



THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

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Wing holds mobility exercise

Mobility exercise tests deployment ability

by SSgt. Gordon A. Newell

"This is a test to see if we can move people and equipment from Westover to a given point," said Maj. George Caldwell, at the beginning of the Wing's mobility exercise.

The semi-annual exercise tests the Wing's ability in all aspects of deploying troops and equipment during the time of mobility.

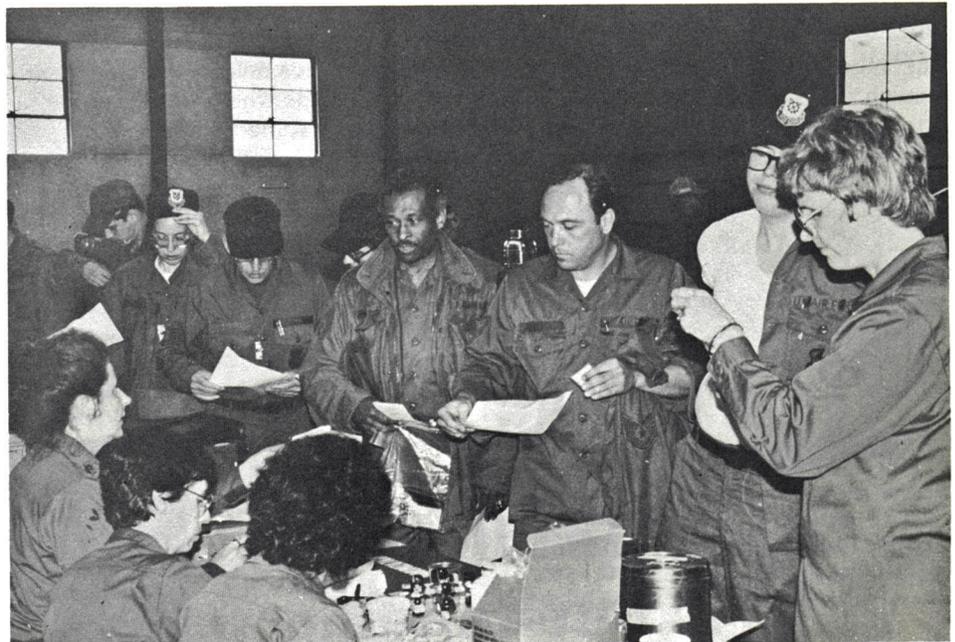
During the June UTA, the cargo portion of the exercise was cancelled because of heavy rain and has been re-scheduled for July. The "people part" however, went on as scheduled and was called "highly successful" by Major Caldwell, who is Westover's installation mobility officer.

"In the scenario developed for the drill," Major Caldwell explained, "we had orders to move 166 people and nearly 100,000 pounds of cargo to three points in Europe. With the cargo loading called off, we turned our attention to personnel. We practiced processing just as we would during an actual mobilization."

"We were to use six C-130's and one C-141, five of which were to be simulated," the Major continued.

During the exercise, the 337th TAS, 731st TAS, 905th CAMS and 901st CAMS were to be transported to Ramstein Air Base in West Germany. The 901st MAPF, 905th MAPF, 58th MAPS and 59th MAPS were heading for RAF Mildenhall in the United Kingdom and the 905th CES, 439th TAC Hospital, 74th AES and 905th CF were to be moved to Rhein-Main AB, in West Germany.

Major Caldwell, assisted by SMSgt.



Processing is underway during the Wing's semi-annual mobility exercise held during the June UTA. The cargo portion of the exercise, which was postponed because of heavy rain, has been re-scheduled for July. (USAF photo by Maj. Robert Carroll)

"Chip" Connolly, briefed all involved units at 9 a.m. Saturday. Processing began at 10:15 a.m. and the first plane was to take off at 1 p.m.

Throughout the day Major Caldwell

and his staff, directed the operation via radio from the mobility control center.

"This is an important part of our training and the key to our readiness," said Major Caldwell.



IN THIS ISSUE:

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- Volant Rodeo results . . .
- C-123 pilot crosstraining

Airbase defense training course tests 905th Weapons System Security Flight

Editor's Note: During May and June, members of the 905th Weapons Systems Security Flight participated in a rigorous airbase defense training course at Little Rock AFB, Arkansas. The following first person account was written by MSgt. Gerald Farrell of the 905th.

