



# THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

Vol. VII, No. 8

August 1981

## *SOS sends 337th crews on high seas adventure*

### Wing completes third Panama Canal rotation since August 1978

By MSgt. Larry Lentz

In the pre-dawn darkness of June 16, 1981, somewhere in the Caribbean, a Panamanian freighter, taking on water, radioed a plea for help. In reply a Westover C-130 was dispatched from Howard AFB, Panama on the search and rescue mission. This was just one of many missions performed by 439th

TAW crews during this year's, ongoing Volant Oak operation.

In October 1977, operation Volant Oak became a total Air National Guard and Air Force Reserve responsibility. Since then, on a rotational plan of four, five and six week tours, air guardsmen and air reservists have provided aircraft, crews, maintenance and

channel missions," reported SMSgt. Lyman Frain, operations NCOIC. "From June 6 to July 4, crews of the 337th flew 201.4 tons of cargo and 544 passengers to American embassies and consulates in such locations as, Buenos Aires, Argentina; La Paz, Bolivia; Rio De Janeiro and Brazilia, Brazil; and San Jose, Costa Rica."

Crews of the 337th TAS also participated in training flights which included

(Continued on Page 2)

### 439th gears up for Condor Redoubt

By TSgt. Marshall Hathaway

Condor Redoubt '81 is many things to many people. Primarily it is a test — the biggest and most comprehensive readiness test in the history of the Air Force Reserve.

For the majority of the more than 50,000 AFRES participants, Redoubt is an exercise scheduled for August 15-29 with Westover as the nerve center for most of the exercise activity. But for the planners and for Westover support agencies, it is much, much more. It represents countless man-hours of preparation and involves complex planning at home and with military and civilian agencies nation-wide.

The planning at Westover went into high gear early this year and a maze of preparations will continue right up until the first arrival of deployed members August 15.

(Continued on Page 4)



When the 337th's C-130 spotted the Kanaloa, the ship was listing to its port side and its seven member crew was in a lifeboat (lower left of photo).

### Fatigues and flying suits for August UTA

In preparation for Condor Redoubt, the only authorized dress for the August UTA will be the utility fatigue uniform or the flying suit.

Personnel are advised that, in accordance with AFR 35-10, only prescribed patches, insignia and proper clothing combinations will be allowed.

When transiting from home to Westover and return, only essential stops are permitted when wearing utility uniforms.

support personnel to the USAF Southern Air Division, USAFSO, a component of the unified Southern Command, SouthCom.

Under Volant Oak, the primary mission of ANG and AFRES forces is tactical airlift throughout Central and South America in the form of routine passenger and cargo airlift, air search and rescue operations, support of paratroop drops, humanitarian airlift and aeromedical evacuation, plus any other mission levied by the unified command.

"Most of the flights were routine U.S. Embassy support missions, called

## Volant Oak success . . .

(Continued from Page 1)

local proficiency training and the air dropping of 124 troops of the Army's 193d Infantry Brigade during three flights at drop zones within Panama.

Non-scheduled airlift of passengers and equipment was logged within the special air mission category. During five of these flights, Westover reservists carried 36.8 tons and 152 passengers, including medevac teams and Lt. Gen. Wallace Nutting, SouthCom commander.

One Hercules C-130 and crew was always on 24-hour standby alert. Such were the circumstances when a stricken Panamanian freighter, the 188 foot Kanaloa, radioed a distress message that she was taking on water and the lives of her seven crew were endangered.

The SOS was picked up by the Miami Coast Guard who notified the SouthCom Rescue Control Center. Within minutes the 337th TAS crew and four specially trained Army scanners were scrambled. Following a short briefing and preflight, they took off to search a 7000 square mile area off the coast of Baranquilla, Columbia, the coordinates given by the floundering freighter's captain.

However, directional finding triangulation indicated the freighter was at a position other than reported. "Part of the rescue business is detective work and deduction," explained Capt. Rob-



**Capt. B. J. Ferro of the 337th TAS prepares to circle the Panamanian freighter Kanaloa, which had been reported sinking off the coast of Baranquilla, Colombia on June 16.**

ert Pharas, theater search and rescue liaison officer in Panama. "We sent the C-130 to the vicinity where we believed the ship would be and left the rest up to the discretion of the crew.

Two and a half hours after takeoff, Capt. Bernard J. Ferro, III, and his crew, Maj. Robert Cole, co-pilot; Capt. Thomas Grenham, navigator; MSgt. Raymond Desroches, flight engineer; and SrA. David Huffman, loadmaster, spotted the sinking vessel.

Captain Ferro detailed the search, "It was like looking for a needle in a haystack. It took a long time to fly from Howard to the search scene. There was a lot of ocean to cover."

One of the lookouts reported seeing a shadow in the water so we dropped down through the haze for a closer look. The ship's seven man crew was in a lifeboat, and they signalled us with a flare."

