



THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

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REFORGER '80 is Major Westover Task

The largest air operations at Westover since the Berlin airlift, hit the base during September.

Support units shifted into "high gear" Aug. 31, when the first of at least 200 C-141 aircraft, on their way to or from Europe, stopped at the base. The plane's arrival signalled the start of the three week long exercise REFORGER (Return of Forces to Germany).

In addition to Westover's local activities, the wing was set to take an active role in Germany. Six C-123s and a C-130 and 135 members of the 439th would fly to Stuttgart and two weeks of tactical missions.

The Westover operations supported the Starlifter aircraft bringing Army troops to Europe and Marines to Norway and exercise TEAMWORK '80.

By the end of the first week, 112 air-

craft operations were logged in Base Operations, and 70 planes were refuelled with 200,000 gallons of gasoline.

Nose Dock 32 was the center of operations for a MAC airlift control element team, maintenance and aerial port personnel from various bases.

While the Starlifters were on the ground for two hours, more than 7,000 transients were treated to a 24 hour snack bar and a TV theatre operated by the Morale, Welfare and Recreation Division.

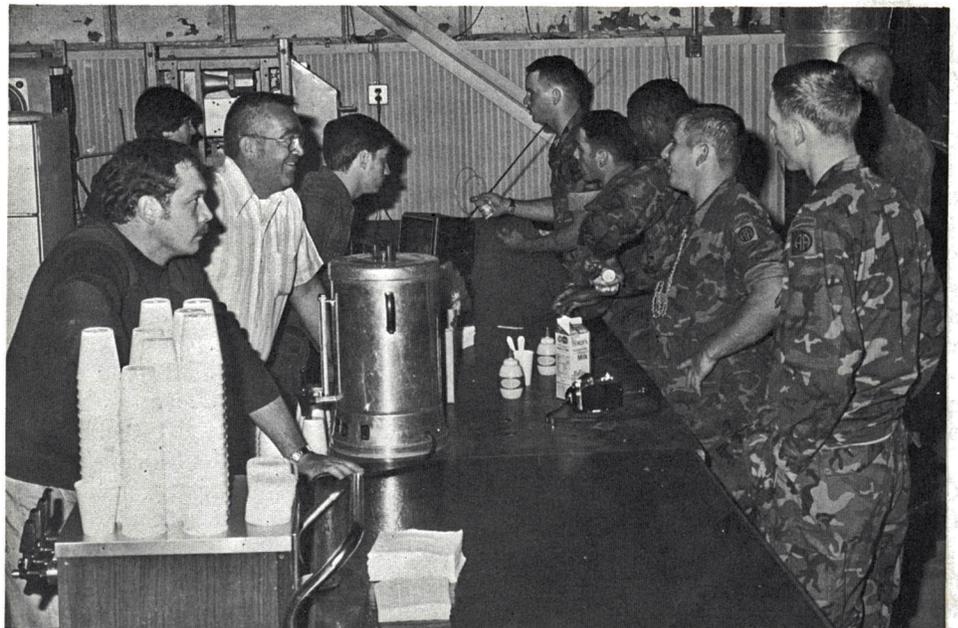
In support of the flying, many base

officers and shops operated or were accessible around the clock. These included the communications center, fuels, base supply, transient maintenance, aircraft maintenance and civil engineering. It was the first time the airfield operated on a 24-hour basis since the Strategic Air Command left Westover in 1974.

REFORGER is a large scale Joint Chiefs of Staff-directed, European command sponsored exercise testing the movement, employment and redeployment of continental United States based forces to Europe.

439th TAW Share-A-Ride

Travel to and from Westover with a friend. Share expenses and a few laughs along the way. The Patriot will list Rides Wanted and Riders Wanted. To add your name, home town and phone number, call TSgt. David Gundersen at Ext. 3018 during the UTAs.