We had been there before, seven years ago to be exact. Before we were billeted in Building 858, a short walk to the chow hall, BX, and the NCO club. This time, however, things were different.

Not a normal camp

We were met at Little Rock by the four people who were to guide us through the next two weeks. One look at them and we knew this would not be a normal camp.

After a short walk we arrived at our quarters. Gone were the air conditioned barracks, maid service, hot showers any time you wanted and the dining hall. For the next two weeks they just did not exist. Now there were tents, cots, sleeping bags and "C" rations. This was how we were going to live.

Within the first hour a three foot copperhead snake was killed. (They said it was a baby). Welcome to Arkansas. After the inbriefing, several of us were given the grand tour with full explanations of the course.

Tornado alert

The rest of Saturday and Sunday were used to set up and get ready for Monday morning. Some of us decided to get to bed early; to get some rest and try to be ready for the morning. Mother Nature, however, didn't think we should get to bed early. When the tornado alert sounded, we got dressed, grabbed our weapons and headed for the base gym. The tornado touched down about five miles outside the base. For those of us who had never seen a funnel it was some sight.

Surely, they would let us sleep late in the morning. They did: until 5 a.m. Then the training started after roll call. There was P.T. for 30 minutes followed by running. We eventually got up to two miles, but it was costly with pulled muscles, swollen knees and several people on crutches.

Our field training introduced us to the

MILES equipment. This is a system that shoots a laser from the end of the M-16 to a receiver worn on a harness. From now on there would be no yelling "you missed." The high pitched whine of the laser said differently. If it was a close miss there were several short beeps for a few seconds. A steady whine means a "hit." It's a weird feeling to hear it and know that if it were real you would be dead. Once the instructor resets the system you learn to stay down and take advantage of all the cover and concealment.

The first week ended Saturday with a visit to "agony city," better known as the obstacle course. There are 22 barriers and obstacles that test the mettle of even the hardest souls.

"Ouch patrol"

So it went throughout the 15 days. Physical training. Weapons training. Classroom training. Memories of the "crutch crusader," "animal house," the "Hyatt tent," the "ghetto," the "Bengay brigade" and the "ouch patrol". It was a good camp and a hard one.

After Little Rock, the 905th is ready.

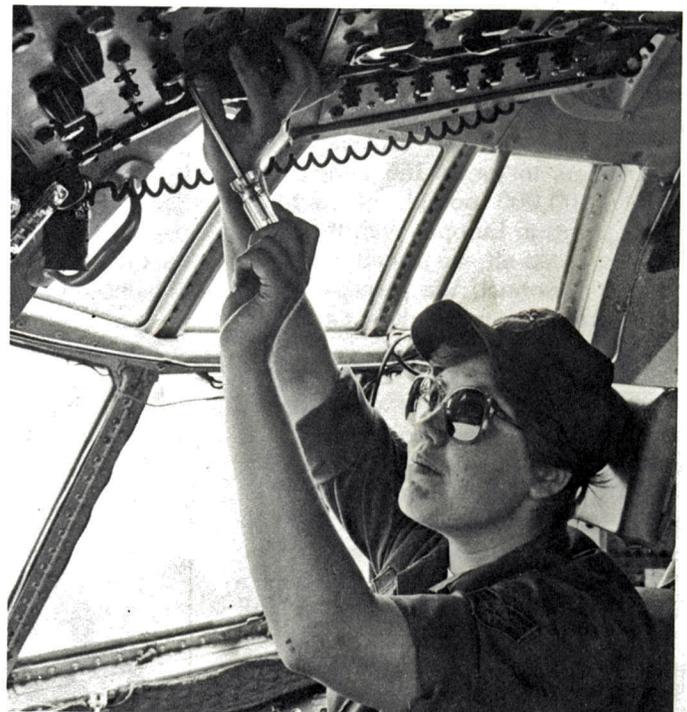
AFSA thinks Jean Beadle is outstanding

SrA. Jean Beadle, instrument auto pilot repair technician with the 901st CAMS has been selected Outstanding Airman of the Year by the Air Force Sergeants Association, Division I.

