



THE ON GUARD

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Guardmember thwarts White House gunman

*West Virginia security
policeman said, 'Some-
thing had to be done'*

SrA. Ken Davis says he is not a hero—just a normal citizen who did not want to see people hurt.

His airlift commander, Col. V. Wayne Lloyd, and a grateful nation, beg to differ.

"It was a raw act of courage" that compelled the West Virginia Air Guardmember to tackle Francisco Duran, the man who fired over 20 rounds of ammunition at the White House on Oct. 29.

Davis, a slightly-built, 6 ft. security police officer with the 167th Airlift Group, had been on his first-ever visit to Washington, D.C. At 3 p.m. on a pleasant, fall Saturday afternoon, he and a friend were taking pictures along Pennsylvania Avenue when a man to their right brandished a Chinese-made SKS rifle and began to shoot at the White House.

At first, the Maryland state correctional officer was shocked.

"I couldn't believe someone was doing this," Davis says now. "My next thought was someone has to stop him, something has to be done."

Enter Davis, and another bystander, Harry Rakosky from San Antonio.

As Duran emptied his first magazine and began to fumble for another, the two made their move. Rakosky hit the gunman in the back while Davis grabbed his legs, knocking him to the pavement.

"The man never said a word," said Davis. "He did kick his feet a little."

Davis attributed his quick thinking and

actions to his Air Guard and corrections-officer training. But he did not think about safety until after the incident. "I didn't have time to be afraid," he said.

Within seconds, the Secret Service arrived to take Duran into custody.

Ironically, Davis's actions may have saved Duran's life. A Secret Service sniper later told the 24-year-old active Air Force veteran that he had the gunman in his sights and was preparing to fire when the two acted.

"The entire incident seemed like an eternity," added Davis, "but it only took between one and two minutes."

One to two minutes that have changed Davis' life.

Immediately after the event, Davis was questioned by the Secret Service, the Park Police, the Capitol Police and the Federal Bureau of Investigation. He was then billeted at the exclusive Willard Hotel in downtown Washington, D.C., by representatives of a TV news program.

He later received a telephone call from President Clinton, who was in the White House watching a football game on television during the shooting. The President thanked Davis for his bravery and invited him to the White House.

"He was very friendly, and we laughed and joked a little bit," Davis offered. "I told him if he had any positions opening on the Secret Service I would be happy to join the team."

Davis said he enjoys the attention, "just as long I stay who I am. I'm still an average citizen who felt like he had a job to do at the time," he concluded.

Submitted by the West Virginia National Guard Public Affairs Office.



MEET THE PRESS -
SrA. Ken Davis talks
to the media.



Photo by PFC Rick McGivern

CIVIL DISTURBANCE

SFC David Stenger (above, right), a member of the Ohio Army National Guard, poses as a striker on a picket line during a recent civil disturbance exercise involving Ohio's 216th, 134th and 512th Engineer Battalions. The training took place at Rickenbacker Air National Guard Base in Columbus.

**DRUG USE
IS
LIFE ABUSE**



COMMENTARY

COUNTERDRUG UPDATE

• As of Dec. 28, 2,635 Army National Guard and 831 Air National Guard personnel were on counterdrug support duty in all 54 states and territories.

• As of Dec. 28, the total value of cash and drugs seized this fiscal year by police with National Guard assistance is \$725 million.

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LETTERS

SHORT CHANGED

Reading through your November '94 issue I was pleasantly surprised to see a photo from Pennsylvania's STAHR Armory in Lancaster. However, my elation soon turned to disappointment as I read the caption titled "Open Door Policy." The caption, with only two sentences taken from a full story, gave readers only a vague idea of what the "Open Door Policy" means.

I realize the necessity of editing. What I don't understand about The On Guard is their need to deny their readers of useful information.

To wit:

Each Tuesday evening the Pennsylvania National Guard's State Area HR Armory becomes a safe haven in downtown Lancaster for the local community. Children, teens and entire families participate in Sting-Out Drugs, "Unity Night Out."

Used as a community recreation center for two to three hours a week, the armory activity has set a precedent for the National Guard's Drug Demand Reduction Program.

Sgt. Ann Everest

Pennsylvania National Guard

BIGGER RANK

I am very glad to see the redesign of the chevrons for the Sergeant Major of the Army. The new design is certainly more distinctive and is a symbol of which all enlisted soldiers can be proud. This reminds me of another change that

I would like to see made in rank insignia: making the insignia the same size for all soldiers. I have written to Army Sgt. Maj. Kidd on this issue and submitted suggested improvements to the Deputy Chief of Staff for Personnel. I believe this change would be for the betterment of the Army.

The rank worn by female enlisted soldiers on their Army green, blue and white uniform coats is less than half the size of equivalent male rank. Also, the years of service stripes and overseas service bars worn by women are less than half the size worn by men.

The fact that the rank insignia I am required to wear is smaller, makes a symbolic statement that my rank commands half as much respect as a male soldier of the same grade. The fact that my service stripes are smaller implies that the time I have spent in service to my country is worth half as much as a man's time. I find this situation abhorrent, insulting and I am ashamed to put on my class A uniform.

The most common excuse used to rationalize this degrading requirement is that the smaller rank is "appealing" because it appears more "feminine." Women do not put on a uniform to appear "feminine" or "appealing." They put on a uniform to serve their country.

Another excuse for separate requirements on women's rank is that the sleeve of the female uniform is tailored more narrowly than the male uniform, and therefore the full size rank would appear out of proportion. This point is not correct. Although the female sleeve is about 10 percent smaller, this does not justify a more than 50 percent reduction in the size of the rank.

In all ceremonial units, including the

Old Guard at Fort Myer, female soldiers wear the full size rank to present a uniform appearance. Also, women in other services wear the same size rank as their male counterparts. The less distinctive rank worn by women in the Army appears to many to be a symbolic statement of sexism, implying that the Army is not willing to accept women, as equals into its ranks. Correcting this degradation can be done by eliminating three paragraphs in AR 670-1: 27-7 a. (2), 27-25 b. and 27-26 b.

This change to AR 670-1 can be made at no cost to the military and will save money. Soldiers should be allowed to continue to wear their current rank insignia until their next promotion, at which time they would have the new rank sewn on. Elimination of the feminine-size rank will save time and money since these items will no longer be stocked in the supply systems.

The military's long history is steeped in tradition and symbols, many of which are displayed on our uniforms. In the short time women have been integrated into the U.S. military, they have proven their worth to our country. It is time to stop this visually symbolic statement of sexism. I sincerely hope this change will be adopted and female enlisted soldiers will wear their well-deserved rank with pride.

MSgt. Judith Ackerman
National Guard Bureau

FAX your Letters to the Editor to DSN 761-0732/0731 or (703) 681-0732. You may also mail your letters to: NGB-PAC, 2500 Army Pentagon, Washington, DC, 20310-2500

GUARD TOONS

By Lyle Farquhar



"Yeah ... I think I just found the dump site the environmental folks have been looking for."



IN THE NEWS

- Daring rescue
- Rights strengthened
- Guard Congressman

Guard responds to Fresno crash

Witnesses say pilots' heroic actions saved elementary school

By Maj. Daniel L. Nation
California National Guard

A Lear 35A, owned by Phoenix Air of Cartersville, Ga., crashed into a Fresno, Calif., apartment building Dec. 14, following a training mission with the 144th Fighter Wing.

The plane's two civilian pilots were killed, while 15 people on the ground were injured.

Witnesses believe the pilots -- Richard E. Anderson, 36, and Bradford J. Sexton, 34, both of Klamath Falls, Ore. -- may have sacrificed their lives to miss a crowded elementary school in their path. The Lear 35, known in the military as a C-21, was on contract with the California Air National Guard.

As the plane approached busy Olive Avenue with one engine aflame, witnesses reported seeing the pilots waving frantically to alert residents. The aircraft broke up shortly after impact, damaging several businesses and causing a fire at the Olivewood Apartments. The plane hit just one mile southwest of the Fresno Air Guard Base, where it was supposed to land.

Members of the 144th were called immediately.

Maj. Paul Hokokian, a traditional Guardsman and commander of the 144th Security Police Flight, got the call at his work in the Fresno city attorney's office. He immediately called 24 traditional Guardmembers to augment the 144th's 36 full-time member force.

Within hours, the Red Cross and the 144th Services Flight began converting the base dining hall into a shelter for civilians made homeless by the crash. According to Maj. Gary Goorigian, the technician commander of the services flight, the unit responded quickly. By evening, they were serving hot meals to nearly 90 people. The



Photo by TSgt. Lou Costilla

AFTERMATH - Investigators sift through the rubble of an apartment hit by a Lear jet.

services staff began a 24-hour-a-day operation that lasted until Dec. 16, when the last of the victims were relocated.

As the homeless began arriving, 144th Chaplain Leslie Hyder also answered the call. Pastor of the Westminster Presbyterian church in Fresno, Hyder donned his BDUs to help minister to the spiritual needs of the citizens and Guardmembers affected by the accident. As it became clear that more help was needed, additional Guard chaplains were called to provide assistance.

Dozens of Guardmembers, Civil Air Patrol cadets and private citizens turned up at the shelter to offer help. Many of the victims lost everything. It was not uncommon to see Guardmembers digging into their own wallets to contribute.

To entertain the children at the shelter, the 144th

■ See CRASH, Page 4

New Yorkers make daring sea rescue

By AIC Elena O'Bryan
New York National Guard

Nearly two days after a Ukrainian freighter with a cargo of rice bound for Helsinki, Finland sank in stormy seas 750 miles off the coast of Nova Scotia, a New York Air National Guard HH-60G helicopter aircrew from the 106th Rescue Group, based in Westhampton Beach, hoisted to safety Aleksander Paronov.

The 36-year-old had been floating for two days in Gulf Stream waters wearing only an orange life jacket, a nylon jumpsuit and two woolen sweaters.

The helicopter aircrew had been engaged in a two-hour search of a 600-square-mile patch of ocean sur-

rounding the oil spill left by the wreckage of the 450-foot Salvador Allende freighter when Paronov was discovered floating amidst the debris.

According to the Coast Guard, 29 other men were aboard the vessel when she began broadcasting a distress call at 9:30 p.m. Dec. 8.

A Canadian Air Force C-130 Hercules plane arrived on the scene at 3 a.m. and confirmed the ship was listing at a severe angle and appeared to be sinking.

The Canadian aircrew reported seeing a number of survivors either in the water or on liferafts. The Canadians dropped survival kits that included food, water, pumps, survival suits and a radio. However, the 65-mile per hour winds and 50-

foot waves precluded immediate rescue attempts.

The following morning, the U.S. Coast Guard put into action a joint search and rescue mission between the New York Air National Guard, the U.S. Marine Corps Reserves, a U.S. Air Force aircraft from Patrick AFB, Fla., and the Canadian Air Force based at Halifax, Nova Scotia. More than 10 aircraft were dispatched to the area where the freighter was originally sighted.