TSgt. George Perreault, left foreground, and SMSgt. Richard Haskins dish out snacks to some of the 600 82nd Airborne paratroopers about to depart for Germany. Behind the sergeants are A1C. Simone Kapinos and AB Mark Franco. (Photo by TSgt. Marshall Hathaway)

Westover Teams

Take Softball Honors

The Westover men's and women's softball teams both copped honors at the annual AFRES-wide softball tournaments held at Duke Field, Fla. Aug. 16 and 17.

The women's team won its second championship in the three-year history of the women's tournament. The Westover Women Flyers captured the inaugural tourney two years ago and finished second last year.

For the men's team it was the first time since 1976 that first-place honors escaped the Mike McNicholas-coached squad.

The women Flyers ended the two-day tourney with a four win, one loss record. Their only defeat came at the hands of 14th AF headquarters, 10-6, in the semi-final game. After a 15-minute break the Westover team came back to knock off 14th, 15-0.

Members of the team included Pat Byrnes, Denise Nash, Barbara Lozanski, Hazel Perry, Kim Twining, Patty Keene, Cheryl Clapprood, Ann Bunker, Kathy McMahon, Terry Lovell, Diane Archambault, Robin Florio, Marion Gibson, Karen Martin and Sandy Bartoscz. The coaches were Dave Michaud, Ron Michon and Ron Turmelle.

The men's team entered the final round with an unblemished record, but dropped two games to homestanding Duke Field, 14-8 and 19-9. The men Flyers had previously beaten the Duke squad, 18-17.

"Every player on our team performed exceptionally," McNicholas said of the Flyer contingent. "Everybody from the starters to the substitutes contributed. The Duke team played very well, but I don't think they were any better than we were. In the final two games we just needed a few key base hits and we didn't get them."

The men's tournament was held in Crestview, Fla., the city near where Eglin AFB and Duke Field are located.

Members of the team were Bob Martens, Jack Murdock, Mitchell Staszko, Ron Michon, Paul Gilman, Dan Perry, Rick Oliver, Tom Owens, Stanley Robinson, Bob Chisholm, Wade Tate, Allen Jarry, Don Cloutier and William Boush.

Aircraft Maintenance Scores in MSET

by TSgt. Marshall Hathaway

The most significant and biggest test for aircraft maintenance is a Maintenance Standardization Evaluation Team inspection. For seven days in August, 439th Aircraft Maintenance was subjected to a 14th AF(R) nine-man MSET that included technical and personnel evaluations and testing. The 439th scored well.

Although Westover has completed many MSETs, this one was a new experience. It was the first implementation of the new AFRES regulation 66-16. So new that the inspectors operated with a draft of their procedures. One of the differences from former standards, was a written closed-book examination. In the past, it had been an open-book test.

Base Ops Is Tops With "Rex"

Westover's Base Operations made the "Rex Riley Top Five" in the July 80 issue of Aerospace magazine. The "Rex Riley" rating service informs pilots which Air Force bases provide quality services in Base Ops, Billeting, Transportation, Food Service and Transient Alert.

Base Ops received the Rex Riley Transient Service award last June 1979 "for outstanding transient services which contributed materially to aircraft safety and the combat potential of the USAF."

The criteria for both the award and the Top Five rating are based on personal evaluation visits by staff officers of the Air Force Inspection Safety Center, and by transient aircrew critiques.

Chief of Airfield Management Arthur Murphy noted that Base Ops personnel always make an effort to assist the visiting pilots wherever possible. "We go overboard to give them personal service," said Mr. Murphy. "At times, we even lend them our cars so they'll make their destination."

Westover originally made the Rex Riley list in August of 1979, when the Aerospace staff began to review AFRES bases. An accompanying article noted that Westover was AFRES' "best kept secret" and commented "the TA and Ops folks are top notch."

The inspectors singled out seven areas where aggressive 439th programs had been implemented to improve the overall condition and appearance of wing aircraft. They were the Scheduled Maintenance Enhancement Program, the Engine Get Well Program, Landing Gear Get Well Program, Refurbish Program, Aircraft Control Cable Get Well Program and Engine Swap-out Program.

