



# THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

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## 731st Makes Its European Debut

# BULLETS FOR BAMBERG

by MSgt. Larry Lentz

The small German town of Bamberg lies 18 miles from the Soviet-controlled Czechoslovakian border. For two weeks in September, the town's accustomed tranquility was shattered by American and other NATO soldiers, tanks and heavy armor. Near countless other cities and hamlets, from Norway's coast to the Italian Peninsula, the scene was the same. 330,000 troops from six countries were in battle — a simulated battle which was part of NATO'S annual exercise CERTAIN SHIELD. Their training would sharpen the tactics and skills of NATO forces which jointly protect towns like Bamberg from invasion.

Ironically, at the Bamberg airfield, the scene was one of festivity. Local photographers and curiosity seekers watched the incoming American aircraft land, deliver Army supplies and equipment and then take off. The planes were not jet transports. They were C-123s, absent from Europe for ten years, and C-7s — never before seen on the continent. Military aircraft, of any type, were a rarity at Bamberg because of the short 2,000-foot runway.

The planes' deployment from the United States and involvement in the exercises were of interest not only to the Bamberg residents, but to military planners skeptical about the ability of these short takeoff and landing (STOL) aircraft to cross the Atlantic and operate in Europe.

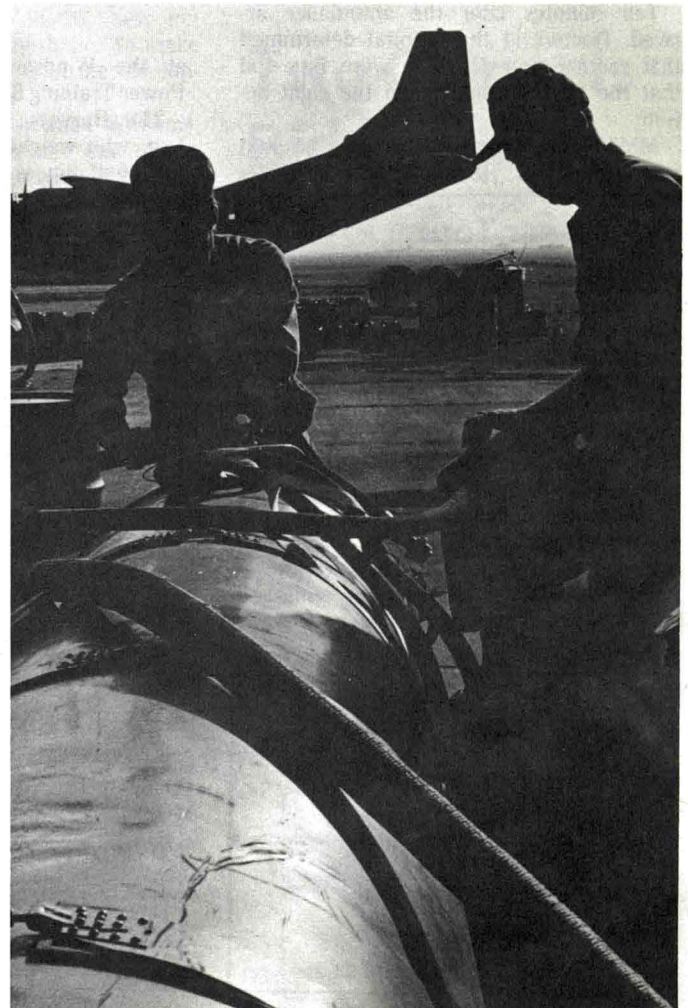
As Air Force Reserve (AFRES) units are

the only ones flying both C-7s and C-123s, 200 reservists formed the 1st Provisional Airlift Squadron (PAS) (STOL). It was the first autonomous AFRES unit to participate in the NATO exercise REFORGER (Return of Forces to Germany). The unit's

mission: deploy from the United States, deliver the "goods" where and when the Army wanted them, return home and resolve any doubts about the aircraft's capabilities.

(Continued on page 4)

Silhouettes in the early morning fog at Wiesbaden AB, Germany, belong to MSgt. Ernest Henley and TSgt. Harvey Cook, both of the 901 CAMS, as they prepare Benson fuel tanks for installation in the C-123 in the background. The tanks provide fuel needed for the Atlantic crossing back to Westover at the conclusion of the REFORGER exercise.



Final reports about Volant Oak, the 439th's Southern Command rotation in Panama, were not complete at the Patriot's press deadline. For this significant event to receive the coverage it deserves, a story and photos will be published in the December issue.

REFORGER (Photos by MSgt. Larry Lentz)



# Sergeant and Wife Deliver Neighbor's Baby

by SSgt. Daniel Samis, 1917CS

If you had to, could you deliver a baby? On Oct. 9, MSgt. Thomas P. Bullock, 1917 Communications Squadron, and his wife, Olive, found their answer was Yes when they delivered their neighbor's baby.

