

The National Guard

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Similar missions, two worlds apart



(Above) Shi'ite refugees carry their belongings and file toward a Delaware Air National Guard C-130 in Safwan, Iraq. (Below) A New York Air National Guard LC-130, equipped with skis, delivers supplies and picks up passengers on Greenland's Polar Ice Cap.



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NGB Chief "gets down" with troops

by Master Sgt. Frank Jordan
Maine Army National Guard

CAMP FREEDOM, Kuwait - Lt. Gen. Conaway walks into a group of National Guardsmen. Upon seeing the three stars, the soldiers bolt to attention.

I can hear the soft whispers, "who's that?" Someone answers back, "It's the brass." Cigarettes are quickly butted into the sand.

"At ease," Gen. Conaway replies, as he reads their name tags. He thanks them personally, by name, for the great job they have done as members of the National Guard. Soldiers warm up to him instantly as they tell him with pride what state they are from, ranging from Rhode Island to Texas.

For the last two days I have been

As I talked with him, there was no question that he had the ability to make tough decisions for the coming years.

with the Chief of the National Guard Bureau and a few members of his staff on a whirlwind tour of Army and Air National Guard units throughout Saudi Arabia and Kuwait.

As I joined the team to follow the general around looking for stories and pictures, I felt apprehensive, not quite sure what I was going to do.

The next thing I knew, he was walking toward me. I saw three stars on his collar and his name, Conaway. Before I could react with a salute, he was shaking hands with me. His hand shake was firm and he looked directly into my eyes as we chatted briefly about my tour over here.

He is one of those people you

meet every once in a while and you feel you have known them for years. His personality and the way he really listens to what you have to say are satisfying.

As I talked with him, there was no question that he had the ability to make tough decisions for the coming years ahead.

Being a former Tactical NCO back at the Maine Military Academy, I automatically checked his boots and his uniform, like a video camera, looking for discrepancies.

It's a habit that was drilled into me repeatedly.

My eyes saw clean boots, pressed Desert BDUs, a neat haircut, shoulders squared, and trim figure. His military bearing was excellent; mentally my mind clicked "A-GO." In a couple of minutes, the discussion had ended. We all saluted as he walked away. "Damn," I thought to myself. "What a soldier!"

A short time later, we visited Army National Guard soldiers at the Port of Dammam, Saudi Arabia. The port is on the Persian Gulf and one of two ports where military equipment is being washed and sterilized before being shipped back to the States. Members of the 1245th Transportation Company from Oklahoma and the 1461st of Jackson, Mich. were surprised by the general's visit.

A sand storm began to blow dust and sand everywhere. Dust was in our eyes, ear and mouths. It was all over our uniforms. Sandstorms were becoming a daily event.

Soldiers had gathered all around him in a circle, shaking his hands as he explained the effort that was being made to get them home as soon as possible.

Guard soldiers were finally hearing positive news about their redeployment home.



Gen. Conaway (right) visits with troops in Saudi Arabia. (Photo by Master Sgt. Frank Jordan.)

One soldier said, "This sure beats the rumors." After visiting a few more Army National Guard units from Alabama, Florida and Tennessee, we boarded a C-21 and flew to al Kharj Air Base.

There, Conaway met with members of Air National Guard units from South Carolina, New York, Delaware, and Missouri.

The general met old friends and made many new ones. While there, he talked to over 500 Air National Guardsmen.

"Being a father and having a son in combat was not a easy thing to live with."

On the flight back to Dhahran, I noticed the general intently watching the pilot and co-pilot from his position. "You miss flying, general?" I asked. "Do I?" he said. "You bet!"

We talked in great lengths about his career as a fighter pilot and all of the different aircraft he has flown.

Eventually, I asked him what his thoughts and feelings were about the day the war kicked off. He paused a minute composing his thoughts.

Softly he said, "I expected higher casualties, and was deeply concerned for the well-being of the soldiers and airmen of the National Guard and, of course, for their families.

Minutes before the ground war started, he went to an important military briefing. Just before the briefing, he was informed that a U.S. Navy fighter plane from the USS Saratoga was down; the pilot was killed in action. He felt a chill.

His son, Lt. Commander David Conaway, was a U.S. Navy Fighter pilot stationed on the USS Saratoga.

Thoughts and fears were racing through his mind. "It can't be David," he thought. Yet, the fear was still there.

Being a father and having a son

in combat was not an easy thing to live with. He went into that briefing deeply worried.

It was at that point he reflected on the parents who had sons and daughters

"Upon returning home, most people didn't even know we were gone--only our families. We had no home comings, no parades."

in the Gulf. He thought about the wives and husbands who were at home worrying about the fates of their loved ones.

He could relate to them in a very personal way. The war had come home to his family too.

After the briefing, Conaway knew he would be swamped with calls from his family. "The family is large and very close," he said. He knew he wouldn't have the time to talk with them, as he would be tied up in briefings all day and into the night.

David Conaway's brother, Bolyn called. "Dad, what's going on? Is David all right?" he asked with a worried voice. Conaway later breathed a sigh of relief when the Navy confirmed that the downed pilot was not his son. David was flying a combat mission. He was okay.

"We just slipped back into the main-stream of life unnoticed."

Conaway smiled when he told me how relieved he was at that good news.

He didn't have the time to talk with the rest of his immediate family, with so much going on, but at least they knew David was okay. A few weeks ago David Conaway returned home to his family.

Conaway proudly described how Davis talked enthusiastically about the role of the Air National Guard tankers see CONAWAY -- page 12

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Editor:
Maj. Lester R. Stadig
Associate Editor:
Capt. Phillip C. Blahut
Special Assistant:
Capt. Vincent P. Gambal
Tech. Sgt. Rudy Andersen



Tots befriend Guardsman as result of war

Photos and story by
Master Sgt. Frank Jordan
Maine Army National Guard

KUWAIT CITY, Kuwait—Residents here experienced the horrors of the Gulf War like no other civilians. Today, their city is filled with the remains of disabled and abandoned Iraqi tanks, trucks and other vehicles, and the air is filled with black smoke spewing from oil well fires around the city. Bunkers, once occupied by Saddam's "elite" Republican Guard, now stand empty on street corners.

Staff Sgt. William E. Haworth, of the Indiana Army National Guard, remembers, all too well, the day he arrived here as part of the liberation force. His unit, the 1438th Transportation Company, hauled tanks, supplies and replacements to the 3rd Armored Division and other coalition combat elements during the liberation.

Iraqi soldiers had fled from their burning military equipment, leaving behind their dead and wounded. Before the soldiers left Kuwait City, they had loaded stolen vehicles with loot taken from the Kuwaitis. Most of those fleeing were trapped and destroyed by U.S. planes on the highway to Basra. U.S. pilots called it a "turkey shoot," while journalists called it the "highway of death." Haworth had never seen such death and destruction.

In the midst of all the destruction and confusion, Haworth remembers the Kuwaiti children running to the American soldiers, passing out miniature American flags. The children were hugging the soldiers and saying, "thank you! thank you!"

Back in Terre Haute, Ind. Haworth loved to play Santa Claus during Christmas. This year, he had received two large boxes of candy from home and had saved them guessing that some day he would have the opportunity to use the candy to brighten the day for children. When orders came down for the Kuwait City mission, Haworth crammed the two

boxes of candy and his Santa hat into the cab of his truck.

The children in Kuwait City were delighted. His buddies nick named him "Santa." Since that initial trip, Haworth has returned to Kuwait City about eight times with candy. "Sergeant Santa" is well known by everyone in Kuwait.

The father of two little girls, (Holly, 7, and Christina 10), Haworth says, "I love kids, and when they hug me and I see the smile in their eyes, it just makes me feel good. I'm proud to be an American and wear this uniform, to be able to serve here, and to help these people. Children are children, no matter where you are."

The 1438th has had its share of problems, sand storms, and heat. The company was activated Dec. 10, and arrived in theater Dec. 31. They have watched other units rotate to Saudi Arabia

and return home again.

Being one of those individuals who believes in turning negative situations into positive, Haworth takes it all in stride saying, "I have a job to do. When it's time to go home, then I go home. I don't know what goes on in higher headquarters, but I just do the very best job I can." He felt so proud of the American forces and President Bush that he wrote the President a letter.

President Bush replied back, so Haworth wrote again, and he received a second letter from the President.

One day, Haworth received a letter addressed to "Any Soldier." It was from a seven-year-old boy. In it, the boy asked why we have a war; if Haworth had killed anyone; and if he had lost an arm or leg. Haworth was amazed and curious about the little boy's letter, so replied attempting to answer the tough questions.

Haworth told the boy about children in Kuwait and his candy story. He explained the war in terms of Ninja Turtles; that is, the world has some bad guys who hurt the good guys. "As the Ninja Turtles say, Joey, cowabunga at them dudes."

Haworth was especially curious about Joey's concern with the loss of a leg. A few weeks later, he received a letter from Joey's mother. This is what she wrote: "Hey William, Bill, Santa? It was so great getting the letter, patch and very good looking picture!! Joey was very excited to get the patch!! Here is a picture of us. I thought you might want to see the little man who you wrote to."

"You seem like a really neat person with a really big heart," she wrote. "Playing Santa for all those children takes a real patient, special person. Do you have kids of your own? If you do, I'll bet you're a wonderful dad!"

"I'm so glad that after going to the front line repeatedly you stayed safe!!! After reading your letter and seeing your picture, I just want to give you one big hug!! Joey is into the Ninja Turtles. He relates you to the turtles as a good guy fighting the bad guys—same as his G.I. Joes. Maybe he understood the war a little better than I thought. When I told Joey the war is over, he jumped up and down and clapped his hands."

"Joey's grandpa, who is my dad, came back from Vietnam with both his arms, one leg, and half his intestines blown out. He is still alive and doing great today, but from day one of Joey's life we have been trying to explain that grandpa has no arms and only one leg because of a missile from a war."

"The only positive for us from this crazy Hussein war is that maybe it's helped Joey understand why grandpa is the way he is. But we are so darn glad the war is over, at least the nasty stuff. We bet you are too. We have seen what wars can produce and we were very worried for you. When I show off your picture, I tell people 'this is our soldier.' Joey says, 'Yea, our soldier.' Silly, ha?"

"Well, I will close for now. I hope you still stay safe. Joey and I care about you. We hope to hear from you again. May God Bless you and keep you in his care always. Love always, Pam and Joey."

Haworth wrote to Joey after receiving this letter from his mom. In that final letter, he told Joey to be proud of his grandfather. He wrote, "You see, Joey, when I was your age, your grandfather was my good Ninja Turtle. He fought to protect and help me and all the other good people."