The team reported that Col. Reginald Wackford, deputy commander for maintenance, provided very effective management and excellent mission support. Also, that numerous management innovations and laudable programs were evident. The MSET termed maintenance control "exceptionally well organized."

TSgt. Michael Wallace, aircraft maintenance control technician, was cited for a particularly significant contribution to the Maintenance Management Information Control System. His innovations and developments to MMICS was so successful, they will be used Air Force-wide, according to CMSgt. Alcide Patenaude, field maintenance superintendent.

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Performances and Achievements Recognized at Commander's Call

Two Meritorious Service Medals, nine Air Force Commendation Medals and a letter of recognition were presented by Brig. Gen. Donald E. Haugen, 439th TAW commander, to reservists during the September UTA. In addition, Col. Paul E. Huffman presented General Haugen with a plaque from USAF Southern Command for the wing's participation in the VOLANT OAK exercise.

Receiving Meritorious Service Medals were:

Lt. Col. Theodore H. Beck. Colonel Beck distinguished himself as chief of plans, 439th TAW from July 1974 to March 1980. His outstanding professional skill aided the effectiveness of AFRES programs. The colonel also received a retirement certificate from AFRES.

MSgt. Edward H. Morris distinguished himself as the 59th MAPS air transportation supervisor. Sergeant Morris demonstrated exemplary job knowledge and contributed to the success of the Air Force Material Handling Equipment Vehicle Operator Program.

Receiving Air Force Commendation Medals were:

Lt. Col. Edward T. Kosakoski, 74th AES commander. He was recognized for his accomplishments while stationed at the Los Angeles Air Force Station, Calif. His exceptional leadership and knowledge were instrumental in accomplishing necessary modifications to the P-341 medical construction project.

Capt. Archer B. Battista, 731st TAS Army liaison officer, received his first Oak Leaf Cluster to the Air Force Commendation Medal as a result of his knowledge and diplomacy which aided in the implementation of joint services operations.

CMSgt. Alcide F. Patenaude, 905th CAMS aircraft maintenance manager, contributed to the mission of the squadron's field maintenance branch through his professional skill and leadership qualities.

Another 905th CAMS member, **CMSgt. Sidney W. Wells,** distinguished himself as aircraft maintenance manager. Sergeant Wells' job knowledge and professional skill contributed to the mission of the squadron's organizational maintenance branch.

SMSgt. Edward J. Galvin, Jr., 74th AES first sergeant, received his medal for identifying problem areas in the unit and implementing research projects capable of solving them.

MSgt. George J. Kudla, 439th Tactical Hospital NCOIC, was recognized for his distinctive accomplishments in carrying out the assigned mission of his unit.

MSgt. Vincent G. McCrave, Jr., 74th AES career advisor, was awarded the Commendation Medal as a result of developing and researching every aspect of the career retention program for 100 percent unit manning.

MSgt. David P. Rockwood, 74th AES NCOIC, distinguished himself by coordinating all available resources in the Westover area and aiding in the training during the largest tactical aeromedical evacuation exercise ever conducted.

In addition to the medals, General Haugen recognized **AB Richard E. Malloy,** 905th CAMS, for achieving honor graduate status upon completion of basic training. The distinction is awarded to the top ten percent of all trainees.

Also, Lt. Col. Delman Wolf, 905th CAMS commander, presented an Air Force Commendation Medal to

SMSgt. Richard P. Dedinas, aircraft maintenance superintendent for his exceptional managerial skills and technical knowledge of aircraft maintenance.

MSET . . .

(continued from page 2)

At the MSET outbriefing, Maj. B. J. Wilson, team chief, remarked on Sergeant Wallace's accomplishments. "Your maintenance technician is outstanding . . . You're fortunate to have someone of that calibre."

Brig. Gen. Donald E. Haugen, 439th TAW commander, also had many favorable comments. "I'm happy for you, I'm very happy for me, I'm happy for the wing."