At 5:30 p.m., Sergeant Bullock and his family heard a call for help from their neighbor. They ran next door and found Mrs. Roxanna Harvey, who was nine months pregnant, on the floor and in labor. She's the wife of Machinist Mate 3rd Class (MM3) Wayne Harvey.

While Mrs. Bullock phoned for an ambulance, Sergeant Bullock helped Mrs. Harvey. After a third contraction, the baby's head appeared. "We immediately stripped off Roxanna's slacks. We were scared that the baby would suffocate," recalled Sergeant Bullock.

Mrs. Bullock gently pulled on the baby's head. During Mrs. Harvey's next contraction, the baby was born.

"It was a girl. She started crying on her own. We placed her on Roxanna's stomach and wrapped them in a blanket for warmth. Since we didn't know what to do next, we didn't cut the umbilical cord," said Sergeant Bullock.

Ten minutes later the ambulance arrived. Doctors at the hospital determined that mother and daughter were fine and that the Bullocks had taken the right action.

MM3 Harvey arrived at the hospital soon afterwards. He was attending classes



Family and friends admire the Harvey's new daughter Debra Lee. Standing, from left, are Christine Bullock, MM3 Wayne Harvey, MSgt. Thomas P. Bullock and Carey Bullock. Seated are Roxanna Harvey, holding Debra Lee, and Olive Bullock, holding the Harvey's other child, Bobby. (Photo by SSgt. Daniel E. Samis)

at the Windsor Locks (Conn.) Nuclear Power Training School.

The Harveys named their baby Debra Lee, who weighed seven pounds and nine and a half ounces.

Sergeant and Mrs. Bullock credit their ability during the emergency to Mrs. Bullock's own deliveries and to Sergeant Bullock's presence in the delivery room at the birth of two of their six children.

## Westover Tour Called "Best"

Several teachers, school department representatives and 40 sixth graders from seven Holyoke public schools toured a C-123K and visited Life Support on Oct. 18 and 19. Capt. Walter Brown conducted the aircraft tour, and SSgt. Ed Ross hosted the group at Life Support.

The tour was part of Holyoke's Cultural Enrichment Program. The visit to the base was one of many in the program. Several people from the school system remarked their Westover tour was "the best" they had taken.

## 1979 UTA Schedule

Jan 6-7	July 28-29
Feb 3-4	Aug 25-26
Mar 3-4	Sept 22-23
Mar 31-1 Apr	Oct 20-21
Apr 28-29	Nov 17-18
May 19-20	Dec 8-9

No June UTA  
Annual Tour - June 9-23

## Chicopee and the Base Launch Combined Federal Campaign

Chicopee Post Office employees and base personnel joined forces and kicked off the annual Combined Federal Campaign at the base theatre Sept. 27. Several speakers expected to exceed last year's drive of \$12,000. More than 85 percent of that figure was derived from payroll deductions and represented a 59 percent increase from the previous year.

The drive, which is chaired again this

year by Col. J. Frank Moore, base commander, will continue through Nov. 15. Westover's portion of the goal is \$14,000. Mr. David Michaud, base services officer, is the project officer.

Donations are distributed to the Chicopee United Way, the National Health Agencies and the International Service Agencies.

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**Base Commander**  
Col. J. Frank Moore

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Maj. Rudolph G. DiLuzio

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## Life Support Claims a First

by TSgt. Marshall Hathaway

When SrA Sharon Williams was a child, her mother wanted to join the Air Force. But she never had the opportunity. The Air Force "bug", however, rubbed off on her daughter. In June 1975, Airman Williams fulfilled her mother's dream and joined the Air Force Reserve and the 731st Life Support Section.

With time, the desire to be a part of the military increased. In September 1977, when an air reserve technician (ART) position opened in her section, Airman Williams applied and was appointed. In doing so, according to TSgt. John Sambor, Foreman, Life Support Branch, Airman Williams became the first woman to work on Westover's flightline.

After basic training, Airman Williams attended Basic Life Support School at Chanute AFB and Basic Survival School at Fairchild AFB. Later, she will study at the Water Survival School at Homestead AFB.

As a life support specialist, she maintains shop equipment, properly equips aircraft according to its mission, checks helmets and oxygen masks, parachutes and survival kits, and inspects all life support-related equipment.

The workload in her shop is shared by all. Airman Williams is no exception. She performs the same functions as the men. On UTAs, and during their active duty tour, she doubles as an instructor in addition to her regular duties.

Not only is Airman Williams the only

woman in Westover's Life Support Section, she was the only woman at both military schools.

During her basic survival course, there was a stretch of five days of field conditions in rough terrain during cold weather. "Snow and a 60-pound backpack made it a little tougher," she says. "Living in close quarters with men under field conditions had its slight drawbacks but they were very understanding." Airman Williams admitted that the need for separate toilet facilities was a little embarrassing, but other than things like that, the experience was a good one.

Being the only woman in her shop took a little getting used to, but Airman Williams said that she works with "a good crew of very considerate guys."