It seems strange to this reporter that Haworth's story about his Southwest Asia experiences has healed the wounds and answered a little boy's questions about Vietnam.



"Sergeant Santa's" two friends: Joey (left) and a young Kuwaiti boy (right).

New York tanks train in quarry

by Capt. Paul Fanning
New York Army National Guard

ALBANY, N.Y.—Soldiers of the 1st Battalion, 210th Armor, New York Army National Guard conducted tank gunnery training May 3-5 at their newest training site—a cement plant.

The Atlantic/Blue Circle Cement Company, located 15 miles south of Albany was the site for weekend training by more than 75 Guardsmen.

Tank Table IV, a dry-fire exercise, was set up at the plant's rock quarry. M60A3 tanks drove along the winding service road, usually traveled by large earth-moving trucks, to "engage" sta-

tionary and moving targets.

Electronic targets obtained from Ft. Drum's Training Aids Support Center (TASC) were set up and operated by battalion trainers.

The moving tank range gave crews from Companies B, C, and D practice in spotting, tracking and engaging targets, in both day and night training. More than 20 crews qualified.

"This gives tankers hands-on practice with the M60A3's stabilization system," stated Sgt. 1st Class Dennis Haynes. "We fire for record scores in August at AT (Annual Training)," offered Sgt. 1st Class Kent Mason. "Crews need practice to be ready."

"Coming here helps us a lot," said Capt. Freeman Holmes. "You can't be proficient in armor without a place to train."

"This is the first time we've tried this," Capt. Robert Nagle points out. "Credit goes to one of our platoon leaders who contacted Atlantic/Blue Circle. Our thanks to them for working with us. All arrangements and legalities were cleared in advance through the state."

The tankers bivouacked Friday and Saturday nights. Field maintenance and feeding were accomplished by battalion support personnel. Remaining crews will complete the training in June.

Young South Dakotans drive miles of



Sgt. Bryan Breitling

Photos and story by
Master Sgt. Frank Jordan
Maine Army National Guard

KHOBAR, Saudi Arabia—As I walked into a briefing of the 740th Transportation Company, I found six soldiers ranging in age from 19 to 26.

All six were from rural farming communities of South Dakota I was reminded of times I sat with my daughters and their friends in our basement family room. My daughters' friends were all the same age and were talking about college and dates—those things important to 19 year olds.

These young soldiers of the 740th were not talking about college or dates. Instead, they were talking about SCUD attacks, their protective chemical clothing, fear of the unknown, and death—discussions familiar to soldiers.

On Jan. 16th, the 740th had departed Khobar Towers for Logistical Base Echo, a desolate place approximately 50 miles from the Iraqi border. Their mission was to deliver ammunition and supplies to 18th Airborne Corps, 101st Airborne Division, and other combat units.

When the war kicked off, these soldiers would be hauling ammunition and supplies right up to the front.

The 740th, a truck company, operates huge trucks the Army calls "915s." In civilian language, 915s are best described as over-the-road tractor trailers.

These young National Guard soldiers drove in excess of one million miles without an accident. They drove

on loose sand and mud caused by heavy rains. They drove in cold winds and sand storms where visibility was no more than two feet. In some ways, sand storms resembled blizzards so often experienced in Eastern South Dakota. The heat was another factor. Temperatures in the cabs frequently hovered well over 100 degrees Fahrenheit.

Some of the roads were nothing more than trails in the dry and harsh desert. The 915s left tire tracks that were in stark contrast to the flat sandy cover.

Part of the travels were over Dodge Road, a name familiar to those who served in Saudi Arabia. At times, Dodge Road was clogged with tanks and other military equipment, including some vehicles being driven by contracted Third-World drivers who had very little driving experience. As a result, Dodge Road claimed many American lives.

The South Dakotans seldom traveled surfaced roads with directional signs. There were no buildings or trees to use as landmarks. Instead, drivers relied on sand dunes. They might look for three sand dunes, take a right, travel two miles, and there, find a small sign painted with an arrow, supported by three or four sandbags. Of course, all these travel aids would change in sand storms.

This type of driving was a challenge seven days a week. Spc. Shelly Hart, 19, of Aberdeen, S.D., is one of the drivers. She has sparkling eyes and a warm smile. As she joined the conversation, I thought to myself that she doesn't look old enough to be out of high school. When she talked, I found her to be mature far beyond her age. She has

seen places and done things that most people will never experience in a lifetime.

Shelly doesn't say much about the war and her part in it, though she had a significant role. She spoke about her mom, and the day she got the phone call telling her that she had been activated for duty in Saudi Arabia. She worried how her mother would react, so she took her mom to lunch to break the news. "She took it well and gave me the best advice I ever had," recalls Shelly. "Shelly, you are going to grow up fast. Sometimes situations are going to be negative. Be positive. Look for the positive and make the best out of any situation you may encounter and you will be okay," her mother said. Shelly has taken her mother's advice and it shows today.

Pfc. Paula Croyman, 19, of Wilmot, S.D., and her brother, Staff Sgt. David Croyman, 25, from Kellogg, Minn., are both in the unit. Their father, now deceased, was the former first sergeant of the 740th Transportation Company. He spent 26 years in the South Dakota Army National Guard.

Their brother, Lt. Tom Croyman, also in the Guard, but in non-federalized unit, felt that he should have been called to Saudi Arabia rather than his baby sister and brother.

Two older sisters, Theresa and Kathy, also served in the Guard.

According to Paula, their mother really had a hard time at first, and was very worried, asking, "but why do my two babies have to go?"

At this point, David interrupted with a face red from embarrassment, "Paula, do you have to say babies?" Everyone in the briefing room broke up with laughter. Someone poked fun, "It's okay Sarge, we won't call you baby." Paula said that her mother felt a little better knowing David was going with her.

Paula and David both admit they got along better with each other in Saudi

than they did at home. "He's been great," says Paula. "He is someone I can go to and complain, and he will listen, and then I feel better." Not to let her brother off the hook for one minute, though, she quickly added, "I didn't get lost in the desert like someone I know."

Again, David blushed as he explained that the incident was nothing, and it wasn't his fault. Paula grinned and said, "Gotcha."

Sgt. James Backman, 26, of Mitchell, S.D., a design architect in civilian life, is the old man of this group. He's a serious young man who said, "I have spent many hours behind the steering wheel of my truck thinking hard about the things I have taken for granted. I've done a lot of self-evaluation and thinking about my friends."

Sgt. Bryan Breitling, 22, of Aberdeen, was concerned about his parents during the SCUD attacks. He told them that the whole SCUD scene was miles away from him, while, in fact, it was right in front of him. "I just wanted to prevent my parents from worrying," he said. "Besides, our phone calls were monitored, and there wasn't much I could say."

Spc. Renee Hammer, 20, of Northville, S.D., is another truck driver. With an infectious laugh, she's as cute as a button and full of life. There is no doubt this young woman has matured too.

"I never thought a year ago I would be here doing what I have done," said Renee, a twin. She also has two older sisters in addition to her parents. When her mom first learned of Renee's call to active duty, she responded with fear and worry, as any mother would, "Renee, I knew I shouldn't have let you sign up! Now look what you have done."

Renee's father said, "I wish it were me going instead of you. It's hard for a father to let his daughter go off into a war



Pfc. Paula Croyman and her brother, Staff Sgt. David Croyman, of the 740th Transportation Company.

harsh desert trails

zone."

With tears in her eyes, Renee said that she could not say enough about the loving support of her family.

Sgt. 1st class Warren Aas of Milbank, S.D. is one of a kind. You may have heard the old Army expression "I'm

your mommy and daddy". It fits Aas perfectly.

He is a sincere man with deep feeling and concern, like a father. Every soldier is special to him. Aas told about his thoughts the night before the war started.

He recalled, "The atmosphere



Spc. Shelly Hart



Spc. Renee Hammer

was intense and not a sound was made as the National Guard soldiers listened to their mission assignments. "I looked around the tent at the faces of Paula, her brother, David, Shelly, Renee, James and Byron and others in the company. They looked so young. I wondered how many might be alive or wounded by tomorrow. I wondered if gas would be used against them."

Aas continued, "As I studied their faces, I could see that they weren't worried about themselves. They were worried about each other. They were close friends with bonds that only the taste of fear and combat brings out in soldiers."

Aas admits that assigning each member to missions was the toughest thing he ever had to do. When he handed Paula her assignment, he looked into the eyes of a young woman determined and ready to go. "I knew she could drive, but a nagging voice deep down inside kept asking, 'Does she have enough experience?' He knew then that nobody had the experience that he wished they could have.

"I felt like I was handing out a death sentence way down deep," he recalled. "I worried about each and every one of them, but they came through with flying colors—nobody hurt. They were well trained and it paid off.

"I would put them up against any driver in the world," he said with pride.

Acting 1st Sgt. Michael Fischer agrees the company is great. "These soldiers have grown up. They definitely are mature soldiers. The National Guard will be even stronger now."

Fischer said that the unit had one more obstacle to overcome—their return home. He said that they will miss the daily contact with each other. "They have done and seen a lot together, and they have become bonded to each other," he explained. "It will be hard for them at first." These six were concerned about their return home. They wondered if they'd still fit in their communities and if their friends will have experienced similar changes in values and attitudes.

I don't know the answers to these questions. This much I do know: for those who worry about the youth of today, take five minutes and talk to a young soldier returning home from the Gulf. He or she will touch you in a special way.

They touched me. I salute you, the parents of these citizen soldiers. You did something right in bringing them up. South Dakota, be proud of your National Guard.

(Editor's notes: Master Sgt. Frank Jordan is a Maine Army National Guard reporter who was assigned to the Persian Gulf from March to June. The 740th Transportation Company with headquarters in Milbank, was federalized November 17.)

A year in review: Operation Desert Storm

Editor's note: Much of the information presented in this article is taken from a special report prepared by the Strategic Studies Institute of the Army War College and based upon news articles appearing in the public media.

by Maj. Lester R. Stadig,
Editor

As we approach the first anniversary of Iraq's invasion into Kuwait, President Bush says there is "incontrovertible evidence" that Saddam Hussein is violating the Persian Gulf War cease-fire agreement.

At the time of this writing, the President and Secretary of State James Baker are using firm language to describe Saddam's refusal to allow United Nations representatives to examine nuclear facilities.

President Bush used the words "brutal bully" in describing Saddam, and declared the United States "certainly won't" tolerate Iraqi violations of the agreement.

That agreement, reached April 3, 1991, requires Iraq to destroy its ballistic missiles and nuclear, chemical, and biological weapons of mass destruction.

