



THE CARGO COURIER

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

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Plane pull hauls in \$25,000

By Maj. Richard Frymire
123rd Airlift Wing Chief of Staff

Pulling a 757 down a racetrack with nothing but sheer muscle power seems a little unbelievable.

But two teams from the Kentucky Air National Guard made believers out of everyone last month when they took top honors in the 1996 Kentucky Special Olympics Plane Pull.

Guard participants also helped haul in more than \$25,000 in pledges for the charity, which provides sports training and competition for people who have mental disabilities.

The "racetrack" actually was a 12-foot-long section of tarmac here on base that each 20-member team traversed with a jumbo jet in tow.

The contest was divided into three categories: men's, women's and co-ed.



Photos courtesy of Kentucky Special Olympics

The Air Guard men's team digs in for the short haul, pulling a United Parcel Service 757 a dozen feet during last month's Special Olympics Plane Pull.

Guard teams scored first-place finishes in both the women's and co-ed categories, pulling their 60 ton jets to the finish line in 10.02 and 9.85 seconds, respectively. The men's team was narrowly edged out of the winner's circle by last year's victor in the men's division, United Parcel Service.

The unit's squads collectively earned the

"Team Spirit Award" for their motivation and colorful cheering section. Dozens of Guard supporters showed up with jockey's caps and stick ponies to urge their teams on.

Dave Kerchner, executive director for Kentucky Special Olympics, expressed his appre-

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First-place women's team



First-place co-ed team

The future offers many uncertainties, but we can control the most important one

I

recently returned from the annual Air National Guard Long Range Planning Conference.

The purpose of this conference is to continue to develop and refine plans that will ensure the Air National Guard remains a vital force well into the future.

Many issues were discussed and many theories were presented by futurists and forecasters as to how the world — and our country — will look 20 years from now.

Their best guess is that

- The United States will remain a dominant political and economic force
- We still won't know who our enemies are
- Space will become an increasingly important mission area
- The U.S. population will be comprised of a greater percentage of elderly
- Minorities will begin to eclipse whites as the dominant ethnic group
- Women will continue to play a major role in all areas
- Competition for defense dollars will remain keen

Like it or not, these external factors will



Col. Michael L. Harden
123rd Airlift Wing Commander

have a great effect on the future of the Kentucky Air National Guard — and we have little control over most of them.

We do, however, have control over the most important aspect of this future scenario: the people.

Who we recruit today will determine the

makeup of our force in the future.

How we train them today will determine how ready they are in the future and how well they will train their replacements.

How we treat them will determine how they will treat their future counterparts. Our attitudes will determine their attitudes, as well as the future culture of the Kentucky Air National Guard.

To a certain extent, we are all products of our past. Our actions today will shape the future actions of those around us, just as the actions of our predecessors shaped us.

It is an important responsibility that we must live up to so that the 123rd remains a premier force well into the next century.

People like generals Conaway, Black and Gast; and sergeants Paul Marks, Paul Coyle and Lou Colgate have left us in great shape.

With some thought and effort, we will stay in great shape.

I ask your help in adding to the great heritage of the Thoroughbred Express.

—Thanks loads

Take pride for your role in protecting America's peace

Fifty years ago, Americans had much to be thankful for as they sat down to their Thanksgiving dinners.

The most destructive war in history had just ended the year before, and their sons and daughters were now home from far-flung

battlefields. The future looked bright.

Today, we find ourselves in a similar situation. We, too, have survived a long and costly war — the Cold War — and we are thankful for the peace. And though we face an uncertain future, I know that service mem-

bers like you stand ready to guard our country and its interests. Wherever you are this holiday season, you can take great pride in your accomplishments.

—William Perry
Secretary of Defense

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If you have a story idea, photo or article to submit, call or stop by the PA office, room 2117 of the Wing Headquarters Building. Deadline for the next issue is Nov. 18.

An electronic version of *The Cargo Courier* is available on the World Wide Web at <http://www.kyang.win.net>

Serving with honor

New team gives Ky. Air Guard public polish

By Staff Sgt. Dale Greer
Cargo Courier Editor

The 123rd Airlift Wing's rejuvenated Honor Guard has new uniforms, new funding and a new sense of purpose.

Now, it's seeking new members.

Staff Sgt. Mary Decker, the squad's leader, said they already are getting more requests than they can fulfill, just weeks after taking on the community-oriented mission.

Five Guard members, including Decker, now comprise the team, which performs civic duties like flag raisings and funeral ceremonies, in addition to color guard presentations on base.

Decker said the team would like to add five members this year, but volunteers must be able to make a serious commitment.