More than 150 people watched as Jean was presented the award at the AFSA Division I convention May 1 at Portsmouth, N.H. Lenny Hill, Division president, presented the award, representing approximately 9,000 members from seven states.

Jean was selected for her knowledge, skill and ability to perform her job. Her positive and helpful attitude, and contribution to her unit were also cited in her award nomination.

She has been in the Reserve since June 1980, and is responsible for the repair of auto pilot systems and other instruments on C-123 and C-130 aircraft. Jean is originally from Woodbury, Conn. and resides in Holyoke, Mass. She is a graphic artist and her leisure activities include photography, electronics, horses, music and art.



SrA. Jean Beadle, instrument/auto pilot repair technician with the 901st CAMS, removes an instrument for repair on a C-130 aircraft. (USAF photo by SrA. Sandra Bartosz)

Gentlemen . . . Start your engines!

Westover competes against the best at Volant Rodeo

by SrA. Sandra M. Bartosz

The men sit around the table, attention is fastened on each speaker as every detail of the competition is reviewed. Prior competitions are remembered, each man is responsible for his portion of the aircraft.

As Volant Rodeo 82 arrives, Westover's C-130E aircraft, number 1830 is checked and rechecked with meticulous care. "The interior of the aircraft is completely refurbished, the outside is scrubbed and painted, instruments fine tuned. The work continued until perfection was attained," explained Maj. Hal Lawrence, maintenance control officer.

From June 13-19, a select group of Westover personnel participated in the MAC-wide Tactical Flying Competition held annually at Pope AFB, N.C.

Volant Rodeo is a multifaceted contest encompassing aircrew, combat control team, aerial delivery, maintenance and security police categories. The Rodeo is open to all active duty, Guard and Reserve, and units from allied and friendly countries.

From day one of the competition, each aircraft must touch down at Pope within a specified time and, from then on, satisfy every requirement. According to Lt. Col. Robert Motley, mission commander, everything is strictly by the books. Participating aircraft are scored as they execute air drops, precision short field landings and precision low altitude navigation. When the aircraft lands, it is open to critical inspection according to maintenance specifications.

Weeks of preparation attempt to en-

sure that the aircraft meets every specification. The 10-member team, headed by Major Lawrence, includes specialties covering all aspects of the C-130. Members of the maintenance team are: MSGts. Allen Sanders, and Paul Alexander, TSgts. Chester Ciuba, Kenneth Huckins, Neil Jason, James Beachell, William Hubbard, Walter Lagasse and Frank Rys.

Once the aircraft is in superior condition, it is up to the aircrew to make it perform. Hours of practice in the air hone their skills. According to Capt. B. J. Ferro, aircraft commander, "The competition is definitely a team effort. There's always a mood of anticipation, and quiet confidence as we're given the opportunity to show off our skills."

In addition to the aircrew pictured, SMSgt. Charlie Arvin and TSgt. Thomas Dzonkus were aerial delivery specialists. The 911th TAG from Niagara IAP provided aerial port support.

Pittsburgh IAP was also represented as the 914 TAG sent four members to compete in the security police category.

The Rodeo order summary defines the mission purpose as refining new procedures, tactics and concepts that improve mission results, and demonstrating the command's tactical mission capabilities. "Whatever the outcome of the competition, the result is always positive," said Colonel Motley. "We're competing against the best, and although we are all representing different units, our overall mission remains the same."

BULLETIN

Competing against the "Best of the Best" the 439th TAW Volant Rodeo Team returned to Westover from Pope AFB with two of the eight trophies awarded in the week long competition.

The Westover aircrew, commanded by Capt. B. J. Ferro, won the C-130 shortfield landing competition on the basis of the scores it received on three landings.

In the joint inspection category, the 439th team won top honors thanks to the skill of the team's loadmasters in locating malfunctions on airdrop loads. More on the Volant Rodeo competition in next month's issue of the Patriot.



Westovers' Rodeo aircrew team stand before number 1830. Standing l. to r. Capt. T. J. Grenham, navigator; MSgt. Thomas Durkin, engineer; MSgt. Ralph Branyen and TSgt. John Missale, loadmasters. Kneeling are Capt. B. J. Ferro, pilot; and 2nd Lt. Michael Marten, co-pilot.