439 TAW UTA Dates FY 1981

Oct. 4-5	Apr. 4-5
Nov. 1-2	May 2-3
Dec. 6-7	May 30-31
Jan. 10-11	June 27-28
Feb. 7-8	July none
Mar. 7-8	Aug. 15-16
	Sept. 12-13



How do you manipulate the controls of a C-130 while dressed in full chemical warfare defensive garments? Capt. James Byrd, 337th TAS pilot, finds out as he performs an emergency engine start during Attack '80. (Photo by TSgt. Marshall Hathaway)

Life in the "Hanoi Hilton"

MEMORIES OF THE MISSING LINGER WITH FORMER POW

By Capt. Richard Dyer

It happened just seconds after the B-52 bombed its target, a "Radio Hanoi" installation on the southwest corner of the North Vietnam's capital city.

The enemy's first surface-to-air missile streaked between the aircraft's elevator and left wing — a near miss.

The second one detonated under the left wing, rocking the plane with convulsive force and setting it on fire. Almost immediately, four of the six crew members on the Westover-based Stratofortress parachuted into the pre-dawn darkness.

Fifteen seconds after their exit, a third missile crashed into the aircraft. The B-52, still laden with 80,000 pounds of jet fuel, disintegrated.

Capt. Charles A. Brown, Jr., then with Westover's 99th Bombardment Wing, was the aircraft's co-pilot on that December 19, 1972 mission. It was a day that he will never forget.

For Captain Brown, now chief of stan/eval with the 439th TAW, it was also his first day as a prisoner of war.

The captain was nearing the end of his fourth, four-month "Arc Light" tour in Southeast Asia when his crew departed on the mission. The Westover B-52 was stationed at U-Tapao Royal Thai Naval Base in Thailand on a rotational tour, and was one of the 50 aircraft assigned to the Hanoi bombing raid. The mission was to destroy "Radio Hanoi," thereby disrupting the enemy's most vital internal communication system.

There had been close calls on other missions, but never a hit. This time, however, as the captain's plane attempted to exit the target area, things were different. When the second SAM, one of the three fired in a salvo, set the Stratofortress aflame, the crew knew that their ship had been immobilized.

In addition to Captain Brown, Maj. Hal Wilson, the aircraft commander, Lt. Col. Fernando Alexander, the bombardier, and Capt. Henry Charles Barrows, the electronic welfare officer, parachuted safely to the ground.

TWO CREWMEN MISSING

The crew's tail gunner, MSgt. Charles Poole, and the navigator Capt. Richard Cooper, were never accounted for, and were later classified as missing in action.

Captain Brown suffered a burned neck from the fire, and an injured knee when he landed via parachute near the outskirts of Hanoi. But his problems were just beginning.

"We were shot down shortly after 5 a.m., so it was still dark when I hit the ground," Captain Brown said. "I actually landed near an enemy missile site, but because of the darkness, they didn't see me."

The captain crawled to a tree-line near the edge of a village located on the outskirts of Hanoi. "I tried to hide in the bushes but, as it turned out, they didn't afford much coverage," he added.

Although the four crewmen left the aircraft within seconds of each other, they were widely scattered when they landed.

Major Wilson, the pilot, landed by a bridge close to the target. He scrambled under it to avoid the bombs being dropped by other B-52s on the raid. There, he met North Vietnamese militiamen who had a similar purpose in mind. They quickly took him into custody.

The bombardier, Colonel Alexander, hung suspended from the roof of a Hanoi building after his parachute became entangled. It was where he remained until his captors cut him down.

"I think of Fernando every time I watch the movie, 'The Longest Day,' and see Red Buttons hanging in his parachute from the church steeple," the captain continued. "It was a similar situation."

Captain Barrows, the EWO, landed in a canal and remained in the water during the night, hoping to elude the North Vietnamese. But he had unknowingly ruptured his dye marker, and dawn brought an enemy patrol which followed the dye trail to his location.