"At least 18 people have already called me on this, so there is a lot of interest in it," she said. "But the cost of the new uniform, which must be custom tailored, is \$378, so we want to make sure the people we select can give the job the time it requires."

The uniforms, which have been standardized by the Air Force for the first time, include specially braided pants, unique insignias and chrome helmets.

"It's a little more prestigious now," Decker said. "It used to be we would slap on a few



KyANG photo by Senior Master Sgt. Dave Tinsley

Honor Guard members display new uniforms following the October commander's call. Pictured are Staff Sgt. Mary Decker, Staff Sgt. Jonathan Fulkerson, Staff Sgt. Charlie Kelton and Senior Amn. Jason Lainhart.

belts and go from there. The procedures have been standardized by the Air Force, too."

This new emphasis on the Honor Guard results from the group's ability to build good will in the community while raising

the Guard's profile.

"This is a good way to promote our image and help recruiting while providing a service to the community," she said. "People really seem to appreciate what we do."

For more information, call Decker at 4106.

Ardery inducted into aviation hall of fame

By Staff Sgt. Dale Greer
Cargo Courier Editor

The Kentucky Air Guard's first commander was inducted into the Kentucky Aviation Hall of Fame last month

Maj. Gen. Philip Ardery and four other aviation professionals were honored Oct. 11 in a ceremony at Lexington's Blue Grass Airport for their contributions to flight.

Ardery oversaw the formation of the Kentucky Air Guard after serving as a World War II bomber pilot. He also led the unit during its activation for the Korean War.

In addition to being a best-selling author, Ardery is an attorney

and graduate of Harvard Law School.

Last month's inductees were the first for the hall of fame, which is part of the Aviation Museum of Kentucky. The museum's main purpose is to display historic aircraft and provide an educational opportunity for area school children, said Harold Faulconer, a volunteer with the facility.

Faulconer has been developing an exhibit featuring the Kentucky Air National Guard and is seeking memorabilia for display. Twelve models representing KyANG aircraft already are featured in the exhibit. If you have anything you would like to donate or loan to the museum — from helmets to squadron patches — please contact Faulconer at (606) 269-2920.

Income insurance available

Program reduces money losses due to activations

Air Force News Service

Kentucky Guard members can now enroll in a program that will help maintain their current income levels, even if they are called to active duty.

The Ready Reserve Mobilization Income Insurance Program supplements the incomes of members who are involuntarily called to active duty for more than 30 days.

It is intended to narrow the potential gap between civilian and military pay.

To receive payments, reservists must be ordered to duty in support of war or national emergency, or to augment forces for an operational mission.

Benefits are not paid to those who volunteer or who are called to duty for training.

Basic coverage begins at \$1,000 per month, with \$500 increments up to \$5,000 per month. Benefits can be received for up to one year, or a maximum of 12 months during any 18-month period.

The premium is \$12.20 per month per

\$1,000 in coverage.

All reservists will receive written notification of the insurance. After this, they will have 60 days to decide if they want the coverage. If a Guardsman does not respond within the 60-day window, the coverage automatically will be declined.

Under current legislation, reservists will only be given one opportunity to enroll.

Exceptions include personnel who:

- Change military services
- Separate from the Ready Reserve and affiliate in the program during a subsequent enlistment or appointment
- Separate from active duty and re-enter the Ready Reserve
- Enter the Individual Ready Reserve and subsequently transfer to the Selected Reserve

All Guardsmen now are covered for up to \$1,000 per month.

Within the next two months, you will be asked to choose from three options: increase the coverage, decrease the coverage, or turn it down entirely.

The program was created after surveys found that nearly 250,000 reservists suffered economic losses because of reduced income when they were activated for the Persian Gulf War.

For more information, contact Master Sgt. Elizabeth Green at 4114.

Plane pull helps charity

Continued from Page 1

ciation of the Guard for providing the space to host this year's event.

"The Guard's support of Kentucky Special Olympics has helped make this event a huge success," he said. "It really benefits a great cause."

Team members were Wayne Ashley, Sheila Atwell, Tim Atwell, Sharon Boger, Janet Bogusz, Don Briney, Shawn Burt, Robert Cain, Sharon Carter, Connie Carrillo, Jerome Davis, Anne Deschane, Tom Deschane, Tom Downs, John Emly, Bonnie Fink, David Fink, Harold Goodlet, Mark Green, Joan Hazle, Michelle Holcomb, Ron Huckleberry, Cathy Jacob, Bill Johnson, Cedric Jones, Don Jordan, Katrina Kerberg, Neil Mullaney, Dianna Nelson, Michael Patrick, Tony Pickman, Carol Rankin, Patricia Rippy, Don Roberts, Tery Rodgers, Jeff Romig, Barbara Sheckles, Mike Slavey, Dorenda Stackhouse, Cathy Stewart, Cathy Swift, Don Swift, Latonia Trowell, Mary Jo Weisenberger and Barry Wright.

