Sharpe selected as commander for 165th AS

By Staff Sgt. David I. Tors
Cargo Courier Staff Writer

SHARPE

Lt. Col. Frank Sharpe has been selected as the new commander for the 165th Airlift Squadron, replacing Lt. Col. Paul Rhodes, who is now operations group commander here.

Rhodes said Sharpe was the natural choice, being one of the more senior pilots in the squadron with extensive experience.

Many pilots looked to Sharpe as a mentor and a leader before he was ever selected, Rhodes added.

Sharpe has served as the mission commander on several deployments, most recently Operation Joint Forge.

"He has exhibited the desire to take on the responsibilities of the leadership role and we've decided to reward him for his efforts," Rhodes said.

Sharpe said he feels privileged and fortunate to take command of the 165th.

"I think it's the greatest opportunity in the military that I've ever had," he said.

Sharpe began his military career with the Army in 1972. He was stationed in Germany with a cavalry unit, where he flew UH-1s and OH-58 helicopters.

After leaving the Army in 1977, he attended Embry Riddle Aeronautical University in Daytona Beach, Fla., where he obtained a bachelor's in business management.

He then earned a master's in the same discipline from Troy State University.

Sharpe joined the Air Force in 1978 and received his commission through Officer Training School.

After pilot training, his first operational assignment came in 1980 at Hurlburt Field, Fla., where he flew MC-130s for the 8th Special Operations Squadron.

After leaving Hurlburt Field in 1983, Sharpe piloted the same aircraft as a member of the 1st Special Operations Squadron at Clark Air Base, Philippines,

Upon returning to the states in July 1986, Sharpe was stationed at Andrews Air Force Base, Md., where he flew B-727s.

In 1988, Sharpe separated from the active-duty Air Force and became a DC9 pilot for Midway Airlines. He joined the Kentucky Air Guard in 1991 and became an aircraft commander in 1994.

Sharpe is a command pilot with more than 6,000 flight hours in military aircraft. The commander also has logged more than 5000 hours in various civilian aircraft.

His awards and decorations include the Air Medal with two devices, Air Force Commendation Medal with two devices, Joint Meritorious Unit Award, National Defense Service Medal with one device and the Humanitarian Service Medal.

He has been a civilian pilot with World Airways since 1995 and currently flies the MD11.

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Simply the Best

Wing receives 10th Outstanding Unit Award

By Staff Sgt. David I. Tors
Cargo Courier Staff Writer

The 123rd Airlift Wing was honored with its 10th Air Force Outstanding Unit Award during a ceremony March 4 at Louisville Male High School.

The unit is now tied with the Georgia Air Guard's 116th Bomb Wing and the Pennsylvania Air Guard's 193rd Special Operations Group as the most decorated unit in the ANG.

"This is a tribute not only to those who share in this award today, but also to the thousands who have come before us," the state's assistant adjutant general for Air, Brig. Gen. Richard W. Ash, told the more than 1,000 unit members who attended the ceremony.

The award, which is given annually to the top 10 percent of Air Force units, recognizes the 123rd Airlift Wing's accomplishments for the period of Aug. 31, 1997 to Aug. 30, 1999.

During those two years, the wing enjoyed an enviable record of success at the forefront of world, national and community events.

The 123rd answered the call for real-world missions like Operation Southern Watch, in which the unit delivered around-the-clock airlift services for multinational forces enforcing the no-fly zone in southern Iraq; and Operation Joint Forge, during which the wing supported multinational peacekeeping efforts in Bosnia.

The airmen of the 123rd also brought improved living conditions to the impoverished residents of Ecuador during Operation Nuevos Horizontes, the largest-ever U.S. joint training exercise in South America.

Within Kentucky, the 123rd's role in Thunder over Louisville has become a hallmark event and a tremendous boon to recruiting and retention. During Operation Snow Relief, KyANG members volunteered security, transportation and communications services to more than 50,000 families without electricity.

Maj. Gen. John R. Groves Jr., Kentucky's adjutant general, wasn't able to attend the ceremony, but he praised the 123rd for two consecutive years of remarkable service to the state and the nation.