When the 106th crew saw the bodies of seven men and two empty life rafts, they immediately reported their location to the U.S. Coast Guard. Most of the seven men were wearing only life-vests, jeans and sweaters.

■ See RESCUE, Page 4

NATIONAL BRIEFS

RE-EMPLOYMENT RIGHTS STRENGTHENED

Members of the National Guard and Reserves gained stronger re-employment rights when President Clinton recently signed a new law.

Most provisions of the Uniformed Services Employment and Reemployment Rights Act of 1994 are now in effect. The act will:

- Expand anti-discrimination protection of Reservists in hiring, retention and advancement based on their military obligation.
- Require that employers make reasonable efforts to retrain or upgrade skills to qualify workers for re-employment.
- Expand health care and employee benefit pension plan coverage.
- Extend from four to five the number of years an individual may be absent for duty.

SOUTH CAROLINA GUARDSMAN ELECTED TO U.S. CONGRESS

Air Guard Maj. Lindsay Graham's recent election to the U.S. House of Representatives from South Carolina's Third Congressional District raises to three the number of current Guardmembers in Congress.

Graham joins Army Guardmembers and returning House members Col. Bob Clement and Lt. Col. John Tanner, both assigned to the Tennessee State Area Command. Another 21 representatives and four U.S. Senators in the 104th Congress list past National Guard membership in their official biographies.

Graham, a traditional Guardmember, is a staff judge advocate with the 169th Fighter Group.

IDAHO TAG STEPS DOWN

Maj. Gen. Darrell V. Manning, Idaho Adjutant General, retired as the head of the Idaho National Guard when his term expired Jan. 2.

An Idaho native, Gen. Manning has held the post since April 1985. He retires after 39 years of military service, the last 21 in the Idaho Air National Guard.

TRUDEAU WINS AWARD

Maj. Gen. N. Andre Trudeau, Rhode Island Adjutant General, has been honored by the Rhode Island Red Cross for "Outstanding Public Service."

Gen. Trudeau received a 1995 Longfellow Humanitarian Honor for his work as the committee chairman of the Rhode Island Red Cross's World War II Commemoration.



Photo by TSgt. Brian Hibbard

HELPING HAND - California's TSgt. K. Joseph Proudman keeps track of the donations made to the Red Cross for crash victims.

CRASH

From Page 3

arranged for clowns, costumed characters and even Santa Claus to stop by.

Since the fallen pilots were well-known by members of the 144th, a memorial fund was set up.

Guy H. Wharton, Jr., executive director of the Fresno Madera County's Chapter of the Red Cross, said the 50 families affected by the crash could not have been helped so quickly without the support of the 144th Fighter Wing.

The Lear 35A had left Fresno Air National Guard Base, located on the south end of the Fresno Air Terminal, at approximately 10 a.m. enroute to a training mission over the northern Mojave desert, west of Death Valley National Park.

The Lear was returning to Fresno Air Terminal following the mission when the crew reported engine trouble and declared an emergency. The aircraft crashed onto a normally busy city street about 11:45 a.m., while attempting to reach the airport.

The flight was the first of two planned for that day. The Phoenix Air crew normally flies with the 144th about five times a month.

Ironically, a community-wide accident response exercise had been held in the area only two months earlier. In addition, the 144th had held its annual Major Accident Response Exercise on base during the November drill.

National Transportation Safety Board investigators arrived on the scene Dec. 14. The cause of the crash has not been determined.

Miss Kansas wears combat boots

By Spc. Matt Taylor
Kansas National Guard

Whether she's wearing leather combat boots or high heels, Deborah Daulton is marching down the runway of success.

Daulton, a combat medic in the Kansas Army National Guard's Company C, 169th Support Battalion, is the reigning Miss Kansas USA and will compete in the national Miss USA pageant next month at Padre Island, Texas.

That makes her a rarity in the pageant scene: a cross of traditional femininity combined with soldiering.

Daulton is a junior physical therapy major at the University of Kansas, where she is also Cadet Command Sergeant Major in KU's ROTC program.

"It takes discipline to make sure I do my best," said Daulton. "The Army has been such a benefit to me. It has given me discipline, confidence and the fact that knowing hard work pays off."

Between now and contest time, Daulton said she will continue working on "speaking and thinking on my feet." In interviews at pageants, judges will ask for her opinions on subjects ranging from environmental regulation to women's roles in the military. She already knows the answer to the latter.

"If a woman can help fill a need on the front line, they should be allowed to do it just like the men," she said.

Odds are, Daulton will be the only

pageant entrant with a military background, which would distinguish her from other contestants. While her pageant colleagues may not understand, Daulton would have no problem leaping out of a C-130 and into foreign lands.

That's because Daulton successfully completed Airborne School last spring at Fort Benning, Ga.

However, Daulton quickly adds that the women she meets at pageants "are assertive and are all for meeting any goals you've set for yourself."

Daulton takes her soldiering responsibilities seriously, and it shows. She was Soldier of the Year for the Kansas Army National Guard's Troop Command. She graduated with honors from airborne school. She carries an ROTC scholarship. As a leader of the Jayhawk Cadets, she is accustomed to addressing an entire platoon, which helps her prepare for those pageant interviews.

When she needs a break from sashes and web gear, Daulton is a recruiting ambassador for KU basketball coach Roy Williams. She also volunteers her time with the Jubilee Cafe homeless food shelter in Lawrence.

Calling herself an "Army brat," Daulton learned about the military at an early age by watching her father serve in the regular Army.

As she grew older, she entered several scholarship pageants, eventually winning the Miss Lawrence pageant and going on to win Miss Kansas USA.



Photo by Lt. Col. Jay Moser

MISS KANSAS - Army Guard-member Deborah Daulton, an ROTC cadet, proudly models her new title.

RESCUE

From Page 3

They appeared to have died of exposure, according to one of the helicopter crew.

The HH-60G was returning to base along the outer edge of the search grid when a brightly colored object caught the eye of Flight Engineer TSgt. John Krulder. About 100 to 200 feet away, behind towering 30-foot waves, Krulder spotted debris from the freighter. "It looked like a piece of the debris was waving at me," he recalled.

Helicopter pilot Lt. Col. Edward Fleming said the rescue was "amazing" because of the difficulty of locating something as small as a person in the ocean. Only 10 percent of Paranov's body was visible to the aircrew, he said.

Krulder said he was surprised Paranov had the strength to wave his arm. "Even several hours in the water can make you extremely weak, and this guy had been out there for two days," he said.

The 106th's TSgt. James Dougherty leaped into the ocean to attend to Paranov.

"At first I thought I startled him, but then he turned around and clung to me," Dougherty recalled. "He was so happy to see me, I didn't know if he was hugging me or clinging to me."

Paranov explained in broken English that he was experiencing discomfort in his eyes due to the salt water, Dougherty said. When they were back in the helicopter, Dougherty treated Paranov's swollen eyes with fresh water and ice packs.

"He was in really good shape for what he'd been through," Krulder reported.

The water temperature 740 miles out in the North Atlantic where Paranov was found was 63 degrees Fahrenheit, according to Fleming. But 40 miles inland, the temperature can drop to 38

degrees Fahrenheit, he said. The Gulf Stream makes a considerable difference, he said.

Paranov was immediately transported to a hospital near Shearwater Air Base in Halifax, Nova Scotia. From the hospital, he called his wife, Gsa, and their two children in Herson, Ukraine.

Although Paranov told Dougherty that two other men had been with him in the water, only one other survivor was found. The 37-year-old second mate of the sunken ship was rescued by the crew of a nearby tanker. The crew aboard the ship reported he was in good condition.

During the search, Pararescue Specialist TSgt. Mike Moore said he saw four or five empty rafts. The crew members said that shark activity in the warm Gulf Stream waters was common.

Spending 15 hours in the air in a cramped, noisy aircraft is not very comfortable, Fleming said. But they wanted to do everything they could to save lives, he said.

"If there were 20 men out there, we would have come back with 20," he said. "There were two; we came back with two."

After returning from their Atlantic Ocean rescue, 106th crews learned they had broken a record of the longest helicopter search and rescue mission in the unit's history.

They also found out that they have a kinship to Ukrainian sailors, having rescued another Ukrainian sailor off the coast of Iceland last June.

The previous record for the longest helicopter SAR was made in 1989 when a HH3 "Jolly Green Giant" helicopter flew 700-miles to make the save. The record was broken by a HH60G, Pave Hawk. The 106th entered the rescue business in 1975, and as of Dec. 15, is credited with 264 saves.

According to the U.S. Coast Guard, the search for the Salvador Allende was suspended after six days. Only two crewmen survived of the 31 person crew. The search involved more than 38 merchant vessels and 18 aircraft from the U.S. and Canada.



PEOPLE

The Tool MAN

Nebraska's TSgt. John Woodshank invents device that saves time, money

By MSgt. Vicky Cerino
Nebraska National Guard

Going "by the book" is the foundation for building good skills. But frustration, experience and ingenuity motivated a veteran jet mechanic to invent a tool that will have worldwide impact for Air National Guard and Air Force KC-135R "Stratotanker" units.

The tool has already saved the Nebraska Air National Guard and other Air Guard units thousands of dollars. The Air Force, whose technical reps now are studying the tool's application, could save an estimated several million dollars, according to officials.

Jet engine mechanic, TSgt. Ervin "John" Woodshank Jr., turned a time-consuming and expensive process into a simple one with an invention he designed and constructed in just three days. He calls his invention the "Power Trim Adjustment Tool"—a simple, foot-long tool, about the width of a ballpoint pen.

It's fitting that his tool—made up of mostly nuts and bolts, stainless steel tubing and an allen wrench—also is made from RF-4C aircraft afterburner cable. It was from working on the RF-4C for 20 years that Woodshank's idea was created.

"All I had to do was figure out how to adapt a similar procedure from the RF-4C to the KC-135R," he said.

Woodshank's frustration started when he and his colleagues began working with the KC-135R aircraft about one year ago following the Nebraska Air National Guard's conversion from RF-4Cs to KC-135s. With the KC-135, he found the routine, yet critical engine trim adjustments time consuming and expensive. Engine trim adjustments ensure power in the engines remain, even in the event of an electrical power failure during flight. Uneven power in one engine can cause a crash, said Woodshank, a member of the 155th Air Refueling Group, based in Lincoln.

Trim adjustments involve making critical alterations to the main engine control inside the KC-135s four engines. The main engine control functions like a car's carburetor, Woodshank said. Trim adjustments are per-

formed at least twice a year on each aircraft.

There currently are two traditional ways of doing power trims: by remote power trimmer—the current Air Force standard; or manually. Power trims were being done manually in Lincoln because the engine shop had not yet received the ordered remote power trimmer.