Thanksgiving offers a chance for recommitment

On a recent trip to Russia, I met a former MiG-17 pilot named Valery. Like those of many American pilots, his childhood dreams of flying came true through hard work, determination and some luck.

In the 1970s, he flew for four years in the Soviet Air Force, but he later was released because of his philosophical search for truth.

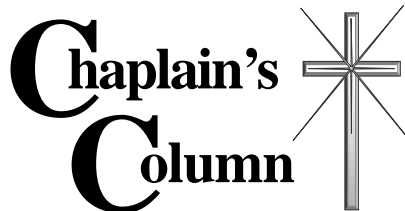
For years, the KGB listened to his conversations, tracking him through every town and village and hoping that he would say or do something that would land him in prison. Then, in the 1980s, he was imprisoned and tortured for years. When I met him in September 1996, Valery was a broken man still hoping to find the

truth. We talked about God's truth from the Bible. We discussed God's love for him, and tears came to his eyes. Valery received God's Word and God's love that day, and he started his journey to truth and freedom in Christ.

This story could be retold hundreds of times in Russia today as people discover freedom and truth after 70 years of oppression by Soviet communists.

As our Thanksgiving season nears, let us recommit ourselves to the truth and freedom we have in God's Word. May our Thanksgiving become thanks-living by the way we conduct our lives in the Kentucky Air National Guard.

—Chaplain (Maj.) Thomas Curry



Shepperd: Drill weekends soon to occur in cyberspace

By Staff Sgt. Dale Greer
Cargo Courier Editor

ATLANTA — Imagine an Air Guard where facts are more potent than firearms — a military culture that values computer knowledge over combat skill.

Science fiction?

Not according to long-range planners at the highest levels of the Air Force.

Maj. Gen. Donald Shepperd, director of the Air National Guard, told a gathering of public affairs professionals here last month that major social and technological changes will force the Guard to embrace cyberspace as never before.

"If you do not know the difference between the Internet and the World Wide Web, if you don't know what hypertext markup language is, if you don't know what http means — you're about to loose your job," Shepperd told his audience Oct. 26.

"Everything that we have learned to do in the military to be successful in the 20th century is going to have to be turned around 180 degrees for us to be successful in the 21st century, and it's going to have to be done very soon.

"There's a dramatic change right on our doorstep, and we are not prepared for it."

Shepperd, who serves on the Air Force's long-range planning board, talked about the growing dominance of computers, noting that digital devices will surpass the human brain in multi-tasking computational speed within 10 years.

And that, he said, will open the floodgates for technologies like artificial intelligence and real-time voice recognition.

The Guard intends to take full advantage of this technology, he said, by training new troops as cyberwarriors.

"Our Guard recruits of the future will exit basic training with a laptop computer and an internet address, and they'll go on to a month-long technology training course," Shepperd said.

"They'll return to their homes and attend drills by logging in as cybercommuters. Extra training will be accomplished through Distance Learning programs and the World Wide Web.

"The only time they're going to come out to their units is for hands-on training, real-world contingencies and exercises."

This will tremendously cut the number of instructors, adminis-

trators and office workers needed to provide the Guard's current level of readiness, he said.

It also will eliminate travel expenses and lost productivity by offering global on-line conferencing, classrooms and work sessions through the Web and communications satellites.

Changing demographics also will have an impact. By the year, 2050, Shepperd said, Hispanics and women will comprise the majority of new workers.

"If we don't look like America, they will not support us and there will not be an Air Guard," he said. "If we don't believe in minorities and women, if we don't become multilingual, we have no future."

Shepperd said he is confident the Guard will meet these challenges: "I believe, despite the problems on our plate, that we are headed in the right direction."



MAJ. GEN. SHEPPERD

Pay Dates



IN BY:

PAID BY:

▲ NOV. 19

▲ NOV. 27

▲ NOV. 21

▲ NOV. 29

▲ NOV. 26

▲ DEC. 4

If your dependent status has changed recently, you must contact the military pay office to avoid mispayments.

Deadline nears for tuition program

Enlisted members who want to take advantage of the Kentucky National Guard Tuition Award Program should start preparing their applications now.

The deadline to apply for benefits for summer and fall classes is April 1.

The program pays for tuition at state-supported colleges, universities and technical schools. Priority is given to applicants who are earning their first degrees or certificates.