"From extensive airlift operations throughout the world to providing quality-of-life improvements in third world countries, the 123rd Airlift Wing is consistently at the forefront of world and national events," Groves said. "The 123rd Airlift Wing's accomplishments are outstanding in every way. By unselfishly providing themselves for missions far from home or in their back yards, the wing provides a role

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Airman 1st Class Aleica Dennison/KyANG

Col. Bill Leslie, commander of the 123rd Airlift Wing, and Larry Quebbeman, a retired brigadier general who served as wing commander and assistant adjutant general for Air in the 1970s, attach the 10th AFOUA streamer to the wing's guidon as Master Sgt. Mary Decker and Col. Michael Harden observe. Harden was wing commander during the period for which the award was given.

Operational Readiness Inspections of old struck fear in the hearts of many

Almost 50 percent of the folks in the 123rd Airlift Wing have never experienced an ORI, and many don't even know what those initials stand for.

Ask some of the people who have been around for a while about Operational Readiness Inspections, and you may see their eyes glaze over and beads of sweat break out on their foreheads.

ORIs brought fear to all our hearts.

The ORIs of old assumed a full mobilization of the entire wing to deploy to Europe and fight the Russians pouring through the Fulda Gap.

Everyone went through a mobility processing line with his or her mobility gear and personal bags (the inspectors would actually check a random sample to see if you had packed enough uniforms, underwear, etc. to deploy).

Virtually anything that wasn't nailed down was palletized and marshalled for loading onto real, or simulated, C-141s and C-5s.

While we were doing all that, there was, at least some of the time, a simulated hostile crowd at the front gate threatening us. We also launched all of our airplanes.

It was a massive undertaking, using up an entire drill weekend. And we practiced doing this at least once a year between ORIs, and two or three times during the year just preceding the ORI.

But that was just the first phase.

Col. Bill Leslie
123rd Airlift Wing Commander

The next phase was "employment," which simulated (some would disagree with that) the fighting of the war.

This phase usually started one or two days before the UTA and lasted through the weekend. We drove to the base the first day at MOPP Level 1, and the games began.

Usually by the end of the first day we had experienced a couple of conventional attacks, diving for what ever cover we could find (you'll often hear the older folks talking about "diving under the table"). Our communications always got knocked out to test our ability to work around not being able to talk to each other.

Meanwhile, we were trying to fly and turn each aircraft at least three times during the day. And intel was telling us that those nasty Ruskies were on the verge of using chemical weapons.

So the next day, we would show up at MOPP 2, and the base would have set up a chemical decontamination area, just in case.

Then —surprise, surprise — we would be hit with a chemical attack.

That meant working in the chemical gear for three or four hours and processing through the decontamination area.

The airplanes also required decontamination.

Finally, those crazy Russians would decide to nuke us, and we had to immediately launch or divert all aircraft.

Everybody else died, and it was over.

At the end, the wing received a grade of "Outstanding," "Excellent," "Satisfactory," "Marginal" or "Unsatisfactory."

Outstanding, however, was the only acceptable grade.

Why are we talking about this? Because we're supposed to get an ORI every 5 years, and our last one was in 1996.

Next month we'll talk about the "new" ORI — the EORI — and how it is different.

This funded Air Force newspaper is published for members of the military services. Contents of The Cargo Courier are not necessarily the views of the U.S. Government, the Department of Defense or the Air Force.

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If you have a story idea, photo or article to submit, stop by the public affairs office, room 2117 of the Wing Headquarters Building. Deadline for the next issue is May 10.

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

Guard members eligible for AFROTC

By Lt. Col. Ernest A. Cox Jr.
AFROTC Detachment 295

Members of the National Guard are eligible for Air Force ROTC scholarships at more than 700 colleges across the country, including the University of Louisville and the University of Kentucky.

Any Guard member who pursues an active-duty commission through ROTC must get a conditional release from the Guard that will take affect 30 days prior to his or her commissioning.

Nearly two-thirds of all ROTC graduates are given a chance for a pilot or navigator slot.

