

INSIDE:
Hooligans witness
doomed Lear jet flight

AMERICAN

Magazine of the 1st Air Force

Winter 1999

DEFENDER

- Texas jets scramble for lifesaving mission
- New Jersey ANG "enlists" youngest member
- Airman and Crew Chief of the Year profiled



COMMENTARY

THE FIRST WORD

FIRST AIR FORCE: 2000 AND BEYOND

by Maj. Gen. Larry K. Arnold
1st Air Force commander

With the year 2000 looming, there's been a lot of speculation about the potential impact of the impending Y2K date rollover - some may be concerned with what we have done to prepare for this unknown.

1999 was the year of Y2K testing throughout the Total Force. We've tested our systems to ensure our air operations centers will work on Jan. 1, 2000. Thorough testing has ensured these systems will work and contingency plans are in place to respond to the unexpected.

We will be fully capable of performing our full range of critical and essential missions, from homeland defense to being a full-partner in the Expeditionary Air Force. We will be able to fly and to defend America and our allies on Jan. 1, 2000 and beyond.

Rest assured, 1st Air Force and the continental U.S. NORAD Region will remain fully mission capable on Jan. 1, 2000, ready to provide organized, equipped, and trained combat air forces to America.

Make no mistake about it - 1st Air Force and CONR will maintain command and control of all weapons, systems and operations. If called upon, we'll be ready to act - and act fast.

1st Air Force found itself on the

cutting edge of innovation in 1999 with its Cruise Missile Defense Initiative. The Southeast Air Defense Sector has led the way for our cruise missile defense initiative team by using existing technologies to defend the homeland from cruise missile attack - underscoring our commitment as Guardians of America's skies.

As the 20th century draws to a close, 1st Air Force and the Air National Guard are rediscovering their expeditionary roots through the expeditionary Air Force concept.

After Pancho Villa raided Columbus, N.M., in 1916 and left 17 Americans dead - Guard aircraft were deployed to help Brig. Gen. John J. Pershing search for the elusive revolutionary. Since then, aerospace forces have been deployed routinely in every American conflict - until the Cold War when air defense forces were focused against the Soviet threat.

No longer preoccupied with keeping a peer competitor at bay, a more mobile and flexible force evolved to meet a changing threat. American aerospace forces are again becoming "expeditionary" - and this includes 1st Air Force.

In the year 2000 all 1st Air Force fighter wings, both dedicated and general purpose, will become integral components of three of the Air Force's 10 AEFs. I pledge my support to our 1st Air Force units and their corresponding AEF packages:

- AEF #5 - 144th Fighter Wing, California Air National Guard;
- AEF #6 - 119th Fighter Wing, North Dakota Air National Guard; 120th Fighter Wing, Montana Air National Guard; 148th Fighter Wing, Minnesota Air National Guard;
- AEF #9 - 102nd Fighter Wing, Massachusetts Air Na-

tional Guard; 125th Fighter Wing, Florida Air National Guard; 142nd Fighter Wing, Oregon Air National Guard; 147th Fighter Wing, Texas Air National Guard; 158th Fighter Wing, Vermont Air National Guard; 177th Fighter Wing, New Jersey Air National Guard.

Although they're becoming part of these AEF packages, they are still part of our 1st Air Force team. Let's not forget, full integration of the Guard into the AEF is a cornerstone of the EAF concept. In other words, without 1st Air Force and the Guard, there would be no EAF. Not only do we provide force protection for America at home and abroad - but in the year 2000 we will epitomize the Total Force concept.

As we wrap up this year of achievement with holiday celebrations, let's set the tone for a safe 2000. IF YOU DRINK, DON'T DRIVE. Neither your family nor your country can afford to lose you.

Linda and I wish you a prosperous 2000. Make it a safe one.



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Italian photojournalist Giampaola Agostinelli captured this F-16 in aerial maneuvers over the Gulf of Mexico while flying with the 147th Fighter Wing, Texas Air National Guard.