Dining hall hours changed

A new schedule for the base dining hall operations is now in effect. The change, announced by Col. Roy Ayers, deputy commander for resources, is intended to reduce Reservists' waiting time for meals. Early lunch period on Saturday is 11-11:30 a.m. and on Sunday from 10-10:30 a.m. Combat Support Group units will use the facility between 11:30 a.m. and 12:15 p.m. on Saturday and 11:15 and noon on Sunday. Tactical Airlift Wing-affiliated units are scheduled for 12:15-1 p.m. on Saturday and 10:30-11:15 a.m. on Sunday.

Civilian Personnel graduates 21 managers

Twenty-one Westover managers graduated from the USAF Civilian Personnel Management Course held at the Consolidated Open Mess May 17-21.

The 32-hour course is designed to improve supervisor effectiveness in personnel policies, practices and procedures. Attendees include active duty, air reserve technicians and civil service employees ranging from first-line supervisors to "small shop chiefs."

Charlie Carignan, employee department specialist with civilian personnel conducted the course. The civilian personnel office offers the 32-hour USAF

Civilian Personnel Management Course as well as a 52-hour USAF Supervisor's Course. According to John Kendrew, civilian personnel officer, "We also react to specific training needs in any given year."

Graduates are: Charlie Arvin, Col. Roy E. Ayres, TSgt. David Bates, Bill Bowker, Warren Briggs, Ann Connolly, Jim Faye, Lloyd Hess, Bob Horrigan, Fred Klich, Ed Kosakoski, Dave Lapa, Paul Larochelle, Gerry Mainville, John Marciniuk, Bill Morrissey, Jim Oster, Mike Pukish, Capt. William Shedd, Ed Sierzego and Hank Spear.

Navy finds clear sailing with 901st CAMS

by **TSgt. Alan Sorenson**

The 901st CAM squadron is lending a helping hand to Reservists from the Hartford (Conn.) Naval Reserve Center.

The Naval Avionics Group from the Commander Service Squadron has been training with the 901st for the past five UTA's because the sailors lack aircraft which are essential for on-the-job training.

"At the center in Hartford, our training consisted mainly of watching training films and reading technical manuals," said Commander Edward Gaulrapp. "There was simply no hands-on training available."

That situation prompted the naval unit to contact the 901st's CMSgt. Leland B. Spencer in October 1981.

After discussing the problem with his shop chiefs and obtaining necessary approval, Chief Spencer invited the Navy on board. They began their training during the January UTA.

Commander Gaulrapp is very satisfied with the arrangements at Westover. "I think it is a meaningful experience for the men. It is providing them with invaluable experience and training."

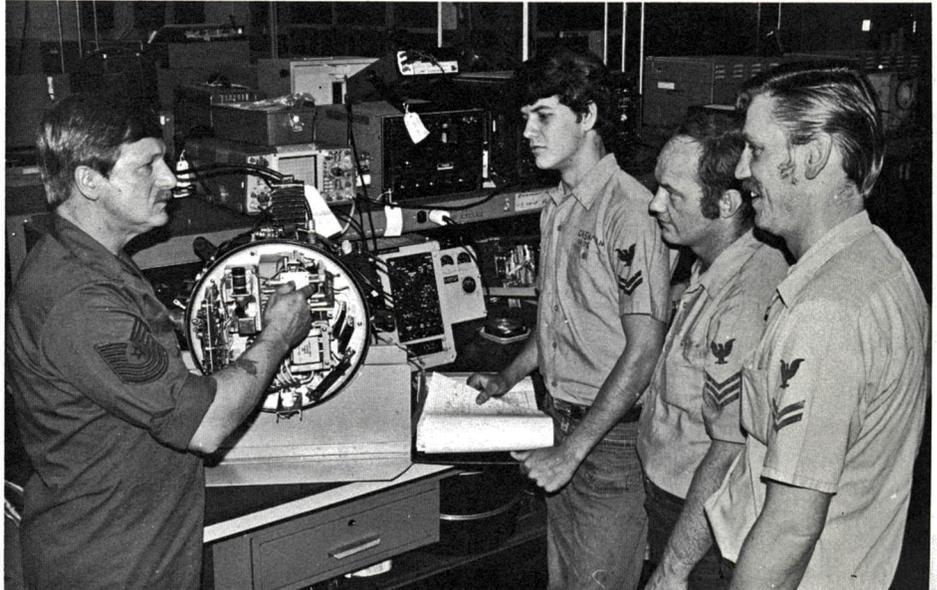
The sailors are training in seven dif-

ferent shops: the C-130 flight line, the com/nav, pneudraulics, sheetmetal, repair and reclaiming, the jet and the quality control shop.

