



# THE CARGO COURIER

Standiford Field, Louisville, Kentucky

123d TAW Kentucky Air National Guard

Vol. 5, No. 8, Aug. 5, 1989





KyANG Photo by MSgt. Terry Lutz

### Magician's knot trick?

SSgt. John A. Porter, 123d Communications Flight, runs cable in the O&T Building for the MAPPER computer system being installed. MAPPER is a new software program that will be used primarily by the unit orderly rooms to prepare orders on individuals. Eventually, MAPPER will be available for base-wide use.

### THE CARGO COURIER

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The editorial content is edited, prepared and provided by the Public Affairs Office of the 123d Tactical Airlift Wing, KyANG, Standiford Field (ANG), Louisville, Kentucky 40213-2678.

Brig. Gen. John L. Smith	Commander
Maj. Jeff Butcher	PAO
Maj. Toby Harrell	Asst PAO
TSgt. Jenny Montgomery	Editor
SSgt. Jeff Sansbury	Staff Writer
SSgt. Sandra Merriweather	Administrative Support

Deadline for submission of articles for THE CARGO COURIER is the Friday after each UTA for publication the following UTA. Articles should be given to TSgt. Jenny Montgomery, Rm 123 of the O&T Bldg.

### Vital issues resolved

A number of issues hanging in the balance for several months have been resolved in the past few weeks. As a result, much activity will begin over the next few months which will have an impact on all of us. The major one being a firm aircraft delivery schedule. On our ramp we will very shortly see the arrival of more C-130s and by September 30th, we will have our full compliment of nine aircraft.

October UTA will be our first in a series of Operational Readiness Exercises over the next year. The frequency of these exercises will depend, to a great extent, on how well we return to our former level of excellence in demonstrating combat readiness and a sense of urgency and proficiency as we simulate wartime conditions. Look around your shops and survey the personnel you work with. I dare say that on the average, 30 percent or more of the people around you have never experience an IG inspection. So let's work with each other on these exercises.

It was also announced a few weeks ago that our new facility would be located in the Standiford Lane area -- presently the home of Bremner Biscuit, the boat works, FBO and Standiford Lane subdivision. This prom-



Brig. Gen. John L. Smith  
Wing Commander

ises to be a super location for the present and future of the Kentucky Air National Guard. Master planning and specific design is well underway for the facility -- as this progresses, updates will be provided.

Let's make FY 90 the best ever. We will have the resources available to train and the challenge to excel is there. I know each of you will meet that challenge. As we receive additional aircraft, there is the opportunity for more Space-A travel also. Please take time to read the article printed in this month's paper in regards to Space-A travel.

### Chaplain's Column

#### Prayer for Peace

By Chaplain (Capt.) Tom Curry

Tomorrow is the Day of Prayer For World Peace. It is observed in churches across America. Recent events in the media point out the need for this important day of prayer. Terrorists threaten the lives of American hostages. Superpowers negotiate the mass of nuclear armament that can spell the doom of humanity. Third world powers build chemical weapons plants which de-stabilize the world community.

On a recent trip to the Archives in Washington, the tour guide pointed out to us that the Constitution and the

Declaration of Independence which are safely protected in glass enclosures are lowered into an atomic bomb-proof shelter 20 feet below the ground each night after closing time. Washington takes the threat to peace seriously.

So should you and I take the threat seriously and begin praying just as seriously that God will intervene and reduce the high level of threat under which the world community lives? "I urge that prayers be made in behalf of all men, for kings and all who are in authority, in order that we may lead a peaceful and quiet life in all godliness and dignity. (I Timothy 2:1,2)."

## Guardsmen travel to Middle East

Two 123d CES members train with Israeli Air Force

By SSgt. Jeff Sansbury  
Public Affairs Office

Two sergeants from the Kentucky Air National Guard returned last week after training with members of the Israeli Air Force.