Moore than enough at WADS



Staff Sgt. Moore scopes the skies of the Western Air Defense Sector.

Daniel Thompson

■ *Controller takes two national awards*

by Airman 1st Class Aleica Dennison

1st Air Force

Staff Sgt. Edward J. Moore, an aerospace control and warning systems operator with the Western Air Defense Sector at McChord AFB, Wash., was selected as the Air National Guard's 1999 Outstanding Airman of the Year.

He was also selected as one of the Air Force 1999 Twelve Outstanding Airmen of the Year.

"His outstanding performance has contributed significantly to the support of the Western Air Defense Sector and the Washington Air National

Guard," WADS Commander Col. John Cromwell said.

As an airman, Moore was the only one of his rank in the sector qualified as a weapons director technician and as an air base simulator.

He was also one of only three airmen in the sector qualified on two operational duty positions. In addition to his job as weapons director technician, Moore maintains a second qualification as a tracking technician.

He was handpicked to support Top Scope '98, a major competition between air defense units from North America, Alaska, Hawaii and Iceland.

He serves on the sector's honor guard, participates in base football and basketball and, in

addition to being a new father, he's also a college student pursuing an associate's degree in Space Operations Technology from the Community College of the Air Force.

Moore's first encounter with the military was in the Air Force Reserve, enlisting in 1986 to work with the 307th Red Horse Squadron "because I wanted to see what the military was about on a part time basis before I committed myself any further."

When he wanted to go on active duty in 1988, he found the Air Force waiting list of one year too long.

"One day I ran into an Army recruiter," he recalled, "and in about three months I went from blue to green."

As a carpentry and masonry specialist with the 864th Engineer Battalion, Fort Lewis, Wash., he deployed to Kuwait from December 1990 to September 1991.

In 1996 he joined the Washington Air National Guard and has been there ever since.

While proud of the awards, Moore shrugs off the special treatment.

"I was doing my job," he said.

Recently promoted to staff sergeant, Moore said he's "shooting for Noncommissioned Officer of the Year next year."

Moore was honored in September at the Annual Air Force Association Conference in Washington, D.C.

NORAD scopes out Bears

■ *Russian TU-95s prowl off Alaska coast*

Compiled from staff reports

NORAD radars picked up two unidentified aircraft about 200 miles off the coast of Alaska Sept. 16. When F-15C Eagles from the 54th Fighter Squadron based at Elmendorf AFB, Alaska, were scrambled, they identified the aircraft as Russian TU-95 Bear-H bombers.

The F-15s came within 90 miles before the Bears turned away and continued traveling in international airspace.

A KC-135 Stratotanker from the 168th Air Refueling Wing, Alaska Air National Guard, was also dispatched and a Northwest Airlines flight crew helped with the identification.



The TU-95 Bear-H bomber can fly roundtrip to the U.S. coast without refueling.

The last intercept of a Russian Bear aircraft near Alaskan airspace occurred in 1993.



Compiled from staff reports

When Hurricane Floyd roared up the Atlantic coast in September, many 1st Air Force units were right in its path.

The 119th Fighter Wing, Det. 1, North Dakota Air National Guard, moved their F-16s from the air defense alert detachment at Langley AFB, Va., back to Fargo. The 102nd Fighter Wing,

Massachusetts Air National Guard, and the 125th Fighter Wing, Florida Air National Guard, were also forced to evacuate their F-15s to the east. Members of the New Jersey Air National Guard's 177th Fighter Wing helped out in the local community during the subsequent flooding serving as Spanish language translators, lighting powerless areas and assisting the local fire department.

Vermont three-peats Air National Guard award

■ *158th Fighter Wing has crew chief of the year*

by Master Sgt. David A. Crary

158th Fighter Wing

For the third consecutive year, a Vermont Air National Guard crew chief has been awarded the Chief Master Sgt. Thomas N. Barnes Air National Guard Crew Chief of the Year Award. Tech. Sgt. Christopher J. Walker, a VTANG F-16 Fighting Falcon crew chief since 1990, received the award in a ceremony presided over by Vermont Adjutant General, Maj. Gen. Martha T. Rainville.