BOY ALERTS VILLAGE

A young boy, approximately seven years old, was responsible for Captain Brown's capture. "He spotted me hiding in the bushes and alerted the village. I tried to run, but I was chased by a pack of militiamen and armed citizens who began to fire at me with automatic weapons."

Captain Brown, armed only with a .38 caliber revolver, knew that it would be futile to engage the North Vietnamese in a fire fight. He was quickly surrounded.

"A North Vietnamese civilian took my revolver and began waving it under my nose," he said. "He was quite agitated, and my thought at the time was 'Oh, no, not with my own gun,'" The captain believes that the quick intervention of the militia personnel probably saved his life.

"As was the case with many POWs, the militia saved me from hostile civilians," he said. "We were more impor-



Capt. Charles A. Brown, Jr., chief of standardization and evaluation, 439th TAW, displays the uniform he wore as a POW in North Vietnam's "Hanoi Hilton." His wife, Martha, placed the POW pin on the shirt shortly after his release (Photo by TSgt. Marshall Hathaway)

tant to them alive, because they obviously hoped to interrogate us."

His arms bound, and with a rope secured tightly around his burned neck, the captain was paraded through Hanoi by his captors. Many of the citizens cursed and hit him. One elderly woman, wielding a heavy rock wrapped in a coat, struck him over the head. The blow drove Captain Brown to his knees.

THE HANOI HILTON

After the militia made an initial attempt to interrogate him at gunpoint, he was taken to the French-built prison in downtown Hanoi which the North Vietnamese called Hau Leau. The American POWs knew it as the "Hanoi Hilton."

Although he had no way of knowing it at the time of his capture, Captain Brown was initially listed by the Air Force as missing in action. It was an attempt by the North Vietnamese to propagandize his capture which resulted in the Air Force, and his wife Martha, learning that he was alive.

Shortly after they were taken into custody, Captain Brown and the other crew members were taken by the North Vietnamese to a foreign press center where pictures were taken by a Japanese photographer. The subsequent publication of Captain Brown's photograph (it appeared in Newsweek Magazine and on network television) revealed that he had been captured. His status was thereafter changed from MIA to POW.

Captain Brown spent his initial 36 hours in solitary confinement in a section of the Hanoi Hilton which the POWs nicknamed "Little Vegas." After the initial confinement, he was placed in another section of the prison which came to be known as the "Heart Break Hotel Annex."

He discovered that conditions within the prison were barbaric. Eight POWs were generally kept in a barred and barren room. The lack of sewerage system and garbage removal contributed to both rat infestation and disease. Planks nailed together served as beds, and, prior to the signing of the Paris Peace Treaty, there were no exercise periods for the POWs.

"Diet was a big problem, because we received little or no protein, and that left us very susceptible to infection," Captain Brown said.

BREAD AND WATER

The POWs were always given bread



Shortly after his capture, Captain Brown was taken to a foreign press center in Hanoi, where this wire photo was taken by a Japanese photographer.

and water for breakfast, and cabbage soup for lunch and dinner. They also received a caldron of boiling water containing one or two tea bags, a beverage which the prisoners nicknamed "all purpose tea."

"We called it that because it had other uses than just for drinking," he explained. "We discovered, for example, that by pouring some of the tea on bread dough, we could make a clay-like substance that could be fashioned into chess pieces and pipes. Of course, we never had any tobacco, but it was a diversion, and any little item under those circumstances was considered an amenity."

In order to prevent the POWs from organizing a command structure, the North Vietnamese moved the prisoners continually, both within the various sections of the Hanoi Hilton itself, and among several other jails. In addition to the "Hilton", there were two other POW detention centers — the "Plantation" and the "Zoo" — in the Hanoi area. The captain was imprisoned at the "Hanoi Hilton" and the "Zoo."

"They wanted to keep us separated as much as possible in order to limit our ability to communicate, share intelligence and organize," he said. "It didn't work, though."