Looking back, events of the past year have undeniably impacted on the lives of all Americans. Furthermore, events of early July support the feelings of many Americans that Saddam will continue to be a threat.

Let's glance back over events of the past year that have played such an important part in the lives of National Guard men and women.

At 2 a.m., Thursday, Aug. 2, 1990, Iraq established a "provisional government" in Kuwait, and by Sunday, President Bush said, "This will not stand...this

aggression against Kuwait," and Secretary of Defense Dick Cheney was on his way to Saudi Arabia to negotiate base access.

On Aug. 7, the U.S. began moving forces to the region with the help of volunteers and C-141 aircraft of the 172nd Military Airlift Group of the Mississippi Air National Guard.

On Aug. 9, Baghdad sealed Iraq's borders, thus preventing foreigners from leaving the country, and on Aug. 16,

ordered all American and British citizens in Kuwait to assemble in two hotels.

On Monday, Aug. 20, the U.S. sent a squadron of F-117 Stealth fighters to Saudi, then on Wednesday, President Bush federalized up to 40,000 Guard and Reserve personnel. By Friday, Saddam had directed diplomats to leave Kuwait and Iraq, and had held his widely-denounced propaganda event where he televised a meeting with hostages, including children.

Before the end of August, Saddam had renamed Kuwait City al-Kadima, and had, according to the *Los Angeles Times*, positioned 265,000 troops, 1,500 tanks, 1,200 armored personnel carriers, and 800 artillery pieces in Kuwait. By this time, the United States had moved 50,000 ground troops, 70 ships, and 300 aircraft into the region.

Bush and Soviet President Mikhail Gorbachev met in Helsinki, Finland, on Sept. 9; they issued a statement pledging to reverse Iraq's takeover of Kuwait. The next day, Iraq and Iran resumed diplomatic relations in spite of years of bitter aggression toward each other. Troop buildups continued supported by a variety of countries outside the Gulf region. Secretary Cheney ordered hazardous duty pay for those serving in the Gulf, while Iraq openly supported terrorist actions, and the world community continued efforts to settle the matter nonviolently.

In October, Hussein toured Kuwait and gave a defiant speech. Iraqi soldiers had become ruthless in dealing with Kuwaiti citizens.

Israeli police killed 19 Palestinians at the Temple Mount on Oct. 8, complicating the Middle East crisis.

Sometime late in October, Saddam dreamt that Mohammed told him that his missiles were "pointed in the wrong direction." Many interpreted that as a possible withdrawal from Kuwait.

In November, President Bush declared that "the fight isn't about oil; the fight is about naked aggression that will not stand." The Pentagon announced it would be calling Guard and Reserve combat units to federal service, while Congress extended the call up time to 360 days. Jordan's King Hussein predicted that ecological disaster would result from burning oil if war came to the Gulf.

Saddam continued his propaganda program, attempting to fragment allied forces by selectively releasing hostages and calling Arab nations to side with him against the West and Israel.

The American "human shields" numbered about 102 according to the *Washington Post*.

By Nov. 21, when President Bush arrived in Saudi to have Thanksgiving

turkey with the troops, Army deployments climbed to 120,000 of 230,000 total.

On Nov. 30, President Bush proposed sending Secretary Baker to Baghdad to parley with the Iraqis, and to invite Iraq's foreign minister, Tariq Aziz, to Washington.

Moving into December, Iraq test-fired two SCUD missiles and Saddam said chances of war were 50-50. He also claimed that 1,400 children had died in his country for lack of medicine. U.S. troops from Europe began pouring into



the Gulf on Dec. 4. Large numbers of foreigners were allowed to leave Iraq.

The U.S. Embassy staff left Kuwait on Dec. 13, and on Dec. 19, Amnesty International accused Iraq of atrocities. The following day, President Bush was quoted as saying "if we get into an armed situation, he's going to get his a-- kicked!" On the 23rd, Secretary Cheney says "days are drawing closer when we may be forced to resort to military force."

Saddam boldly announced on Dec. 24 that Israel would be the first target if war started. In reply to that remark, Prime Minister Itzhak Shamir of Israel said [Iraq] "will be harmed in a most serious way" if it attacks Israel.

By Dec. 27th a quarter of the U.S. servicemen in the Gulf were either Guard or Reserve. On Sunday, Dec. 30 Saddam threatened U.S. interests with "Muslim guerilla attacks" in the event of war, and called for an Islamic conference to be held Jan. 9 to consider "holy war" in response to a coalition attack.

On New Year's Day, Saddam continued his belligerent remarks by saying, "If Iraq can't have Kuwait, nobody can," referencing his willingness to destroy Kuwait in the event of an attack.

In Baghdad, Saddam continued to reject world opinion, saying that the "mother of all battles" was ahead, and "rivers of blood" would flow on the desert.

When Baker and Aziz of Iraq met in Geneva on Jan. 9, they failed to see eye to eye, and Aziz walked away from the meeting leaving a letter from President Bush on the table.

In the final hours before the Jan. 15 deadline, U.N. Secretary General Javier de Cuellar met with Saddam but to no avail. Israel issued gas masks to Palestinians in occupied territories and

their air force chief said that if Israel were drawn into an air war with Iraq, Jordan would have to allow Israeli overflight or face destruction of its own air force.

At 12:50 a.m. Saudi time on January 17, the unmistakable sound of the jet engines of KC-135s, many of them Air National Guard, filled the night, signaling the beginning of the air war. The giant tankers were enroute to a rendezvous near the Saudi-Iraqi border, 300 miles north.

At the same hour, Navy Hornets

and Intruders were being catapulted from the decks of the USS Midway and USS Ranger in the Persian Gulf and also from the USS Saratoga and USS Dwight D. Eisenhower in the Red Sea. Their targets were command and control centers, chemical and nuclear weapons, and fixed SCUD launchers.

In the early hours of Jan. 18, Iraq fired SCUDs at Israel and Saudi Arabia, one of which was knocked down by a Patriot missile near Dhahran. Also on Jan. 18, B-52's began unloading bombs on Iraqi troops, especially the Republican Guard. Thus the quip: What is the most dreaded moment at an Iraqi Bingo game? Answer: When the announcer calls out "B-52."

The United States dumped about 2,400 tons of ordnance during the first 24 hours of the war. President Bush signed an executive order to retain Guard and Reserve personnel 180 days and to mobilize up to one million additional troops if necessary.

SCUDs continued to rain down on Israel, prompting the United States to deploy two Patriot batteries there. The allies reported ten planes lost as of Jan. 19, while the U.S. reported six losses. Meanwhile, Iraq offered a reward for downed pilots and claimed that civilians and religious shrines had been targeted.

On Jan. 20, (see Review pg. 11)



Niagara Falls no honeymoon for Pennsylvania squadron

by Capt Chris Cleaver
Pennsylvania Air National Guard

NIAGARA FALLS, N.Y. - (July 1) Deploying to Niagara Falls for annual training sounds like a nice place to see the sights. But from the start, members of the Pennsylvania Air National Guard's 271st Combat Communications Squadron knew it was no honeymoon.

The 271st, based at Fort Indiantown Gap, along with four other combat communications squadrons assigned to the 253rd Combat Communications Group, were participating in Exercise Sentry Readiness 91. This mid-June exercise was designed to demonstrate squadron, team and individual skills in the deployment, installation, engineering, operation, maintenance and management of tactical communications utilizing Operational Readiness Inspection criteria.

Starting after the opening formation, 114 Guard members went into high-gear as they ran cable pitched tents, ran cable, started generators, ran cable, assembled a 20 foot satellite dish and ran cable. Nearly enough cable to stretch the some dozen miles to Niagara Falls.

Within three hours, an eight-acre, grass field was transformed into a complex, camouflaged maze of communications, capable of talking to the world.

"The 271st provides an invaluable service to the entire military community," said Maj. Gen. Robert E. Harris, Pa. Air National Guard commander. "They proved themselves during Desert Shield and Storm and they are doing it here today," added Gen. Harris as he toured the 271st's camp.

"We are performing exceedingly well during this exercise," said Lt. Col. John W. Obradovich, 271st commander. "Sentry Readiness is providing us a great real-world scenario that we can apply to our mission," he added. The 271st's mission is to provide personnel, equipment and services in support of worldwide communication requirements.

"Our equipment is the newest and best in the military," said First Sgt. Steven W. Sloat. We are the living and breathing commitment to the "Total Force Concept," he added. Sighting the new TSC 100A, satellite communications terminal and the TRC 170, digital band radio as examples, Sloat added, "This equipment is state-of-the-art and we are getting it at the same time the regular Air Force is."

The Air Guard provides nearly 70 percent of all combat communications in the Air Force. Members of the 271st worked side-by-side with Air Force counterparts in Operation Desert Shield and Desert Storm.

"At first, we had to prove ourselves, but once they saw we could do the work, we were accepted," said Staff Sgt. Russell M. Flick, satellite communications technician. Flick worked at a deployed location in the Middle East.

During Desert Shield/Storm members of the 271st provided invaluable communications links throughout the theatre of operations.

"I deployed to Desert Shield in early September. What I do here in Niagara is the same job I performed in the Gulf," said Staff Sgt. Richard C. Sites, also a satellite communications technician. Sites is responsible for set-up and operations of the satellite communications terminal.

"The only difference was in the gulf we stayed in tents, plus there was not much grass around," added Sites.

There was plenty of green grass at Niagara Falls Air Base, even though paths between tents appeared well-worn after several days of around-the-clock operations.

"We had many first's during this exercise, including a tactical switchboard that required on-site engineering," said Lt. Col. Obradovich. The switchboard provided the 271st cw DSN capability directly through the satellite giving them worldwide capability.



Staff Sgt. Richard C. Sites runs a final wire to the 20-satellite dish. Sites, a communications technician, had deployed with members of the 271st to the Middle East. (Penn. ANG Photo)

Florida troops practice demolition

by Capt. Cheryl A. Spence
Florida National Guard

CAMPBLANDING, Fla.—As history would have it, the First Platoon of the 153rd Engineer Company found themselves preparing to demolish the same bridge another engineer platoon had built earlier.

That is, they were training to demolish the bridge. The 153rd is organic to the 53rd Infantry Brigade (Separate), Florida Army National Guard, headquartered in Tampa, and was training in support of the infantry mission during Annual Training 91. The ability to destroy bridges is part of the engineer company's Army Training and Evaluation Program (ARTEP).

According to Maj. J.P. Greene, Brigade Engineer, the operation entailed analysis of the most effective method by which the bridge could be demolished, priming the explosives, and constructing the overall fire system.