Although Airman Williams is a woman in another "first" position, she isn't a great advocate of "women's lib." Nor does she believe that a woman's role should be played down to the housewife or secretarial roles that "have dominated us through the years. I admire the gutsy-type woman who is a woman first, but can hang in there when the going gets tough."

Apparently Airman Williams' new position agrees with her. She hopes to make the ART program, working in the life support section, her career.

Her co-workers enjoy Airman Williams' company and accept her as "one of the boys." Says Sergeant Sambor, "Life Support has gained a dedicated person."



SrA Sharon Williams, Life Support Section, performs maintenance on a flight helmet.

## Two Colonels Bid Farewell

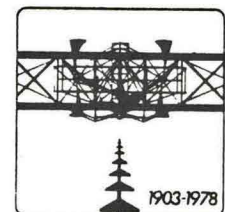
Col. Jack Newell, senior Air Force advisor, and Col. Billie Parker, 439 TAW deputy commander for operations, have been reassigned to other units.

Colonel Newell left Westover Nov. 9 for an assignment with Headquarters AFRES, Robins AFB, as deputy chief of staff for plans. During the October UTA, he commented on his tour at Westover, " . . . very rewarding. All the people of the 439th made it a pleasant tour of duty."

Colonel Parker left Oct. 21. He is the commander of the 919th Special Operations Group at Duke Field (Aux. 3), Eglin AFB, Fla. He too expressed feelings for Westover. "I've never been in a better organization. The personnel are top-notch and I can't say enough about them. Westover has a great deal of promise and I'll bet the 439th will be used even more in the future for bigger and better things."



Base Information Officer, Betty O'Connell, left, welcomes Ms. Antonia Handler Chayes, Assistant Secretary of the Air Force for Manpower, Reserve Affairs and Installations, on her second visit to Westover, prior to an appearance before students at the University of Massachusetts AFROTC. Also welcoming Ms. Chayes were Col. John E. Oliphant, commander of AFROTC Det. 370, second from right, and Lt. Col. Robert A. McCoy, 439TAW deputy commander for operations, representing the wing commander. (Photo by SMSgt. Clayton Gallant)



THE  
AIR FORCE  
SALUTES  
75 YEARS  
OF  
POWERED  
FLIGHT



## Bullets for Bamberg . . .

(Continued from page 1)

62 members of the 439th and their C-123s joined 160 other reservists from the 94 TAW, Dobbins AFB; 918 TAG, Maxwell AFB; 302 TAW, Rickenbacker AFB; and 911 TAG at Pittsburgh IAP, and three other C-123s and six C-7s.

### Deployment — The Big Push

The 4,000 mile trans-Atlantic journey was the most critical part of the REFORGER exercise. The STOL aircraft were not designed for extended flying. Nor do they have advanced avionics and radar to aid navigation. Therefore, each one was fitted with two fuel storage bladders and oil tanks in their cargo compartments for additional cruising hours.

"We flew our deployment route at 5,000 to 9,000 feet — altitudes that regular military North Atlantic air traffic hasn't flown in 10 years," said Lt. Col. Blaine Bermel, 1st PAS vice commander from Rickenbacker AFB. "Icing could have been a real problem and we had no reliable weather information for those altitudes. That's why we had Air Rescue and Recovery Service C-130 weather ships break ground ahead of us."

Even with the additional fuel, the aircraft required three days to make the journey. They stopped overnight at Goose Air Base, Canada and Keflavik Naval Air Station in Iceland, before landing at Wiesbaden, Germany. At each location, the planes were serviced by 1st PAS mechanics. After the STOL aircraft took off, maintenance and other enroute support team personnel took off in C-130s. They would pass the slower moving C-7s and C-123s and be in position at the next base. (See separate *Patriot* story on the 901st Consolidated Aircraft Maintenance Squadron's contribution to REFORGER.)

"Some MAC and NATO staff planners just didn't think we could do it as fast as we said we could," said Lt. Col. Arthur Sorenson, 1st PAS director of operations and the 439th's assistant director of operations. "Getting there wasn't half the fun for our personnel, but it was more than half the battle!"

### Reactivate Air Base

The planes' destination — Wiesbaden — was an unlikely choice. Originally, a rack track and then a German Air Force Base during World War II, it recently was transferred from the U.S. Air Force to the Army. Now, 4th Infantry Division tanks use its runways for maneuvers and parking.

The arrival of the planes marked the first time in three years that fixed wing aircraft landed at the base. The aircraft were greeted by base representatives and German commuters who pulled off the nearby autobahn to wave and take pictures.

Active duty Air Force assistance from Sembach Air Base returned the runways



A Westover C-123 rests on jacks on the Wiesbaden AB flightline. Maintenance crews jacked up the transport to test its landing gear hydraulics.

to their former quality and installed a portable ground control tower and runway lighting.

Reserve fire crews, including five 901st Civil Engineers and CMSgt. Anthony Palmieri, aided the Wiesbaden firefighters unfamiliar with airfield and aircraft fire-fighting procedures.