For the next five hours the aircraft circled the disabled freighter, flying at an altitude of 500 feet. With the assist of a Dutch Navy P2V Neptune anti-submarine aircraft, the C-130 crew kept the ship in sight while radioing for additional help.

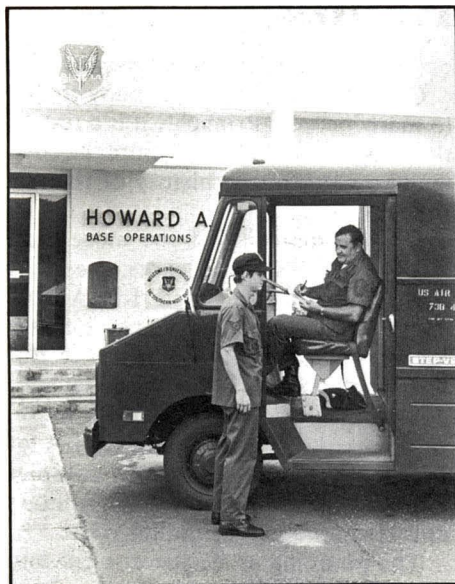
Their radio messages brought the tugboat Marta, based in Santa Marta, Columbia, to the scene. The Westover C-130 never established radio contact with the Kanaloa, but Captain Ferro later learned the freighter's skipper refused a tow.

"When we first spotted the vessel, it was listing on its port side, and appeared to be sinking on the bow," Captain Ferro said. "The crew apparently returned to the ship from the lifeboat, succeeded in restarting her en-

gines, and steamed to a port in Columbia. My crew and I were delighted things worked out, and were happy to be of assistance."

Another alert 'bird' was dispatched on July 2. This incident involved a crew member on the research vessel Oceanographer who was reported seriously ill with an intestinal block. The alert notice stated the vessel was headed for nearby Galapagos Islands, 1,000 miles off the South American coast.

In less than two hours after notification, a C-130 piloted by Capt. Al Rook, took off with a flight surgeon



**SMSgt. Richard Dedinas, 905th CAMS line chief, confers with SSgt. Fred Perret, 905th CAMS crew chief, on maintenance scheduling outside of Howard AFB's Base Operations building.**

THE PATRIOT is an Official Class II U.S. Air Force newspaper published monthly for the personnel of the 439th Tactical Airlift Wing, Westover AFB, MA 01022. Opinions expressed herein do not necessarily represent those of the U.S. Air Force.

#### **439 TAW Commander**

Brig. Gen. Donald E. Haugen

#### **Base Commander**

Col. J. Frank Moore

#### **Base Public Affairs Officer**

Capt. Kevin M. Wentworth

#### **Wing Public Affairs Officers**

Capt. David J. Keefe

Capt. Richard Dyer

#### **Editor — NCOIC**

MSgt. Lawrence H. Lentz

#### **Assistant Editor**

SSgt. John Wallace Spencer

#### **Staff**

TSgt. Marshall Hathaway

SSgt. Alan Sorensen

A1C. Donna M. Stewart

SrA. Peter Maille

A1C. Mary L. Borelli

and medical technician on board. The mission was a complete success as the researcher and a sailor with a broken leg were air evacuated to a Panama hospital.

By the end of the 439th tour, seven different C-130s, flown by 64 crew members and supported by another 100 personnel logged 307.3 hours.

"None of our 40 flights were cancelled due to mechanical problems," said Maj. Alan Clune, maintenance officer. "The planes were well prepared before departing Westover. Once in Panama, each week's compliment of 50 mechanics, kept them flying. Since we had been to Panama before, we knew what to expect, what was available, and what to bring.

Our biggest problem was the weather. This is the rainy season. The rain days alternated between hot and humid and very hot and humid. But that didn't prevent our mechanics from servicing the C-130s whenever necessary."

Maj. Elmer S. Whittier, Jr., mission commander stated, "Volant Oak offered numerous advantages to the 439th. The flying activities and experiences gained in Panama were the same as if the wing had been mobilized. Our crews were involved in everything from flight planning to working with foreign country air controllers. Meanwhile, loadmasters were rigging and loading pallets in a variety of sizes and shapes not usually handled at Westover.

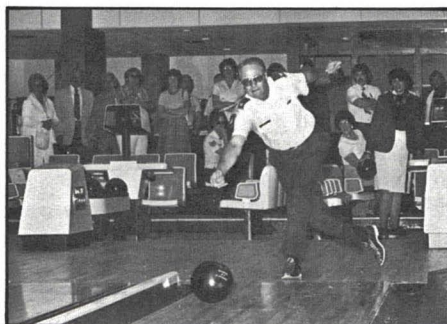
We also had the important opportunity to interact with other units. Active duty personnel from Howard performed command and control functions and relied on us for all other mission scheduling. Our relationship with other reserve forces on rotation was just as good. Personnel from both units could observe and learn from the other's methods and successes," continued Major Whittier, a 337th TASN/eval pilot. "Our Panama rotation combined real missions with real training. We, and the Air Force, certainly got two for the price of one."