Students who are accepted into the ROTC programs at U of L and UK are not required to take all their course work at the schools. They may elect instead to attend colleges like Bellarmine, Spalding, Jefferson Community College and Indiana University Southeast.

Western Kentucky University students can complete their Air Force ROTC requirements at Tennessee State.

High school students also are eligible to apply. It's best to complete applications in the spring of a student's junior year.

Air Force ROTC, which commissions more officers than the Air Force Academy or Officer Training School, offers both two- and three-year scholarships that cover books, tuition and $200 per month in expenses.

For more information, contact Maj. Mike Shirley at the University of Louisville at (502) 852-6576.

Shirley also can reached via e-mail at airforce@louisville.edu

Services relax policy banning two types of laser eye surgery

Medical officials advise caution with procedures

By Army Staff Sgt. Kathleen T. Rhem
American Forces Press Service

WASHINGTON — DOD officials have implemented a policy allowing individuals who have had two common forms of laser eye surgery to enter the military with a medical waiver.

Individuals who'd had corrective eye surgery were previously ineligible for military service.

The two waivable procedures are photorefractive keratotomy, usually referred to as PRK, and laser in-situ keratomileusis, or LASIK, according to Dr. John Mazzuchi, deputy for clinical and program policy in the Office of the Assistant Secretary of Defense for Health Affairs.

"You can get in the military, but it's harder to do so," he said in an interview. "You have to submit your medical records and receive a waiver."

He said DOD's particular caution is driven by concern for service members' health.

"There are things the military exposes people to that are very different from civilian life — things like jungle or desert atmospheres, diving or flying," he said.

"What happens to the eye under those pressures?"

DOD is involved in several studies to address issues surrounding laser eye surgery and military service, because they could become readiness concerns in the future, Mazzuchi said.

The department wants to know, for instance, whether the patient's vision remains stable for a long period of time and whether the rigors of military life prove detrimental to a person who has had PRK or LASIK.

"Obviously, wearing glasses on the battlefield is not as good as not having to," he said. "In battle, someone who requires glasses is not much good if they've lost or broken their glasses."

While the military might prefer people whose vision is correctable without glasses, he said, it's more important that their vision be stable and that military environments don't worsen their eye condition.

Past experience with eye surgeries has shown the concern to be reasonable. Mazzuchi said the military barred individuals who had an earlier form of eye surgery called radial keratotomy that had become readily available to the public.

In this procedure, the surgeon corrects vision by reshaping the cornea with knife cuts resembling spokes on a wheel.

"Subsequent studies showed that our concerns were quite justified," he said. "Some people developed difficulty with night vision, and visual acuity didn't remain constant. Some people who had had RK weren't as prepared to be in the military."

Mazzuchi said he expects DOD to revisit its policy on the issue when preliminary data from current studies is available.

"We'll look to see if we should loosen our policy or keep it the way it is," he said. "I don't expect us to tighten our policy."

Online paper celebrates first year

WASHINGTON —(AFPN) U.S. Air Force Online news celebrated its first anniversary March 15.

The digital newspaper was created to provide a balanced weekly view of Air Force news.

The paper also provides readers an opportunity to express their opinions and voice their concerns to Air Force leaders.

Letters to the Editor remains the most read section of the paper, averaging as many downloads as the top story for any given week.

During its first year, Online news averaged 63,000 page downloads weekly with 50 percent of these coming from an af.mil domain.

Additionally, an average of 23,000 people visited the front page each week. Online news has 23,755 subscribers.

The site can be accessed at www.af.mil/newspaper/

Ice Breakers

Combat controllers deploy for cold-weather training

By Tech. Sgt. Jon Rosa
123rd Special Tactics Flight

Combat controllers with the wing's 123rd Special Tactics Flight aren't new to the concept of scuba diving, but in February they added a dangerous wrinkle to their underwater experience.

A team of KyANG combat controllers deployed to Lake Winnepesaukee, N.H., to conduct cold weather training that included their first exposure to ice diving, as well as avalanche and mountain survival training.