"It was taking us two days and at least 10 engine starts and shutdowns to complete trim adjustments on each aircraft," said Woodshank. "This totalled more than 40 engine starts and shutdowns on the first four trim runs," he said.

"It was just really frustrating. I thought there had to be a better way," he said.

While the engine shop waited to receive the ordered remote power trimmer, Woodshank's impatience and 26 years of experience on jet engines turned into energy. That energy made both the remote power trimmer and manual procedures obsolete in Lincoln.

"The new tool takes the place of the remote trimmer and the manual trim method," said Woodshank.

Woodshank's tool is placed through small openings under each engine by mechanics on the ground. Mechanics in the cockpit start the engines, mechanics on the ground make the adjustments, and the engines are shut down, completing the process.

The first and most obvious benefit of the tool is instead of taking two days for a trim adjustment on one aircraft, it now only takes two hours.

Woodshank's prototype tool costs about \$70 compared to the Air Force inventory remote trimmer, which costs \$5,650, said Woodshank.

In May, Woodshank submitted a 20-page, technical report on his invention to the Air Force suggestion program detailing how the tool will save time and material and simplify work.

Safety also is enhanced by the invention, said MSgt. Gary Foster, Nebraska Air Guard quality control inspector.

"Not everyone in this business does things by the book. This tool will eliminate the unsafe short cuts," said Woodshank.

"The technical reps in Washington, D.C., are excited about this tool," he added.

Woodshank's tool only takes 10 minutes to install on all four engines. After all four engines are started, jet mechanics perform trim checks

on two engines at once, then the other two—without having to shut down or open the cover of the engines, said Woodshank.

Even with the traditional remote trimmer, Woodshank said, still the biggest drawback to using the tool was each of the aircraft's engines had to be shut down. In addition, trim adjustments could only be done on one engine at a time.

"The best thing about this tool is you can put four Power Trim Adjustment Tools on the engines even before you go to the trim pad," said Foster. "You make all of the trim adjustments before you shut down the engine."

Another drawback of the standard remote trimmer, said Woodshank, is it often breaks and is not as accurate



Photo by SSgt. Jill Wenge

THE TOOL—Nebraska's TSgt. John Woodshank holds the key to the KC-135's future.

as his invention.

"My tool won't wear out or need maintenance because of its mechanical makeup," he said. "This tool also puts trim adjustments right on the money. It's not a guess. It's exact," said Woodshank.

Considering about 200 KC-135R-model aircraft in the Air Force and Air Guard are expected to be flying 30 years from now, Woodshank's invention will have considerable impact on financial and maintenance resources.

The tool is now being enthusiastically tested by jet engine technicians at Tinker AFB, Okla., where KC-135R engines are built. Once the tool is approved for Air Force use, it will be patented and approved by the Air Force for worldwide use.

"General Electric technical reps at Tinker think it's a fantastic tool," said Foster.

Foster isn't a bit surprised at Woodshank's innovation. He's worked with Woodshank for 20 years. "He's smart and has a knack for identifying problems and coming up with solutions."

Woodshank has been compensated for his invention with a \$2,500 cash award through a local awards program, although that was never his intention. He is expected to receive additional awards from the Air Force suggestion program when the tool is formally accepted.

WOODSHANK'S INVENTION

- The tool is easier to install, adjust and remove.
- Reduced trim run from two days to two hours, making the aircraft available sooner for flight.
- Cut aircraft fuel consumption in engine runs from 30,000 pounds per trim run to 9,500 pounds.
- Cut number of engine starts from 16 to four, for a four-engine trim adjustment.
- Prolongs the life of the aircraft engine and other parts by reducing the number of engine starts.
- Boosts safety by reducing the chance of injuries from opening the engine cover.

PANAMA

The Theater Equipment and Maintenance Site keeps humanitarian efforts going

A 'TEAMS' EFFORT

By Sgt. Carla L. I. Pratt
Minnesota Army National Guard

While Alabama National Guard soldiers are conducting valuable training in Panama, they are also saving the government a considerable amount of money.

The soldiers are working at the Theater Equipment and Maintenance Site or "TEAMS," which supports U.S. military medical and engineering operations throughout Central and South America.

The facility provides prepositioned repair parts, fuel and heavy equipment to National Guard and Reserve units on exercises throughout U.S. Southern Command.

"By TEAMS being here for these exercises means we don't have to bring equipment all the way from the United States. It's already here," said Lt. Col. George E. Bush, engineering operations and plans officer for U.S. Southern Command. "It's saving millions of dollars, especially sealift costs, by having the equipment here."

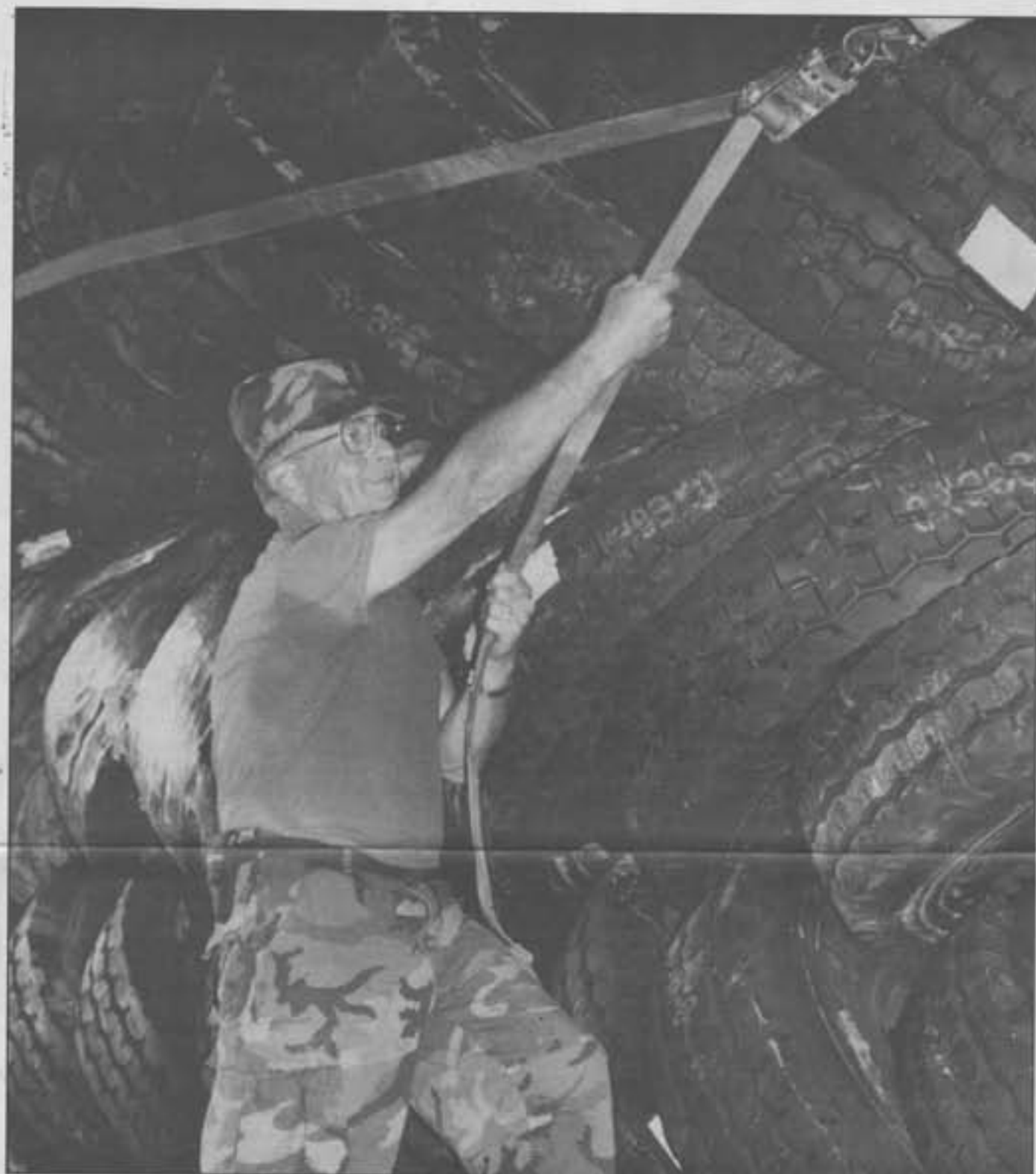
TEAMS also provides medical supplies for National Guard units.

Southern Command is a regional, unified command comprised of 6,000 U.S. Army, Navy, Marine, Air Force and Coast Guard personnel. It oversees U.S. military operations from the northern border of Guatemala to the southern tip of Chile.

One of the operations TEAMS supports, Operation Safe Haven, is currently providing temporary, six-month humanitarian support and a safe haven for up to 10,000 Cubans in Panama.

"The biggest thing is that we provide a support base for all the activities in the area and can support different kinds of missions," said Lt. Col. Daniel W. Costner, commander of TEAMS. Costner, of Chandler, Okla., is a full-time citizen-soldier from the Oklahoma Army National Guard.

"In addition," Costner added, "our other mission is to provide National Guard soldiers overseas-deployment training in the region. There are approximately 32



TIRING WORK - Alabama Army Guard's SFC Thomas McWhorter (above) pulls on a strap to keep a mountain of tires in place. Arkansas Army Guard's Spc. Julie Lemonds (left) puts away some tools at the TEAMS at Fort Kobbe, Panama.

Photos by Sgt. Carla L. I. Pratt

"They (the National Guard rotational soldiers) form a resource pool for the engineering exercises," said Col. Clyde A. Vaughn, deputy chief of staff for Reserve Affairs for the National Guard, U.S. Army South, and the special assistant to Southern Command for National Guard affairs.

"Their mission is to maintain existing equipment here in the theater. They are a key part of the SOUTHCOM nation-assistance program."

While training in Panama, Alabama citizen-soldiers worked in the three TEAMS sections: the Supply Support Activity, the Property Book Office and the Maintenance Shop.

Alabama Army National Guard Chief Warrant Officer Henry Thomas, who headed a recent rotation, said training in Panama is very beneficial.

"Usually we go to Camp Shelby, (Miss.)

rotations per year."

Costner said the citizen-soldiers come from all over the United States.

"Most of them come from the 167th Corps Support Command in Alabama, but we have rotations from many states,

including Wisconsin, Kansas, Illinois, all over," added Costner.

Many National Guard engineer units deploy to SOUTHCOM to assist in road building, school building and other humanitarian missions.



STACKED - Alabama's Sgt. Phillip Washington piles up tent poles.

and they always put us out in the woods where we participate in field exercises plus try to do the maintenance, and it's hard to do," said Thomas, a member of the 715th Maintenance Company. "But here we come in and work five days a week actually doing the maintenance."

"We repair the National Guard equipment that is stationed here," Thomas added. "When units get through using it and bring it in, it's inspected and repair parts are ordered. Then we come in and repair it and get it ready for the next issue."