On Independence Day, the Ohio Air National Guard took over responsibility for the Volant Oak mission, officially bringing to an end this year's 439th TAW commitment. While wing members flew home over numerous United States communities came the realization that Independence Day parades and barbecues were taking place.

How many, below, would consider

the true significance of the holiday? But on the returning flights, there were those away from family and friends, who thought about just that; their past four weeks; and perhaps their small contribution to America's continued independence.

## Reservists UTAs just rollin' along



Displaying professional form is Col. J. Frank Moore, as he rolls the ceremonial first ball to officially open Westover's Bowling Center. More than 100 people turned out to witness the grand opening.

By A1C Mary L. Borelli

The Westover Bowling Center officially opened during the June 26-27 UTA. Col. J. Frank Moore, base commander, cut the ceremonial ribbon and rolled the first ball to the cheers of more than 100 spectators.

"The opening crowd was great and they were clearly happy to have the center open," said 1st. Lt. Thomas B. Gray, Morale Welfare and Recreation chief.

More than bowling is available at the center. There is a fully equipped snack bar offering a number of fast foods such as pizza and grinders. Also, there is a game room with pinball machines and a varied selection of video games. In the near future a pro shop will be added.

Lieutenant Gray stated that a number of bowling programs are planned for the future. Some will be, learn-to-bowl classes, lady's bowling, contests such as red pin bowling and organized leagues.

Mike McNicholas, recreation director, explained, "We hope to set up a reserve league for the Saturday nights of UTAs." He suggested that all those interested in participating are requested to contact the recreation center at 557-2532 or the bowling center, extension 3990. Bowling hours are 10 a.m. to midnight and 11 a.m. to 11 p.m. for the snack bar."

## Base civil engineering the fix-it squad

By SSgt. John Wallace Spencer

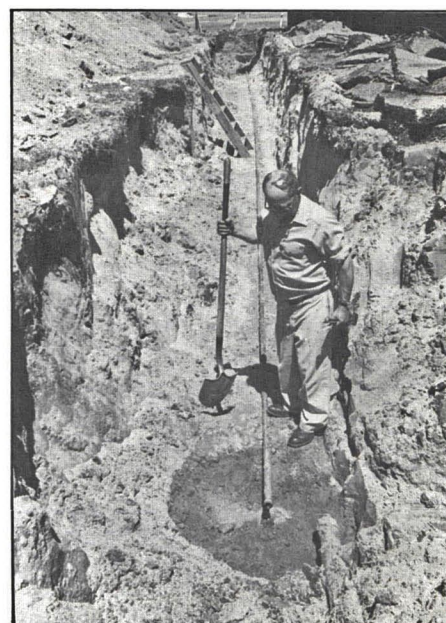
Westover's 439th GSG Civil Engineering Section is a multi-faceted unit, rich with talented civilian professionals whose skills are dispersed throughout the base.

Most of the year civil engineering is operated by civil government employees. However, during UTAs and annual active duty training periods, civil engineering's responsibilities become intermingled with those of the 901st and 905th Civil Engineering Squadron and Flight. At those times civilian personnel provide experience and valuable training to reservists.

Base Civil Engineer, George Hunter explained, "We set work loads for UTA personnel so that the reservists can learn from actual on-the-job training. It benefits everyone and saves money because work that we might not have time to get to during the month is completed in-house instead of resorting to outside contractors. It's simply more economical."

Military facilities including air bases have all the same service problems and requirements as any large community. At Westover the unit charged with handling those services and problems is the base civil engineering section. The section is responsible for all real property including sanitation, below

(Continued on Page 8)



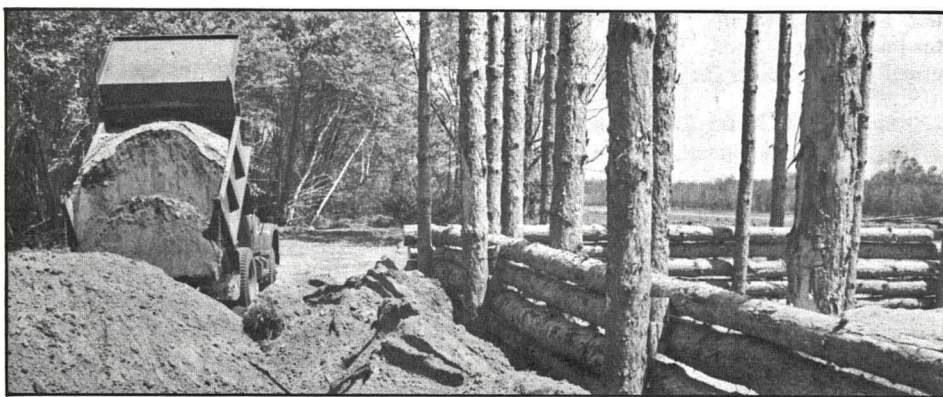
Michael Kuchta, base civil engineering plumber is on the job replacing a broken water main along side the base theater.