The POWs in North Vietnam established the 4th Allied Prisoner of War Wing, and assigned duties and respon-

sibilities to all the POWs. The Wing was commanded by the ranking POW officer, Air Force Lt. Gen. John Flynn. Although the North Vietnamese attempted to minimize contact among the POWs through isolation, an elaborate communication system was established by tapping codes on the prison walls.

Captain Brown said that isolation was not the only tactic which the North Vietnamese used to demoralize their prisoners. "They tried to totally destroy our dignity," he explained. "Our heads were shaved, we were constantly harangued with obscenities, and we were not even allowed to tuck in our shirts. They felt they could control us by dehumanizing us and breaking our spirits."

All of the captives also underwent extensive interrogation at the hands of the North Vietnamese.

BLINDFOLDED AND BOUND

"The first time they questioned me, I was blindfolded, tied tightly with rope in a painful position, and left on the floor in a corner while the interrogators questioned me incessantly," the captain said. "Throughout our captivity, we were continually subjected to propaganda and other forms of indoctrination which were broadcast over the prison loudspeaker," he added.

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Former POW . . .

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After he had been imprisoned for approximately two months, Captain Brown began to hear rumors about the peace talks being held in Paris. But bits and pieces of information were all that the POWs ever received. The captain said that he was allowed to receive only one of many letters from his wife during his captivity. Martha received one of two short letters he was permitted to write her.

As abruptly as his imprisonment began, it ended. On March 27, 1973, Captain Brown and his fellow POWs were informed that they would be released. On March 28, 101 days after he ejected from the burning B-52, Captain Brown boarded an Air Force C-141 in Hanoi for an aeromedical evacuation flight to Clark Field in the Phillipines.

"I almost cried when I first entered the C-141 and saw the American flag," he said. "It was the happiest day of my life."

After a two-day period of hospitalization and debriefing in the Phillipines, he returned to Westover. "I had lost about 20 pounds, and my burns and knee injury needed treatment, but I was lucky to come home in pretty good shape," he said.

The captain later received the Purple Heart, the Distinguished Flying Cross, eight Air Medals and the Bronze Star. As a somewhat grimmer souvenir of his Southeast Asia duty, he also kept the prison garb he wore in Hanoi.

In July of 1973, Captain Brown left active duty to take a flight engineer's position with Eastern Airlines out of Boston. He retained his Air Force commission, serving first with the Rhode Island Air National Guard from 1975 to 1977.

RETURNS TO WESTOVER

Since 1977, he has been serving at Westover again, both as a pilot with the 731st TAS, and as the Wing's stan/eval officer. He discovered the transition from B-52s to C-123s to be a relatively easy one, and is now a senior pilot with more than 1,000 flying hours in the "Provider."

Although he has emerged from his POW experience relatively unscarred the veteran pilot still remembers those days. Most of all, he remembers his missing comrades.

"The plight of the MIA is just as real today as it was seven or eight years ago," he emphasized. "Although

many Americans want to block the Vietnam experience from their memories, we cannot turn our backs on the MIAs or their families. Their suffering

continues, and we must demand accountability for the whereabouts of all MIAs. Most importantly, we owe it to them never to forget them."



"We never know what we have until we lose it, and freedom is one of the most important facets of life that is all too easily taken for granted. Cherish your freedom, for it is very precious and very hard earned throughout the years. God HAS blessed America!"

Capt. Charles A. Brown, Jr.

New Commanders Appointed

The 337th TAS and 901st WSSF at Westover have new commanders.

Lt. Col. Clarence (Jerry) Bryant was named commander of the C-130 flying unit on Aug. 10. He replaces Col. Paul E. Huffman who became the 439th TAW's vice commander.

Capt. Rocky R. Quintana took over as commander of the weapons security flight in early September. SMSgt. Ludwig H. Schweheimer served as interim commander for the past 14 months.

Colonel Bryant was a reservist at Westover for most of the past 13 years. He joined the 337th in 1967 as a C-124 and then a C-130 pilot. He later moved to the standardization-evaluation section of the wing.

In 1978 he started flying C-123s with the 731st TAS. In August 1979, he

began the ten-month Air Command and Staff College.