TSgt. Gorman "Butch" Walters and SSgt. Randall "Buzz" Basham, members of the 123d Civil Engineering Squadron, arrived home July 29 after serving two weeks in the Middle East. The Air Guardsmen joined 35 members of the North Carolina Air National Guard as part of a combined training course at Israel Air Force Base Ramon.

Sergeant Walters, who specializes in pavements maintenance and Sergeant Basham, a heavy equipment operator, learned the Israeli skills of repairing runways that are damaged or destroyed by aircraft missiles, bombs and craters. Invited by the 145th CES from Charlotte, N.C., the Guardsmen travelled across the globe to meet the challenges in that controversial and turbulent nation.

"Yeah, I'm a little nervous. I suppose it's natural," admitted Sergeant Basham in an interview before his departure. "The lack of knowing Israel ... I'm sure it'll be okay, but I'm still concerned."

"For me, working with the Israelis is my curiosity," said Sergeant Walters, a 10 1/2-year Guard veteran who has trained in Hawaii and Honduras. "There's no question that Israel lives each and every day for the defense of its nation. It's the real thing over there."

The North Carolina unit had two vacancies for its Middle East role, and they knew who could fill it.

Sergeant Basham made a name for himself during the Readiness Challenge competition in May at Eglin AFB, Fla. The eight-year veteran



KyANG Photo by SSgt. Jeff Sansbury

### TSgt. Gorman Walters, left, and SSgt. Randall Basham

captured the first place honor in heavy equipment operation, proving that his maneuvering and performance is equal or better than his active duty counterparts.

Readiness Challenge is the Air Force-wide competition for special civil engineering units and services units known as PRIME BEEF and PRIME RIBS, or "base emergency engineering force" and "readiness in base services."

When NCANG officials called upon Sergeant Basham, they asked him to nominate one other Kentuckian for the available slot.

"It didn't take long before Butch Walters' name surfaced," snapped Sergeant Basham.

The citizen airmen prepared themselves for 100 degree-plus temperatures and a mix of cultural norms. Toward the end of their 15-day assignment, the Kentucky sergeants and their

North Carolina sister unit took time for visits to Jerusalem, the Dead Sea and historic Galilee. Tours near the war-prone West Bank were cautious yet uneventful.

On their final week, the civil engineers left Ramon to train at Israel Air Force Base Nevatim, where allied forces demonstrated desert camouflage techniques for aircraft combat shelters.

"They're two of our top-notch craftsmen, and the deserved to go," said Maj. Doug Butler of the 123d CES. "It's a unique chance to support a sister Guard unit."

"I just wish we could have sent more of our people."

# LOADMASTERS

## Cargo handlers and much more

By Maj. Toby Harrell  
Public Affairs Office

For years the Kentucky Air National Guard has been flying airplanes safely and professionally from Point A to Point B, or sometimes from Point A, over most of Kentucky and Indiana and then right back to Point A.

With the conversion to the C-130, the unit's A to B mission has taken on a new significance -- now the airplanes are taking something other than aircrew from A to B, and perhaps to Points, C, D, E and F.

The "C" designator on the unit's assigned aircraft indicates "cargo," and getting that cargo where it's supposed to be is the main objective of the 123d Tactical Airlift Wing. Even with the smoothest takeoffs and landings by the pilots, the most precise navigation by the navigator and impeccable systems operation by the flight engineer, the delivery of damaged goods makes the entire mission a waste of time and money. It is the important job of the loadmaster to take care of the cargo during the loading, enroute and unloading phases of the mission to make sure the effort of the other crewmembers have not been for nothing.

The training for loadmasters consists of three 6-week courses: Basic Loadmaster Course followed by Phase I and Phase II Loadmaster Training. In addition to aircraft and cargo handling, loadmasters are required to attend the 19-day water and combat survival schools at Fairchild AFB, Wash. (All aircrew



KyANG Photos by Sgt. Dennis Robinson

### TSgt. David Hill II tightens a loading strap

members are required to attend these or equivalent survival schools before becoming operationally ready.)