Execution of each phase of the demolition ensures the bridge is totally disabled from the embankment to its midpoint. Greene also stated that these skills could readily be utilized to construct obstacles with explosives in both defensive or retrograde operations.



Along with bridge demolition, the 153rd Engineer Company of Lake City, Fla., has a mission to emplace M19 anti-tank and M16A anti-personnel mines. Here Sgt. Wayne Udell and Spc. Adam Ellington practice mine emplacements during Annual Training 91 at Camp Blanding, Fla. (Florida National Guard photo)

109th helps National Science Foundation

at North, South Poles



Photos and story by
Capt. Phil Blahut
Associate Editor

POLAR ICE SITE "GISP", Greenland - It's summertime. The thermometer reads 5 degrees Fahrenheit; winds are 15 miles per hour. The landscape is solid white with snow for hundreds of miles. Welcome to the Greenland Ice Sheet Project (GISP-2) accessible only by air!

LC-130H aircraft equipped with skis approaches the ice-way landing 2,000 miles north of Scotia, N.Y., home of the 109th Tactical Airlift Group (TAG), New York Air National Guard.

The 109th, the only Air Force unit that has ski-lift capability is comprised of 1,065 personnel and eight C-130-H transport aircraft, four of which are ski equipped.

Their mission this week is to resupply two ice stations with equipment, food and personnel, retrieve DoD equipment from an abandoned Defense Early Warning station and to transport ice from the polar ice cap to storage areas for scientific research.

Normally the unit flies north to the Arctic during the summer. In addition, they also support the U. S. Navy VXE-6 squadron in Antarctica on resupply missions when needed.

Hosting the 109th in Greenland is Sondrestrom Air Base, an Air Force Space Command installation. The base offers facilities, services and support, sharing

an International runway with Greenland.

Sondrestrom or "Saundy" is a temporary staging area for the 109th. Here, commercial and military cargo jets bring in supplies for the 109th to fly out to the remote stations.

Saundy, remote and unique, is located between rocky hillsides green with new tundra growth and arctic willows. Common in the summer are views of feeding musk ox, caribou and arctic fox. Its location is key to current and future scientific research of Greenland's glacial polar ice cap studies.

"The 109th serves as the inter-link between National Science Foundation (NSF) and Polar Ice Core Office (PICO) projects providing supplies and field equipment for arctic research," said Staff Sgt. Barbara Ann Murphy, a 109th cargo loadmaster.

"Working in arctic conditions requires total crew coordination to safely complete each mission with conditions more hazardous than normal operating procedures," said Murphy.

The 109th is heavily involved in support of the polar ice core drilling project. Currently, two research teams, one American and one European, are drilling deep into the Greenland Ice Sheet gathering information.

These teams are drilling around-the-clock into approximately two miles of glacial ice estimated to contain over 200,000 years worth of global information.

One site is named GRIP, the other

is GISP-2. GRIP is operated by Eurocore, comprised of European scientist and technicians, primarily from Denmark. GISP-2 is operated by an all American team. The sites are located 17-miles apart from each other but 800 miles north of Saundy.

The GISP-2 team began drilling after GRIP had started. The Americans are located at the very top of Greenland's glacier, and have drilled to 850 meters below the ice. This ice can be dated to approximately 700 years before Christ.

Each site depends upon the 109th not only for food and other needs, but for shipments of wood, equipment, and the exporting of their ice core treasures, which are shipped to the University of Copenhagen and the Rocky Mountain Ice Depository, Denver, Colo. for analysis.

The PICO drives many of the 109th missions. PICO coordinates with the ice teams and NSF. When personnel or supplies are needed, the 109th is directed by the Military Airlift Command (MAC) to support the request. Normally, other than search and rescue, two C-130 aircraft are launched. One is always there as a back-up.

"Flying to and from the sites is one of the toughest missions any C-130 aircrew could perform," said Maj. Mark Kalber, Air National Guard C-130 project manager.

"Each landing is different. You can have crosswinds exceeding 20-25 knots, blinding snow, wet snow or ice

and sometimes, mechanical problems," commented Lt. Col. Ray Towsey, a senior pilot with the 109th TAG.

"Depending on the snow temperature, which is warmer in Greenland, where there is 24 hours of sunlight, take-off's are difficult. If the snow is wet on top, the friction on the ski's increases making lift-off difficult unless JATO (Jet Assist Take-Off) is used."

Eight JATO solid fuel rockets, can be

fired during a ski take-off creating a 15-20 second thrust, equivalent to one more C-130 engine. This boost gets the plane to 65-70 knots providing lift and take-off.

The ski-ways or landing zones near the sites are also unique. Teams from GRIP or GISP and some military sites maintain them with the use of dozers or other track vehicles pulling snow drags to leveling out and packing the snow. This provides a smoother, safer and marked landing zone.

Looking at each site from above shows the difficulty in making out landing zones unless their are flags and dragged ski-ways. The

aircrews however, are trained in landing on fresh snow, or "open" ski-ways, if need be.

Skier 43, our aircraft flying to GISP and GRIP, included a "combat-off-load" procedure—adapted for the ice. Here, we departed "Saundy" with five large pallets weighing in excess of 25,000 pounds, plus 13 passengers and seven air crew members.

After a smooth 2 1/2 hour flight over a harsh, but beautiful terrain, we could see our drop area, located next to what looked like black, red, blue and yellow dots in the snow, which but were actually the tents or building structure of GRIP.

Landing was not a problem, at least on this occasion. The snow strip was well marked with colored flags that lined the zone for two to three miles.

After pilots Maj. Vince Lanci, and Capt. Robert Brew landed, the procedure involved slow aircraft skiing on the ice-way.

Murphy, the loadmaster, opened the tail section of the C-130.

She operated the hydraulic switches lowering the off-load ramp to begin the combat off-load maneuver.

She called into her "interphone" headset, "off-load ready" and the voice signal was given to flight engineer, Technical Sgt. Matt Muraski, who was positioned in the cockpit to release the cargo holding pins located in the aircraft's floor.

A snap could be heard and through the force of inertia, pallets started to roll



Ice Station GRIP site manager Ray Klink (right) explains to Lt. Col. Ray Towsey (left) and Maj. Mark Kalber (center) about Greenland's ice sheet, which contains over 200,000 years worth of information.

slowly out the tail section of the plane. All was fine until the first pallet, the tallest and heaviest lodged at the down ramp area.

Evidently, one of the mechanical locks did not fully dislodge, causing the pallet to jam and bind. Several attempts to dislodge the jam were made by instructor loadmaster Master Sgt. Tomas Martinez, a 2,500 flying hour veteran.

Martinez called on the radio headset for the aircraft to stop. What was scheduled as a moving off-load turned out to be an opportunity for myself and other passengers to leave the aircraft. Doing this we saw excited GRIP residents waving not only at us, but to other scientist and old friends who were passengers. Friendly smiles and laughter was amongst us as some us, myself included, touched feet onto the polar ice cap

for the first time. We belonged to a fraternity of few to experience being somewhat on top of the world.

Dressed in cold weather gear including mukluk's, arctic parka pants, coat and gloves, we left the craft area for a few minutes to make our first prints in the snow, breathing fresh crisp cold air and savoring the excitement in a land that could be harsh and merciless during a different season.

With aircraft engines constantly running as background noise, I tried to meet some of the Europeans at GRIP, who were there forming a welcoming committee. I found out later that one of their guests, who was also a passenger on board the aircraft, was the Danish Minister of Science and Education.

(see 109th skiers...page 15)



Staff Sgt. Barbara Murphy



Master Sgt. Tomas Martinez

King Khalid City is well known, unforgettable

Photos and story by
Master Sgt. Frank Jordan
Maine Army National Guard

KING KHALID MILITARY CITY, Saudi Arabia - KKMC, a name familiar to thousands of National Guard soldiers.

Most Americans have no idea where KKMC is or what took place here. Soldiers who served here will never forget it. It was here, that the National Guard and Reserve troops made military history that will be studied for years in their role of moving supplies to the front fighting lines during the Gulf war.

Basically, KKMC is a huge Saudi Arabian military training center that has been used as a support center for the 7th Corp. It also has supported all the log bases such as Log Base Bravo and Log Base Echo.

When the war started, supplies such as food, ammo, water, gas, and whatever else was needed were stored here and then moved up front for the combat divisions.

It was here that the National Guard and Reserve troops made military history that will be studied for years in their role of moving supplies to the front.

This week I am in one of these bases, Log Base Bravo, located 54 miles from Iraq.

National Guard units have lived through Meals-Ready-to-Eat (MRE's), T-rations and loss of weight.

They have experienced driving rain storms and blinding sand storms where you literally could not see two in front of you. They also have experienced cold nights when the wind whipped across the flat desert, tents blowing over, change of location, tear down and move to another location. There is sand everywhere—in your eyes, ears, and mouth.

There is no high ground or low ground. As the National Guard soldiers say, "It's all flat."

The hot weather has arrived. Their duty is not easy, especially watching other companies moving out for deployment back home.

Some get upset and frustrated, others take it all in stride. Today, at Log Base Bravo, Guardsmen from Connecticut, Delaware, New Jersey, Texas and Florida are working in temperatures of 115 degrees. The wind is blowing. Heat whips around your body like an electric hair dryer blowing a steady current of warm air. But it's even hotter than a hair dryer. These soldiers' conditions are harsh and miserable compared to standards we are used to at home.

Their brown T-shirts are dusty, like face powder that has been sprinkled all over them. Their dust covered faces are streaked with lines of running sweat. Their eyes are red and irritated from the constant dust.

Water bottles are tucked into their



(Left to right) Staff Sgt. John Reinecke, supply sergeant; Sgt. Mike Biggers, crew chief; Sfc Michael Ashwander, flight operations chief and (Inset) Sfc. William Reetz, all from 149th Aviation Company, Texas Army National Guard.

pants pocket. The water is not cool. It is hot like a cup of coffee. It is not the most pleasant water to drink when you want to quench your thirst.

As they work in the sand of the desert, the wind is constant. Small funnels of dust, called "dust devils," swirl sand high into the sky. They remind me of small tornados. As the wind increases, the funnels get larger and then move across the desert, dusting everything in sight.

The desert sand here is not like sand on our beaches back home. It is light and fluffy like brown powder. As you step, your combat boots sink down into the fluffy powder dust and covers your ankles as you walk. The dust flies everywhere. Trucks and tanks passing by make it worse.

If you wear glasses, you carry a rag to keep them dusted off. And with the heat come the flies—pesky and annoying.

The members of the National Guard companies don't gripe that much. They dream about their departure date. They know their mission and want to finish it so they can go on with their lives. Their appreciation of the situation is outstanding.