Thomas's unit and many other Alabama units bring a wealth of experience to their Panama deployment, as many were previously deployed for Operation Desert Storm.

"There was a variety of things that we ended up doing while we were in Saudi," Thomas said. "And we used civilian-acquired skills to get the job done."

"That's one thing that helps the Guard, because there's so many civilian skills incorporated with the Guard."

SFC Elmer Theede, noncommissioned officer in charge of the Supply Support Activity and Virginia Army National Guardmember, said citizen-soldiers are making a difference.

"The missions here are real-world: building schools, roads, medical facilities," he noted. "The training they receive here is the best in the world. They can't get this type of training back in their armory."

Costner sees another benefit of training in South and Central America.

"The soldiers have a sense of mission accomplishment," Costner said. "They see a piece of equipment go to support somebody in South America or Costa Rica, and when they get home and see something on CNN supporting the Cuban Safe Haven operation, they know that they've played a part of that, so they have great pride in what they do."



JUMPER - 1st Lt. David Mann, a member of the 3rd Special Operations Support Command, tells soldiers flying aboard a Tennessee Air Guard plane that there is one minute to go before reaching the drop zone.

CORONET OAK

Air Guard C-130
fliers deliver supplies and training

By Sgt. Edwin Holt
Minnesota National Guard

Flying missions over the jungles and mountains of Central and South America is a job airmen with the Tennessee Air National Guard provide in support of Operation Coronet Oak on a year-round basis.

According to Col. Rich Harris, commander for the 105th Airlift Squadron, because the 118th Tactical Airlift Wing is among the largest in the U.S., the Wing performed 18 rotations to Howard AFB, Panama. Harris is a resident of Brentwood, Tenn.

"Operation Coronet Oak is the newest name for U.S. Southern Command's operation here," Harris said.

According to Harris, Coronet Oak is an ongoing overseas training mission for Air National Guard and Air Force Reserve units with C-130 transport aircraft.

The transport crews provide airlift support throughout Southern Command for military and various U.S. embassies located throughout Central and South America. Units bring aircraft, pilots and support personnel while operating from Howard.

Previously, the operation had been known by two other names: "Phoenix Oak" and "Volant Oak." Southern Command is responsible for all U.S. military activities in Central and South America. It is a joint command comprised of 6,000 U.S. Army, Navy, Marine, Air Force and Coast Guard personnel.

"Right now we have approximately 100 people here," Harris said. "The squadrons come down for two weeks at a time and overlap a week each time."

"This allows the experienced group to train in the new group so they can fully take over responsibilities when

the first group's deployment is over," he added.

"Over the years our group has been involved with disaster relief in times of hurricanes, torrential rains and other natural disasters," Harris said. Once the squadron ferried food supplies from Panama City to the town of David in western Panama.

"We maintain an alert crew which can respond and be in the air in three hours," Harris said. That way, the crews can respond to search and rescue missions and medical evacuations.

"This is a significant operation and has a long history. We are running missions every day of the week."

One user of Air Guard and Air Force Reserve resources as part of Coronet Oak is 3rd Special Operations Support Command. The command depends upon aircraft and crews from the Air Guard and Air Force Reserve to transport troops to drop sites so soldiers can conduct airborne operations.

According to 1st Lt. David Mann of Mount Sterling, Ky., the unit's special-operation plans officer, the quality of professionalism provided by the Air Guard and Air Force Reserve meets the highest military standards.

"There are many times we go for a jump and there is no way to distinguish Guard or Reserve people from full-time military personnel," Mann said.

"It's only when we see markings on the plane or talk with the troops that we discover they don't do this full time. Believe me, it's very important to us that we have the highest level of professionalism when we use air support for our missions."

Harris said some of the missions of Coronet Oak support Operation Safe Haven, which is another mission being performed by troops with Southern Command.

Operation Safe Haven is designed to provide temporary humanitarian support and safe haven to Cubans transported from Guantanamo Bay, Cuba, to Panama. Four community camps are capable of providing reasonable quality of life for up to 10,000 people.

"We want to support SOUTHCOM any way we can. The missions keep us pretty busy," Harris said.

Along with deployment to Panama, the 118th Airlift Wing has been involved with missions to Bosnia and Somalia over the last several years.

"Fortunately, we have some very good people who are willing to fly anywhere in the world to ferry in needed supplies," Harris said.

ENVIRONMENT

Waste need not apply

By Frank J. Adinolfi Jr.
Massachusetts National Guard

Careful - Hazardous waste.

Not one drop fell onto the concrete floor. The telephone rang. Set aside, the container remained unattended in the maintenance area.

The airman had just committed a major environmental violation resulting in a state Notice of Noncompliance for his unit.

"An every day distraction. That's usually how it happens," said Massachusetts Air Guard's MSgt. Gerry Flaherty, NCOIC of the 102nd Fighter Wing's Bioenvironmental Engineering Services Office at Otis Air National Guard Base. Citing the hypothetical but representative example above, he said, "the bucket of antifreeze was left unattended, unlabeled and uncovered. That's a violation of the law, and that's what we've stopped."

Antifreeze? Common antifreeze drained from a standard Air Force pickup truck is hazardous waste?

"Once something is no longer used for its intended purpose, it's waste," said Flaherty. The chemical composition of antifreeze makes it hazardous according to state and federal laws. There are numerous other chemicals used every day that could fit the same description.

Flaherty, a resident of Sagamore Beach, Mass., is an expert in hazardous materials management. He recently received the Air National Guard's Environmental award for individual excellence in environmental compliance.

One of the reasons he received the award was his modification of an Air Force checklist for environmental compliance specifically for his Air National Guard unit at Otis, located in Cape Cod, Mass. By updating the inspection program, he made many more people aware that particular containers must, by law, be labeled as hazardous waste.

Individual excellence, such as Flaherty's, contributed to a second award to the 102nd Fighter Wing as a whole for having the best environmental compliance program in the Air National Guard. Among other criteria, the determination was based upon an evaluation of inspection results at the unit by various environmental regulatory agencies and the

Air National Guard's Environmental Compliance Assessment and Management Program.

Flaherty was also recognized for outstanding efforts in the establishment of a hazardous materials pharmacy at Otis.

"There are literally thousands of containers and items out there," Flaherty said, citing motor oil, paint, turpentine, paint thinner, kerosene, copy machine toner and batteries.

Flaherty is credited with taking the lead on instituting a single facility at Otis that will keep track of all hazardous materials on base rather than the current system with several small facilities.

"The concept of a hazardous materials 'pharmacy' is amazingly simple," said Flaherty. "The aim is to have a real time inventory, to bring in chemicals only as fast as they are needed."

While this is difficult to accomplish, the pharmacy concept will create a single point of issue on the base, allowing for greater control and accountability of the materials than is currently available.

Forming a hazardous materials pharmacy at the 102nd could have far reaching implications for the 23,000-acre Massachusetts Military Reservation, of which Otis ANGB occupies 3,500 acres.

"Our first priority is to design the pharmacy to satisfy the needs of the wing," said Col. Donald Quenneville, 102nd commander. "But the potential is there to expand its use to the entire MMR."

Controlling the number of chemicals on base is an important element in reducing the total list of chemicals used at Otis.

"Twenty-five percent of a sample shop's chemicals were there only because, I was told, 'they've always been here'," said Flaherty. While his review eliminated the unnecessary chemicals, the process to decide if each chemical is actually needed on a daily basis is very time consuming.

The results are worth it, however. "It's amazing what you can get rid of," said Flaherty.

He gave an example of an industrial shop he inspected that had a five-foot-high, three-foot-wide cabinet full of cans of different chemicals. He asked the shop personnel to determine which chemicals they really needed.

"Six months later, I did a recheck. When I opened the door, there were only about six cans left in the entire cabinet," he said.

The base's water supply also benefited from Flaherty's initiative.

"Our water system was one of (only) three out of 19 Cape Cod systems that passed lead and copper tests in 1992," Flaherty reported. "Anyone drinking water with copper or lead in it can be



WATER PROTECTION
Gerry Flaherty (left) checks a water sample from Otis only well to test for lead and (bottom) checks a sample at a base stock room. Improper labeling and storage of hazardous chemicals and everyday automotive fluids (below), violates federal



affected negatively, he added.

Dr. (Col.) Richard Adams, a pediatrician in Falmouth, Mass., and the 102nd's Medical Squadron commander, said lead poisoning in children can stunt mental development. In adults, lead poisoning can affect muscle coordination and create lethargy.

"We recognized and were concerned with lead and copper many years ago," said Flaherty. "In 1987, we began a program to treat the water." On Flaherty's recommendation, a civilian contractor was hired to test the water and develop a

plan to neutralize the acid. The contractor's plan called for adding lime to the drinking water. "By doing that, we were five years ahead of the state law that directed such actions in 1992," he added.

Flaherty has a few tips for safe water use regardless of where one lives.

"Never drink or use hot water for cooking that comes from the tap," said Flaherty. Heat speeds up chemical reactions and can cause more lead and copper to be leached into the water. "Only use cold water for consumption," he said.

ON - MSgt. () collects a Otis ANGB's pollutants; containers n. Improper storage of cals, even anti-freeze federal law.



Photos by SSgt. Paula Levesque

Hot water, even that containing lead or copper, is not a skin hazard, he added.

In a wider perspective, Flaherty's individual award and the wing's award are significant.

"The two awards demonstrate the results of the effort and concern we have to ensure that today's operations at Otis Air National Guard Base will not continue the legacy of the past, but promote a clean environmental future for Cape Cod," said Quenneville.

New York's Lt. Col. Dennis Zicha, and friends, are finding ways to protect our planet

Guarding the ENVIRONMENT

By SrA. Trish Heikkila
New York National Guard

As the environmental manager of one of the largest Air National Guard bases in the country, the 105th Airlift Group's Lt. Col. Dennis Zicha says Guard units should not only be meeting National Guard Bureau environmental goals, but exceeding them.

"I don't see any reason why any Guard base can't," he said. "These are not unrealistic goals."

Zicha, the Stewart Air Guard Base environmental manager since 1990, received NGB environmental recognition last summer by winning the Pollution Prevention Award for Individual Excellence, as well as attention for having the Air Guard's best pollution prevention program.

Zicha joined the 105th's Newburgh, N.Y.-based Civil Engineering Squadron in 1983 as the unit was about to embark on the Guard's only C-5 airlift mission.

He said if he spent 10 percent of his time on environmental matters then, it was a lot.

By 1990, things changed.

Zicha explained that from 1938 to 1969, there were only three federal environmental laws on the books. As environmental concern and awareness grew, so did the number of laws. From 1969 to 1980, Congress passed 16 comprehensive environmental acts. One, the Federal Facilities Compliance Act, mandated compliance and revoked immunity for federal facilities, such as military bases and training areas.

This proliferation of tougher laws, combined with new concern over the environment, caused NGB to take a closer look at its Guard bases.