Contact Master Sgt. Rose Farquhar at 4604 for more information.

1997 UTA schedule released

The following dates have been announced for 1997 unit training assemblies:

- January 11-12
- February 8-9
- March 8-9
- April 12-13
- May 17-18
- June 7-8
- July 19-20
- August 9-10
- September 20-21
- October 18-19
- November 15-16
- December 13-14

Leslie rejoins unit as vice wing commander

By Dale Greer
Cargo Courier Editor

Col. Bill Leslie rejoined the 123rd Airlift Wing last month as the unit's new vice commander.

Leslie first enlisted in the Kentucky Air Guard in 1968 while attending college at the University of Louisville. After earning his degree, Leslie received a commission and flew RF-101s, RF-4Cs and C-130s.

He continued to serve as a traditional Guardsman until 1978, when he was hired as a full-time flight training instructor for the KyANG.

More recently, Leslie completed a four-year tour as National Guard adviser to the commander of U.S. Air Forces — Europe. The post, which required Leslie to serve at Ramstein Air Base, Germany, is considered a plum assignment, but Leslie said Kentucky has benefits all its own.

"Serving in Germany was a wonderful opportunity for me, but it's good to be back home," he said.



KyANG historical archive

Col. Bill Leslie, the wing's new vice commander, receives pilot training in an RF-101 mockup in the early 1970s. Leslie joined the Kentucky Air Guard in 1968 as an enlisted member.

Promotions in the KyANG



The following servicemembers have been promoted in the Kentucky Air National Guard and as reservists of the United States Air Force.

TO AIRMAN FIRST CLASS (E-3)

- Kristopher Beasley,
123rd Logistics Sq.
- Christopher Jones,
123rd Security Police Sq.
- Stephanie Slayton,
123rd Logistics Sq.

TO SENIOR AIRMAN (E-4)

- Terence Cecil,
123rd Logistics Sq.

- Margaret French,
123rd Mission Support Flt.
- Christopher Harding,
123rd Maintenance Sq.
- Andrea Misell,
123rd Communications Flt.

TO STAFF SERGEANT (E-5)

- Chuck Ellison,
123rd Logistics Sq.

TO TECH. SERGEANT (E-6)

- Stephen Ellis,
123rd Logistics Sq.
- Robert Geary Jr.,
123rd Logistics Sq.
- Jonathan Rosa,
123rd Combat Control Flt.

TO MASTER SGT. (E-7)

- Richard Benge,
123rd Security Police Sq.
- Christopher Burt,
123rd Security Police Sq.
- Curtis Carpenter,
123rd Communications Flt.
- Gary Dunlap,
123rd Maintenance Sq.
- Joel Hicks,
123rd Combat Control Flight
- Harold Leggett Jr.,
123rd Logistics Sq.

TO CHIEF MASTER SERGEANT (E-9)

- Al Gering,
123rd Airlift Wing

Cardigan sweater introduced

Just in time for cold weather, the Air Force is introducing a cardigan sweater for wear with dress uniforms.

The optional item may be worn as soon as it is available for purchase later this year through AAFES.

The sweater, which is machine washable, may be worn unbuttoned indoors, but it must be completely buttoned outdoors.

These rules for wear also apply:

- Shirt or blouse collars may be worn inside or outside the sweater
- Sweater may be worn with or without a tie or tab
- It may never be partially buttoned
- It may not be worn by hospital or food service personnel in lieu of the white cardigan sweater prescribed for those career fields
- It may not be exposed when worn with another outer garment
- Length should be four to seven inches below the waist
- Officers and senior NCOs will wear shoulder mark insignia
- All other enlisted members will wear metal rank insignia centered horizontally on the shoulder epauletts, with the bottom of the insignia one inch from the shoulder seam

Phone service offers news

The latest Air Force news now is available by calling a toll-free phone number.

A daily five-minute summary can be heard by calling (800) 264-2066. The service virtually guarantees instant access.

AMC regains airlift mission

Air Force News Service

WASHINGTON — The Air Force announced last month that it will reassign continental U.S. C-130 and C-21 fleets to the Air Mobility Command.

Theater mobility assets, however, will continue to be assigned to Pacific Air Forces and U.S. Air Forces in Europe.

The change was the first announced in a series of actions decided at the "Fall Corona" senior leadership meeting in Colorado Springs, Colo.

"We place a very high premium on rapid global mobility," said Air Force Chief of Staff Gen. Ronald R. Fogleman.

"So, the shift of operational command over our airlift forces to a single agency enables us to create a seamless mobility system."