His nomination was based on several areas of outstanding achievement, to include an 80 percent mission capable rate for 1998, exceeding the 70 percent Air National Guard standard.

As a member of the Aircraft Removal Team during the Operational Readiness Inspection, he received a "Superior Performer" rating from the inspector general and was instrumental in the wing's high rating.

A recognized expert on F-16 Flight Control Rigging, he assisted

avionics technicians in troubleshooting a leading edge flap problem and went beyond fault investigation to discover a defective power drive unit.

His citation also read, "He is the 'go-to' person for conducting training on rigging of leading edge flaps - most crew chiefs now have this exceptional ability thanks to his training."

Walker began his military career as an F-4 Phantom airframe mechanic in the Marines and served two Western Pacific tours. He was later assigned to the "Adversary Squadron" where he studied Soviet flying tactics to help train Marine Corps pilots. Not one to sit idle, Walker earned his FAA Airframe and Power Plant License during his off-duty time.

He returned home to Vermont in 1988, joined the Air National Guard



WALKER

as a crew chief and was hired as a full-time technician in 1990.

In her tribute to Walker, Rainville recalled the 1994 William Tell competition at Tyndall AFB, Fla.,

"My strongest mental image of Chris is seeing him prior to the competi-

tion, going over and over his aircraft making certain that every detail was checked. After doing that, he would close his eyes and go through the checklist, again and again. That determination and dedication is what Chris Walker is all about. I can't think of anyone else who knows the mission more than Chris does."

Rainville challenged Walker to, "Mentor the ones coming behind you - train them as you have been trained."

In his off-duty hours, Walker is a volunteer fireman.

Marr named NEADS commander

NEADS public affairs

Col. Robert K. Marr, Jr., was recently named commander of the Northeast Air Defense Sector.

Marr's former position was as NEADS vice commander.

In 1985, Marr was one of two U.S. Air Force officers selected to attend the Canadian Forces Command and Staff College.

Assigned to Fighter Group/Canadian NORAD Region Headquarters, he was qualified in the CT-33 and served as the Fighter Staff Officer.

He was assigned to NEADS in 1991 and filled roles as the Director of Operational Evaluations, of Current Operations, and Assistant Deputy Commander, Operations. Additionally, he was the Director of Com-

bat Operations in Riyadh, Saudi Arabia for Operation Southern Watch during this period.

In 1994, he temporarily left military service to fly NORAD target aircraft under the Contracted Training Force Service Program. He returned to NEADS as the Director of Exercise and Analysis in 1996.

Marr holds a bachelor's degree in mathematics from the Air Force Academy and a master's in aeronautical science from Embry-Riddle Aeronautical University.

A pilot with over 3,300 flying hours in both the U.S. and Canada, his responsibilities extend to about 5,000 personnel who monitor the northeast quarter of the U.S.

177th Fighter Wing helps make a dream come true

■ The New Jersey Air National Guard "enlists" youngest member

Contrail staff report

The 177th Fighter Wing of the New Jersey Air National Guard recently helped fulfill the wish of a seriously ill Maryland boy by making him an honorary member of the Security Forces Squadron.

Ricky Gambrill, a 14-year-old suffering from an inoperable brain tumor, had always dreamed of becoming a law enforcement officer.

In July, the men and women of the 177th SFS made sure he got that chance.

Staff Sgt. Scott Nell first read about Ricky in a Fraternal Order of Police newsletter. The squadron then arranged a special visit for the Gambrill family.

The Sheraton Hotel of West Atlantic City provided the family with lodging for a two-day visit and squadron members contributed tickets for local amusements.

Ricky and his 6-year-old brother, Robert, were administered the security forces oath by Senior Master Sgt. Clinton Douglas, SFS superintendent.

Once sworn in, they stood in formation, were issued security police badges, and given orders for the day.