As a civilian, Colonel Bryant, a commercial airline pilot since 1960, flies Boeing 707s for Pan American.

Capt. Quintana moved into the commander's chair from the 901st MOBSF where he was operations officer for two years.

Previously, he spent eight years on Air Force active duty. During his last assignment, as a Washington, D.C. protocol officer, he arranged welcomes and security for VIPs visiting the President and other high government officials.

He currently works and lives in New York City as a manager of employee relations for a "Fortune 500" company.



TSgt. Francis Trigo, 74th AES, right, climbs into a one-man life raft at the base swimming pool during the August UTA while TSgt. John Prechtel, 439th Life Support Section, observes. The training by life support instructors, familiarized members of the 74th with the one and 20-man life rafts, life preservers and accessories used in water after an aircraft ditching.

AAFES Still Offers Better Bargains

By Amn. Paul Graveline

In 1979, the consumer rating service of the A. C. Nielson Company completed a price comparison survey, which confirmed Army and Air Force Exchange Service customers save an average of 21 percent over commercial retail prices.

Regardless of this fact, a myth exists how AAFES outlets no longer offer substantial savings: "Consumers supposedly save more shopping at commercial discount stores."

Who's spreading the myth? Well, certainly not the recruiters. But it's not uncommon to hear it at basic training and at tech schools.

Luis Merced, exchange manager, dispelled the myth with facts. He's responsible for AAFES operations at Westover: the Main BX, the Service Station, BX Foodland and even the vending machines.

Mr. Merced emphasized several AAFES programs, such as centralized buying and distribution centers, insuring customers receive the best possible values.

Products offering the biggest savings are AAFES Budget Specials. These items, identified by green price tags, spread throughout the BX in virtually every department. There's also AAFES Weekly Specials, identified by red and white price tags.

"People who shop here consistently, and take advantage of our specials, will get substantial savings," said Merced. "This can be especially helpful to young persons just getting started."

When questioned about commercial discount stores offering better bargains, Merced referred to the tactic known as "loss leader." These stores offer certain items at a loss in order to attract customers.

"We certainly can't compete with them on every item. But you'll find in every department we'll have quality merchandise at a good saving to our customer."

Merced noted the difference between AAFES and commercial stores. "Our
(continued on page 8)

Two Enlisted Get Their Gold Bars



2nd Lt. Paul Bailey and 2nd Lt. Wesley Carter

I've taken a pay cut, a big pay cut, to get this promotion. But it's well worth the long term investment," explains 2nd Lt. Paul Bailey. He, and 2nd Lt. Wesley Carter, became the wing's newest commissioned officers through the Deserving Airmen Commissioning Program.

Now, Lieutenant Bailey is the air freight management officer in the 58th MAPS. Formerly, as a 74th AES flight instructor, he spent approximately 100 days a year training new "med techs." "The loss of those extra days and flight pay will cost me \$250 a month. As an officer, however, there'll be greater opportunities and a better retirement pay check."

Lieutenant Carter also left the 74th AES and a position of flight examiner to become the wing's executive officer. "I relieve the commander and vice commander of some administrative duties and handle a variety of assignments, such as staff assistance visits."

His new role follows a military career begun in 1967 and subsequent positions in the Air Force Reserve, Army Reserve and California's Air Guard. With his relocation to New England, Lieutenant Carter joined the 74th.

The new officer also follows a four generation family military tradition. His grandfather was a brigadier gener-

al and his father served as first sergeant and later as a warrant officer in the 7th Army in Europe.

Lieutenant Carter's civilian role is marketing manager for Compugraphic Corporation in Wilmington. He works with the sales force and their clients — various schools, governments, businesses and special customers such as the White House, the Pentagon and the Military Airlift Command.

Lieutenant Bailey also comes from a military family. His father was retired Army. The new officer started his military career as a heavy weapons specialist with the 82nd Airborne Infantry Division. He left the Army for bachelor's and master's degrees in education from the University of Lowell.