Chief Spencer is enjoying his visitors. "They are good hard workers. We have nothing but compliments on the work

they have been doing," he said.

He is also pleased with the way the arrangement is working out. "We have the room, facilities and the work. They have men who need the training. This is a clear example of how the Total Force program can work."



MSgt. Jim P. Thornhill, 905th CAMS, shows Naval Reservists, AQ2 Lon Hadsell, AQ1 Dennis Cowburn, and AT2 Lyle Cashman a radar receiver transmitter unit. (USAF photo by Maj. Robert Carroll)

First Westover pilot completes C-130 crossover training

by **Capt. Rick Dyer**

Who says you can't teach an old dog new tricks?

A veteran pilot disproved that adage recently when he became the first of approximately 40 Westover fliers to cross train from the C-123 to the C-130E aircraft.

Capt. Kevin Wentworth, 439th TAW aircrew life support officer, completed the 12-week, C-130 initial pilot qualification course at Little Rock AFB, Ark. May 18th.

The wing has been converting to all C-130 inventory for the newly expanded 337th TAS. The changeover has meant a return to the classroom for the 731st TAS crews who previously flew the C-123 Providers.

"The course was outstanding," said Captain Wentworth, who had flown more than 3,000 hours in the C-123 as an aircraft commander and instructor pilot. "I was extremely impressed with the instructors," he added. "They were all very professional and highly moti-



vated."

The course consisted of two phases, each six weeks long.

During the first phase, the pilots concentrated on C-130 instrument flying. The instruction involved two weeks of classroom training, two weeks of simulator instruction and two weeks of actual flying.

"The academic portion was fairly rigorous," Captain Wentworth said. "We were studying 100 pages a night and had to pass three written tests."

The students spent most of the second six weeks in the cockpit of a Hercules, polishing their tactical maneuvers.

The veteran pilot said that the C-130 course was even more demanding than the undergraduate pilot training he had received in the Air Force 10 years earlier. "It was more concentrated and I was often reporting to the flight line at 3:30 a.m.," he said.

The Westover Reservists who are taking the C-130 course at Little Rock, train alongside regular Air Force pilots, many of whom are just entering the service. As a result, Captain Wentworth was one of the oldest and most experienced pilots in his class.

Despite the many hours he spent flying the C-123, and the nostalgia which he feels for that aircraft, Captain Wentworth is looking forward to his "second career" as a C-130 pilot.

"It's a great plane, and I believe that the Wing will really benefit once the 337th completes the conversion and becomes a "super" squadron," he said.

The conversion will be completed by October and the 337th will be combat-ready by April 1, 1983.

College student pens history

731st Tactical Airlift Squadron gets booked

by SrA. Sandra M. Bartosz

Day by day, page by page, Cynthia Banas gradually recreates the past of the 731st Tactical Airlift Squadron.

Armed with a tape recorder, note pad, and a summer deadline, she has been interviewing Westover personnel gathering information.

As the 731st TAS prepares to relocate to Peterson AFB, Col. in October, Cynthia is capturing the varied events and experiences of the squadron in preparation for a book on the history of the unit.

Cynthia, a business major at the College of Our Lady of the Elms, Chicopee, Mass., is writing a book as part of a business management internship program. The semester-long program requires students to complete a project involving a special interest re-

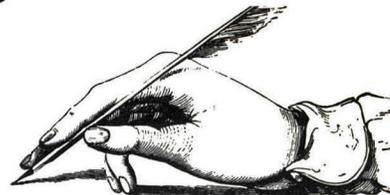
lated to their college major.

As to her choice of Westover AFB, she relates, "I am interested in joining the Navy after I graduate. As this is the closest military installation, I thought it would give me an idea of what to expect from military life."