Donning traditional blue berets, Ricky and Robert were introduced to HUMVEEs and all-terrain vehicles, shown demonstrations of fire fighting equipment and briefed on aircrew life support equipment.

They helped make identification checks at the flight line entry control point and 177th Commander Col. Gary Corbett presented them with a picture of the



Tech. Sgt. Tom Lewis

Staff Sgt. Scott Nell shows Ricky (seated) the controls of a HUMVEE as Robert climbs into the backseat.

family in front of an F-16 fighter aircraft.

"I'm happy that we could help Ricky realize part of his dreams," Nell said at the end of the day.

"This has just been great," Ricky's mother, Karen Gambrill, said. "Ricky will remember this day for many, many years."

Hooligans witness

119th Fighter Wing F-16s escort Payne Stewart's Lear jet over South Dakota

by Tech. Sgt. David Somdahl

119th Fighter Wing

It began with a call for help.

At the end, it marked a day several Hooligan pilots will not forget.

Pilots from the 178th Fighter Squadron, 119th Fighter Wing, ended up locating and escorting a civilian business jet Oct. 25 that deviated from its flight plan. The Lear 35 jet crashed near Mina, S. D., carrying world-renowned professional golfer Payne Stewart and four others.

The jet took off from Orlando, Fla., that morning bound for Dallas, Texas. Somewhere above Gainesville, Fla., it began flying a straight course to the northwest. Instead of arcing toward Dallas, it barreled on without turning until crashing in South Dakota.

Maj. Kent Olson and Capt. Rick Omang were making preparations for a mid-afternoon training sortie. Lt. Col. Thomas Larson, the operations group commander, was attending to last minute business before preparing for a cross-country flight to Tyndall AFB, Fla. The business with the Lear jet in distress disrupted those plans.

"We had one jet available and the morning 'go' was just coming back for hot pit refueling," Olson said. One jet from the morning flight was refueled, then shutdown for Omang to set up for an alert launch. Olson followed Omang out, bringing map kits to the two aircraft.

"When we walked back in, we were told, 'You're on. Hit the bricks,'" Olson said. "So out the door we went. It was that quick."

Initially Omang and Olson were told the aircraft was flying about 41,000 feet and was unresponsive to radio calls placed by Federal Aviation Administration controllers. "We knew it was a Lear jet and that was about it," Olson said.

Prior to flying full-time for the Hooligans, Olson flew Lear 35 and Lear 36 jets for two and a half

years. Phoenix Air, a defense contractor, provided on-demand aerial targets and airborne electronic countermeasures systems, flying against Air National Guard, Air Force and Navy pilots in the Faker Program.

Drawing on his own personal flight experience Olson said, "I knew they would likely run out of fuel somewhere over North Dakota or South Dakota."

Olson, an amateur radio operator, fired up a high frequency radio transmitter-receiver installed on all F-16 air defense fighter aircraft. He was able to talk with military controllers at the Western Air Defense Sector, McChord AFB, Wash., while still on the ground prior to takeoff. Omang checked in with FAA controllers from Minneapolis Center on another radio, and the two compared information as they streaked south, away from Fargo.

As they approached the Iowa - Missouri state line, Omang and Olson made contact with the Lear. Instead of finding a single aircraft, they also found a tanker from the 190th Air Refueling Wing, Kansas Air National Guard, refueling a pair of F-16C fighters from the 138th Fighter Wing, Oklahoma Air National Guard.

The Lear was now flying nearly 49,000 feet high. During this time a second pair of F-16s launched



s doomed flight

A pair of Hooligan F-16s escort a Faker training Lear jet similar to the one that crashed in South Dakota recently.



from Fargo on the escort mission. The second flight, piloted by Maj. Craig Schroeder and Capt. William Cowden, was meant to relieve Olson and Omang.

Olson talked about the difficulty of getting close to the jet, noting "we've never practiced an intercept of this type at that altitude." Olson and Omang lit the afterburners on their jets, but only Olson's jet had sufficient thrust to maneuver for a close look.

