower at Louisville International Airport and logged flying time at Bowman Field that can be applied toward a private pilots' license.

The visit to the Kentucky Air Guard began with the students' being welcomed by Kentucky's adjutant general, Maj. Gen. Edward W. Tonini, who encouraged them to consider careers in the Kentucky National Guard. Next, they received briefings on aircrew flight equipment and aircraft safety before touring the 123rd Special Tactics Squadron and boarding a C-130 for a local training sortie.

One student, Adam Ackermann, said he's been participating in the program for the past three summers and credits the camp with instilling a love of aviation.

"I got into this camp three years ago, and that really made me want to be a pilot," Ackermann said. "I want to fly the C-130, and it makes me more interested every year because there is always something different to learn about."

The Kentucky National Guard has supported the aviation camp for 15 years, Harrison said. It was founded by Larry Parker, a UPS



Photos by Master Sgt. Philip Speck/KyANG

Lt. Col. Jeff Harrison, a Kentucky Air Guard C-130 pilot, discusses aircraft engines with middle and high school students attending the Organization of Black Aerospace Professionals Summer Aviation Career Education Academy at the Kentucky Air Guard Base June 15.



The students board a 123rd Airlift Wing C-130 prior to their orientation flight June 15.

management captain; Ray Thomas, a UPS captain and former Kentucky Air Guardsman; and Keith Buckner, a Federal Aviation Administration air traffic controller.

The Kentucky Air Guard's Col. Ken Dale, 123rd Maintenance Group commander, was instrumental in forging the partnership with the Guard, Harrison said.

OBAP, formed in 1976, is a non-profit organization that "shows young people the exciting potential available in aviation," he said. In addition to the ACE aviation camp, OBAP offers scholarships, aviation education programs and flight training instruction.

"It's a very systemic approach, going from cradle to career," Harrison said.

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OFFICIAL BUSINESS

Aircraft

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Personnel from the 118th Airlift Wing are providing local training here to familiarize Kentucky Airmen with the airframe differences, which Nelson called “minimal.”



Master Sgt. Philip Speck/KyANG

Tennessee Air Guard Master Sgt. Roy Roberts (right), a flight engineer with the 118th Airlift Wing, points out differences in pre-flight procedures for a C-130 “Super E” Hercules during a training session here July 26 with Staff Sgt. Daniel Wormley, a flight engineer in the 165th Airlift Squadron.

Nelson

Continued from Front Page

“There is no doubt in my mind that we will continue to demonstrate ‘Unbridled Service’.”

A J-5 is also known as the director of strategic plans and policy. As deputy J-5, Nelson will be responsible for assisting the National Guard Bureau’s J-5, vice chief and chief in 11 major areas, including:

- >> Developing, promulgating and implementing NGB strategy, planning guidance and policy related to current and future plans

- >> Formulating NGB joint strategy plans, documents and studies

- >> Overseeing resources and management of the National Guard State Partnership Program, bilateral agreements and other international matters

- >> Coordinating with the Office of Secretary of Defense, chairman of the Joint Chiefs of Staff/Joint Staff, Department of State, combatant commands, services, states/territories and adjutants general as appropriate, for National Guard input and support of theater security cooperation plans

- >> Advising and assisting with joint deliberate and programmatic planning matters

- >> Supporting requirements for research, analysis and documentation

Colonel Nelson is a master navigator who has held multiple leadership and senior staff positions. He was named wing commander in October 2008 and deployed to Southwest Asia in 2010 to serve as deputy director of mobility forces for United States Central Command. Previously, Nelson was director of strategic plans and programs for Joint Force Headquarters, Kentucky National Guard, and was the first deputy director of mobility forces for Air Force Northern Command. He also commanded the 123rd Airlift Control Flight.

Nelson’s military career spans more than 36 years, including nine years of enlisted service prior to his commissioning in 1984. He has participated in Operations Desert Shield, Desert Storm, Southern Watch, Provide Promise, Joint Forge, Joint Guard, Coronet Oak, Phoenix Oak, Bright Star, Partnership For Peace, Noble Eagle, Enduring Freedom, Fundamental Justice, Iraqi Freedom and New Dawn.