They have no Post Exchange (PX), McDonald's or pizza shops. It is desolate, hot, and the conditions are rough.

I have talked with Army National Guard and Reserve soldiers in four dif-

ferent countries since my arrival here. I have met soldiers from 19 years of age to 59. I have met a father and son team, brothers who serve together, and even a brother and sister team from Wisconsin. She was a captain; he was a private first class. They all have relationships that are rare in most families.

I can not feel anything but pride for these men and women of the Army National Guard. I have met the Guardsmen who have served in Vietnam. They returned and had to sneak home. Some of the people had turned against them. And still are leery of what is going to happen when they return home.

There are mothers who served and left their children and spouses behind. There are fathers and grandfathers whose maturity and experience have been a lifeline for the younger soldiers.

The younger soldiers have reached the age of 19 now. Their eyes and actions tell you that they have changed. They are not kids anymore. They have matured.

A few months ago, these same people were your neighbors, the kid who delivered newspapers and mowed your lawn through his high school years. They are now truck drivers, teachers and nurses.

As I write this I think about the 286th Supply and Service Battalion from Maine. I missed them when I first arrived at Log Base Echo. They had deployed home by the time I finally arrived there.



Members of the 286th are special to me. I had gone through mobilization training with them back in November 1990 at Fort Devens, Mass.

I remember a young soldier named Chris who was just out of high school and finished basic training. His battalion was activated by the 286th. I remember how we talked one night after a day of chemical warfare training.

It was serious stuff and left most of the members in a quite, somber mood.

He said to me, "Sergeant, when I get home, I don't think I will be the same or have the same ideals or values that my age-group friends have."

Well Chris, by now you are back, and I am sure you have changed. It's normal. Be proud of what you did.

I salute you and the other members of the 286th and all other soldiers who have served here.

102nd ARS is the oldest Air National Guard unit

by Gary Gault
National Guard Historical Services

During the summers of 1915 and 1916, a military training camp for businessmen was organized by Maj. Gen. Leonard Wood at Plattsburg, N.Y.

This "Business Men's Camp" was the inspiration that led one of its participants, Capt. Raynal C. Bolling, with the support of Gen. John F. O'Ryan, the adjutant general of New York, to organize the 1st Aero Company of the National Guard on November 1, 1915.

The 1st Aero Company with a strength of four officers and 40 enlisted men was under the command of Bolling.

The 1st Aero Company, operating at Mineola, Long Island, N.Y., started with two aircraft and gained five more by 1916. The total value of the airframes was \$40,000.

In addition to flying instruction, personnel of the company were given a two hour class each week on aeronautics taught by Dr. C.E. Lucke and Professor Willhofft at Columbia School of Engineering. This instruction familiarized them with the scientific study of aviation and airplane motors.

1st Aero was provisionally recognized on June 22, 1916 and mustered into federal service on July 13, 1916 in anticipation of duty on the Mexican border. The company then went into intensive training under regular army officers but was still commanded by Bolling.

By August 1916, the company



A Douglas O-38 bears the insignia of the 102nd Observation Squadron, New York National Guard. (National Guard Bureau photo.)

had 25 of its members qualified as pilots. On November 2, 1916 the 1st Aero Company was mustered out of federal service without having ever reached the Mexican border. Many of the unit members remained in camp for the rest of the winter to complete their flying training.

The 1st Aero Company was disbanded on May 23, 1917 and nearly all members of the company saw active service in World War I.

Members of the 1st Aero Squadron formed the new 1st Reserve Aero Squadron in May 1917, leaving for Europe on August 23. Upon arrival in France, the 1st Reserve Aero Squadron

became the 26th Aero Squadron. Members of the 1st Aero Squadron went on to fame and glory in the World War, and some never returned. Col. Bolling was killed in action near Amiens, France on March 26, 1918.

Bolling Air Force Base in Washington D.C. is named in honor of this pioneer National Guardsman aviator.

The 102nd Aero Squadron which served with the American Expeditionary Forces (AEF) as a repair and maintenance unit was activated in the 27th Division on November 17, 1921. It went on to become the 102nd Observation Squadron which served in World War II

and was finally designated the 102nd Air Rescue Squadron on December 4, 1989.

On March 14, 1991, by order of the Air Force, the 1st Aero Company was reconstituted and consolidated with the 102nd Air Rescue Squadron, New York Air National Guard (ANG), making it the oldest flying unit in the ANG.

(Editor's note: The 102nd squadron now flies HC-130s and the new MH-60G "Pave Hawk" model helicopter. One of their missions is to provide support for NASA astronauts and space vehicle recovery.)

Review

(continued from page 6)

the Iraqis paraded blindfolded prisoners of war through the streets of Baghdad and claimed to have shot down 154 allied planes.

The ensuing days saw an uneasy Israel prepared to retaliate and U.S. diplomacy working overtime to prevent Israel's entrance into the battle.

Late in January, Iraqis began destroying oil wells and dumping crude oil into the Gulf.

Three Iraqi tank battalions attacked south into Saudi Arabia and were driven back by allied forces on Jan. 30. Iraqi troops also occupied Khafji, Saudi Arabia, but were evicted the following day by Saudi forces.

U.S. losses in the tank attack were 12 Marines killed in action. An American female soldier, Spc. Melissa Rathbun-Nealy, was captured on Jan. 31.

Iraqi defectors and POWs reported that death squads were executing retreating Iraqi soldiers. They estimated that 20,000 of their fellow soldiers had been killed.

Lt. Gen. Thomas Kelly, Director of Operations for the Joint Staff, said that 50 to 100 Iraqi fighter aircraft had been sheltered in civilian areas, deliberately placing Iraqi civilians in harm's way.

On Feb. 17, the 1st Infantry

Division bombarded Iraqi positions at about the time elements of the 142nd Field Artillery Brigade, Arkansas National Guard, with the 1st Battalion, 158th Field Artillery, Oklahoma National Guard, were arriving in country.

By the 22nd, the Arkansas and Oklahoma artillerymen were themselves placing steel on targets in Iraqi territory, reinforcing the British 1st Armored Division. Maj. Gen. Franks, the British commander spoke highly of the Arkansas and Oklahoma units saying, "They came ready to go to war and did superbly."

Gorbachev announced a new peace proposal on Feb. 22. At noon, President Bush gave Iraq 24 hours to begin an unconditional withdrawal from Kuwait. Baghdad rejected the U.S. ultimatum, so Bush authorized Gen. Schwarzkopf to begin ground operations.

At 4 a.m. Gulf time (8 p.m. EST, Feb. 23), the ground offensive began, and Cheney announced a press briefing blackout. Allied forces conducted a diversionary attack from North Central Saudi Arabia while two U.S. Marine divisions and Arab coalition forces attacked toward Kuwait City.

Meanwhile, the XVIII Airborne Corps and the VII Corps conducted a huge left flanking movement into Iraq with objectives to take Kuwait City and seal off and destroy enemy forces in

Kuwait. Over 1,000 enemy prisoners of war were taken in the first 24 hours.

Saddam ordered his troops to have "no mercy" on the allies, and he falsely claimed early victory.

Allied forces continued a rapid, easy movement on Monday, Feb. 25, reaching the outskirts of Kuwait City and drove approximately 90 miles into Iraq.

Perhaps the single greatest American tragedy occurred that Monday when a SCUD slammed into a U.S. barracks in Dhahran, killing 28 and wounding 100 soldiers.

At 3:20 a.m. Eastern time, Saddam Hussein announced his withdrawal from Kuwait. At 9:45 a.m. President Bush rejected the speech as "an outrage," saying the coalition would continue to prosecute the war with undiminished intensity, and called for Iraqi forces to lay down their arms.

Later in the day, VII Corps attacked the Revolutionary Guard divisions along the western boundary of Kuwait while the XVIII Corps reached the Euphrates River Valley, completing the encirclement of Iraqi forces.

The Iraqis had a massive, disorganized retreat and thousands surrendered. Twenty-one divisions were said to be rendered combat ineffective. However, before retreating, Iraqis set more than 600 oil wells ablaze and

destroyed oil refineries.

Coalition forces suspended operations at 8 a.m. on the 28th, and the United States began drafting terms of the cease-fire which Gen. H. Norman Schwarzkopf outlined to Iraqi generals on Sunday, March 3.

Terms of the cease-fire specified the following: prisoners were to be returned; mine locations were to be disclosed; and no Iraqi planes could fly over the border, however, allied planes were free to fly where they wished.

The rest of the story has, to a large degree, been written by Guard and Reserve soldiers since the cease-fire.

Thousands of Guard soldiers like those mentioned in this issue have played a key role in retrieving, cleaning, maintaining, and preparing equipment for shipment back to the United States.

At 6 p.m., July 9, the Army National Guard reported that 7,405 of its soldiers were still federalized, of those, 5,801 were still in Southwest Asia. Another 156 were still on duty in Europe, and the remaining 1,448 were on duty within the Continental United States.

The Air Guard still reported 114 individuals on duty outside the United States, but the number in the Gulf was not available at press time. In terms of units, the Army Guard had 35 units still on active duty July 9.

N.Y. 102nd's first female 'Top' role model

By 1st Lt. Ron Kopp
New York Army National Guard

NEW YORK, N.Y. - Norma I. Cabassa is the new 1st Sgt. for headquarters and support company 102nd Medical Battalion. She is the unit's first "Top."

Originally from Cabo Rojo, Puerto Rico, Cabassa worked as a secretary at New York's Beth Israel Hospital when she began her military career. A co-worker suggested she look over the National Guard. After visiting the unit and liking what she saw, she joined in 1976.

She graduated from basic training at Fort Jackson, S.C. as one of the last group of Women's Army Corps (WAC) members. She completed Advanced Individual Training (AIT) as a medic at Fort Sam Houston, Texas.

As a private, Cabassa was assigned to Company A, 102nd Medical Battalion. Her proficiencies and administrative skills helped her achieve the rank of section sergeant, and then to ambulance platoon sergeant within three years. In 1979, her unit was called to state active duty for Operation Gold Plum the New York State (NYS) Correction Officers Strike. For her service she was awarded the NYS Commendation medal and the NYS Aid to Civil Authorities and Humane Service medals.

Her hard work and dedication was noted by unit leaders, and in 1988, she began to work closely with the unit 1st Sgt., gaining valuable exposure to perhaps the toughest job in the military.

Her progress was rapid. On the recommendation of her commander, she enrolled in the first sergeant's course at the Empire State Military Academy, graduating in June 1990. She was acting company 1st Sgt. in August at Fort Drum, during the division's annual training, thus completing a second 15 day training period in 1990.