"I actually got out in front of the target and about 500 feet below him," Olson explained. Olson made "S-turns" to bleed off energy in an effort to maneuver alongside. Instead, he lost altitude and pulled away to the left.

The pair continued to radio back altitude, airspeed and bearing to FAA controllers and to "Bigfoot" controllers at McChord. A few minutes later Omang broadcast, "Hey, we've got some movement."

Omang was further behind and lower when it appeared the Lear ran out of fuel.

"I could tell he had flamed out by the way the plane reacted," Omang said. "One engine flamed out first, then it started to turn off to the right." Seconds later the left engine quit, then it began doing aileron rolls as it fell nearly straight down toward the earth.

"He was going down pretty fast," Omang added. "When he did go out of control, it was pretty eerie."

Reviewing cockpit videotapes after the flight, Omang and Olson guessed that the Lear jet's rate of descent was greater than 30,000 feet per minute. The plane impacted the ground about 600 miles per hour, according to a statement made public by the National Transportation Safety Board Nov. 4.

The Fargo pilots were able to watch the plane for about a minute, losing sight of the Lear as it fell past 20,000 feet. After being cleared by air traffic controllers, Olson and Omang immediately began searching for the crash site. They found a small, darkened spot in a farm field — there was a minimal amount of smoke, Olson said, similar to someone burning leaves in a yard.

The pair radioed back the longitude and latitude, staying overhead until the second flight from Fargo arrived. They witnessed the arrival of two people in a truck, possibly hunters from South Dakota's pheasant hunting season. A short time later, firefighters and a medical evacuation helicopter arrived at the site.

Omang said he thought they would be able to help a misdirected pilot, someone who was lost.

"By the time we got up there, it was pretty apparent that was not necessarily going to be our mission," Omang said. "We were there to monitor and watch him."

Rescue in the

■ Ellington fighters scramble



by Staff Sgt. Laurinda S. Burns

1st Air Force

Two Texas Air National Guard F-16 Falcons from the 147th Fighter Wing were scrambled in June to assist Coast Guard helicopters in a deep Gulf of Mexico medevac that saved two lives.

After an engine room explosion aboard a Peruvian flagged freighter, the *Yacu Runa Naviera*, caused one death and two injuries, the Coast Guard Eighth District headquartered in New Orleans received a call for help. They dispatched two HH-65A Dolphin helicopters, one from Air Station Corpus Christi and one from Air Station Houston.

A Coast Guard HU-25A Falcon jet provided communications relay and safety coverage to the helicopters for the 150-mile flight over open sea.

Because the two injured crewmen had third degree burns over 30 percent of their bodies, special care and precious time was taken for the hoist rescue. The rescue operation was further complicated by the helicopters' need to refuel at an oil rig.

It soon became apparent that more fixed wing support was required.

The Coast Guard contacted the Southeast Air Defense Sector at Tyndall AFB, Fla., and requested aerial assistance.

Gulf

amble to save

Maj. Mark Arriola of the 147th Fighter Wing, Houston, and Maj. Grant Pool of the 158th Fighter Wing, Burlington, Vt., were on call at Ellington Field, Texas when the scramble authorization came from SEADS.

When the Texas jets linked up with the helicopters, both hoist rescue missions had been performed. The first helicopter was en route to a hospital in Galveston, Texas, carrying one of the burned crewmembers and escorted by the Coast Guard jet.

While the second helicopter was refueling at a nearby oil platform, Arriola and Pool conducted a low-level reconnaissance of the surrounding waters, looking for other crewmembers or oil slicks. Upon the helicopter's return from refueling, Arriola escorted it back to within 30 miles of the coast.

Pool then positioned his aircraft to act as a radio relay between the helicopter and the air stations and monitored the drift of the still-burning ship until both were relieved by the Coast Guard.

In a letter to both pilots presented the following day, the Coast Guard lauded the flyers, citing their "actions not only assured the rescue of two critically wounded seamen, but the safety of Coast Guard helicopter crews at their aircraft's limits."