## Condor Redoubt A-OK . . .

(Continued from Page 1)

The June issue of the **Patriot** gave an account of the planning and included a report about the production of the 14th AF exercise plan by the 439th TAW exercise planning team. However, when the monumental task was complete, planners turned to producing the 439th TAW plan for operations at Goose Bay, Labrador.

But it didn't stop there. The team became responsible for a myriad of offshoot activities including graphics for hundreds of overhead and 35mm slides for various types of briefings. The team was also responsible for exercise brochures and large maps showing base aircraft parking ramps. Coordinating protocol was yet another task for the team. And there were all the mundane details such as checking, crosschecking and re-checking with



Aircraft revetment one of countless projects in preparation for Condor Redoubt.

the many other agencies involved in the vast network of details.

One of the biggest jobs within base support is to ensure the proper coordination of procuring necessary services beyond the capabilities and resources of the base. Mr. David Michaud, base services officer, said his job was relatively easy in distributing the work load to various support agencies. From there, the job becomes more difficult. "The biggest headache is purchasing and contracting," he said.

That headache is the province of Mr. Edward "Gus" Kennedy, base procurement officer, and his force of construction, repair, services and supply agents who negotiate business and confront whatever problem areas that may arise concerning a compatible agreement with the commercial business world.

For instance. With all 736 base billets in use, at least seven motels in

Chicopee, Holyoke and West Springfield are expected to be under contract in addition to hundreds of dormitory rooms at the University of Mass. Also billeting arrangements had to be arranged at Fort Devens, South Weymouth NAS and Otis AFB. Handling these arrangements can be nightmarish because there are the inevitable changes, causing renegotiations with the contractors.

Complications can become compounded when 2,000 people deploy through Westover to various locations. An unexpected event such as adverse weather could ground an outgoing unit and therefore place an unexpected burden on procurements to billet personnel in contract quarters. The possible problem areas are incalculable, but many base department heads agree that Mr. Kennedy is the best procurement officer in the business and sincerely believe all eventualities will be managed.

Other base services will be greatly expanded. Bus services will be provided for medical people at their five locations and other shuttles will bus participants to and from Westover and their contract quarters. The base shuttle will run every half hour seven days a week from 6 a.m. to 10 p.m.

Recreation services will also stretch their normal schedule including activities at the gym, pool, bowling center, theater and snack bars. Special passes will be on sale for some Condor Redoubt recreation activities.

Other facilities available week-long will be the ball fields, tennis courts and jogging/exercise course. Some equipment can be checked out at the gym and the 4 Seasons store has a wide variety of recreational equipment available to rent.

A schedule of all base services will be included in an exercise brochure and will be available to all Condor Redoubt

participants. Beyond the published schedule, some services will be offered on demand. These will include absolute necessities such as billeting, transportation and messing.

When the exercise actually begins, it is hard to visualize what is in store for the base. The enormity of Redoubt will, in part, be accomplished by members of 35 wings, groups and squadrons including combat support, tactical and strategic airlift and air evac, fighter, tanker, rescue and recovery and weather. Two hundred thirteen aircraft are scheduled to fly 1529 sorties. From Westover alone, flights will go to Goose Bay, Twin Falls and Churchill Falls, Labrador; Fort Devens, South Weymouth NAS and Otis AFB, Mass.; Niagara Falls, N.Y.; Lajes, Azores; European locations; Comox, British Columbia and Panama.

The medical exercise, known as Medical Redoubt, in addition to being an integral part of Condor Redoubt, by itself will be the largest medical field training exercise ever attempted by AFRES.

It involves the Army and Navy and 25 medical units from various parts of the U.S. The units include tactical and strategic aeromedical, tactical hospitals, medical service squadrons and support from 11 flying squadrons.

As of August 15, the conglomerate of people from the scores of units will form the 414th Composite Wing and the 4th Composite Group. It will truly be an integrated force, even within the local CBPO structure. According to Lt. Col. Edward Seilius, CBPO Chief, the 414th COMPAW's CBPO will include only one person from the 439th. All others will deploy here from other units. They too will be a busy group. As personnel arrive at Westover, CBPO is obligated to report strength figures to higher headquarters every hour. Each individual member must be accurately accounted for spanning the duration of the exercise.

And so the AFRES readiness test will begin. It will test the mobilization process with appropriate gaining commands and host-base mobility procedures within selected AFRES units. It will test continental U.S. and overseas deployment, employment and re-deployment and task the utilization of AFRES gained bases with post mobilization activities. It will test joint service medical operations. It will test the 439th.