Other reservists staffed other essential positions. Many were from the 439th. MSgt. Philip Johnson, 901 Mobility Support Flight intelligence technician, briefed aircrews and kept tabs on local terrorist activities. Sgt. Betsy Rainville, and Sgt. Stella Nine, both of the 731st TAS, maintained flight logs and unit records in the operations center. SSgt. Louise Young and SSgt. Vivian Sullins worked at the Wiesbaden Dispensary. Along with Army medics, they treated Army and Air Force sick-callers and were available in case of a specialized aeromedical emergency.

### Delivering the Goods

The successful flights to Germany were only the first phase of AFRES' REFORGER '78. The flights over Germany — the next critical part — began early Monday morning, Sept. 18. Daily, ten sorties left Wiesbaden for Zweibrucken Air Field, where cargo handlers loaded on "live" ammunition for the Army's war games. Within minutes, the STOL aircraft were off for Bamberg, deep in the battle zone. The field's short runway, nestled in the mountains, required pinpoint assault landings and takeoffs.

From there, the planes went to Ramstein Air Base for refueling and another trip to Zweibrucken and Bamberg before returning to Wiesbaden eight to ten hours later.

### 731st — First Time Training

Many of the aircrews, including those from the 731st, were able to spend only one week in Germany. During the middle weekend rotation, their places were taken by new crews. Thus, twice as many participated in the unique training.

And unique it was. "The 731st can add many 'firsts' to our unit's history," boasts Maj. Edward Lincoln. "It was our first trip over the North Atlantic and first exposure to the European aerospace environment. Our crews were briefed for several hours on Europe's air traffic control and radio procedures and airway structure which are considerably different than this country's."

"It was the first time in the German buffer zone. Special training and procedures keep American aircraft from inadvertently straying near the East German border. We all have had an annual lecture, but now it really meant something," Major Lincoln continued.

"For many of us, it was the first time landing on a real assault strip with properly designated landing zone markings. Bamberg's field is only 2,000 feet long by 70 feet wide. Our assault landings were at a gross weight of 58,000 lbs. instead of 52,000 lbs. That's a huge difference considering the C-123's total weight is only 60,000 lbs. And when you're landing with six tons of "hot" land mines and artillery shells stacked right behind your head — it certainly gets your attention."

Because of the realistic conditions, crews also had to react quickly to unusual requirements.

With less than six minutes before a C-123  
(Continued on page 5)



## Bullets for Bamberg . . .

(Continued from page 4)

its 731st crew arrived over its designated drop zone, its container delivery system (CDS) parachute drop was diverted by the on-ground Air Force combat control team who signalled a new target. Capt. Joe Cleveland, navigator, quickly recalculated a new course. Then Maj. Edward Lincoln, pilot, and Lt. Col. Kim Pruyn, copilot, repositioned the plane. With the assistance of SMSgt. Peter Fontana, flight engineer, and SSgt. John Sullivan, loadmaster, the crew sent the bundles of simulated ammunition accurately on their way.

### Highway for the Sky

The highlight for another C-123 and a C-7 crew was a routine landing and take-off. But on a one-of-a-kind runway!

Prior to and during World War II, Germany built their national highway system, the autobahn, for two purposes: for the rapid transport of troops, and for emergency and undetected aircraft landings.

Forty years later, these specially built roads could be used by Allied aircraft during a European conflict. In preparation for such a need, and for the first time ever, American aircraft, three C-123s and a C-7 from the 1st PAS, made scheduled landings on the autobahn south of Stuttgart. As they unloaded their cargoes of infantry and vehicles, they were greeted by hundreds of well wishers and photographers.

### Heading Home

During nine work days, 1st PAS aircraft flew 296 sorties and transported over 318 tons of cargo and 248 troops. Their daily ordnance delivery missions used only half

of the squadron's capability. The remainder was held in reserve to replace redlined aircraft and handle unscheduled airlift requests from the Military Airlift Center Europe (MACE) at Ramstein Air Base.

Then it was time for the C-7s and C-123s to head for home. Because snow and ice had closed the Keflavik airport, a new route would be used. The STOL aircraft left from Wiesbaden for overnight stops at Torrejon Air Base near Madrid, Lajes Field in the Azores and St. Johns, Newfoundland before clearing customs at Loring AFB in Maine.

For two 439th aircraft, the expected trip took longer than expected: Engine difficulties forced one plane down at Cognac/Chateau Bernard AF, France for needed repairs. Another encountered propeller difficulties enroute to Lajes.

After two weeks, the STOL aircraft left Bamberg, Zweibrucken and Wiesbaden. The townsfolk saw the flights, and perhaps because of the continued American presence, feel more secure against an enemy posed a few miles away.

The flights to and over Germany also provided many grateful reservists a unique opportunity to see and experience that country's beauty and history.