The Basic Loadmaster Course is applicable to loadmasters on any cargo aircraft. The school this unit's loadmasters attended is tailored mostly to C-130 aircraft however. During the 6-week training period, the student loadmasters learn a great deal of theory and math about loading an airplane properly. There

are specific limits and requirements to be met when ten or twelve tons of material is loaded into the cargo bay of a C-130.

If the cargo is too far forward, the airplane may tip backwards on the ground, or worse, the nose of the aircraft may rise when airborne and the pilots could lose control of the aircraft.

The student loadmasters learn to compensate for various types and sizes of cargo by calculating their



**MSgt. Jose Fernandez Jr., guides pallet onto aircraft**

"numbers" both long-hand and by using calculators. During the Basic Loadmaster Course, the students are also introduced to hazardous cargo operations, aerospace physiology and the common denominator of all Air Force schools -- forms. Successfully completing the Basic Loadmaster Course earns the students their wings and the chance to actually get into flying operations.

The second six-week school is Phase I, or Initial C-130 Qualification Training. Finally, the students actually get into an airplane, move some switches and operate some systems. During this phase, the loadmasters are taught how to rig a load so that it is secure during a flight. Also, the loadmasters learn to load and unload an aircraft quickly and safely.

While loading/unloading may seem simple, when the various types

of winches, floor rollers and fork lifts are combined with loads that can walk, be driven or must be pushed, the task becomes quite complex. Add to all this a lot of noise, some dust, rain or snow and then some enemy fire, and the job really becomes challenging.

Phase II training is for dropping men or material from the airplane while airborne. At this time, the loadmaster learns to rig the cargo and the airplane for a parachute drop. Once again, proper computations must be made to assure the cargo can be "unloaded" safely. Loose items must be stowed before the doors can be opened and the airborne equipment must be checked.

Not only must the entire crew be confident that the sudden loss of four or five tons of cargo is not going to unbalance the airplane, they must be sure the cargo will roll

backwards and out the airplane door and not forward into the cockpit wall. Also, the cargo must go straight out the door so as not to get wedged in the cargo ramp area. All of this rigging and preparation is the loadmaster's responsibility and if not done correctly, the results could be disastrous.

The 18-week training period is very demanding. MSgt. Butch Fernandez of the 165th Tactical Airlift Squadron, said the course was far more difficult than the course work he did for his college degree. Often he worked well passed midnight studying and preparing for his missions. In discussing their new jobs, TSgt. Ken Faust and SSgt. Jim Nelson said they like it "great." Sergeant Faust and Sergeant Nelson agreed the training was tough, but they are glad they made the choice to become loadmasters.

Sergeant Faust, who transferred from the payroll section, says he is "tired of being a student" and Sergeant Nelson, a former imagery interpreter, says all of the new loadmasters are simply "ready to go do it."

There is no group more excited about the KyANG's new mission than the loadmasters. These new crewmembers came from diverse Air National Guard job fields -- disaster preparedness, intelligence, supply and many others. These guys are trained and ready to join the other C-130 crewmembers in continuing the success of the KyANG. They are ready to pack their bags, load the cargo, and "go do it."

## Naval Reserve trains with KyANG

By Maj. Toby Harrell  
Public Affairs Officer

Great! Twenty-three strange blue-suiters on base during drill weekend.

There must be some mistake. We weren't expecting inspectors on base today. Could it be a no-notice ORI? An MEI? A Stan-Eval visit? What's going on?

Well, the blue-suiters are actually the men and women of the U.S. Naval Reserve NAVAIRTERM NORVA 609. Translated, this acronym is the name of a naval reserve military aerial port squadron with an active duty deployment base in Norfolk, Va.

Under the command of Lt. (O-3) Mark McCance, the unit usually holds its drills at the Naval-Marine Corps Reserve Center in Louisville. However, that facility is space-limited, Lieutenant McCance said, and it essentially has no equipment for hands-on training.