"Knowing the potential for fines and violations brought about by the new laws, they took a proactive stance and decided to create an environmental office," said Zicha.

Today, Zicha's days are spent monitoring everything from air emissions to zinc chromates. He manages hazardous materials storage and handling, noise, solid

waste, hazardous waste disposal, fuel storage, and storm and industrial waste water discharge. Violations of the laws governing the management of any of these areas can cost a base as much as \$25,000 a day, per violation.

To help ensure that Guard units meet and improve their environmental compliance, the Bureau is targeting five media for waste minimization. They are: hazardous waste, ozone depleting chemicals, industrial toxics, municipal solid waste and volatile organic compounds. NGB has directed a 50 percent reduction in the use of these items by 1999.

Zicha said the 105th is far ahead of schedule. Zicha and TSgt. Jan Brown — the 105th's bioenvironmental engineering technician — have a lot to manage: 13 C-5As, a 273-acre base and more than 2,000 military and civilian employees. Both agree the age of the base makes their jobs somewhat easier.

"We are unique because our facilities are brand new and fitted with state-of-the-art environmental protection equipment. We also don't have a history of waste because we haven't been here very long," said Zicha.

But it's not the most critical element, Zicha says.

"The important thing is that people care," said Zicha. "If you allow people to question guidance contained in antiquated



Photo by SrA. Trish Heikkila

ENVIRONMENTAL GUARDIAN - New York's Lt. Col. Dennis Zicha, the 105th Airlift Group's environmental manager, has been recognized by the Air Guard and the National Guard Bureau.

technical orders, they will come up with alternative ways of doing things. We've done it here with a lot of success."

"Take our supply section, for example," Zicha added. "Supply systems, aside from outdated technical orders, have got to be the largest thorns in the side of any Guard base."

According to MSgt. Luis Olivarez, 105th supply supervisor, large amounts of materials accumulated because shops could not use their supply before their expiration dates. The accumulating material, if not correctly disposed, could become hazardous. To comply with the law and prevent potential environmental degradation, a contractor would have to be hired to dispose of the material.

But 105th supply personnel came up with a solution to the expensive problem of unused material. They give it away.

Through the "Free Issue Program,"

implemented in April, the supply office now advertises the free material on the base's computer network, and also offers it to outside organizations such as local fire departments, schools, and organizations like the Civil Air Patrol.

The program is better, Olivarez says, because money is saved and "the material doesn't end up in a dump. It is reused into the system which, in the long run, helps our environment."

While this system works, both Olivarez and Zicha said they would like to someday establish the "pharmacy concept" that is currently being tested at some Air Force bases.

With this concept in place, a supply office, like a drug store, would centrally purchase and manage items, thereby cutting the amounts ordered by individual shops.

Another success at the 105th has been the Resource Recovery and Recycling Program which started in 1991 with bond and computer paper. It worked so well that metals were added in 1992. Copper, steel, aluminum and brass are now recycled. The unit is reimbursed for these items and puts the extra cash into their morale and welfare fund.

"In 1992 the largest bulk item was cardboard," Zicha reported. "We got some money from NGB to purchase a baler to compress it and it has made a tremendous difference."

"In January, we started recycling other things such as newspapers, glass, plastic, phone books and magazines," he added. "We do not get reimbursed for these items, but we recycle them anyway, because it's not going into a landfill. That protects our environment for future generations."

The base recycling guru, CMSgt. Pete Johnson,

Aerial Port Squadron superintendent, has developed a reputation for his forays into the unit's garbage. He actively checks the dumpsters to make sure unit members are not throwing away recyclable items such as soda cans.

He said he takes it seriously for reasons that go beyond U.S. Environmental Protection Agency compliance regulations.

"It's for my kids," Johnson said. "If we don't recycle, they're not going to have a place to play ball or have a beautiful country to live in."

"I'm not changing the world, just a small part of it," he added.

Everyone doing their small part contributes to the environmental program's success, said Zicha.

"Everyone out there must understand that compliance with environmental regulations is part of the way we do business today," he said.



SPORTS

- NG Marathoners
- Dedicated Dad
- Ultra Runner

SPORTS SHORTS



Top Guard Marathoner Sgt. Ray Workman.

GUARDMEMBERS
GO THE DISTANCE

Members of the National Guard Marathon Team faced an unrelenting rainstorm to finish the recent 19th annual Marine Corps Marathon in Washington, D.C.

Sgt. Ray Workman of the Utah Army National Guard took second place overall in the master's competition, which pitted him against runners aged 40 years and older. He was also the top National Guard finisher, completing the marathon in 2:34:01. Fellow master runner, Sgt. Mike Zeigle of Wisconsin, turned in the second fastest Guard time at 2:41:41.

In the open category, Sgt. Timothy Vandervlugt of the Oregon Army National Guard was the top Guard runner with a time of 2 hours, 44 minutes and 5 seconds. 1st Lt. Andrew Hyde (2:49:39) and Spc. Peter Pritchett (2:50:21) finished second and third.

Utah Army Guardmember SSgt. Deanne Trauba finished first on the women's team with a time of 3:32:06. She was followed by Florida's Kelly Wild (3:33:37) and Oregon's MSgt. Cindie Grunt (3:52:33).

Massachusetts's Lt. Col. Dick Hoyt and palsy-stricken son Rick go the distance together

PUSHING
the limits

By 2nd Lt. Kevin McAndrews
Nebraska National Guard

When Lt. Col. Dick Hoyt steps up to the starting line of a marathon, you can rest assured he'll be pushing it all the way to the finish.

In fact, Hoyt and his son, Rick, are world famous for their "pushing" ability. Rick, who has cerebral palsy, accompanies his father in every race in a wheelchair specially designed for long-distance racing.

Hoyt, a member of the Massachusetts Air National Guard and National Guard Marathon Team, said he and Rick got hooked on running in the late 1970s. Despite being an overweight, out-of-shape ex-smoker at the time, Hoyt pushed his son throughout the race without finishing last.

"I never knew there were so many muscles in your body that could ache," Hoyt recalled. "I could hardly walk."

Later that night, his son, unable to speak or use his arms or legs, wrote a message to his father with the aid of a computer. "Dad," the note read, "when I'm running, it feels like I'm not even handicapped."

"That's what really got us going," Hoyt said.

They've been going ever since. The two now compete nearly every weekend. Some of their accomplishments include a 3,700-mile running and biking trek across the U.S. and five Ironman triathlons in Hawaii.

Hoyt, 54, and his family live in Holland, Mass., where he serves as the executive support staff officer for the 104th Fighter Group in nearby Westfield. He will soon retire from the Guard after nearly three decades.

Rick, 32, lives alone with the help of personal care assistants in Boston, about



Photo courtesy the Nebraska National Guard

ON THE RUN - Lt. Col. Dick Hoyt and son Rick struggle through the rain at the Marine Corps Marathon.

50 miles from Holland.

Hoyt said his last run with the National Guard Marathon Team at the Marine Corps Marathon in Washington, D.C., on Oct. 23, held special significance for him.

While constant rain during the race kept his son and him from completing their goal of running personal-best times, they still finished the race in just over three hours.

Toting an ear-to-ear grin, Rick's eyes lit up when his father parked the wheelchair and came around to see how he'd held up against the rain.

"He gets to see things the average person never experiences."

"You're probably drier than anybody out here," Hoyt joked with his son, wrapped in rain gear from head to toe.

So overwhelming has the Hoyts' publicity been that the organizers of the Ironman recently turned down their entry out of fear that they were taking the limelight away from the professional racers. It's a decision that exasperates Hoyt.

"We're not taking all the prize money or anything. The pros are doing that," he said. "If you talk to the

pros, they'll tell you that they want us there."

Overwhelming popularity wasn't always a problem for the Hoyts. When they first started racing they were treated like outcasts by organizers and participants alike.

"Everybody thought maybe they would catch something from Rick," Hoyt said. "They didn't understand his problem, and because he couldn't talk, they would yell at him. But it's not their fault. It's just that

they weren't educated about his disease.

"That's what we're doing. We're educating the public," he added. "All those people out there are starting to understand a little bit more about the disease now. Rick didn't ask to be handicapped, it was something that happened to him at birth. He's just a person like you and I."

In reality, Rick's life is better than a majority of the population, according to his father and teammate Sgt. Ray Workman, a member of the Utah Guard.

"Most people would think someone like his son would be at home stuck in the house," Workman said. "He gets to see things the average person never experiences."

Not to mention traveling around the world and meeting the planet's top marathon and triathletes. The two even met with Ronald Reagan at the former President's request.

"We were doing the Ironman and he called and left a message on our answering machine back home," Hoyt said.

According to Hoyt, Reagan said he and his wife saw the Ironman on television and continued to watch to see if the pair would finish. Reagan added that he wanted to meet the Hoyts.

Later, when Hoyt was speaking at a cerebral palsy conference in California, he decided to call on the former President. He and Rick went to Reagan's office, where they found him being interviewed by *Parade* magazine. When he learned that the Hoyts were there to see him, Reagan excused the journalists and asked them right in.

■ See HOYTS, Page 11

Blazing trails

By Capt. Mike Allegre
Oregon National Guard

MSgt. Cindie Grunt is a trailblazer. The Oregon Air National Guard member was the first full-time female jet-engine mechanic at Portland Air Base. She was also the first Oregon Guard woman selected to the National Guard Marathon Team.

Last summer, the Welches, Ore., resident did some trailblazing outside the National Guard.

At age 44, she became the first woman anywhere to complete seven 100-mile trail races, known as "Ultra marathons," in one year. Grunt is now recognized as one of the nation's top 20 female ultra marathoners.

Why the ultra marathon?

"I guess it's because I can, and it's a challenge," she says.

The 142nd Fighter Group member began her long-distance running career in 1984 after hearing about the National Guard Marathon Team. She qualified for the team that year and has been a team member for 10 of the last 11 seasons.

She ran her first 100-mile race in Vermont in 1989 and immediately found her niche.

Ultra marathons are not normally run on flat, open roads like most distance races. A typical course winds through forests and mountains on often-rugged hiking trails. Some routes even force runners to high elevations or along steep cliffs. The tougher courses take even top competitors more than 24 hours to complete.

Held in primarily remote, sparsely populated areas, races are also very quiet affairs. For long stretches of time the only noises the Air Guard jet-engine mechanic hears are the rhythmic sounds of her controlled breathing and thumping of shoes hitting the trail. At night, her flashlight and the moon are her sole sources of illumination.

"You've definitely got to be aware of where you are and watch your step," she said. "I've taken a few spills and have run through many different kinds of pain."

"I'm not a clock watcher, so I tend to be fairly steady," she added. "After the first 50 miles, the rest seems less difficult knowing I have passed the halfway point."

The grueling races and lifestyle-altering training requirements are why most ultra marathoners have short careers at the elite level and run only a handful of events a year. A recent issue of *Ultra Runner*, the sport's official

magazine, stated that the average ultra marathoner competes for only six to 12 years.