In January 1991, Cabassa was promoted to the rank of 1st Sgt., the first female to attain this rank in the history of the 42nd Infantry Division. But the story doesn't end here.

In the position of 1st Sgt., Cabassa is responsible for the welfare and readiness of her soldiers. The scope and variety of the challenges often seem to defy description. Her flexibility and ingenuity are some of her most vital attributes.

"It's a lot like being a social worker," states Cabassa. "I listen to my people's problems and do my best to solve them. This is definitely not a part-time job!" Cabassa works as an administrator at Beth Israel Hospital where she works on a drug treatment program. She has three children—two boys and a girl ranging from 4 to 13 years.

"I am lucky that my employer is so understanding and supportive of my involvement with the Army National Guard, and are always willing to give me time off to attend ATs (Annual Training) and military schools," said Cabassa. "My

best support comes from my own children. Not many kids grow up with a mother who is a 1st Sgt., and mine respond to this wonderfully."

"My daughter is very proud that her mom is a 1st Sgt., and she loves to come to my office, as do her friends. Tamara is already planning to follow in my footsteps and is planning to become an officer after completing college." Daughter Tamara is 13.

"It's a good feeling to be a role model for your child without forcing her, and I am delighted that she, too, will join the military."

Desert Storm was a strain on the Cabassa family. The possibility of being activated was ever present. Medical per-

sonnel were in high demand. "When I leave my children to go to AT, I know I will be back in two weeks—and so do they," explained Cabassa. "In this case (activation of National Guard soldiers), no one knew when or if they would be going or when or if they would be coming back."

"My boys were too young to understand," continued Cabassa. "But my daughter worried about the possibility, knowing that, as a soldier, I would go where I would be called to, and that my duty does not diminish my love for my children. Fortunately, everything worked out for us."

Not only as a role model to her children and their friends, 1st Sgt. Cabassa

1st Sgt.
Norma
Cabassa



is also a source of pride to her New York City neighbors.

Her interview on TV-41, New York's Spanish-language channel, made her a celebrity. To those she serves with, Cabassa is truly dedicated to fulfilling the unit motto: "Cura Comites Customidis." To Guard our Comrades with Care.

The 102nd is located at the Lexington Ave. armory and is part of Division Support Command, 42nd Infantry (Rainbow) Division.

Conaway (continued from page 2)

who refueled aircraft from on the Saratoga.

"They went above the call of duty in giving us fuel up there in the sky,"

"We were impatient to get home," he said. "After 18 months deactivation orders finally came through."

he said quoting his son. David told how the Navy pilots would brag about how many different Air Guard tanker units (representing different states) had refueled them. It was the talk of the ship.

"The Navy pilots have the greatest respect for the Air National Guard tankers and the role they played in the war," he told his father.

The next morning, we flew in a C-130 to King Khalid Military City (KKMC) to meet more Army National Guardsmen.

I have driven up there many times. The highway is very dangerous. Accidents on the highway have claimed too many lives.

KKMC is a desolate place with very rough living conditions. It is way out in the desert where you can see sand for miles upon miles. There are no bowling alleys, movie theaters or street lights. Most of all, there are no trees or green grass. All the little things we take for granted, are not available at KKMC.

I take my hat off to those soldiers who have been there for months. They have not had it easy in the blistering sun and sand storms. From the air, it is unbelievable. You look down on the KKMC area to see lines of tan-colored tents spread out for miles. The tents look like little specs against the vastness and blend into the light brown sand. It's not a place that anyone would want to come back to and spend a vacation.

After we landed, we were bused to an area where over 700 Guardsmen

were waiting to hear from Conaway.

Conaway stepped up to the microphone to speak. I noticed that a few soldiers were nodding off to sleep. Many had that "here-we-go-again" look.

There is no question in my mind that these soldiers were impatient to get home. Their tolerance level was low. Conaway told the soldiers that he could relate to their impatience. "Hell," he said, "all Americans are impatient by nature."

Heads popped up. Now he had their attention. He told them what happened to him in 1968 during the Pueblo incident. He was activated along with other National Guardsmen.

"In those days 90, 180 days were unheard of. We were handed orders for two years and were shipped to Korea. After a year, things calmed down. We got jerked around too," he stated.

"We were impatient to get home," he said. "After 18 months, deactivation orders finally came through."

"Upon returning home, most people didn't even know we were gone—only our families. We had no home comings, no parades. We just slipped back into the main-stream of life unnoticed."

"And speaking of home comings," he added, "you soldiers are going home to a hero's welcome all across

"I take my hat off to those soldiers who have been there for months."

the beautiful land of America."

He told them what cities and small towns were doing for the returning troops and how there would also be parades and special events for their return.

"Your families want you home. The President, the Senate and Congress want you home, and, by God, so do I. You will return home very soon. Most of you will be home by July," he told them.

The soldiers responded with

applause. I heard some soldier say, "This is the best news I have heard." "Yeah, and it's not a rumor," said another. At this point, no one was nodding off. All were wide awake and full of hope for their departure date.

Conaway also praised the incredible job that they did in combat support. He touched on the importance of getting the equipment home. "You have made history here that will be studied for years. Our active forces need you and your support for the next challenge, wherever that might be."

"The equipment has to go back. We can't be caught with our pants down

"They have not had it easy in the blistering sun and sand storms."

—now or ever. God bless you all. I hope to see some of you in welcome home parades in the weeks ahead," he concluded.

We then flew on to visit troops in Kuwait City and to see the oil fires.

Like everybody else who sees the burning oil wells for the first time, we were stunned. Over 600 wells were burning out of control. The deep roar of the fires is loud and the foul smelling smoke is thick and black. When the winds shifts, you can still see tanks and other military vehicles that haven't been removed yet.

It will be months before we really know what is out there in these out of control oil fields.

That evening as we flew back to Dhahran, the sky was glowing orange from the oil fires. Upon landing, we visited troops waiting at the passenger terminal for their flights home. They were sitting in a large hanger-type building and sitting on long, wooden benches.

As the general mingled among the soldiers, they were unusually quiet and respectful. Obviously, they were bone-tired from their long ordeal.

see Conaway page 16

Air Guard C-130 crews evacuated Iraqi refugees

Photos and story by
Capt. Vincent P. Gambal
Delaware Air National Guard

After the Gulf war, several minority factions within Iraq turned against Saddam Hussein—the Kurds in the north and the Shi'ite Muslims in the south.

Saddam's surviving Republican Guards turned their guns on their rebelling countrymen near the city of Basra. In the cross fire, many civilians fled to the refugee camp at Safwan in the American-controlled zone in southern Iraq.

In late April and early May, Air Force C-130 Hercules transports evacuated over 4,500 Shi'ite refugees out of Safwan to a more secure camp near Rahfa in north central Saudi Arabia. Members of the 166th Tactical Airlift Group (TAG), Delaware Air National Guard (ANG) and the 139th TAG, Missouri ANG, were heavily involved with the refugee shuttles, moving between 600 and 800 people a day.

Many Guardsmen mentioned that the refugee mission was certainly the most rewarding mission they did during Desert Storm, but it was also the most emotional. For many of us, it was the first time in Iraq and we looked at it as an adventure—a chance to hunt for war souvenirs, to listen to members of the 3rd



Author and C-130 navigator, Capt. Vince Gambal, (center) is flanked by his Delaware Air National Guard crew: (left to right) Maj. Dave Prox, aircraft commander; Capt. Matt Dunlevy, co-pilot; Tech. Sgt. Paul Pickering, flight engineer; Master Sgt. Wayne Bernardo, loadmaster; Tech. Sgt. Tom Oliver, loadmaster; and Tech. Sgt. Ralph Miller, crew chief.

Army tell war stories, and for photo opportunities. The excitement and novelty quickly turned somber when the bus loads of refugees pulled up to the cargo ramp of the aircraft.

There were young women with babies, school-aged children, and elderly men and women who needed our help to walk up the ramp. Their entire lives were now wrapped up in the small plastic

shopping bags they carried. A few weeks earlier these people were "the enemy." Now, we were helping them escape persecution in their own country.

On board, the children were excited about being on an American airplane. They looked and acted like young children I knew back home. They really warmed up to the crew members when we passed out candy and played

games with them.

Although the adults seemed grateful for our help, many were visibly shaken. Perhaps it was fear of their first flight, but most likely, it was fear of their unknown futures in Saudi Arabia.

Watching those people board buses in Rahfa—one for men and boys, one for women and girls—was something none of us will ever forget.



(Above) The Iraqi Shi'ite refugees were made as comfortable and welcome as possible by C-130 crew members. The children received special attention. (Upper left) Women, dressed in traditional black abayas, deplane in Rahfa, Saudi Arabia. (Lower left) Two women and their children board a bus for the new refugee camp as an Army guard watches.

Award winning PAD markets 'nation assistance'

by 1st Lt. Linda Jo Law
Nebraska Army National Guard

PANAMA CITY, Panama - Going on two-week overseas deployments is becoming second-nature for the members of the 11th Public Affairs Detachment (PAD), Nebraska Army National Guard in Lincoln, Neb.

The military journalists collectively deployed more than 35 times to other countries. The most recent deployment took the detachment to Central America to work in the countries of Panama and Honduras.

Currently, many nation-assistance projects are being performed by the U.S. military in these countries, and the print and broadcast journalists were sent to tell the story.

By using the skills learned over the years in print, radio, and video, the soldiers supported by U.S. Southern Command Public Affairs Theater Support Element, based at Corozal, Panama, marketed stories to civilian and military outlets.

Their mission was to inform the people of the United States about the humanitarian works being done by U.S. military Reserve forces in these countries. It was also their job to show how this assistance affects the lives of the Central Americans, and the training value to U.S. National Guard and Reserve soldiers conducting overseas deployments.

"The bottom line is, what we are doing here is covering history in the making. For us, it's real news of soldiers working with the people of Panama and Honduras to build schools and roads," said Staff Sgt. Ron Bradrick, a seasoned, military journalist with over 12 years experience.

Bradrick lives in Omaha, Neb., with his wife, Sharon. When he's not working as a section leader for the press section, he operates his own independent insurance agency.

According to the military journalists, everyone benefited from the good work being done in these countries. The people benefit by having a new or renovated school or medical clinic. The soldiers benefit by training in an environment that can't be duplicated in the United States. The local citizens of the communities where the projects were completed were ecstatic and appreciative of the soldiers for the work they did.

"This experience has provided our unit members with the best hands-on training there is," said Bradrick. "We were actually able to see, first-hand, and help tell the stories of U.S. National Guard and Reserve soldiers actually accomplishing their military mission. The mission of nation-assistance."