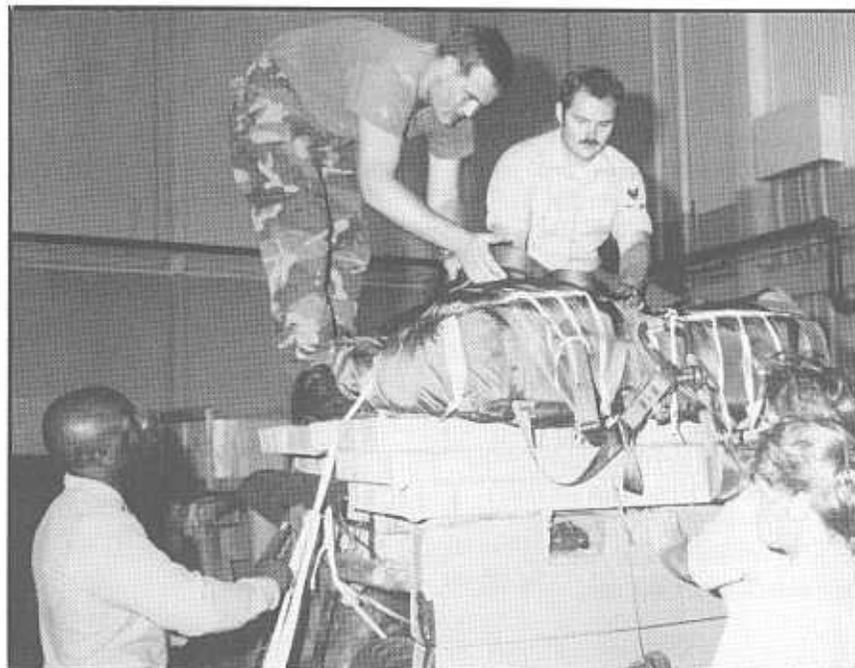
Several times each year, the unit deploys to Norfolk for training; but having no equipment there makes

realistic training difficult. With the Kentucky Air National Guard's change to C-130 aircraft and the addition of an aerial port squadron, the naval reservists hope to use some of the ANG's equipment to improve their capabilities.

"I realize the Air Guard is in a big transition," Lieutenant McCance said. He added that his troops would be careful not to get in the way or overstay their welcome.

Lieutenant McCance said his unit is unique because of its rules and regulations come from Air Force manuals. "We use the same guidelines as the Air Force aerial port squadrons." He also noted that the air terminal at Norfolk Naval Air Station is the only Military Airlift Command terminal operated by the Navy.

So, thankfully, no exercise -- no inspection. To change the wording of the traditional Air Force greeting for an inspection team: the KyANG is here to help, and the blue-suiters are glad to see us.



KyANG Photo by Sgt. Dennis Robinson

Naval Reservists train on palletizing procedures

## New magazine focuses on safety issues

WASHINGTON (AFNS) -- A new magazine with a theme geared toward ground safety is now in circulation, published by the Air Force Inspection and Safety Center at Norton AFB, Calif.

Road and Rec is published quarterly and replaces the now out of circulation Driver Magazine.

Topics covered in Road & Rec include driving and automotive safety, work around the home, and on-duty safety concerns. The magazine also addresses sports and recreational safety covering everything from waterskiing to archery and bicycling.

One of the more popular features in Driver, the "Backyard Mechanic," is included in Road & Rec.

Distribution of Road & Rec is one copy for every 10 people and can be ordered through the base publications distribution office.

Suggestions or comments on the magazine can be mailed to Editor, Road & Rec, AFISC/SEPP, Norton AFB, Calif. 92409-7001.

### Worth Repeating

"Communications dominate war; broadly considered, they are the most important single element in strategy, political or military."

—Rear Adm. Alfred T. Mahan

"If you wish to be a writer, write."

—Epictetus,  
Greek philosopher

"The realization of ignorance is the first act of knowing."

—Jean Toomer,  
novelist

"The man of levity often errs, but it is the man of sense alone who can gracefully acknowledge it."