"It takes about four to six weeks to fully recover from one ultra marathon," said CMSgt. R. Bryon Frenyea, who works in the National Guard Bureau's Counter Drug Demand Reduction Program and often runs with Grunt. "You burn over 10,000 calories. You're physically drained for many days afterward."

"Most top male ultra marathoners only compete in three or four events a year. The previous female record was five. Cindie ran her last three races within four weeks. That makes her feat even more spectacular."



Grunt's seven races in 1994 took her to Arkansas, California (two races), Colorado, Utah, Vermont and Virginia. Her best time: 22 hours, 27 minutes was in July in Vermont. Her longest race lasted nearly 30 hours.

In addition to the physical toll of training more than 100 miles a week, ultra marathoning is also a costly hobby. With races scattered across the country, Grunt usually has to pay for airfare, lodging and food at each competition in addition to entry fees that can run up to \$200 per event.

Not surprisingly, she also goes through several pairs of expensive running shoes a year. Here, however, she gets some help. Cindie is shoe-wear tester for Nike, the Portland-based athletic footwear colossus. As such, she receives free some of Nike's prototype long-distance running shoes for her expert evaluation.

"I wear their shoes for a couple of races, mail them back with an evaluation that tells the engineers how I liked them and if they were comfortable or not," she said.

With her historic 1994 season now behind her, Grunt has her sights on some equally challenging 1995 goals. One is the completion of the annual Hood-to-Coast Run, which is held in August from Mt. Hood, Oregon, to the Pacific coast.

Most competitors in the 191-mile event are part of relay teams. She is the first woman to be allowed to compete solo.

Confident, Grunt said her advantage is that the race is run on smooth roadways where it will be easier to maintain a steady pace.

"You only have 38 hours to finish the race," she said. "There are some who think I will not be able to accomplish this feat. They don't know me very well. I can do most anything once I put my mind to it."

The Oregonian plans to continue competing well into the next century. In addition to rewriting the ultra marathon standards for her age group, she plans an assault on the 50-59 age group record book when she reaches that level of maturity.

In the short term, Grunt is scheduled to complete next month in a unique race in Alaska.

The Iditarod is a 75-mile test of grit and stamina in the snow, bitter cold and darkness of northernmost Alaska. Competitors pull a small sled containing food, clothing and other provisions along a portion of the world-famous Iditarod dog-sled race trail.

With temperatures that can plummet to 40 below zero, it's a race for only the toughest of elite ultra marathoners. For Cindie Grunt, it's just another trail to blaze.

LOOOONG DISTANCE RUNNER - MSgt. Cindie Grunt pounds out the miles in a 100-mile race. She completed seven "Ultra marathons" in 1994.

HOYTS

From Page 10

"He (Reagan) was great," Hoyt said. "He told us about how he was a lifeguard for eight years and how he put this roof on his house all by himself. He started off his story in *Parade* magazine by saying that the Hoyt family was here visiting and mentioned Rick as a role model for all disabled people."

It's easy to see why the former President was impressed with their Ironman performance. It included towing Rick in a boat for 2.4 miles through the choppy Pacific, riding 112 miles on a specially designed bike with Rick sitting over the front wheel, and finally, completing a grueling 26.2-mile marathon in the tropical heat.

According to Rick, competing with his father has brought a special meaning to his life. He has become an inspiration to everyone who knows him.

"People get to see me doing something that they don't usually think a person in a wheelchair would normally do," he said, signing the letters of the alphabet to spell out words to his personal care assistant, Sarah Evoy.

Evoy, who went to college with Rick at Boston University, said she admires his tenacity. Rick was the first non-speaking, paraplegic to ever attend the university, let alone graduate. That makes him a powerful role model, she added, especially to the children he teaches.

"It took him eight years to get his bachelor's degree in education," Evoy said. "It takes most people four, but he stuck with it year after year. It took a lot of determination."

Last June, the Hoyts travelled to Japan, where fellow triathletes had been trying to get them to come for more than two years.

"The Japanese government kept turning us down," Hoyt said, explaining that in Japan, disabled people are "closeted." "You don't see many of them over there," he said. "There are no ramps or exits on the sidewalk."

When the pair finally received permission from the Japanese, the government said their trip would be "revolutionary," Hoyt said.

"Can you imagine that in the 20th Century?" he asked.

The trip turned out to be very successful. A television crew from one Japan's largest networks followed them around for an entire week.

"They were taking video of me shaving Rick and feeding him. Everything that we

did was on television over there, so I think that we really helped out," he said. "As a matter of fact, they want us to go back so that they can do a documentary on us."

Although he will miss running with the Guard Team, Hoyt plans to keep competing. In fact, he said his retirement will allow the pair to do even more travelling.

The Hoyts also have a movie contract with Walt Disney and a book in the making about their lives—on and off the road.

As for their teammates, the Hoyts will be missed.

"I was pretty choked up when I saw them," said Sgt. Tim Vandervlugt, a marathoner with the Oregon National Guard, who passed the pair at the nine-mile marker of the Marine Corps Marathon.

"It was just a feeling like maybe there is more in life than just the normal everyday thing."

NEWS

MAKERS

Compiled by Lt. Col. Fred S. Lydick
National Guard Bureau

Members of the 211th Engineering Installation Squadron, Pennsylvania Air National Guard recently took part in a joint-forces project to illuminate the "All-Army Athletic Fields" at Fort Indiantown Gap. The Pennsylvania Air Guard was responsible for all phases of the project to complete installation of a lighting system at the facility. The 211th, with the support of the 201st Civil Engineering Flight, accomplished site surveys, bills of materials, excavation, and extensive installation of lighting hardware. The Pennsylvania Guard units were recognized for their support of the project with plaques from the U.S. Army Community and Family Support Center.

Elaine Bialas of Rapid City has been named the South Dakota National Guard's technician of the year for 1994. Bialas has been a federal civil service worker for over 20 years and has worked for the South Dakota National Guard for three years. She received a \$2,600 cash award along with the honor of selection.

The 107th Air Refueling Group has become the largest single contributor of blood in the New York-Pennsylvania region for calendar year 1994. The unit conducted two blood drives in 1994, collecting more good units of blood than any single organization in the region. The American Red Cross also recognized the unit for its 11 years of support to the blood drives and its continued commitment to the American Red Cross and improvement of local communities.

Ohio Army National Guard member Maj. Christine Cook was inducted into the Ohio Women's Hall of Fame for 1994. She was one of 15 women selected from more than 230 nominees. Cook was the first female battalion commander in the Ohio Army National Guard. She also chairs the Governor's Advisory Committee on Women Veterans. During Operation Desert Shield/Storm Cook headed the Family Assistance Program for all military services in Ohio. The award was established in 1978 by the Women's Division of the Ohio Bureau of Employment Services. It is given for outstanding contributions to the growth and progress of the state, nation and world.

The 193rd Special Operations Group, Pennsylvania Air National Guard, has received the 1994 Air National Guard Outstanding Aircraft Maintenance Award. The unit will now compete for the 1994 Daedalian Award.

Angela G. Fox, a civilian pay technician with the USP&FO for North Carolina, has been recognized with an "Outstanding Employee with Disabilities Award" for her contributions to the workforce and service. Ms. Fox was born with spina-bifida and as a result is confined to a wheelchair. In 1991 she was diagnosed with diabetes. According to her supervisors she has nonetheless excelled at all tasks and can do virtually anything required of her, often voluntarily doing much more. The award covered the period September 1992 to June 1994 and is the latest of her several outstanding performance awards.



Ohio Women's Hall of Fame inductee, Maj. Christine Cook.



Angela Fox, Disabled Employee of the Year.



SSgt. Ted Barnhart saved a neighbor.

Sgt. Cyrus Lee reenlists at a cemetery overlooking Omaha Beach.



Maj. Gen. James F. Fretterd, Maryland's Adjutant General, received a third star in the Maryland National Guard by Maryland Gov. William Donald Schaefer during a ceremony in December. The 43-year Guard veteran is the second lieutenant general in the Maryland Guard since World War II.

The New Mexico Air National Guard Social Actions Office has been recognized as the 1993 ANG Outstanding Social Actions Office of the Year. The unit was specifically recognized for its significant contributions to the goals of equal opportunity and treatment, drug and alcohol abuse control, and human relations.

SSgt. Ted N. Barnhart, 271st Combat Communications Squadron, Pennsylvania Air National Guard, has been recommended for the Pennsylvania Cross of Valor for his actions. Barnhart was at home recently when his neighbor's four-year-old son came to the door asking for help. Barnhart instructed his wife to call 911 and rushed to his neighbor's burning mobile home. Once inside, smoke limited visibility and made breathing difficult. "I hollered, heard a voice and moved toward it," Barnhart said. When he found his wheelchair-bound neighbor she was entangled in the phone cord. With flames approaching, he ripped the cord out of the wall, picked her up--wheelchair and all--and rushed her to safety. Seconds after they got out, the trailer was engulfed in flames.

Sgt. Cyrus A. Lee, a veteran of 13 years of active and reserve duty in the U.S. Army and a member of the Montana Army National Guard's 163rd Cavalry, reenlisted for another six years on June 6, 1994, the 50th anniversary of D-Day, in Normandy, France. Lee's ceremony took place at the U.S. military cemetery overlooking Omaha Beach amid the many ceremonies honoring the veterans that landed there exactly five decades earlier. Lee was a Defense Department school teacher at the time and has since resigned and returned to Montana.

SrA. Greg Matthews, a member of the Idaho National Guard's 124th Maintenance Squadron, 124th Fighter Group, was presented the Idaho Cross, his state's highest honor, for his quick action that saved a fellow employee's life. Matthews and other workers at his civilian job found a co-worker unconscious on the factory floor. Matthews began CPR with the assistance of another worker until paramedics arrived. The individual was rushed to the hospital for corrective heart surgery and made a full recovery.

The Delaware Army National Guard has received a 1993 Governor's Environmental Achievement Award for its efforts to reduce hazardous waste. The Delaware Guard reduced hazardous waste generation by more than 50 percent between 1989 and 1993, well in advance of the DoD deadline of 1995. To meet its goal, Delaware made a variety of operational changes, including added recycling, updating painting techniques, and the use of less-polluting raw materials, as well as housekeeping, maintenance and training improvements.

Rescue from above

California Chinook crew
saves snowed-in lawyer

By Lt. Col. Bruce Roy
California National Guard

I don't think I've ever heard such a beautiful noise as the sound of those CH-47 rotors overhead."

Such were the grateful remarks of Alan Austin, a Bay Area attorney whose life was saved Dec. 5, after spending two terrifying days and nights waiting for rescuers on a deserted, subfreezing mountain at the Squaw Valley Ski Resort.

Taking one last run alone on an advanced slope called KT-22 on Dec. 3, Austin said he'd meet his family at the base of the mountain at the end of what promised to be a perfect day at the popular winter vacation site.