The daily flights, more importantly, were seen by previously unaware militarists—from both sides of the Atlantic. The flights of 1st PAS demonstrated two facts well known to the unit's members. First, STOL aircraft, because of their versatility and capability, could be a vital force in any European air requirement. And second, the reservists who fly and support those aircraft are as versatile and capable.

*In a letter to Wing Commander Brig. Gen. Donald E. Haugen, 14AF(R) Commander Maj. Gen. Edward Dillon, expressed his appreciation for the 439th's personnel in REFORGER: "The 439 TAW has responded to many challenges during the course of a year; however, none have been as challenging as this exercise. Your successful completion of 'REFORGER 78' truly sets the 'Standard of Excellence' for the Air Force Reserve."*

## Furr, Marek Receive Awards

Two lieutenant colonels stationed at Westover were honored at the October Commander's Call for their contributions to the Air Force Reserve.

Lt. Col. Leon L. Furr, Jr., 731st Tactical Airlift Squadron, and Lt. Col. Fred J. Marek, commander of the 905th Civil Engineering Flight, received the Air Force Commendation Medal (AFCM) and the Air Force Commendation Medal, First Oak Leaf Cluster, respectively.

Colonel Furr received his AFCM for his service as 731st TAS training officer. The colonel served on active duty until 1968, before joining the reserve.

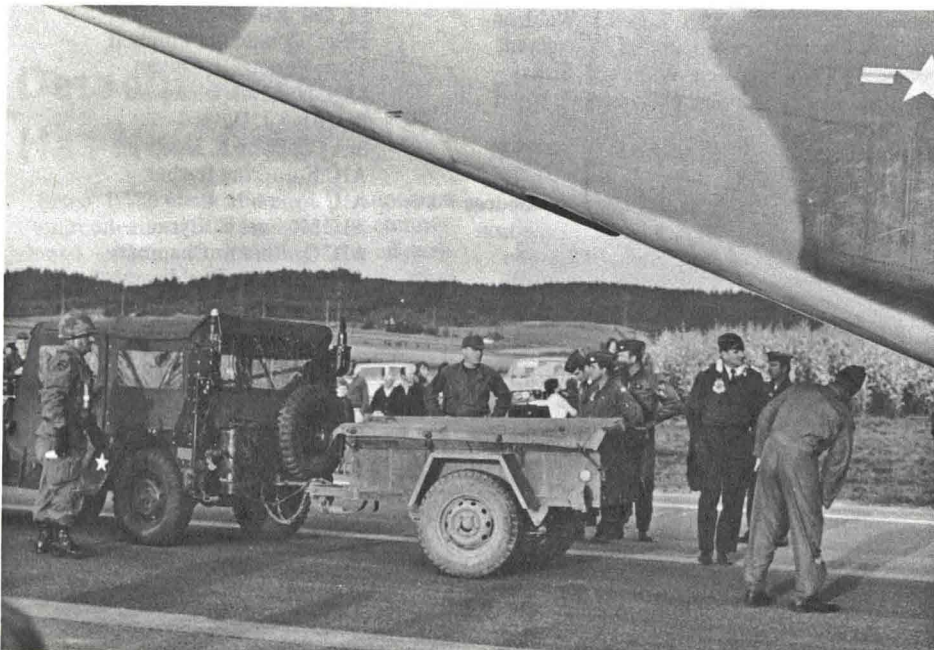
A sculptor in civilian life, Colonel Furr created a miniature representation of today's Air Reservist superimposed over a revolutionary minuteman for the Pentagon as part of the Air Force Bicentennial program.

For Colonel Marek, who retired Nov. 7, the Oak Leaf Cluster award caps a 36-year military career that began when he enlisted in the Army Air Corps in 1942.

During World War II, Colonel Marek was a crew member on a B-25 and flew 72 combat missions over Africa and Europe. He received the Distinguished Flying Cross, the Air Medal, the Air Force Commendation Medal and the Purple Heart.

The colonel was commissioned in the Air Force Reserve in 1950 and served tours of active duty in 1954, 1968 and in 1972 in Iran as an engineer advisor to the Iranian Army. A civil engineer through most of his reserve career, he also commanded the 514th Civil Engineering Squadron at McGuire AFB, N.J.; the 901st CEF at Hanscom AFB, Mass.; and the 903rd CEF at Willow Grove ARF, Pa.

Colonel Marek was honored on Saturday, Sept. 23, at the 905 CEF annual alumni dinner dance that attracted 60 couples from seven states to the Springfield Holiday Inn. The unit's new commander, Maj. Richard Cosgrove, presented Colonel Marek a plaque for his work with the 905th CEF.



An AFRES C-123 delivers a jeep and trailer to the field during REFORGER using a German autobahn as a landing strip. Three AFRES C-123s and a C-7 landed on and took off from the highway as part of a NATO feasibility study.