—Ignatius Sancho (1729-1780),  
freed slave

## Space A travel

### C-130 mission allows KyANG members more opportunities

"Join the military and travel," -- a common incentive used by recruiters to encourage men and women to enlist. Now, thanks to the C-130 mission flown by the Kentucky Air Guard, unit members have more of an opportunity for travel by Space A.

Space availability travel, or Space A, is open to all guardsmen with just a few restrictions. Space A flights can be taken anywhere in the continental United States, the Virgin Islands, Puerto

Rico, Alaska and Hawaii. Family members of Guardsmen and Reservists in inactive duty status are not eligible.

As the term implies, the flights are only available as space and mission requirements permit. Certain missions prohibit passengers on the flight. If mission requirements change or the "aircraft breaks down, you're on your own," said TSgt. Karen Renn, NCOIC Command and Control. Flights are filled on a first come, first served basis.

Flights are normally scheduled monthly, but some are added each week, said Sergeant Renn. Guard

members can sign up by calling or visiting base operations. Traditional Guardsmen must have a DD Form 1853, Authentication of Reserve Status for Travel Eligibility, signed by their commander and a Reserve ID Card to travel. Guardsmen in AGR status must have their Active Duty ID Card and a leave slip to fly Space A. Members must also wear their service or service dress uniforms, not fatigues or flight suits, on these flights.

Guardsmen who wish to sign up for a flight or find out the schedule can contact Sergeant Renn or SSgt. Mike Buckley at the command post, ext. 460 or 496. Many guardsmen have already taken advantage of the Space A travel, especially those missions that find the 165th Tactical Airlift Squadron in St. Croix.

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## Black history

### Toiling for America

By TSgt. Bill Rice  
Social Actions NCO

Black people have labored and toiled to help build America. From Columbus' voyage to the new world in 1492, to today's modern technology, blacks have made many significant contributions. This emphasis will be on contributions by black Americans in the field of Science and Industry.

**George Washington Carver (1864-1943)** was a botanist who realized the South's economy would be greater if the farmers could raise crops other than cotton. He concentrated his research on peanuts, sweet potatoes, and soybeans, and the products which could be taken from such. From peanuts he made meal, instant coffee, paper, ink, shaving cream, plastic and metal polish. He made flour,

breakfast food and milk from the soybean; and he discovered more than one hundred products from the sweet potato.

**Louis Howard Latimer (1848-1928)** mastered the art of drafting and became the chief draftsman for a well-respected drafting firm in Boston. Because of his skill in drafting, he was asked by Alexander Graham Bell to prepare the patent drawings for Bell's newly invented telephone. Latimer developed the carbon filament which greatly improved Thomas Edison's incandescent lamp, and also a wooden socket which is the basis for the metal socket we use today. As chief draftsman of General Electric and Westinghouse, Latimer supervised the installation of electric lights in the cities of New York, Phila-

delphia, Montreal and London.

**Benjamin Banneker (1731-1806)** built the first clock to be made in America. He was chosen by Thomas Jefferson to help survey the site for the nation's new capital. The main surveyor for the project, a Frenchman named Pierre L'Enfant, was dismissed from the job after an argument with George Washington and returned to France with all the plans for the new capital. Mr. Banneker was able to reproduce the plans from memory, thus making the construction of Washington, D.C., possible.

**Percy Julian (1898-1975)** was a chemist who developed several soybean products, hormone preparations and other pharmaceuticals. Dr. Julian is credited with making cortisone, an effective arthritis treatment, available at reasonable cost.

# News Briefs

## Satellite unit added to Wing

By Maj. Jeff Butcher  
Public Affairs Officer

The second elite "special support" unit has been added to the 123d Tactical Airlift Wing. The newest squadron is the 223rd Communications Squadron.

The unit is one of only three NATO Satellite Communications Systems units in the entire Air National Guard and Air Force Reserve.

Capt. Mitchell L. Perry will command the 55-member squadron. The majority of men and women will carry a Space Communications Systems AFSC and will specialize in equipment operation and electrical power procedures, according to Captain Perry.