According to Coast Guard Petty Officer Mark Mackowiak, gas fumes ignited by welding sparks in the engine room caused the fire that killed the welder and wounded two others.

"We're on station at Ellington to handle a multitude of missions," Arriola said, "and this brought home the realization that it's a valuable asset to be able to provide these types of humanitarian services."

FEATURE



Pool, left, and Arriola, above, flew 147th FW F-16s, like the one pictured at the far left, in the joint services medevac. (Photos courtesy of 158th FW public affairs office and Brad Blacketeer.)

"Your actions not only assured the rescue of two critically wounded seamen, but the safety of Coast Guard helicopter crews at their aircraft's limits."

-Coast Guard Air Station Houston



The U.S. Coast Guard's HH-65A Dolphin has a state-of-the-art navigation and communications system that enables it to quickly find its target and maintain a stable hover at 50 feet above the water. The twin-engine helicopter, which replaced the HH-52A Sikorsky Sea Guard, has a range of 150 miles offshore and can fly at 120 knots for three hours.

Shooing away evil spirits



Tech. Sgt. Jim MacDonald

At right, Tech. Sgt. Jim MacDonald displays some of the old treasures of his "new" house, shown above.

■ Massachusetts Guardsman recovers charms of old home

by Tech. Sgt. Ken Wheeler
102nd Fighter Wing

How do you keep evil spirits away? Wear a clove of garlic around your neck? Hang a horseshoe over your front door?

The surprising answer from Tech. Sgt. Jim MacDonald of the 102nd Fighter Wing is, "Hide an old shoe in a wall of your house."

While restoring his 270-year old home in Middleboro, Mass., MacDonald found a variety of antiques behind the walls, including a very old child's shoe found hidden in an eave.

MacDonald didn't realize the significance of his findings until flipping through an issue of *Early American Homes* magazine and finding a photo that looked exactly like the shoe he had found.

The caption explained that "...concealment shoes were believed to protect the house from evil spir-

its. Children's shoes were preferred over adults."

Shoes aren't the only things the Cape Cod-style home has given up to its new owner.

After taking down plaster dating back to the 1800s, MacDonald found a three-pronged, wooden-handled fork and a variety of antique colored bottles. He keeps his treasures in an old wooden captain's chest.

Throughout the restoration, MacDonald was acutely aware of the old construction methods used to build the house — methods that have helped him date the house to about 1730.

In each corner of the house he discovered gunstock posts attached to the beams with wooden pegs. The main beams still have directions, written in chalk by the original builders — whoever they

may have been.

Owning a piece of New England history has inspired MacDonald to join the Middleboro Historical Society, and learn more about his hometown and the origins of his "new" house.

A deed search brought him back to 1865, when the home sold for \$375 — a far cry from what he paid for it.

MacDonald also learned that early in its history the house was occupied by people who worked at a small water-powered mill, located across the street.

The dilapidated old mill, with its fallen-over water wheel, still sits across the street — bearing silent testimony to the people who once lived in the old house and the tiny shoes that kept out evil spirits.



Master Sgt. Richard Perkins

Hooligan partners for peace

■ 119th FW medic treats NATO forces in Peace Shield '99

by Maj. Keith Corliss
119th Fighter Wing

Goat meat three times a day doesn't appeal to everyone's pallet. But it wasn't the local cuisine that drew Capt. Roger Pressler, a physician's assistant with the 119th Medical Squadron, to volunteer for Peace Shield '99. It was the unique lure of a NATO exercise and a chance to visit the land of his forebears.

Peace Shield '99 was the latest iteration of the Partnership for Peace exercises, began in 1995 to promote regional stability in Europe by enhancing political and military understanding, and cooperation among member nations.

In the '99 version, over 350 U.S. service members—all Army National Guard with the exception of the California Air National Guard's 144th Medical Squadron—and about 650 soldiers from 17 nations united at the recently designated Partnership for Peace Training Center in Yavoriz, Ukraine, on the Polish border.