## Chemical warfare exercise a successful failure

By SSgt. John Wallace Spencer

The ability to survive and operate in a wartime environment spells the difference between victory and defeat. That's the reason twenty-six reservists of the 901st and 905th Consolidated Aircraft Maintenance Squadrons, went to work during the June UTA dressed in M-17 gas masks and full chemical warfare ensembles.

The scenario of the special shakedown exercise was to test the chemical gear under actual working conditions to determine its operability. Some items of equipment proved to be cumbersome which resulted in failure and therefore the exercise was a success.

Part of the operation called for four CAMS members, clad in issued protective chemical warfare gear, to change a J-85, C-123 jet engine. The objective was to determine if the task could be accomplished with relative ease, and if not, what problems would be encountered.

CMSgt. Charles Fusco, 901st CAMS organizational maintenance superintendent explained, "We discovered the glove design made it difficult to operate small hand tools and remove and install nuts and bolts. The tinted mask faceplates didn't fog but the peripheral vision was severely constricted which naturally makes working at heights a major safety consideration. Sight identification of personnel was nearly impossible and the gas mask container is too bulky to allow entry into confined areas such as the upper hatchway of a C-123."

The engine change was a task qualification chemical training test and the idea of Col. Reginald Wackford, deputy commander for maintenance. Shortly after the completion of the exercise he stated. "We learned a great deal from the mistakes and we will persevere to iron out every problem area. The exercise was not only a physical test for the personnel but also a psychological one as well."

Twenty-two other 901st CAMS flightline personnel also donned chemical warfare suits to perform pre-flight, thru-flight and servicing of aircraft.

"The exercise proved many things but the two most important were that personnel need lots more training in the use of chemical warfare equipment and existing gear must be modified and redesigned in order to accomplish dif-



Three of the four maintenance technicians who performed the jet engine change on a C-123 while dressed in chemical warfare gear are: . . . TSgt. Donald Anderson, TSgt. Tom McShane and A1C. Mark Bernier, 901st CAMS, and TSgt. James Tucker, 905th CAMS. Photo by SSgt. Howard Garbarski.

ferent tasks," Fusco said.

He went on, "When dressed in warfare gear and working under laborious conditions, the pace has to be slowed and accomplished by at least two teams. For safety reasons the buddy systems should be instituted as standard operating procedure. The maintenance people are scheduled to undergo another chemical test during the August UTA to determine if we have cleared up the glitches, a Fuscoism which means problems." We'll be ready to play our part in the upcoming Condor Redoubt exercise, asserted Fusco.

John Wilson, disaster preparedness manager said, "The name of the game is training. The attitude of the personnel who took part in the June exercise was excellent. They reported the suits were reasonably comfortable considering the eighty degree outside temperature. According to the best authorities, this was the first time an engine has been changed on a C-123 by air reserve maintenance crews while attired in chemical warfare gear."

A full dress rehearsal for chemical tactical demonstrations planned for Condor Redoubt will take place on

Sunday, August 9, 1981. More than 150 reservists will service, recover and launch C-123s under a simulated chemical environment. Personnel from the tactical squadrons, maintenance squadrons, weapons support systems, tactical hospital and base disaster preparedness will be involved."

There is good reason for all this testing and correcting according to Mr. Wilson. He explained, "Within the next six months every Westover reservist will be issued his or her own personal chemical defense ensemble.

## Brenton builds Bentwaters barbecue

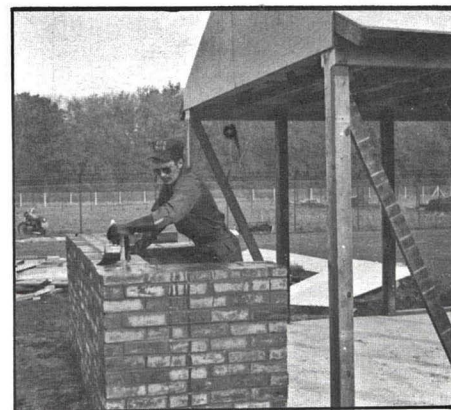
By TSgt. Bob Sousa, 905th MOBSF

The Fourth of July picnic for American servicemen and dependents assigned to RAF Station Bentwaters, England was a bit more pleasant this year, thanks to a member of the 905th Mobility Support Flight.

The Westover unit performed its annual active duty training at the American air base in England for two weeks in May. Reservists were divided between the 81st Supply Squadron and the 81st Tactical Fighter Wing.

During his off-duty time, Sgt. Joe Breton, 905th MOBSF constructed a brick barbecue grill complete with covered patio at the base's recreation area.

"It was our way of showing appreciation for the great training and hospitality we received from our hosts," Sergeant Breton said.