"The building process is a team effort and it goes back to the old adage 'Instead of giving people fish, teach them how to fish,'" added Bradrick.

Before any U.S. military assis-

tance can be rendered, the country must request it. Nation assistance can often happen as long as one simple rule is followed. It's called the "one-third rule." One-third of the help must come from local citizens where the building is done.

Another third will come from the host nation government or military, and the final third from U.S. military assistance, to include National Guard and Reserve soldiers. "You think you've been hot before? You think you've seen humidity in Nebraska? Hey, try Panama," added Winters. "Once you get used to it, though, it isn't so bad. Besides it's worth it. How many people do you know that can walk out of their front door in the morning and see ships passing through the Panama Canal?"

The detachment's two newest members, Spcs. Chad Winters and Kevin Hynes, have never been on an overseas deployment with the 11th Public Affairs Detachment and being in Latin America was an experience of a lifetime for them.

"I was totally unprepared for what I was going to experience. It was a real culture shock," said Winters. "I wasn't shocked in a bad way; it was a good way. I never dreamed of being able to work hand-in-hand with the Panamanians. This is as close as we're ever going to get to actually training for our wartime mission."

Adjusting to a new country and new ways was the citizen-soldiers first challenge, but it certainly didn't end there. They also had to adjust to the heat and humidity.

Staff Sgt. Chris Carmean, a broadcast NCO, viewed the experience from behind the eyepiece of a video camera and his overall feelings and experience were similar to those in the print section. But for Carmean, the overseas training was different than the three deployments he made to Europe.

"Europe had so many similarities to our own culture in the United States. Here in Panama and Honduras, the similarities are fewer. The climate is different and the language is different. What I've seen is much more dramatic to



Staff Sgt. Chris Carmean records video footage of a school building project in Honduras. (Photo by 1st Lt. Linda Jo Law, 11th Public Affairs Detachment, Nebraska Army National Guard)

the senses than anything I ever saw in Europe," said Carmean, another member of the PAD with over eight years experience.

"We also had the opportunity to travel to Honduras where we were interacting one-on-one with the people that lived there. They lived in huts that were constructed out of mud and sticks located in banana fields. We saw their real day-to-day life.

Carmean lives in Omaha, Neb., where he works as a detective sergeant on the Omaha Police Force and during his free time he's a practicing attorney and a criminal law instructor at Metropolitan Community College.

Unit members agreed it was some of the best training they've ever had. They were reporting and marketing real news to the people back home. They did the job they've been trained to do.

As well as watching ships passing through the canal on his way to work, Winters and the other unit members went on an exclusive tour of the Panama Canal the first day they arrived.

"We got the good tour. We stood in the middle of the canal and watched the ships come toward us. Then the gates opened and a ship would pass right by. It was an awesome sight," said Hynes, a 11th print journalist. "What was most

amazing was how the canal worked. The ship was raised up with the water and slowly sent through the canal. Then the gates would open into the Pacific and the ship was on its way."

Hynes lives in Lincoln, Neb., where he attends the University of Nebraska as a junior majoring in journalism. He was born and raised in Crofton, Neb.

The broadcasters and print journalists produced over 35 print, radio, and TV stories during their two-week annual training, which were marketed in the United States.

The print journalists of the 11th Public Affairs Detachment have been honored four times for their contributions to their state military newspaper, *Prairie Soldier* of Nebraska. In 1989 and 1990, the print journalists were awarded the Department of the Army's Keith L. Ware award. The award is named in memory of Maj. Gen. Keith L. Ware, former Army Chief of Public Affairs. Ware, a Medal of Honor recipient during WWII, was killed in Vietnam in 1968 while commanding the 1st Infantry Division.

The third and fourth awards the journalists received were the Department of Defense's Thomas Jefferson award. This award recognizes the best overall newspaper for its excellence in print journalism. This award was named in memory of our former President and Declaration of Independence author Thomas Jefferson.

In 1989 the journalists contributed to *Prairie Soldier* which received 2nd place in the category for the best "Government Funded Large Tabloids" and in 1990, they won 1st place, beating out the best newspapers of the Army, Navy, Air Force and Marines.

It would be fair to say that training for this well-traveled Public Affairs Detachment is becoming second nature.

"We've seen places near and far, and each place we venture will always offer us new and exciting challenges," added Carmean.



Press officer 1st Lt. Linda Jo Law teaches children of La Junta, Honduras to count to ten in English. Law was on two-week annual training for the Nebraska Army National Guard. (Photo by Spc. Kevin Hynes, 11th PAD, Nebraska Army National Guard)

Pagonis cites Guard integration in total Army

by Maj. John R. Randt
Indiana National Guard

DHAHRAN, Saudi Arabia — America's veterans of the Gulf War are coming out of the desert.

Long vehicular columns of the Army's Total Force are winding toward Dhahran. A cloud of dust heralds the approach of another column. Soldiers with sand-stained uniforms grin and wave as wheeled and tracked vehicles go by with repetitive precision.

With the departure rate running at 5,000 soldiers a day, it won't be long before American involvement fades toward the base line.

But, look again at the patches.

Integrated in Operation Desert Storm at every level are National Guardsmen from every state and territory in the nation. It may not be the "roundout" force we anticipated, but the involvement of the nation's Guardsmen is impressive.

The Guardsmen and their missions are often indistinguishable from their active duty counterparts. And, component rivalry withstanding, the active force says the operation would not have taken place without National Guard and Army Reserve forces as vital partners.

At a recent conference in Dhahran, Lt. Gen. William Pagonis, 22nd Support Command, asked for a show of hands among his logistics commanders to signify if they were from the reserve com-

ponent. The upraised hands dominated the room.

"The work of this command, more than most, demonstrates the Total Army at its best," said Pagonis.

Desert war is usually seen as a supply war. Operation Desert Storm was no different. And, no different was the criticality of supply in the VII Corps end run through Iraq and the movement into Kuwait.

In Kuwait, American ambassador Edwin Gnehm sees Army Guard and Reserve involvement the same way.

"It's just a remarkable contribution they've made across the board," said Gnehm.

An added contribution by these

soldiers is their citizen-soldier perspective, said the ambassador. Different reserve units adopted different causes in devastated Kuwait City. Units and individuals provided off-line, and off-duty, assistance. This included care for orphaned children, the elderly and the mentally handicapped.

"All over town you have stories like that," said Gnehm. "Most Kuwaitis now have a personal experience with an American now. You can't go anywhere in Kuwait now and not hear such a story."

The president and the generals deserve the credit for planning and implementing the war, but the individuals who were the players made it all work. The National Guardsmen did their part.

Skiers (cont'd from page 9)

Surprisingly though the temperature did not limit our excitement. We were greeted in Danish and "broken" English with smiles and padded glove handshakes.

It was 20 degrees Fahrenheit, with little or no winds, except that raised by the four C-130 propeller engines.

One Dane, dressed in red winter gear, arrived with a snow mobile. He offered to take me out to a distance for a better photo opportunity of the aircraft and people nearby. He also wanted to show his skill in operating the snowmobile as well. We went out a distance, took some photo shots, and came back to pick up another team of passengers to be briefly entertained.

After five minutes the loadmasters, with the help of GRIP engineers, dislodged the pallet and we reboarded the aircraft for a second off-load attempt.

Not knowing what to expect, all of the passengers waited in anticipation as the aircraft moved forward. The aircrews skied their plane to end of the ski-way and turned it around. With engines at full power and the prop angles adjusted for maximum thrust, the LC-130 lunged forward. We were moving with the speed increasing, but due to drag, wind and friction, we were not able to reach the needed 65-70 knot (JATO) take-off speed. Power was cut back and the nose ski came down. The pilots would make another attempt after taxiing to the end of the runway and turning around.

We started moving, which takes a great amount of power to break the planes ski's from the snow. The plane was soon taxiing down the ski-way. The crew again began procedures for offloading. The cargo locks were released and this time the cargo rolled out the back end landing in the snow. This portion of the mission was complete. We now faced the next step: take-off.

There second try was successful, getting us airborne for the 17-mile leg to the GISP-2 site.

GISP, the American site, was dif-

ferent in layout from the European camp. It contained a large building similar to a double-wide mobile home on stilts in the center of the operation.

The temperature felt 15 degrees colder here than GRIP due to the Arctic winds. It was hard to believe there was such a change in weather only 17 miles away.

Here, we were met by Jay Klinck, site manager, who immediately took us by snow mobile-pulled sleds to their camp drill site for a tour.

Once there, we entered the white domed structure. The smell of butyl acetate was heavy in the air. We were not allowed to go further due to a lack of respirators. The acetate is used in the American's drilling process mainly to keep the ice core shaft open. There is a tremendous amount of pressure below that could close the core hole.

We could see this was an engineering innovation. Each ice core was 5 1/8 inches in diameter, approximately 10 feet in length. Each core is pulled from the hole with great care not to contaminate the ice. After it is pulled, each core is marked, cataloged and stored in a climate-controlled underground ice box, made of snow and wood.

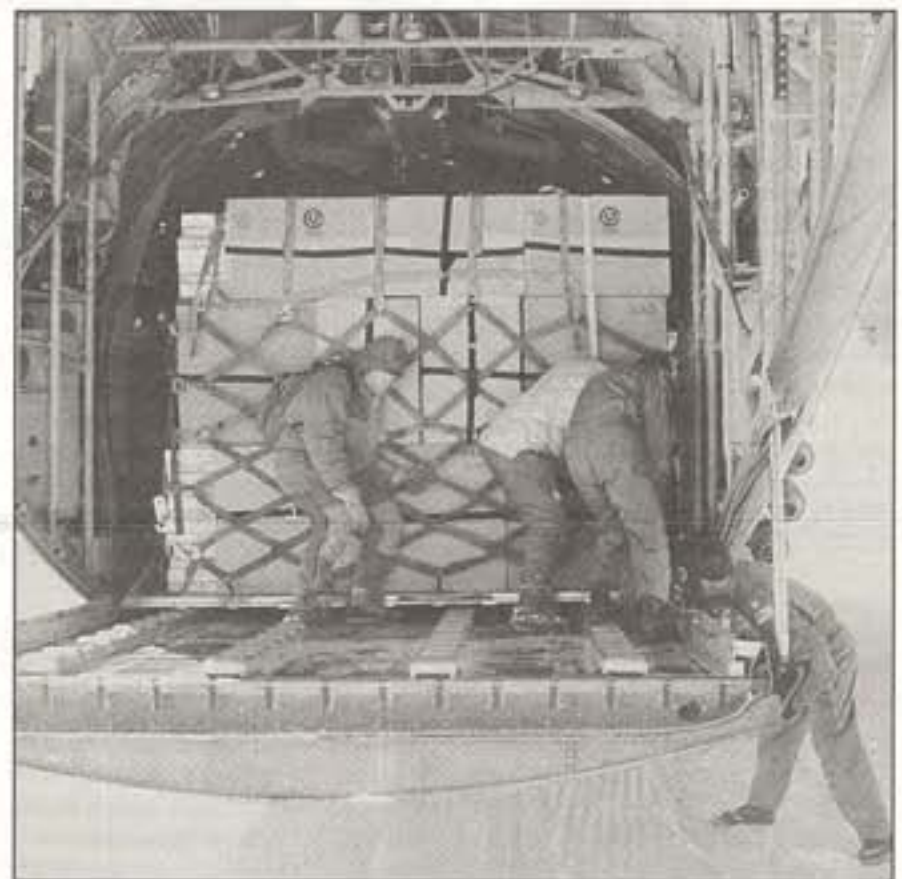
Each core sample is analyzed, marked, recorded onto a computer for shape, density, gases and composition.