For the past six years, he has sold Metropolitan life insurance in Lowell.

The two also share a long standing desire to become officers and an appreciation for their new jobs.

"These positions, with different types and new responsibilities, have been a great challenge. We're given a job to do and it's up to us to get it done," says Lieutenant Carter. "And we're very grateful to everyone. They have been very supportive and encouraged us through the entire commissioning process. Their commitment has given us a good, warm feeling."

731st Wearing New Unit Patch



There are two stories behind the new organizational emblem now worn by the 731st TAS crews.

The first is the patch and what it represents. Its design emphasizes the many dimensions of the flying squadron's missions and the rich historical heritage of New England, claims its principal designer, MSgt. Donald Chase, 731st loadmaster and 10 year unit veteran.

That's the second story. The new patch was initiated, planned and designed by 731st members.

"Our commander (Lt. Col. Louis Paskevicz) knew of my interest and avocation in art and asked me to design a patch for the unit," recalls Sergeant Chase. "We had other ideas, including a map of New England. We also had the suggestions of others, especially MSgt. Donald Cowern and Lt. Col. Leon Furr. After consensus, we submitted our final draft to the wing and then to AFRES and MAC headquarters. From there the proposed emblem was approved by the Air Force Heraldry Center at Randolph AFB, Texas. Then it went to the Army Cartographic Section. They made sure it complied with regulations.

Sergeant Chase placed an eagle and a band encircling a globe in the patch's center. This represents the unit's global capability while its yellow color symbolizes excellence — the 731st's continuing goal. In the eagle's mouth is an

olive branch indicating the squadron's humanitarian efforts.

A white cloud on a blue background, behind the eagle, notes the unit's all weather abilities while the stars point out night flying.

Three symbols, in the low half, suggest different missions: the winged caduceus symbolizes aeromedical evacuation; the parachute represents para-troop and aerial resupply delivery; and the flare pot stands for their aircraft's operations from unimproved, unlighted airstrips.

The three are on a red and white striped background which recalls the country's original colonies and the area the unit's members now hail from.

The "Eternal Vigilance" legend comes from Thomas Jefferson, "The price of liberty is eternal vigilance."

74th AES Moves Next Door

The 74th Aeromedical Evacuation Squadron will soon inhabit Bldg. 1875, next to the Group Headquarters building, according to squadron commander Lt. Col. Edward Kosakoski.

The move enables the 74th to accommodate increased personnel which is authorized for the squadron.

Colonel Kosakoski expects an additional 25 officers and 25 airmen to be phased in during the next few years.

The colonel noted the increase in building space will benefit the academic portion of the squadron's many training programs.

The building's renovation, which started this summer, is expected to be completed in October.

BRIEFS

MSgt. Ron Burwell is the 439th's newest recruiter. He'll work out of Hanscom AFB and will serve the eastern Massachusetts area. He replaces MSgt. Richard Eaton who became the NCOIC for Headquarters AFRES Recruiting at Robins AFB, Ga.

SSgt. Celio Hernandez, 905 CAMS, won the special military category in the Second Annual Westfield Air Guard 10,000 Meter Road Race. He received a trophy in recognition of his first place time of 37:38.4.

Our condolences are extended to the family of TSgt. Edward J. Anderson who died in Albany, N.Y. on Aug. 31. An air transportation supervisor, Sergeant Anderson had been assigned to the 58th MAPS since May 28, 1975.

AAFES Bargains . . .

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primary goal is service rather than profit." He relies on his 89 employees to achieve that goal. "They're the people who service the customer, and I think they do that very well here."

When customers patronize AAFES outlets, they help fund base morale and recreation activities. AAFES profits, collected by DOD, are redistributed to Army and Air Force installations.

For example, two Westover projects scheduled to receive AAFES generated funds are a \$55,300 alteration of the gym and a \$88,740 addition to the recreation center, according to John Duffley, Jr., financial management officer for nonappropriated funds.

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

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300



THIRD CLASS-BULK RATE