Sgt. Joe Breton of the 905th MOBSF works on the barbecue pit and patio which he built at the RAF Station, Bentwaters, England during his unit's two week annual tour of active duty there.

## Betty O ends an era —

By MSgt. Larry Lentz

On behalf of the public Affairs Staff

*Perhaps one person, more than any other, has come to represent Air Force activities at Westover. Whether it be the smile behind the ever-present camera at base functions; as the single-handed juggler, perched on a step ladder, changing the gate signs; as the gracious volunteer serving kielbasa at a Chamber of Commerce picnic; as the skilled graphic designer preparing the monthly Patriot; or as the knowledgeable diplomat answering the persistent requests from an inquisitive newspaper reporter — that person was Betty O.*

*As the base public affairs officer for the past eight years, Betty O has been in the public forefront of 439th activities and an integral part of the behind-the-scene planning as well. Now, after 40 years of federal service, at Westover and at McGuire AFB, Elizabeth May O'Connell has retired.*

*Her last 'official' duty, on June 26, was to be guest of honor at a luncheon at the Open Mess. The party was highlighted by the presentation of gifts and tributes by 180 of her friends from on and off base.*

*Betty O's first official duties began in 1942. America was at war, so Betty joined her neighbors at Westover and went to work as a bookkeeping machine operator.*

*Later, she transferred to MAC's Adjutant General's office. In 1955, the unit and Betty moved to McGuire. Betty was promoted to Chief of Editing and Forms Management Division and then to Chief of the Publishing Division.*

*Ten years later, Betty returned to Westover as SAC's 8th Air Force Forms Manager. She then became Chief of the Publishing Division. In 1971, she was promoted to Deputy Director of Administrative Services.*



Betty O shows one of the many gifts received at a luncheon held in her honor at Westover's consolidated open mess.

*With SAC's departure from Westover, Betty moved over to the base civilian personnel office and then became Documentation Manager for SAC's 99th Combat Support Group.*

*In 1973, she was appointed Public Affairs Officer of the 905th TAG and then was moved into her present position for the base with the activation of the 439th in 1974.*

*Now, she has moved on to new challenges and pursuits. Betty will remain active with her many civic and charitable memberships.*

*But she also leaves behind some challenges as well.*

*For those who worked with Betty; for those who have learned from her expertise; for those who have benefited from her commitment to the Air Force and to others, replacing her won't be an easy task.*

*For those who know her dedication, generosity, wit and charm, filling the void left without her daily friendship will be all but impossible.*

## Public Affairs Officer



Capt. Kevin Wentworth

The post of 439th TAW Public Affairs Officer, left vacant by the retirement of Betty O'Connell has been temporarily filled by Capt. Kevin M. Wentworth. A graduate of Bates College, Lewiston, Maine, Captain Wentworth began his military career in October 1971 when he enlisted in the Air Force Reserve as an officer trainee. Upon completion of officer's training school in February 1972 he was commissioned a second lieutenant.

Next it was off to undergraduate pilot training school and after receiving his wings as a rated pilot in February 1973 was assigned to the 731st TAS.

Prior to his appointment as AFRES, Condor Redoubt planning officer in October 1980, Captain Wentworth, for two years, flew the friendly skies of United Airlines as a flight engineer.

Among his awards and decorations are; Outstanding Aircrew Member,

439th TAW — 1980, and Air Force Commendation Medal — June 1981.

Captain Wentworth lives in Windsor, Connecticut with his wife Marlene, who is also an Air Force Reserve captain assigned to the 74th AES.

## Wing Commander's Message



By Brig. Gen. Donald E. Haugen

It's long been my belief that every big challenge which confronts us also brings with it a number of opportunities.

I think that is particularly true with respect to the Condor Redoubt exercise which will be held at Westover August 15-30.

During that two-week period, Westover will be the hub of the largest Air Force Reserve exercise ever staged. More than 2,000 reservists from throughout the country will be our guests, and more than 200 aircraft will fly here.

It is not an understatement, therefore, to say that many people will be watching us, and that our performances will be scrutinized. It also goes without saying that hosting this exercise will be a trying and demanding task — one that will test the metal of our skills, and our hospitality.

It's a challenge, a big one. But it is also a big opportunity for the 439th. Condor Redoubt will give us the chance to display to the entire Air Force Reserve the type of dedicated professionalism for which our unit is known. It's a chance to welcome colleagues from throughout the country; to make new friends and swap ideas. It's a chance to demonstrate to our civilian neighbors in the surrounding community that Westover is alive and well and doing important things.

Most of all, Condor Redoubt will give each of us the chance to test our personal skills and abilities in a realistic setting — to do the jobs which the Air Force Reserve has trained us to do.

Condor Redoubt will be a challenge. Let's make maximum advantage of its opportunities.