"We train for all climates," said Master Sgt. Bob VanAssen, a combat control specialist with the unit. "Someday we might have to retrieve an aircrew or sensitive pieces of equipment from a frozen body of water."

Many of the techniques that divers use in frozen conditions are similar to those they employ in warm water, but there are a few major exceptions.

First, ice divers must cut a hole in the frozen sheet covering the lake or ocean in order to gain access to the water.

In this case, the ice covering Lake Winnepesaukee was two feet thick, requiring access holes to be cut with a large chain saw.

Once underwater, the divers had only that small opening through which to exit. Everything else was a ceiling of solid ice, which meant the divers could not surface whenever they wished, VanAssen said.

They also were required to keep track of the entry hole in order to return safely.

"Once submerged under the ice sheet, there's no natural or man-made references to assist in pinpointing your location relative to the entry hole," said Senior Airman Sean McLane of the 123rd STF. "We may swim away from the hole on a search, and there's a risk of getting lost."

Tech Sgt. Bill Sprake/KyANG

Senior Airman Joe Youdell uses a chain saw to cut a hole in the ice.

Photo by Maj. Jeremy Shoop/KyANG

Members of the 123rd Special Tactics Flight prepare to enter the frigid waters of New Hampshire's Lake Winnepesaukee in their first attempt at ice diving.

To prevent that, each diver used nylon tether lines secured to the surface and manned by a teammate who was "topside."

However, team members reported that once through the ice, the rest of the dive was relatively standard.

Another danger of ice diving is that moisture from a diver's breath can freeze his scuba regulator, cutting off the air supply. The water temperature during the training hovered at 33 degrees, giving little margin for error.

The STF divers also had to take precautions to maintain their body temperatures. Rubber dry suits with tight-fitting seals around the neck and wrists were used to keep the divers' core body temperatures at normal levels. Also, most team members were bundled in several layers of thermal underwear beneath their suits.

"Although the suits are built to withstand the abuse of our training, you've got to be very aware that you don't come in contact with sharp objects, such as jagged ice fragments, otherwise flooding or a slow leak could make for a very uncomfortable time in the water, said Maj. Jeremy Shoop, the unit's commander.

"A good general rule of thumb is to don the suit without all our scuba gear first, then 'dip-test' it by getting into the water to test for leaks before we dive."

With the air temperature below freezing and a constant stiff breeze blowing across the lake's surface, the threat of hypothermia was present above the ice, as well as below.

The effects can be life-threatening.

"This training is valuable, (but) you've got to pay attention," said Tech Sgt. Tom DeSchane, another combat controller in the 123rd. "The colder it gets, the more the penalty for stupidity increases."

AFOUA

Continued from Front Page

model of patriotism for others to follow."

Unit members also were active in community service organizations, volunteering time and energy to the Kentucky Special Olympics, Combined Federal Campaign, Employer Support of the Guard and Reserve, the Organization of Black Airline Pilots, WHAS Crusade for Children and the American Cancer Society.

During the award ceremony, Col. Bill Leslie, commander of the 123rd Airlift Wing, read a list of achievements recognizing nearly every unit of the KyANG.

"This award acknowledges the hard work and commitment of every man and woman in the Kentucky Air Guard," Leslie said. "It's doubly gratifying because this is the 10th time we've received such an honor. That continued level of excellence is unsurpassed in the Air National Guard and is a real testament to the dedication of our people."

Tech. Sgt. Mark Rines/KyANG

The base honor guard presents the colors during the awards ceremony.

Promotions, retirements & separations

The following individuals have been promoted to the rank indicated as members of the Kentucky Air Guard and reservists of the U.S. Air Force:

SENIOR AIRMAN (E-4)

•Rondall Carpenter Jr.,
123rd Security Forces Sq.
•Aleica Dennison,
123rd Communications Flt.
•Margaret Esposito,
123rd Logisitics Sq.

STAFF SERGEANT (E-5)

•Sean McLane,
123rd Special Tactics Flt.
•Brent Ward,
123rd Aircraft Generation Sq.
•Jimmy Woodall Jr.,
123rd Logistics Sq.