The 109th plays an integral part by shipping the ice core samplings from the two ice stations back to Saundby. There, commercial air carriers ship the ice to depositories in Denmark and Denver.

Looking at the core samples, you could see rings or "identifiers." It was explained by John Moore, a British researcher at GRIP, that these rings are similar to tree rings.

Based on the length, size and density, they can electronically measure for acids, gases, ions and snow flake design.

This process enables both teams to analyze past world-wide events that have effected the environment. Recent events like the Chernobyl nuclear disaster, ash from Mt. Saint Helen's, and even pollu-



Performing a combat off-load of supplies, 109th crewmembers experience a mechanical jam and attempt to correct the problem.

tion from the Industrial Age are leaving evidence in polar ice that may provide clues as to the future life of the Earth.

The scientific communities will use each core to conduct as many as 50 tests to help science predict the future, understand the past, and to aid in what preventative measures can be used to change patterns of earth's ozone depletion and environments.

The 109th supplies the only military sites that remain open year round. The Air Force's Dye I, II, and III sites, once classified, now abandoned, look like something from the planet Mars. Their purpose was to provide early warning radar tracking and communications and radar tracking for NORAD (North American Defense) and Space Command. Now only Dye II's sky-way is used by the 109th for landing and take-off training for aircrews to improve or maintain flying proficiency.

The weather is so unpredictable here that for three days in a row, both aircrews made several attempts to land at Dye II, but the winds, and poor visibility forced aircrews to abort the landing at the last minute.

After hearing about the unusual sites, it was a disappointment not being able to see them.

After one week at Saundby the 109th, finished their mission. We finished the task here of delivering supplies. Weather dictates just what you will accomplish.

The next day, two C-130's, carrying passengers and aircrews depart for home, Scotia, N.Y. Families of these teams have grown used to the unique mission but always await their return.

But for the 109th, it was another routine mission. One that they are skilled at. One that is unique only to them, the "Ravens" of Scotia.

Delaware flyer spices radio calls with poems

by 1st Lt. KellyAnn Dinning
4404th Tactical Fighter Wing (Prov.)
photo by Capt. Vincent P. Gambal
Delaware Air National Guard

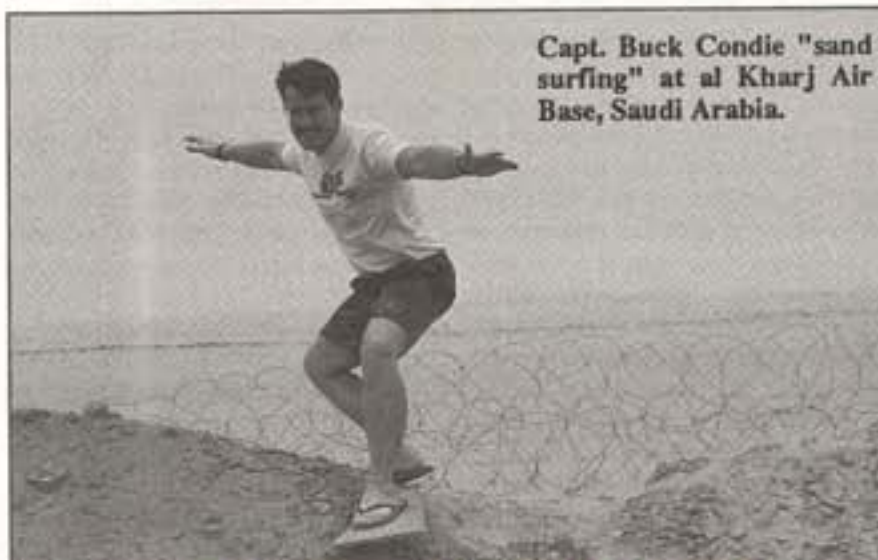
It all started one night as the Military Airlift Command (MAC) C-130 hummed through the skies carrying cargo to a base in northern Saudi Arabia. "We're coming at you and we're all in a hurry, 'cuz in 25 minutes we'll land in a flurry," said Capt. Earl "Buck" Condie, a navigator with the 142nd Tactical Airlift Squadron, Delaware Air National Guard (ANG).

"But tho' we flew through thunderstorms—with lightning, sleet, and hail...unlike your friendly postal man, we did not bring you mail."

Condie is well known throughout the theater for his radio poetry. In fact, when MAC Airlift Control Element (ALCE) personnel know he's coming they sometimes even have a return poem.

Before an aircraft lands, one of the jobs of the navigator is to radio ahead to let the ALCE know who is coming in, what they're carrying, how much fuel they have, and the aircraft's maintenance condition.

"I make the radio calls every time we depart or arrive at a location," said the captain. "One time I thought I'd spice up the message and make it rhyme and then it became a challenge to think of



Capt. Buck Condie "sand surfing" at al Kharj Air Base, Saudi Arabia.

*Hello again, our boater [ALCE] friend,
it's time for us to shout.
We're coming in, so how've you been?
We're 30 minutes out.
A look in back assures that
no escargot we bring,
but we got pax, seven in fact,
and they want their limousine.*

*All said and done, we're Alpha-One;
the plane is feeling fine.
Unlike her crew, who's feeling blue,
for Delaware we pine.
So that's the end, our boater friend,
there's nothing more to say,
'cept how we're glad that we have had
this productive Air Force day.*

something new every time."

There have been a few reruns. After all, Delaware ANG-based C-130 Hercules have been flying the Arabian skies since January, but generally the radio poet comes up with new verses for every call.

"The trick to the poem is to make sure it's compact and provides the information needed," said Capt. Condie. Usually his poems are only a few lines, but he's had a few up to 12 lines.

His radio calls could be something like the one when his crew had finished a day's mission of airlifting Shi'ite refugees from Safwan, Iraq to a camp in Rahfa, Saudi Arabia: (left)

The 142nd TAS returned to their home station at the New Castle County Airport, Del. on May 31, with much fanfare. A crowd of 2,500 excited dependents, family members, friends, and supporters turned out to welcome back the unit.

Before the eight C-130's landed, Condie prepared one last Desert Storm poem. As he read it over the radio, the Delaware ANG command post played it over the base-wide public address system. (below)

To America!—On Our Return

America, the Beautiful,
your warriors of the sky
have now returned to your
embrace as down the coast we fly.
We're 30 minutes out from you.
We'll land at your behest.
But before we do, we wish to
make a list of our requests:
We want to put these airplanes
down in your state of Delaware.
Request you have some download
help stand by to meet us there.
For the personnel that we brought
back, have PERSCO standing by.
And have our families stand by
too; you're gonna see sparks fly!

And next request, f'our kith and
kin,
We'd like some leisure days
to participate in all those things we
missed,
while we were far away.
We want to raise a toast to you
with alcoholic glasses
And when the drink is drunk, we
want to see bikini'd lasses.
We want to touch your hallow'd
soil and walk along your beaches,
and breathe again of Freedom's
air,
from coast to coast it reaches.
And most of all, America, our
cherished fantasy:
to join your ranks of citizens,
from sea to shining sea!

California women die in rescue attempt

MATHER AIR FORCE BASE, Calif.—A memorial service was held June 2 for three California Army National Guard soldiers, all women, killed May 13th while flying an evacuation mission in Honduras.

Among the estimated 400 people attending was California Governor, Pete Wilson, who said of the three, "They were our best. They were magnificent soldiers."

He also observed that all three were highly motivated medical specialists who had earned college degrees.

Capt. Sashai Dawn, 34, of Sacra-

mento, 1st Lt. Vicki L. Boyd, 30, of Salinas, and Staff Sgt. Linda S. Simonds, 34, also of Sacramento, died when their helicopter crashed into a mountainside while on a night medical evacuation mission.

They had been activated with their unit, the 126th Medical Company (Air Ambulance), from Mather Air Force Base near Sacramento, in November, and ordered to Forts Bliss and Sam Houston, replacing regular Army units sent to the Middle East.

In April, the trio had been reassigned to Soto Cano Air Base, near



Comayagua, Honduras.

At the time of their deaths, the three were flying to a remote radar site to bring a sick soldier to medical treatment. He was evacuated by a subsequent flight.

At the memorial service Chaplain (Col.) Gary H. Coad, California National Guard chief of chaplains, as well as brigade chaplain of the 175th Medical Brigade, parent unit of the 126th, noted that the deaths were the only among California National Guard soldiers and airmen activated as a result of Operation Desert Shield/Storm.

"In our minds," he said, "this was a direct result of the hostilities in the Persian Gulf."

Each was eulogized by a friend. Three flight helmets and three pairs of flight boots were placed on the altar, surrounded by flowers, candles, and backed by the national and state flags, symbols of the Guard's dual mission.

Conaway (from page 12)

As we continued to meet more Guardsmen, a soldier appeared with a TV camera, filming their departure. Gen. Conaway mentioned how quiet they were. I walked behind the TV camera and started waving my hat in the air. I yelled at the soldiers, "Anyone going home?" They jumped to their feet, waving their hats back to me. I yelled again, "Is everybody going home to the good ole U.S.A.?"

They went crazy—yelling and jumping up and down. Some of them grunted "Ahhural" and sent their hats flying into the air.

The next morning as the general was leaving, I heard someone call, my name, "Jordan!" It was the general. "Jordan," he said, "you almost started a riot last night with those soldiers." "Yes Sir," I replied. He looked at me with a twinkle in his eyes and a grin on his face and said, "Fun, wasn't it?" Then he boarded the plane for home. As the plane disappeared into the clouds, I thought if only the rest of the troops could have had the opportunity to have spent time with him. They too would salute him with the greatest respect.