# Westover enforcers swamped

By MSgt. Gerard Farrell, 905th WSSF and MSgt. Charles S. Maligno, 439th CSG/LE



Proving that every member of the 905th WSSF had to complete a grueling obstacle course, the flight commander, Capt. Frank McCormack is seen leading his troops. Strenuous physical fitness was stressed as an important part of the flight's annual two week active duty training tour.

Close encounters with snakes, a crocodile and a bomb alert were just a few of the surprises that faced personnel of the 905th Weapons Systems Security Flight and the 439th CSG Law Enforcement Section.

Members of both police organizations volunteered to perform their annual active duty training at Charleston AFB, South Carolina May 23-June 6.

What the Westover troops were seeking was some actual on-the-job training. What they received was a broad scope of unplanned, realistic experience.

As a major element to their training, an overnight problem was set up with Westover's law enforcement people taking the part of hostages while 437th Security Police Training Office personnel operated as the aggressor force.

The problem for 905th WSSF members was to effect the rescue of the captives and lead them safely through woods crawling with timber rattlers, swamps and rivers teeming with water

moccasin and a dangerous six foot crocodile affectionately known to base personnel as Samantha.

The rescue operation went like clockwork, according to MSgt. Gerard Farrell, 905 WSSF Operations NCOIC. He said all personnel reached the LZ, loading zone, the site of the simulated helicopter evacuation point without incident.

Sergeant Farrell praised the 437th Security Police Training Office at Charleston AFB by saying, "We were given flight line training, air base ground defense training, and subjected to a variety of simulated exercises. Every problem was different, difficult and extremely realistic."

While twenty-five personnel of the 905th WSSF were undergoing training in base security, twelve reservists from the 439th CSG's Law Enforcement Section trained side by side with active duty counterparts at the South Carolina MAC base.

Training included patrolling the military facility, conducting investigations, assisting in numerous drug related arrests, helping with domestic disturbances as well as performing other administrative functions.

"It was a fantastic experience," said MSgt. Charles S. Maligno, Law Enforcement Section NCOIC. "We were integrated into the actual base law enforcement activities and did all the jobs the active duty personnel were doing."

"I was extremely pleased by the unit's performance and I'm thankful for the hands-on training we were able to get at a base like Charleston," Sergeant Maligno added. "I'm hopeful that we'll be able to go back there, or to other bases like it in the future."

During the two-week deployment all training was not of a simulated nature. Shortly after noon, May 29th, some of Westover's on-duty personnel were notified of a bomb threat. Rushing to the scene they expertly evacuated and cordoned off the area and maintained security until relieved by base security police.

For their involvement in the bomb alert, written commendations were presented to: TSgt. Winfred Daily, TSgt. William MacLaughlin, SSgt. Reggie Fezell and Amn. Everard Hayes of the 905th WSSF. Also praised were: TSgt. Kevin P. Cahill and Sgt. Howard Shaw, 439th CSG Law Enforcement Section.

WASHINGTON (AFNS) — CMSgt. Arthur L. "Bud" Andrews has been selected the seventh Chief Master Sergeant of the Air Force, Air Force Chief of Staff Gen. Lew Allen, Jr. announced.

He will assume his new duties on Aug. 1, succeeding Chief Master Sergeant of the Air Force James M. McCoy.

## Rain threat didn't cloud tourney

Fifty-five golfers braved threatening rain clouds to compete in a scramble golf tournament at the Westover Golf Course June 10.

A smorgasbord followed the tournament at the clubhouse where numerous door prizes were awarded.

Tourney winners included Bill Lynch, John Diffley, Kenneth King and Dicey Currier who copped low gross honors.

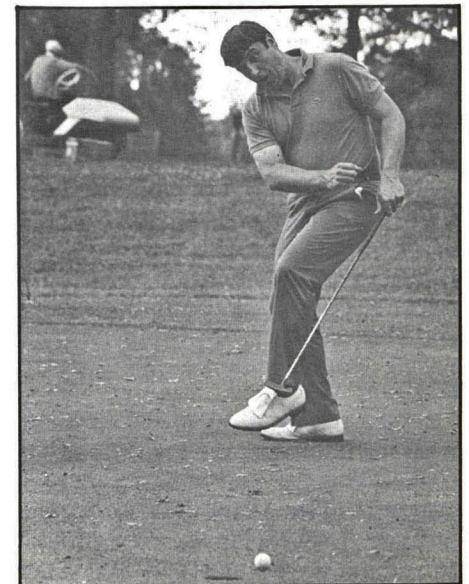
Bob Bender, Bob Hoffman, Shawn Callahan and Dottie Moore were second low gross winners.

Third low gross honors went to Dave Curtis, Dale Altman, Jerru Palco and Erline Bartz.

Leon Nicolliello, Nino Nistri, George Caldwell and Judy Haugen had fourth low gross.