TECHNICAL SERGEANT (E-6)

•Gregory Lucas,
165 Airlift Sq.
•Cynthia Rogers,
123rd Mission Support Flt.
•Donnie Dorsey,
123rd Logistics Sq.

MASTER SERGEANT (E-7)

• Elke Adams,
123rd Airlift Wing
•Scott K. Andrews,
123rd Airlift Wing
•Kevin Baylor,
123rd Civil Engineering Sq.
•Douglas Briscoe,
205th Combat Communications Sq.
•William Davis,
165th Airlift Sq.
•Mary Decker,
123rd Services Flt.
•Stephen Higdon,
123rd Logistics Sq.
•Johnny Holton,
165th Airlift Sq.
• Len Keidel,
123rd Logisitics Sq.
•Christopher Mix,
123rd Logistics Sq.
•David Riedley,
165th Airlift Sq.
•Jeffrey Sobczak,
123rd Communications Flt.
•James Strasinger,
165th Airlift Sq.
•Tyler Vincent,
123rd Services Flt.
•Karen Vinton,
165th Airlift Sq.

SENIOR MASTER SERGEANT (E-8)

•Timothy Atwell,
123rd Logisitics Sq.
•Wayne Ashley,
123rd Maintenance Sq.

CHIEF MASTER SERGEANT (E-9)

•Michael Cook,
123rd Logistics Sq.
•Dave Tinsley,
123rd Communications Flt.

The following individuals have retired as members of the Kentucky Air Guard and reservists of the U.S. Air Force:

•Staff Sgt. Darwin Beishline,
123rd Aerial Port Sq.
•Staff Sgt. Glen Hammack,
123rd Logistics Sq.
•Master Sgt. Erle Montgomery,
123rd Services Flt.
•Chief Master Sgt. Richard Wilson,
123rd Civil Engineering Sq.

The following individuals have seperated from the Kentucky Air National Guard:

•Staff Sgt. Jimmy Childress,
123rd Security Forces Sq.
•Airman Joshua Crenshaw,
123rd Aerial Port Sq.
• Senior Airman Brian Elkin,
123rd Aerial Port Sq.
•Senior Airman Andrew Fowler,
123rd Aerial Port Sq.
•Senior Airman Tara Glass,
123rd Logisitics Sq.
•Tech. Sgt. Paul Grimes,
123rd Services Flt.
•Airman 1st Class Patrick Hughes,
123rd Aerial Port Sq.
•Senior Airman Gerald Jones,
123rd Services Flt.
•Senior Airman Troy Kiper,
123rd Maintenance Sq.
•Senior Airman Paula Lacey,
123rd Logistics Sq.
•Tech. Sgt. James Martin,
123rd Civil Engineer Sq.
•Staff Sgt. Charles Moore,
165th Airlift Sq.
•Staff Sgt. Michael Napper,
123rd Aerial Port Sq.
•Staff Sgt. Gary ODaniel,
205th Combat Communications Sq.
•Airman 1st Class Joseph Phillips,
123rd Security Forces Sq.
•Staff Sgt. Clint Rich,
123rd Maintenance Sq.
•Senior Airman Terry Riddle,
123rd Aerial Port Sq.
•Senior Airman Matt Schneid,
123rd Maintenance Sq.
•Staff Sgt. Robert Fulton,
123rd Maintenance Sq.
•Staff Sgt. Marc Tarnosky,
165th Airlift Sq.

Cool School

KyANG medical personnel learn winter survival skills

Seventeen members of the 123rd Medical Squadron attended cold-weather survival training in January at the Combat Readiness Training Center in Alpena, Mich.

The training gave medical personnel an awareness of what it would be like to deploy to a cold-weather environment, said Master Sgt. Barry Wright, NCOIC of the unit's medical readiness office.

The goal was to train emergency response members, such as medics, for working and surviving in this type of setting.

The "cool school," as Wright referred to the training, also taught members how to care for cold-weather injuries.

"We got a better understanding of the physical effects of the cold weather and how it effects the body," he said.

The all-volunteer class was the first of its kind for Air National Guard medical personnel.