In explaining why this move is being made only three years after stateside C-130 units had been assigned to Air Combat Command, Fogleman said, "As we look to the future, it is clear air mobility assets will be in great demand around the world."

"When we split the CONUS-based theater forces, we created seams in our training and deployment capabilities by spread-

ing aerial port, tanker airlift control elements and operations among two commands.

"This has generated a requirement for more resources to man two headquarters staffs to provide the necessary command and control."

The Air Force will:

- Designate AMC as the command responsible for establishing Air Force airlift standards
- Realign stateside theater airlift C-130s from ACC to AMC
- Improve theater command-and-control functions for theater airlift
- Realign all of its stateside C-21 aircraft operations under AMC

Currently, these aircraft are assigned to the various major commands.

Final implementation of these actions will result in the realignment of Little Rock Air Force Base, Ark., from ACC to Air Education and Training Command; and Pope AFB, N.C., from ACC to AMC.

The sum of these changes will further improve the Air Force's ability to execute its global mobility mission, Fogleman said.

There are no force structure changes associated with this action.

2,000th C-130 lands at Tuzla base

Air Force News Service

TUZLA AIR BASE, Bosnia-Herzegovina — Aerial port workers unloaded the 2,000th U.S. C-130 Hercules to arrive at Operation Joint Endeavor's main airfield in Bosnia last month.

An aircrew from the 39th Airlift Squadron at Dyess Air Force Base, Texas, flew the mission on Oct. 21 from Ramstein Air Base, Germany.

Members of the 39th AS are deployed to Ramstein to augment the 86th Airlift Wing there.

The crew delivered six pallets, a full cargo load, aboard the C-130. They then picked up four passengers and five pallets and departed just 25 minutes after landing.

The first U.S. C-130, from Ramstein's 86th AW landed at Tuzla in December 1995. The 1,000th landed April 27.

The C-17 is second behind the C-130 in number of landings in Tuzla, with 263. The U.S. C-130 flights represent about 53 percent of the air traffic into Tuzla.

NATO C-130 Hercules and C-160 Transall aircraft, flown by the German and Swedish air forces, combined for 288 missions.

Kentucky Air Guard crews flew 265 sorties during the wing's rotation in Bosnia, and a large percentage of those missions included stops in Tuzla.

The Tuzla air tower is the busiest in USAFE, handling up to 4,800 aircraft movements per month.

November was month for base expansions

By Tech. Sgt. John R. Martin
123rd Airlift Wing Historian

United Parcel Service isn't the only tenant ever to feel cramped at Standiford Field.

Thirty years ago this month, the KyANG requested 31 additional acres from the Airport Authority to expand its site.

At the time, the 123rd was spread out over about 52 acres, but additional tracts of land were needed to meet our growing needs.

This was the same site we vacated just one and one-half years ago, but in 1966, it did not have the machine shop, civil engineering facility or the liquid oxygen area.

The Airport Authority granted us about 14 acres, bringing the total size of the old base to 66 acres.

In 1988, our Credit Union also got a little elbow room when it moved into its very own building.

This structure, now long gone, once was the club house for the Louisville and Nash-

ville Golf Course.

Golf Course?

At the airport?

Well, it is a fact that many, many years ago, our former base was the site of the course.

This was well before the runways extended as far as they do now.

By the late 1940s, the city's population began moving outward to the suburbs, and the golf course followed suit, moving to its present site near the Bullitt County line.

When the wing began operations on this site during the 1950s, all that was left from the golf course was the club house, which was put to good use as our Base Club.

November also saw the presentation of a plaque honoring the late Lee J. Merkel.

The plaque, given in 1957 by the Standiford Field Civic Club, honored the former wing commander who was killed when his P-51 crashed near Bedford, Ind., one year earlier.

This plaque could be viewed on the large display board inside the old O&T building until the unit vacated the site early last year.

Our unit is in possession of part of the equipment Merkel was wearing at the time of his accident — his flight helmet.

The gear was given to the wing this year by Dr. Sam Heuke of Fayetteville, Ark., who was a flight surgeon at the time of Merkel's death.

The helmet is not much more than a modified football helmet, but it's still well preserved, considering its age.

Anyone wishing to see it should stop by the historian's office, room 2117 of the Wing Headquarters Building.

...

Trivia for December: When we first took possession of the old base site, one other thing was there besides the old L&N clubhouse.

What was this very small object? (Hint: It's still there!)

Gearing up



KyANG historical archive

Maj. Joe Kottak and Maj. Ray Petroviak grab their life support gear at Sola Air Station, Norway, before flying a sortie in 1978. Kottak was commander of Kentucky's 165th Tactical Reconnaissance Squadron at the time.