Mrs. Moore had the longest women's drive on hole 15. Vince Andreozzi had the longest drive on 15 among the men.

Joe Longworth was nearest the pin on hole 10.



A little body english and facial contortions goes a long way . . . sometimes, but this time Paul Torpey didn't quite make it.

## Hey. Be careful out there!

A revised traffic fine schedule has been announced by the 439th CSG Security Police effecting any person driving on Westover AFB. The U.S. Magistrate Court, under AFR 110-15, upped the fine for speeding to \$1.00 for each mile over the posted speed limit, plus \$15.00. However, the maximum fine cannot exceed \$50.00.

Drivers are also cautioned that parking on the grass within the confines of Westover AFB is a violation. Effective immediately all vehicles parked in such locations will be ticketed.

### Base civil engineers . . .

(Continued from Page 3)

ground pipelines, maintenance of pavements, grounds, electrical and mechanical systems equipment, maintenance of industrial and administrative programming as well as utility and resource conservation planning.

You'll see civil engineers as heavy equipment and snowplow operators, site development technicians, inventory management professionals, draftsmen, plumbers, carpenters, electricians, welders and refrigeration-heating-air conditioning specialists.

Civil engineers staff the base heating plant, fire department, metal and electrical shops and during all kinds of weather operate on the flight line.

Industrial engineer Robert Chaisson put it simply, "In structure we're similar to a private or large community contracting firm charged with acquiring, constructing, maintaining and operating real property.

The major difference is that our primary responsibility is keeping the runways open. Civilian engineers maintain the runway surface and keep it free of FOD, foreign object damage. The field is swept with magnetic wheel brushes which picks up any metal objects that might be out there and also makes sure it's free of rocks and other debris which could damage an aircraft engine."

"Like the department which maintains the flight line, the fire department is another major unit of base civil engineering," Fire Chief Haskell Jenkins asserted. "We provide protection for all Westover real estate and AFRES property, and the surplus and housing areas. Our fire fighting equipment and personnel stand ready

to give mutual aid support to the Westover Metropolitan District Commission as well as to all local communities."

With the cost of energy rising, the importance of conservation practices grows in proportion. Mr. Hunter declared, "We have a very active energy conservation program supported by Colonel Moore. For instance, in the winter all windows are sealed with plastic sheets, lights are turned off when not in use, heat is turned down to minimum temperatures in unoccupied buildings and regular maintenance is performed on the base's heating system. We strive to get the most mileage out of our money in everything."

In an effort to single out hardworking civilian employees for special praise, Mr. Hunter established the employee of the month program which began last September.

Frank Brown, chairman of the employees of the month committee said, "Sometimes our work may not be as

dramatic as that of a pilot, but the need to do it well is just as important. The program is a way of identifying an individual who takes pride in his work and also performs consistently."

Employees of the month are selected for attitude, professionalism, rapport with fellow employees and others they come in direct contact with, and for contributing to the morale of the section. Every member of base civil engineering is entitled to submit a ballot for an employee of the month. A committee selects the winner and posts a photograph of the honored employee on the unit's bulletin board.

Selected personnel are: September — Roger Martin, liquid fuels; October — David Skinner, roads and grounds; November — Louis Fox, central heating; December — William Kapitz, drafting; January — Michael Firda, electrical shop; March — Marion Rowski, central heating; April — James Horrigan, sheet metal; May — Leland Bates, planning; and June — Robert Baillargorn, sheet metal.

## Wing members receive accomplishment awards

Five Air Force Commendation Medals were awarded to wing personnel by Brig. Gen. Donald E. Haugen at the June commander's call.

Lt. Col. Clarence E. Smith, Jr., 439th TAW, earned his Air Force Commendation Medal as director of resource management. Colonel Smith aided in identifying problems and solutions in critical areas of resource management.

Capt. Kevin M. Wentworth, 731st TAS, received his medal for displaying outstanding aeronautical skills and ceaseless efforts which ultimately contributed significantly to the operational readiness of the squadron.

SMSgt. Ludwig H. Schwechheimer,

901st WSSF, security supervisor aero systems security, was awarded the Air Force Commendation Medal for displaying exemplary leadership skills.

MSgt. Howard A. Nolan, 58th MAPS, unit career advisor, received the medal for his superior knowledge of transportation systems and managerial skills. Sergeant Nolan contributed directly to the numerous accomplishments of his squadron.

TSgt. David D. McCluskey, 901st CAMS, aircraft maintenance technician, accepted his award for distinguishing himself through extreme dedication and leadership which contributed directly to the sustained mission accomplishment of his unit.

HQ 439TH TACTICAL AIRLIFT WING (AFRES)  
WESTOVER AIR FORCE BASE, MA. 01022

OFFICIAL BUSINESS  
PENALTY FOR PRIVATE USE, \$300



THIRD CLASS-BULK RATE