The peacekeeping scenario entailed a four-day field training exercise plus a computer-assisted command post exercise designed to train two multinational brigade headquarters.



Capt. Roger Pressler, right, treats a Polish soldier with a finger injury.

The contrast in cultures was evident to Pressler. "The cities were fairly modern but in the country I saw horse-drawn carts and a man cutting grass with a hand sickle," he said.

During the exercise, he observed two armored personnel carriers collide with Ukrainian drivers at the wheel. He said the driver at fault was taken out and beaten and that a possible court-martial and life imprisonment awaits the soldier.

"They treat their people very differently," he noted.

He said initially the different forces stayed together, seeming to prefer the company of their own countrymen. But eventually, they warmed to one another's presence.

"By the end of the two weeks the Americans were playing soccer with the Poles and Georgians,"

Pressler said. "Everyone was having a good time swapping stories, uniforms and merchandise."

The medical facilities were anything but modern. According to Pressler, the emergency room was of 1950s vintage and the intensive care and cardiac units were late 1970s.

The medics treated about 300 soldiers, mostly for intestinal and respiratory problems, which Pressler attributed to diet and living conditions.

In addition to the steady goat meat fare, there was little in the way of fruits and vegetables to resemble a Western diet.

Fortunately, there was fresh bread from the Ukrainian kitchens every morning.

"Toward the end most of us were eating just bread and bottled water," he said. "We were tired of goat."

THE TOTAL FORCE

Military to get 401(k) plan equivalent

The fiscal year 2000 Defense Department Authorization Act will allow military personnel to participate in the federal Thrift Savings Plan in the near future.

Armed Forces News, online at <http://www.armedforcesnews.com>, has begun a series of articles to track the progress of the program. The TSP home page is <http://www.tsp.gov/>.

Gulf War vets sought

The Pentagon wants to interview Gulf War veterans who served as field sanitation members.

Call the Office of the Special Assistant for Gulf War Illnesses at 1-800-497-6261 to participate in the study.

Eberhart to command NORAD



Former Air Combat Command leader, Gen. Ralph E. Eberhart, was confirmed by the Senate Nov. 2 to become commander in chief of North American Aerospace Defense Command and U.S. Space Command, commander of Air Force Space Command and Department of Defense manager for Space Transportation Systems Contingency Support, Peterson AFB, Colo.

Eberhart is replaced at ACC by Gen. John P. Jumper, who

was confirmed by the Senate Nov. 8.

Jumper was previously the commander of U.S. Air Forces in Europe and Air Forces Central Europe, NATO and Air Force Component Commander, U.S. European Command.

1st Air Force gears up for AEF

"We have already made great progress toward mainstreaming 1st Air Force by re-tasking Air Defense Fighter units as General Purpose Units," said Air National Guard Director Maj. General Paul A. Weaver, Jr. "The expanded capabilities of these GPUs will contribute to the AEF and the ANG Total Force solution to the OPSTEMPO problem."

Weaver has directed logistical changes for guard units that include the authorization of Chemical Warfare Defense equipment and Readiness Spares Packages.

Weaver said the changes will help units train and equip for the Air Expeditionary Force environment.

Oregon F-15 loses fuel tank, lands safely

An Oregon Air National Guard F-15 Eagle of the 142nd Fighter Wing landed safely after a wing fuel tank and an inert training missile separated from the aircraft approximately 20 miles northeast of Tillamook, Ore., in November.

The aircraft was conducting training with another F-15 in a military training area. The pi-



lot declared an in-flight emergency and landed uneventfully at the Portland Air Base.

Witnesses on the ground reported seeing two fireballs which extinguished themselves.

All the debris was located by civilians in the woods outside of Tillamook within ten days and recovered back to Portland with the assistance of the Air Force Reserve's 939th Rescue Wing.

