

From Indiana to Incirlik, these 1995 ANG and AFRES award winners proved the strength of USAF's Total Force.

On-Call Capability

President's Award

Outstanding AFRES Crew

On June 10, 1995, two C-130Hs from the 64th Airlift Squadron, O'Hare IAP/ARS, Ill., embarked on a mission to an Indiana drop zone. An indicator on one C-130 warned of trouble with the left main landing gear. Bad weather swirled around Chicago, so the crew was directed to Grissom ARB, Ind. The gear would have to be cranked down manually, but a load blocked access to the gear. To empty the C-130, the crew decided to conduct an emergency drop at Grissom, where the drop area was one-half the minimum size. Having gained permission to drop, the loadmasters rigged the two pallets for a sequential airdrop. Both loads landed squarely on target. The crew then cranked the gear down, returned to Chicago, and landed safely. Left to right: MSgt. James F. Downey, flight engineer, and Capt. Kenneth C. Petray, aircraft commander. Not pictured: Capt. Stephen J. Burling, navigator; 1st Lt. William H. Rohder, copilot; SSgt. Brian Whiteside, flight commander; MSgt. John H. Rossler, loadmaster; TSgt. Larry G. Mitchell, loadmaster; and SSgts. Andrea R. McClam and John T. Moscon, loadmasters.



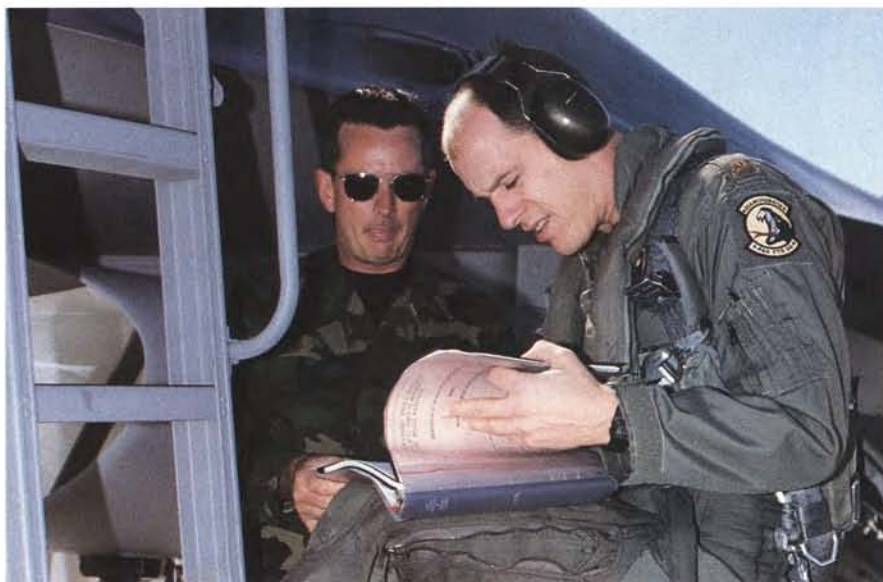
Earl T. Ricks Award

Outstanding Airmanship in the ANG

On December 5, 1995, four members of the 129th Rescue Wing, Moffett Federal Airfield, Calif., rescued a critically injured eighty-two-year-old sailor adrift in a small boat nearly 1,000 miles west of San Diego, Calif., in a storm generating rain squalls, high winds, and twenty-foot swells—at night. The sailor had suffered a critical head injury and had gone without food and water for seven days. The pararescuers from the 129th located the sailor's boat tethered to a small fishing vessel, parachuted into the Pacific, assembled their medical equipment, and struggled on board the sailboat. The team transferred the sailor to the fishing vessel and headed for California, giving him emergency medical treatment around the clock for three days. On day four, the team arrived at Morro Bay, Calif., and took the patient—alive—to a local hospital. Crew: SMSgt. Alan L. Williams. Not pictured: SMSgt. Timothy V. Young and SSgts. Jeffrey A. Borg and Gregory S. Hadfield.

Outstanding Guard Unit

The 104th Fighter Wing, an A-10 unit based at Barnes MAP, Mass., contributed 510 personnel and twelve combat aircraft to Operations Deliberate Force and Deny Flight in the Balkans from August through October 1995. The wing's troops deployed to Aviano AB, Italy, mounted 207 combat sorties, and became the first A-10 outfit whose pilots conducted night combat missions using night vision goggles (NVGs). During Deliberate Force, the 104th achieved the highest overall weapons effectiveness score—95.8 percent—of any unit in theater. The unit also participated in two NVG combat search-and-rescue attempts to retrieve two French flyers shot down over Bosnia-Herzegovina.



Outstanding Reserve Unit

The 419th Fighter Wing, Hill AFB, Utah, combined an operational readiness inspection with a real-world deployment—a first for an AFRES unit. To start the ORI, the 419th deployed eleven F-16s, eighty-four tons of gear, and more than 300 troops to Incirlik AB, Turkey, to participate in Operation Provide Comfort II, the enforcement of a no-fly zone in northern Iraq. Pilots of the 419th flew 513 combat sorties (totaling 1,400 flying hours), becoming the first AFRES wing to cover a tasking of more than seventy-five days single-handedly. The 419th completed a total of 4,297 accident-free flight hours, winning an Air Force Flight Safety Award, with an average mission-capable rate of 87.7 percent—nearly fourteen percentage points above the AFRES goal.

Chief Red Award

Outstanding Aerospace Maintenance

CMSgt. James H. Honeycutt, assigned to the Logistics Support Flight, 134th Air Refueling Wing, McGhee Tyson Airport, Tenn., played a major role in the recent source selection of a contractor for Pacer CRAG, resulting in the award of a \$750 million contract to provide a predictive wind shear radar, a flight-management system, and other improvements for the KC-135 fleet. His contributions to testing the AN/ASW-48 digital autopilot system and the successful upgrade of the APN-59 radar system resulted in significant savings. ■