— Staff Sgt. Amy Carr

ABOVE: Staff Sgt. Mark Wilson, a KyANG medical technician, builds a shelter from the cold with the help of an instructor.

RIGHT: Wilson and a photographer from another Air Guard unit work to start a fire.

ABOVE: Maj. Diana Shoop, OIC of medical readiness in the 123rd Medical Squadron, and Staff Sgt. Holli Olson, a flight medicine technician with the 165th Airlift Squadron, gather kindling to start a campfire.

KyANG photos by Master Sgt. Charles Simpson

Aim High

Senior Master Sgt. Mark Grant, Master Sgt. Mary Decker and Staff Sgt. Heather Miller display their Airman of the Year awards at a banquet held March 4 at Woodhaven Country Club.

KyANG Photo by Master Sgt. Terry Lutz

Diversity necessary for Air Guard to continue reflecting community

The term "diversity" is today's often-used but equally misunderstood buzz word.

To some, the mere mention of the word conjures negative images and sets up barriers to an open mind.

Air National Guard diversity training will, however, soon be underway to deal with some of these barriers.

The face of America is changing, whether we like it or not.

Dramatic shifts in demographic and lifestyle patterns are emerging, according to information presented at an ANG diversity facilitator workshop that six KyANG representatives attended in Denver, Colo., in December.

Among these changes are

•A shrinking workforce — U.S. population growth is decreasing, resulting in a shortage of labor

•More women — Participation of women in the workforce continues to rise at record levels

•Escalating work/family issues — As a result of the rise in women in the workforce, the challenges of finding quality child care and eldercare escalate

•More ethnic diversity — Ethnic groups frequently termed "minorities" are rapidly becoming the majority. By the year 2005, women and minorities will make up an estimated 63 percent of the total workforce.

What impact will these changes have on the military?

Quite simply, it means that our pool of applicants is changing.

Traditionally, the military has consisted mostly of white males, and that particular segment of the population is shrinking as a percentage of the whole.

We must rely on other groups to sustain our strength.

In the coming months, the wing's newly trained facilitators will be developing a diversity training program tailored to the needs of the KyANG.

The training will focus on the changes and challenges of the future.

Recruiting and retaining members of different ethnic backgrounds presents an opportunity for us to grow as an organization.

We can choose to do business as usual and ignore the inevitable change or we can recognize, welcome and adapt to these changes and thrive in the process.

The latter is what "diversity" should symbolize.

The Air National Guard is committed to this goal.

Capt. Beth Leistensnider is a social actions officer in the 123rd Airlift Wing

Wing to serve as launching pad for Thunder 2000

By Staff Sgt. Amy Carr
Cargo Courier Assistant Editor

The organizers of Thunder Over Louisville 2000 promise one of the best fireworks shows ever, but for the first time in several years an aircraft static display will not be part of the festivities.

Two of Thunder's major sponsors decided not to provide funding this year, and organizers were unsure if the festival would even be held.

By the time adequate funding was secured, it was too late for the Kentucky Air Guard to begin planning the display, said Maj. Phil Palmer, plans officer in the 123rd Airlift Wing.

"Having aircraft on display is a very involved process, and it takes about five or six months to prepare," Palmer explained.

Military aircraft will, however, still be a part of this year's aerobatic displays when Thunder takes off April 15.

The show's aircraft, which will operate from the Kentucky Air Guard flightline, will include a B-1B Lancer, B-52 Stratofortess, two F-16 Fighting Falcons, two F-15E Strike Eagles, four A-10 Thunderbolts, two HH-65 Dolphins, a KC-135 Stratotanker and a T-38 Talon.

For more information, call Maj. Kenny Dale at ext. 4460 or Maj. Jim Nelson at ext. 4464. ☎

Kentucky sponsoring ANG bowling tourney

The Kentucky Air Guard is sponsoring the 38th-annual Air National Guard Bowling Tournament in Louisville from May 11 to 14.

For more information, contact Tech. Sgt. Ted Shiess at ext. 4614 or visit www.kyang.ang.af.mil/bowl/bowl/index.html