Military colleges offer advanced degrees

Congress has authorized the Air Force Air University to award master's degrees in strategic studies at the Air War College; in military operational art and science at the Air Command and Staff College; and in airpower art and science at the School of Advanced Air Power Studies.

THE TOTAL FORCE



FIRST AIR FORCE COMMANDER STARTS ANTHRAX SERIES.

Maj. Gen. Larry K. Arnold receives his first vaccination in the six-shot Anthrax series from Staff Sgt. Greg Smith at Tyndall AFB, Fla. More than a million doses of the vaccine have been administered to more than 300,000 individuals. To keep informed about the program, see <http://www.ngb.dtic.mil>.

Det. Kiser

Air Guard stands up associate unit

Former 1st Air Force weapons and tactics officer Maj. Billy "Preacher" Graham recently made history by becoming the first Air National Guard instructor-pilot to fly a training mission for the Florida Air Guard's newly created associate unit at Tyndall AFB, Fla.

The Southeast Air Defense Sector's Detachment 1 augments the 325th Fighter Wing, training F-15 pilots for the Total Force. The detachment is the first-ever associate flying unit in the Air National Guard.

The associate program, to be phased in over a three-year period, will allow 21 regular Air Force F-15 pilots to return to the combat air forces.

The joint venture will allow the Florida Air National Guard administrative control, while the

Air Education and Training Command will maintain operational control of the unit. Both will share hiring decisions.

JCS expand AFEM eligibility

The Joint Chiefs of Staff have announced expansion of the area of eligibility for the award of the Armed Forces Expeditionary Medal for Operation Northern Watch for the period of Jan. 1, 1997 through a date to be determined.

The area of eligibility now includes the land area within Incirlik AB, Turkey; the total land area and air space of the countries of Iraq, Saudi Arabia, Kuwait; and part of the Persian Gulf.

More information is available from individual personnel flights or online at <http://www.afpc.randolph.af.mil>.

Access pay tables online

For information on the recent bill authorizing a 4.8 percent pay hike, see <http://pay2000.dtic.mil>. Find pay tables online at <http://www.armedforcesnews.com>.

Reserve forges ahead

A year-long Department of Defense-wide study recently released by the Pentagon may greatly improve the way reserve component forces are trained, organized and utilized in the new millennium.

The study, called "Reserve Component Employment 2005" (RCE-05), can be found at: http://www.defenselink.mil/pubs/rces2005_072299.html.

Vermont pilot earns Air Medal

Vermont Adjutant General Maj. Gen. Martha T. Rainville presented the Air Medal to 158th Fighter Wing pilot Lt. Col. Douglas E. Fick Aug. 8.

Fick was cited for outstanding professional skill and airmanship when his aircraft hit a flock of pigeons on takeoff Oct. 21, 1998. His F-16 received eight separate bird strikes, causing damage to the engine, the leading edge flap and the main landing gear.



FICK

"1st Air Force Now" to rebroadcast Jan. 21

The November edition of "1st Air Force Now" will be rebroadcast on the Warrior Network Jan. 21 at 11 a.m. EST.

For information on how to receive the broadcast, e-mail louis.biehlich@1staf.tyndall.af.mil or call DSN 523-8669.

An all-new "1st Air Force Now" will be broadcast Feb. 29 at 11 a.m. EST and rebroadcast March 30.

1st Air Force stories, photographs wanted

The *American Defender* is always looking for stories and photographs by and about 1st Air Force units and members. Contact Capt. Don Arias at DSN 523-8657 or e-mail at donald.arias@1staf.tyndall.af.mil

LAST LOOK

GUARDING AMERICA'S SKIES



IRONMAN. Lt. Col. Steven Bauer, director of exercise and analysis with the Southeast Air Defense Sector at Tyndall AFB, Fla., prepares to enter the Gulf of Mexico during the Fall 1999 Ironman triathlon, in Panama City, Fla. Bauer, 43, has competed in triathalons before but this was his first Ironman. He placed 912th out of 1556 starters and 131st out of 215 in his age group.

Kathy Bauer

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