# A Hospital Trip Remembered

By A1C Deborah A. Elliot

Each August, a group of well wishers from the 439th TAW visit and picnic with patients at the Newington (Conn.) Hospital for Crippled Children and the Shriner's Hospital for Crippled Children in Springfield. The accomplishments and successes of these yearly trips can only be measured by each individual involved. Looking back on the trip a few months ago, I can only now express my own "success."

Thinking of each trip individually, I remember the ride to the hospital was long and hot. But when we arrived, even with all the noise, heat and confusion of the outside world, I could immediately see that the scales of inequality were out of balance.

I looked at a little girl, unable to walk, and wondered, Why not me? My problems soon seemed trite.

"The next time I hear someone complain about new shoes that don't feel comfortable, I'll remember that boy who doesn't have any legs," said A1C John Letteney, 905 APF loadmaster, as he turned away

from a child for a moment.

I wondered if I was alone in feeling wonderfully blessed. So I listened to other servicers. I can tell you the words they said. But I cannot explain the tone, expressions or the heartfelt feelings apparent everywhere.

Later, MSgt. Chip Connelly, 439 TAW mobility plans technician, called to me. "Come meet Eric. He thinks we in the Air Force should wear our hats this way." I laughed at the sight of the small boy, with cake frosting all over his face, wearing that hat Napoleon style and laughing sporadically.

The cake was a featured part of the picnic prepared by Westover personnel. It was blue, yellow and pink, and decorated with a brightly colored clown's face. On the bottom were the words, "From Westover to You."

All the food was prepared by MSgt. Robert Moriarty, TSgt. Frank Godek, TSgt. Ronald Perrault, SSgt. James Buell and SSgt. Vincent Lingley. They were assisted by the picnic coordinators, SMSgt. Hugh

Fraleigh (USAFR, Ret.) and Maj. Robert Hafner, 439 TAW information officer.

That is how the days went on, and now that I look back, I remember:

*We went to see the crippled one,  
watching the puppy from his window,  
wishing he could run.*

*Yet he smiled at me for no reason I  
could know.*

*If that young man felt cheated, weak or  
afraid,  
it did not show.*

*Indeed, I was quite surprised to see,  
in his eyes, something lacking in me.*

*Trust, something I lost on the way.*

*But now, for a moment at least,  
I'll remember that young crippled one,  
and treasure this, a moment of peace.*



## ENLISTED

TSgt. John D. Hines  
SSgt. Harold A. Aho  
SSgt. Lois A. Allred  
SSgt. Raymond D. Bruyn  
SSgt. Eloi Desrosiers, Jr.  
SSgt. Robert N. Lareau  
SSgt. Kenneth S. Littrell  
SSgt. Frank W. May  
SSgt. Bruce D. Peterson  
SSgt. Richard E. Ragucci  
SSgt. Arthur B. Roueche  
SSgt. William E. Slifka  
Sgt. Jean M. Clifford  
Sgt. Russell F. Gilbert, Sr.  
Sgt. Robert S. Norman  
SrA Lawrence J. Bara  
SrA Kenneth A. Giroux  
SrA Lynn M. Johnson  
SrA Robert A. Wise  
A1C Frank Aulisio, Jr.

A1C John G. Clarke  
A1C Michael K. Dingee  
A1C Daniel J. Donofrio  
A1C Alan R. Morin  
A1C Charmaine A. Parkins  
A1C Daniel W. Plawecki  
A1C Allan D. Zdon  
Amn. Bruce D. Simmons  
AB Kim R. Anderson  
AB Jeffrey M. Cormier  
AB Janyce L. Dewey  
AB Martha L. Doscher  
AB Michael D. Douville  
AB Dana L. Fowler  
AB Russell I. Gallagher  
AB Donna M. Germain  
AB Elsa Gonzalez  
AB Eve R. Heller  
AB Paula A. Hicks  
AB Simone E. Kapinos  
AB Alexis K. Littrell  
AB Stephen F. Martell  
AB Josephine A. Mitchell  
AB Elizabeth A. Piecuch  
AB Donna M. Stewart  
AB Peter A. Sweitzer

## REENLISTED

SMSgt. William E. Mahoney  
SMSgt. Robert P. Latulippe  
MSgt. Vincent J. Andreozzi  
MSgt. Acquillino Lucia  
MSgt. Roger F. Perrault  
MSgt. Howard D. Taylor  
MSgt. Sherman R. Williams

TSgt. Theodore S. Martin  
TSgt. James J. Marrone  
TSgt. William A. Rose  
TSgt. Charles E. Woodruff  
SSgt. James A. Beachell  
SSgt. Steven J. Budleski  
SSgt. David L. Maloy  
SSgt. Karen S. Martin  
SSgt. Loren T. Waldron  
Sgt. John L. Hoagland  
Sgt. William J. Siska  
Sgt. Kathleen M. Wood