The 223rd's prime mission will be to support NATO communications systems from the field, using highly sophisticated "jam" resistant satellite dishes.

"It'll take us 12 to 18 recruits before we're full mission capable," the captain added. "This is an exciting time for the unit, no doubt."

### 1990 UTA Dates

6 and 7 Jan  
3 and 4 Feb  
10 and 11 Mar  
21 and 22 Apr  
19 and 20 May  
9 and 10 Jun  
14 and 15 Jul  
4 and 5 Aug  
8 and 9 Sep  
13 and 14 Oct  
3 and 4 Nov  
1 and 2 Dec

## Unit designation changed

The 123d Weapons System Security Flight was redesignated the 123d Security Police Flight effective July 8.

The flight is commanded by Capt. Kenneth W. Peters.

## Fall Fishing Tournament

The Kentucky Air National Guard Fall Fishing Tournament will be held Sept. 30 and Oct. 1.

For more information contact Terry Chasteen at ext. 582 or Rod Terry at ext. 455.

## BDU wear date

As of Oct. 1, 1989, camouflage fatigues will be mandatory for all active duty personnel. The olive green 507 utility uniform may still be worn on an optional basis through Sept. 30, 1990. Air National Guard and Air Force Reserve members will have until Oct. 1, 1990, before the change is mandatory for them. An exception to the policy is the olive green field jacket, which may continue to be worn through Sept. 30, 1992, when it will be replaced by a camouflage field jacket.

## Cross-training positions open

603X0 - 1 Sgt. Vehicle Operator/Dispatcher

472X0-1 SSgt. Special Purpose Vehicle and Equipment Mechanic

472X3 - 1 SSgt. Vehicle Body Mechanic

For slot availability on cross-training, contact MSgt. Phil Deering, or TSgt. Nate Mack at ext. 422 or 423.



## Promotions

### To SMSgt:

Harris R. Borland Jr., Hq KyANG  
Donald P. O'Toole, 123d CES

### To MSgt:

Elizabeth A. Green, 123d MSS  
Ralph E. Lowery, 123d CES  
James L. Mull, 123d Tac Hosp  
Penney A. Rogers, 123d Tac Hosp

### To TSgt:

Fill C. Brewer, 123d RMS  
Edgar E. Duke, 123d CES  
Sharon F. Fultz, 123d RMS  
Joseph G. Garera, 123d CES  
James W. Guyton, 123d CES  
Harold R. Leggett Jr., 123d RMS  
George E. McDonald, 123d CES  
Deborah R. Nelson, 123d MSS  
Janet G. Stevenson, 123d MSS  
Theodore W. Strable, 123d RMS  
Kenneth W. Wade, 123d TAW

### To SSgt:

Hansel L. Baumler, 123d Sp Flt  
Paul B. Combs, 123d RMS  
Michael E. Coryell, 123d CES  
John M. Dalton, 123d CFT  
Michael A. Embry, 165th TAS  
Shelby E. Higgs, 123d Tac Hosp  
James R. Skaggs, 123d CAM  
Keith L. Smith, 123d CES  
Everett D. Timberlake, 123d CES

### To Sgt:

Ton A. Ali, 123d Tac Hosp  
Alan R. McDaniel, 123d CAM  
Patrick L. Pritchard, 123d CAM

### To SrA:

Timothy G. Satterwhite, 123d Svc Flt

### To AIC:

Kristina S. Abel, 123d Tac Hosp  
Cozetta E. Black, 123d Tac Hosp  
Christopher S. Grigsby, 123d MSS  
Michael D. Hedges, 123d RMS  
Rollie W. Hodges, 123d RMS  
Beverly A. Ison, 123d Svc Flt  
Christopher T. Lally, 123d RMS  
Shunita M. Lee, 123d Svc Flt  
Stephen H. Poindexter, 123d Sp Flt

### Appointments:

Maj. Robert E. Baskett, 165th TAS  
Maj. Alan S. Bietry, 165th TAS