But treacherously fickle weather put Austin in a blinding "white out" condition near the summit where he became disoriented and stranded in a blizzard and surrounded by dangerously steep terrain.

A "white out" is a situation where a cloud of falling snow has obscured all visual references, including depth perception. Seemingly suspended in a glob of fog, it is even difficult to distinguish flat ground, let alone a steep drop-off, because it blends seamlessly with the sky and the snow. The situation is similar to being in total darkness.

Local search and rescue teams combed

the area exhaustively for two days with no sign of the missing skier. On Monday, the California Office of Emergency Services called the National Guard to transport additional ground search teams from the Marine Corps Mountain Warfare Training Center, near Bridgeport on the eastern face of the Sierra.

Activating the Guard response to this emergency, CWO2 Randy Weatherhead, operations officer, state aviation directorate, cautioned, "The weather is iffy. We're not sure they'll be able to make it over the hill to pick up the Marines, or to then be able to go on to Squaw Valley."

But the clouds over the nearly 10,000-foot Sonora Pass cleared to allow the CH-47 crew from Company G, 140th Aviation, to pick up 30 Marine mountain rescue specialists who could help find Austin before the elements sealed his fate.

The persistent snowfall subsided enough to permit the Chinook to land at Squaw Valley and drop off the Marines, at which time the local authorities asked the Guard to upgrade the mission to a helicopter SAR (search and rescue).

Twenty-three minutes after taking off from the former 1960 Winter Olympic site, with less than two hours of daylight left, the Chinook crew sighted Austin frantically waving outside a snow cave he had hollowed out to shelter himself.

As the visibility momentarily improved, the massive Army National Guard Chinook landed right next to the relieved survivor, who had been miserably contemplating yet another night in the re-



Photo by SFC Steve Payer

GRATEFUL PASSENGER - Alan Austin (center) thanks members of the California Army Guard.

mote, freezing wilderness.

U.S. Ski Patrol member, Curtis Crooks, of Squaw Valley Ski Resort, said Austin was fortunate.

"When Alan got lost at the top of KT-22 he got turned around 180 degrees from where he thought he was. We were lucky that the nights were not much colder than they were," he observed.

Reunited with his relieved family, having waited in agony for more than two days, Austin's grit and will to survive served him well in what could have been tragic circumstances.

The experienced outdoorsman used common sense by insulating his snow cave with pine boughs, staying put, and keeping awake to regularly wiggle his hands and toes to ward off severe frostbite. Blessed with no less than 28 degrees Fahrenheit through the cold nights, Austin's wisdom was rewarded when the Guard Chinook loomed over him in a snowy maelstrom.

In an unusual treat for the soldiers of the 3rd Battalion, 140th Aviation, Austin

was a welcome visitor at their annual Christmas celebration over the drill weekend on Dec. 11.

Joined by his two daughters, Paige and Blythe, he came to formally thank the soldiers and families of the unit.

Austin recognized that his rescue was not just because of the dedicated efforts of the flight crew, but due to the sacrifices of every man and woman there. He credited every soldier in the Chinook unit for saving his life.

Lt. Col. James Berdan, 3rd Battalion commander, summed up the unit's accomplishments.

"This mission was one of many SARs Company G has flown this year. However, this is the first time the survivor has gone out of his way to personally thank the unit. It meant a lot to the soldiers and their families, and I know they were proud and standing a little taller."

Army Guard takes lead in returning,
repairing excess vehicles from Europe

Business is BOOMING

A curious thing happened in Central Europe when the U.S. Army started reducing troop strength there.

Gradually, tank parks and other vehicle depots, former hubs of activity, began to look like jammed car dealerships during a recession; lots of inventory, no traffic. Furthermore, some of the now 55,000 excess vehicles in Europe were actually falling into disrepair due to a lack of use, a situation unfathomable just a few years ago.

Enter the Army National Guard.

Directed by Secretary of the Army, the Army Guard has the lead in the European Equipment Retrograde Program (RETROEUR). Its mission is to repair 9,000 of the 12,000 vehicles needed by units in the continental United States. The vehicles will be returned and sent through a maintenance program to bring them up to the



Army's prescribed equipment transfer standards. Current estimates are that 75 to 85 percent of these returning vehicles will go to the Reserve Component.

Among the vehicles involved are M1A1 tanks, M2/M3 Bradley fighting vehicles, M113 armored personnel carriers, M548 tracked ammunition carriers, five-ton cargo trucks, M88 tank retrievers, assorted engineer equipment, and a wide variety of communications and electronics equipment.

Under the program, six Guard repair sites have been established across the nation. They are: Santa Fe, N.M. (wheeled vehicles); Fort Riley, Kan. (wheeled track vehicles); Piketon, Ohio (engineer equipment); Camp Shelby, Miss. (wheeled track vehicles); Fort Indiantown Gap, Penn. (wheeled vehicles) and Camp Withycombe, Ore. (communications-electronic equipment).

According to Col. William R. Crocker, the National Guard Bureau's director of logistics, as of Oct. 1, the Army National Guard sites had received and processed 7,143 vehicles. Of these, more than 1,900 have been brought to the designated Army maintenance standard.

BOOMING BUSINESS - More than 1,000 tanks that once belonged to units in Europe fill an Army Guard storage yard at Camp Shelby, Miss.

Crocker said the Army National Guard was assigned the RETROEUR repair mission in February 1993 as a result of a marketing plan approved by the Army Chief of Staff, Gen. Gordon R. Sullivan.

Experience gained in repairing returned equipment from Operation Desert Shield/Desert Storm identified labor economies and efficiencies that enabled the Guard to keep costs to about half of other sources of repair, he added. The Guard repair sites draw on trained Army Guard personnel from combat service support maintenance units and their equipment.

According to Crocker, the Guard's benefit is a real-world mission and excellent training for maintenance, administrative and supply personnel.

RETROEUR, which had a \$30 million budget in FY 1994, also is providing economic benefits to the communities where the repair sites are located. Repair sites currently employ from 52 to 100 people. Of the 400 employees now working under the program, about 70 percent are National Guard members. The remainder are either Reservists or civilian employees.

In addition, each facility makes frequent local purchases. Crocker estimates that roughly 70 percent of the funding provided each site remains in the local economy.

The sites were provided enough work to operate for a minimum of two years. Some of the sites may operate beyond the two years as a result of additional work that may be identified at a later date.



STATES

- Democracy upheld
- Far East training
- Rescue from above

COLORADO

Twenty-eight young men and women recently graduated from Colorado's first Youth Conservation Corps class, with 14 receiving GEDs and 11 returning to school. The pilot program is funded through the National Guard Bureau and operated by the Colorado Department of Military Affairs in cooperation with Youth At Risk and The Break-through Foundation. The six-week program focuses on high school dropouts and unemployed or disadvantaged youths who are headed down the wrong path. Graduates will be assigned a volunteer Guardmember from their community who will serve as their mentor and assist in their progress.

KENTUCKY

Members of the 205th Combat Communications Squadron recently completed a tour in Haiti in support of Operation "Uphold Democracy." They were part of a 14-member Air Guard combat communications detachment that established and operated the Port-Au-Prince command and control center using microwave, telephone and satellite communications. The detachment also included members of the 239th CCS from St. Louis, Mo. and the 264th CCS from Springfield, Ill.

MISSOURI

The 131st Fighter Wing of the Missouri Air National Guard re-

RELIVING HISTORY

A member of the 18th Kansas Volunteer Regiment reenactment group stands watch. The group participated in fund raising for the Medicine Lodge Stockade Museum recently during the Peace Treaty (1867) Celebration in Medicine Lodge, Kan. The outfit was one of the early Kansas National Guard units and includes several current Guardmembers.



Photo by TSgt. Phillip Sill

cently completed a three-day trip from St. Louis to Singapore, covering over 10,000 nautical miles and including 14 mid-air refuelings.

The actual deployment, as part of exercise "Commando Sling," went from July 22 to Aug. 20. About 160 airmen, six unit F-15s, one KC-10 and one C-141 departed on the first leg of the trip that would cover 22 flying hours over a three-day period.

"By far, it was the wing's most ambitious deployment to date and the first overseas deployment since converting to F-15s," said Lt. Col. Mike Brandt, 110th Fighter squadron commander.

LOUISIANA

The Louisiana Air National Guard recently held its 4th Annual Drug Demand Reduction activity by accompanying 42 at-risk children from a New Orleans housing project to the 1994 Naval Air Show in Belle Chase, La.

As in past years, the effort was coordinated with a local youth organization created to help at-risk youths achieve a high school education and a shot at a normal drug-free life.

Fifteen Air Guardmembers and three spouses each escorted 9 to 11-year-olds to the air show and a picnic lunch afterward. The children were allowed to sit in different cockpits and experience a small taste of aviation. "The things these kids are exposed to are bad," Capt. Joseph P. Griffin, project officer, said. "We wanted to introduce them to more wholesome activities."

MONTANA

By Capt. Kareene Ostermiller
Montana National Guard

Montana Army National Guard aviators lent their eyes and aircraft to the Lewis and Clark County Sheriff's Office recently to help rescue a lost two-year-old boy.

CWO2 Curtis Sweet and CWO2 Ken Gets, both of Company B, 189th Aviation, spotted the lost boy, Jeremy Hand, from the air. Jeremy wandered from his mountain-side home near Helena, Mont. The aviators landed their aircraft and rescued the child from the top of the mountain.

Two deputies were called to a residence in the Spokane Hills area, east of Helena, at about 1:30 p.m. on the day Jeremy wandered off. They searched for the child for several minutes before calling local Search and Rescue.

They knew the National Guard had aviators train-

ing in the area so they placed a call to Montana State Headquarters asking for air support. Luckily, the helicopters could be diverted to assist in the search.

Sweet, pilot of one of the Cobras, said the two crews immediately established a search pattern. They spotted Jeremy about 20 minutes into the search. Sweet said the little boy was running toward a tree-line on the opposite side of the mountain.

The pilot said he knew they needed to gain control of the child before he disappeared into the heavily wooded area. Afraid finding the boy would be more difficult if he reached the woods, Sweet turned the controls over to his co-pilot. Gets landed the aircraft freeing the pilot to exit and get hold of Jeremy.

He first took off his helmet to reassure the child, and then held out his hand. He said Jeremy did not trust him at first. Sweet removed a doll's head from the top of his helmet and gave it to the child. The toy had a calming effect.



Photo by Spc. Jerry Brunt

SWEET RESCUE - Montana's CWO2 Curtis Sweet helped locate a lost boy.

Deputies estimated that Jeremy wandered nearly a mile from his home. He was dehydrated from his journey, but otherwise unharmed.