## STANDBY RESERVE

SMSgt. Richard E. Jedrey  
SSgt. Joanna I. Davidson  
SSgt. Richard J. Gebo  
SSgt. Eugene E. Little  
SSgt. Thomas A. Roohr  
SrA Conrad A. Mikulski  
A1C Jo-Marie Casinghino  
Amn. Brian R. Waller  
AB Wayne J. Cavanaugh  
AB Richard D. Tarallo

## REASSIGNED

Col. John F. Newell, Jr.  
Col. Billie H. Parker  
Maj. Hayward B. Arthur  
Maj. Earl N. Barcomb  
Maj. Richard W. Scott  
Capt. Albert F. Allen  
Capt. John J. Binkowski  
TSgt. Gary R. Burgin

TSgt. Charles Willis  
SSgt. Martin T. Condon  
SSgt. Peter C. King  
A1C Mark A. Schmitter

## PROMOTED

Lt. Col. Joan T. Hartnett  
Lt. Col. Kim Pruyne  
MSgt. Donald J. Campbell  
TSgt. Thomas J. Chrzan  
SSgt. Nancy J. Olszewski  
SrA Alan J. Davis  
SrA Charlene L. Noel  
A1C Katherine Barber  
A1C Joseph R. Bianco  
A1C Michael E. Byrne  
A1C Cynthia K. Chapman  
A1C Ellen M. Groblewski  
A1C Lawrence E. Huffman  
A1C Cheryl Lafountain  
A1C Maureen E. McCauley  
A1C Ronald E. Michon  
A1C Daniel W. Zimage

## DISCHARGED

SSgt. Robert F. Pajak  
SSgt. Robert H. Shipman  
Sgt. Nicholas P. Dinas  
Sgt. John F. Duval  
SrA Karen M. Peery  
SrA James D. Pollard  
SrA Thomas L. Randall  
SrA Marybeth Wislocki  
Amn. John J. Junta



## Usual Mission—Different Location

by Maj. Bud Gorman, 901 CAMS

For the first time, 901st CAMS members took their C-123K aircraft to a European front for a high-level military exercise. We had finally been allowed to cross the Atlantic to demonstrate what an aircraft maintenance reserve squadron can accomplish. It was a personal disappointment that not everyone from the 901st could go; only one-third of the volunteers made the trip, which allowed other C-123K units to send personnel.

Starting in April, preparation and planning by wing personnel was extensive. Logistics and personal factors had to be considered to maintain personnel and aircraft in a satisfactory, mission-ready and safe manner. Many points came up: what happens in case of a personal emergency, bad weather, lack of parts, fuel, oil, broken vehicles, etc?

By mobilizing our war reserve supply kits and equipment, we maintained our aircraft remote from home station. The kits give us the most probable parts that will require replacement on the aircraft. No additional training was necessary since the mission of preparing, maintaining and turning around aircraft is the accepted, daily duty of aircraft maintenance personnel.

Our support mission was broken down into three elements: deployment, employment and redeployment. An advance team (ADVON) with CMSgt. Charles Fusco representing aircraft maintenance, departed on Sept. 10 for Wiesbaden AB. He helped prepare the base for our aircraft and per-

sonnel. Enroute coordination elements (ERCE) deployed at Goose AB and Keflavik NAS with 901 CAMS personnel. TSgt. Steve Filarsky and MSgt. Bill Lucia prepared these sites to assist the flying and maintenance elements as they deployed. Three separate maintenance teams were able to operate 24 hours a day through the deployment, recovering, launching the aircraft and then flying on three C-130s to the next destination to arrive prior to the C-123Ks.

The employment was the support of the European missions. We maintained the six C-123s (three belonged to the 439 TAW) in a mission-ready condition for five daily flights. We operated out of four maintenance tents (affectionately called "Tent City") with radio communications to effectively tie maintenance control, vehicle, command post, supply and base support activities together. Aircraft maintenance personnel accomplished many noteworthy tasks, including engine changes performed in record time.

The redeployment to the United States required plan alterations due to severe weather conditions along the northern route. ERCEs were deployed, and Maj. Ray Whitney found himself planning on the run as he prepared to depart for each destination. A new route through Spain, the Azores and Newfoundland was necessary.

We proved one thing — members of five maintenance organizations from different



SSgt. Robert Fetherston, 901 CAMS, refuels a C-123 nacelle tank on the Wiesbaden flight line.

AFRES organizations can work effectively together because safety and mission accomplishment, attitudes and guidelines are the same within our command, even when operating at a "bare bones" base remotely.

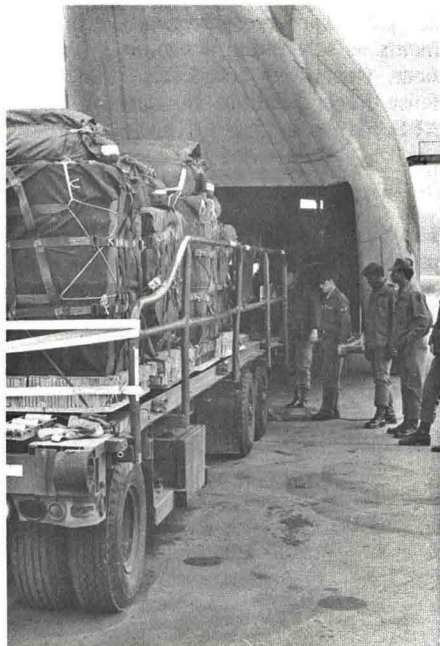
## Detachment 5 Has New Chief

Since 1973, Detachment 5, 1 Aerospace Communications Group, had a commissioned officer commanding the detachment. That era ended on July 31, when CMSgt. John F. Rogers assumed command as detachment chief.