The National Guard in World War II

Guard busy 50 years ago this month

Battle of the Bulge

As January 1945 dawned on a bitter cold, snowy Belgium and Luxembourg, it became painfully clear to Hitler that the Allied forces had just beaten back his last major counteroffensive of World War II, more commonly referred to as the "Battle of the Bulge."

Conducting operations near the city of Bastogne and assigned to the 35th "Santa Fe" Division, the 134th Infantry Regiment played a key role in stopping the German penetration. The 134th had continuously fought off German counterattacks and on Jan. 1, 1945 renewed the attack on German positions in the vicinity of Luttrebois.

Constantly hampered by weather and continuous enemy artillery and mortar fire, the 134th began a vigorous attack to retake Luttrebois that would last several days. Over the course of the renewed attacks, the 134th engaged elements of the 130th Panzer Lehr Division, 1st SS Panzer Division and the 167th Volksgrenadier Division.

The 134th Infantry Regiment was inducted into Federal service Dec. 23, 1940, as a part of the National Guard's 35th Infantry Division. The 134th Infantry Regiment landed at Normandy and fought its way across France. Commanded by Col. Butler B. Miltonberger, the 134th Infantry Regiment had previously distinguished itself in battle. Just months before the 1st Battalion, 134th Infantry Regiment was awarded the Presidential Unit Citation for actions at St. Lo, France.

After St. Lo, the 134th drove toward the German frontier engaging the enemy at Mortain, Nancy, the Gremacey Forest and the Saar before encountering the brunt of the final German counteroffensive in the Ardennes.

The dogfaces of the 134th found themselves fighting for revenge in these early January days. Only days before, K and L Companies of its sister regiment, the 137th Infantry Regiment, had been cruelly decimated by the German 1st SS Panzer Division. The 137th Regiment's soldiers had taken cover from the heavy enemy onslaught in bombed-out buildings. The Germans countered by blowing away the walls and pouring massive fire from flame throwers onto the 137th's now-exposed positions.

More than 200 soldiers perished in the brutal attack and were listed as missing in action and presumed dead. The 134th, in its efforts to retake Luttrebois and to repel the German counterattacks, fought viciously and with the remembrance of these two decimated companies in their hearts.

Many long years of fighting had left the German soldiers hard and unremorseful in their attempt to survive. To the chagrin of the 134th, German soldiers were

Maj. JEFF POPE
NGB Historian



captured wearing American uniforms, firing American weapons and armed with bottles of acid to be thrown in an American GI's face.

Still, the 134th fought with great tenacity. From Jan. 3 to 7, the 35th Division's Artillery fired 41,385 rounds into enemy positions in support of the 134th. The Germans were a formidable foe using weather and terrain to their advantage. Every building hill and natural obstacle was turned into a veritable fortress by the Germans. Finally, after five days of heavy fighting, the 134th secured Luttrebois on Jan. 9.

With another battle won and the Ardennes penetration thwarted, the men of the 134th were given a breather. From late December until mid January the "Santa Fe" Division captured, wounded or killed more than 2,000 enemy soldiers. The 134th alone accounted for 427 prisoners of war. They also captured 1,300 rifles, 263 machine guns, 1,053 grenades, 10 Volkswagens, 16 tanks and 180 horses. The 134th Infantry Regiment suffered 1,449 casualties including 140 killed in action. The 134th received the Presidential Unit Citation, its fourth of the war, for its actions during December 1944 to January 1945.

The 134th Infantry Regiment dates to 1855 when it organized in the Nebraska Territory as the 1st and 2d Regiments of the Nebraska Militia. The regiment fought on the Union side during the Civil War, participated in the Indian Wars, the War with Spain, the Philippine Insurrection, and World War I.

Col. Miltonberger went on to become assistant division commander of the "Santa Fe" Division and later served as the Chief, National Guard Bureau. Today, the 134th Infantry Regiment consists of the 1st and 2nd Battalions, Nebraska Army National Guard.

Operation CLARION

By Gary Gault
NGB Historian

The Texas National Guard's 111th Observation Squadron played a vital role in the Allies first attempt to sway German popular opinion away from continuing the war in early 1945. It was called Operation Clarion.

The 111th was first mobilized on Nov. 25, 1940, when it was assigned to the Eighth Corps area. In the fall of 1942, the unit was shipped to North Africa where it flew anti-submarine warfare, convoy and border patrols with Douglas A-20A aircraft.

Reorganized as a reconnaissance unit on Dec. 8, 1943, the squadron received the F6A, a variant of the North American P-51 Mustang, for a new mission. The aircraft was also armed for combat. From July 1943 until the end of the World War II, the unit flew combat missions in both the Mediterranean and European theaters of operations.

To exploit the exhaustion of German fighting forces following the Battle of the



Bulge, and to bring home to the German populace the futility of continuing the conflict, the Allies launched Operation Clarion on Feb. 22, 1945. The plan called for Allied air forces to deliver a massive blow to German communications that would affect both economic life and the tactical situation.

Operation Clarion sent British and American bombers and fighters to range over most of Germany to attack a variety of transportation targets, such as key traffic intersections, railroad stations, barges, bridges and docks. Most of the objectives were located in small towns that did not feel the sting of war. Allied planners anticipated that damaging hundreds of links in Germany's communications network would depress civilian morale before the Allied land assault.

About 3,000 bombers, fighters and re-

connaissance aircraft were involved in the operation.

The 111th played a vital role and received the Distinguished Unit Citation for extraordinary performance during Feb. 22 and 23, 1945.

Tasked to provide vital reconnaissance information to the 7th U.S. Army, the unit covered the area from the Siegfried Line defenses near Freiberg to Strasbourg, France.

Flying at extremely low altitudes, the unit was able to detect the location of approximately 359 motor transports, 108 trains totaling 2,394 cars, 183 locomotives, 1,759 railcars in marshalling yards and 95 river barges.

It also reported the locations and conditions of bridges, railroad cuts, roads, supply and ammunition dumps, troop concentrations and airfields to air con-

AIRBORNE - A Texas Air Guard F-6A awaits flight.

trollers who passed the information to fighters and bombers for targeting.

The 111th TRS encountered more than 100 enemy aircraft during the two-day operation. Despite being outnumbered, 111th pilots would meet the enemy head on. In one instance two F-6s intercepted 20 BF-109 German fighters preparing to attack a flight of bomb-laden P-47 Thunderbolts on their way to targets. That attack disrupted the enemy formation and allowed the P-47s' mission to continue.

The courageous actions of the 111th pilots also exacted a toll on the enemy air power by destroying 17 aircraft and disabling six others without loss of their own aircraft. Their superior performance significantly added to the punch of Operation Clarion.

Although the operation appeared to be highly effective, the Allied Joint Intelligence Committee concluded that Clarion had not seriously affected Germany's capacity to resist.

Despite these findings, the operation was a signal to the "1000-Year Third Reich" that its days were numbered as the words of the Book of Revelations, chapter 13, indicated by an angel saying, "Woe, woe, woe, to the inhabitants of the earth by reason of the other voices of the trumpet (clarion) of the three angels which are yet to sound!"



TRAINING

Washington Army Guard soldiers take on Yakima

Desert FOXES

By Sgt. Bill Gregersen-Morash
Washington National Guard

It's close to midnight on the firing range. Soldiers of the Washington National Guard's Company A, 1st Battalion, 161st Infantry are still hard at it. They're learning how to shoot straight and quick with their newly acquired Bradley fighting vehicles.

What's at stake on the hot desert ranges of the Yakima Training Center is the survivability of one of the Guard's front line combat units. For a unit slated for possible defense of South Korea, it's a serious business.

The training marked the culmination of 18 months of working with the Bradleys. For three weeks last summer, the unit, along with other companies of the 1-161st, were tested by active duty trainers on their skills as Bradley crewmembers.

The Bradley training is part of a brigade-wide transition into advanced equipment common to active duty units. With its 25mm gun, 7.62mm machine gun and the TOW wire-guided missiles, the Bradley replaces the older and much slower M113 armored personnel carrier in use since the 1960s.

Armored units throughout the Washington Army Guard are going through similar training on the powerful M-1 Abrams tank, which replaces the M-60A3 tank.

Transition into the Bradley is being supervised by a team of active duty soldiers trained to bring Guard units up to a high level of proficiency.

"We get them up and running on the equipment," said SSgt. O'Neil Buldoc, a senior active duty trainer. "We've given the Guard a training plan and shown them how to use it. It'll be up to unit commanders to see it through."

For front line, down-in-the-dirt soldiers, it's been a demanding year and a half. The so-called "weekend warriors" find themselves spending a lot more than one weekend a month and two weeks in



READY, AIM, FIRE - Capt. Eric Stevens (left) explains the rules of engagement. Crewmembers (below) wait their turn on the firing line. The flash of 25-mm cannon fire (bottom) lights up the desert near Yakima, Wash.



Photos by Sgt. Bill Gregersen-Morash

the summer being soldiers. They have been putting in extra weekends and extended active duty.

"We've been hard at this Bradley training for 18 months now," said SSgt. Roderick Lindert. "Once you're up on gunnery, that's one thing. That's the priority for this summer's qualifications. But then after that, you still have tactics. You still have all of the other things that go into making a unit what it ought to be. There's no doubt that we've got a ways to go with this training."

"I was pretty surprised at the level and intensity of the training," said PFC James Meadows, a student at Wenatchee Valley College. "It's been good though. I like it. The Bradley is a real kick to drive. But sometimes it's tough juggling civilian life with the time we need to spend out here in the field."

The 1-161st is part of the state's 81st Infantry Brigade (Mechanized). The bri-

gade rounds out the active Army's 2nd Infantry Division. Where the 2nd ID goes, so likely goes the 81st, a point not lost on A Company troops working hard to meet the active duty standards of combat readiness.

"I don't think a lot of people on the civilian side understand how integrated we are into the regular Army," said SSgt. Shaun Hayes, a Bradley commander and Oroville, Wash., resident. "I keep telling my troops, learn these skills well, don't take it as a game, because it's not."

Similar thoughts were expressed by Sgt. Eric Swanson, a Wenatchee resident who commanded a Bradley in the Persian Gulf War. Now a gunner with A Company, Swanson is concerned about the time available for Guardmembers to learn the skills needed to survive in combat.

"On active duty we trained all the time. Everyday, all day. Out here with the Guard we try to get to the same level of combat

readiness in a very short amount of time. It's a tough problem," said Swanson.

"This is a good group of soldiers, with excellent commanders," added Buldoc. "They've busted their tails learning the equipment in the short time they've spent out here. They can be combat ready with this training, but the Guard has to keep its people to make it work."

The extra weekends and extended summer camps are not likely to end for units like Company A. The downsizing of the active duty forces only increases the responsibility of the National Guard, calling for a bigger commitment from Guardmembers to maintain readiness.

The long days turn into long nights out at the training center. Gunnery practice goes on well into the early morning hours. "We're out here training for combat," said Spec. Brad Northrup, a Bradley driver from Wenatchee. "That's the reality of it."