Chief Rogers, assigned to Det. 5, 1ACOMMG since June 1978, was the detachment maintenance superintendent. He recently arrived from an assignment in Iran.

Capt. Stanton E. Collier, the former commander, has been reassigned to Hanscom AFB, Mass.

Chief Rogers recently received the Joint Service Commendation Medal from Col. J. Frank Moore, base commander. He was honored for his 1975 to 1978 service as advisor to the Iranian Air Force and as the senior enlisted advisor to the chief, U.S. Military Assistance Advisory Group, Iran.



Air Force Reservists and Army personnel load supply bundles to be air-dropped by a C-123 in the German countryside.

## Art Contest Winners Named

Winners of the 439 TAW Headquarters poster contest were announced by TSgt. Edward Guenther, event chairman. The contest, for children of wing headquarters assigned reservists, illustrated the theme, "Happiness is My Parent in the Air Force Reserve." It was part of a continuing program to encourage family support of reservists' careers.

Winners in the five categories were: Christopher Vandal, age 8, Best Overall; Rob Purnell, age 13, Originality; Brian Haugen, age 12, Attractiveness; Sherri Vandal, age 13, Best Expressing the Theme; and Paula Vandal, age 10, Best Art Work.

The entries were judged by Sergeant Guenther; Capt. Charles Simoncini, squadron commander; and MSgt. George Bixby, Jr., wing historian.



## New Senior Enlisted Advisor

CMSgt. Stanley Van Meter is the new Senior Enlisted Advisor for the 14th Air Force (Reserve).

The 19-year veteran of the Air Force and Air Force Reserve will advise 14AF(R) Commander Maj. Gen. Edward Dillon on the concerns, morale and utilization of the 15,000 enlisted reservists within the 14th. He will also serve as a direct "voice" between the enlisted people and the commander.

Chief Van Meter began a tour of 14th AF units, with Westover one of his first stopoffs. He and General Dillon visited the base during the 439th's annual tour in August.

A native of Smyrna, Ga., Van Meter enlisted in the Air Force in 1958 and served as a radio operator with the U.S.A.F. Security Services. In 1963, he was discharged and joined the Air Force Reserve at Dobbins AFB, Ga., where he served in various assignments for 15 years.

Sergeant Van Meter's military awards and decorations include the Meritorious Service Medal, Air Force Outstanding Unit Award, Combat Readiness Medal and the Vietnam Service Medal.



CMSgt. Jack Murdock, left, 439th TAW senior enlisted advisor, greets 14AF (R) senior enlisted advisor, CMSgt. Stanley Van Meter, outside of Westover's Base Operations building during August.

We were saddened to hear of the death of TSgt. Mainus D. Baker, USAF (Ret.), Defense Property Disposal Office warehouse chief.



Mrs. Judith Haugen, wife of Brig. Gen. Donald Haugen, 439 TAW commander, welcomed 50 wives of unit officers to her home during a get-acquainted tea on Sunday afternoon, Oct. 15. Admiring the newly-landscaped backyard are, from left, Mrs. Haugen, Mrs. JoAnne Parker, Mrs. Dorothy Moore, Mrs. Nancy Newell and Mrs. Mac Bryant.

## BRIEFS

MSgt. Frederick C. Angel, first sergeant for Det. 5, 1st Aerospace Communications Group, received the Meritorious Service Medal at a special ceremony in Base Commander J. Frank Moore's office on Aug. 23. The award recognized his accomplishments as scheduling noncommissioned officer, Operations and Plans Branch, Defense Race Relations Institute at Patrick AFB, Fla.

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The United States Air Force Reserve surpassed its congressionally-mandated strength of 53,000 selected reservists for fiscal year 1978. It is the only reserve com-

ponent to make its end strength. This is also the first year that it fully met its requirement for mobilization augmentees. Throughout the Air Force Reserve, '200 recruiters signed up more than 10,000. Westover's six recruiters, headed by MSgt. Sherman Williams, did their share. They were responsible for 404 new enlistees.

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The Air Force Sergeants Association, Chapter 109, will hold its elections for 1979 officers on Dec. 9. The elections will be held during a UTA, for the first time, to increase reservists' participation. The chapter is unique because of its large percentage of Reserve membership spread over a wide geographical area. Normally, functions are held during general membership meetings at the Consolidated Open Mess on the first Tuesday of each month.

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