The project, originally an information pamphlet about Westover, developed into a book about the 731st TAS, co-authored by MSgt. Marshall Hathaway, 439th TAW historian. "That immediately appealed to me, as I was formally an English major, and love to write," related Cynthia.

"The time frame for the book starts in 1942, when the 731st was located at Hanscom Field, Mass., to the transfer to Westover in 1973, and its experiences at Westover."

She said one of her favorite inter-

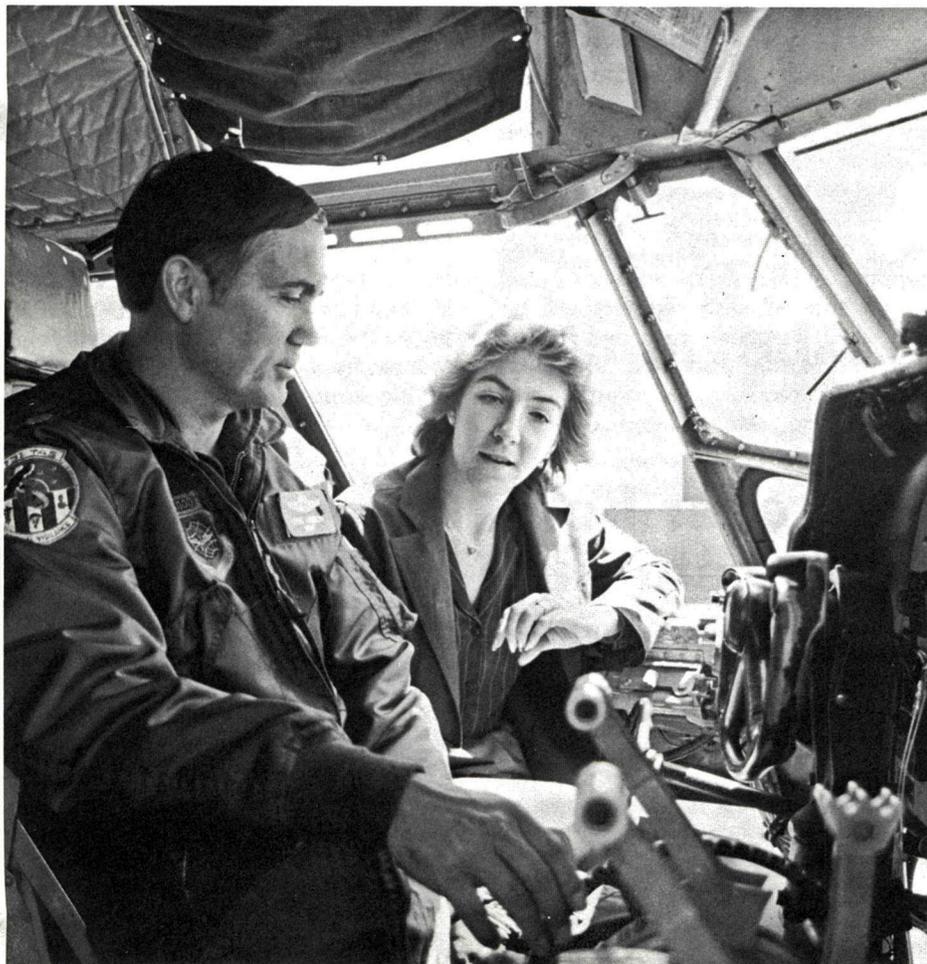


views was with Col. Louis Paskevicz, former commander of the 731st TAS. He explained, "I have the feeling that if I ever die and am reincarnated as an enlisted man, I would like to be in the 731st, because when something goes wrong, everyone pitches in and takes care of you."

Cynthia feels the project has been an extremely positive experience. "It has shown me how people work together in an actual work situation. Observing a functional operation is a valuable transition from four years of college theory."

The most difficult aspect of the project, Cynthia related, is juggling her time between the project, school and work. She is taking five courses in addition to this project, and works 20-25 hours weekly at an area furniture and gift outlet. The 731st project normally requires 15-20 hours weekly.

Now, as a result of her experience at Westover, Cynthia relates, "The Navy is no longer in my plans, but the Air Force is a distinct possibility."



Lt. Col. Gale French, operations officer with the 731st TAS, explains the throttle quadrant on a C-123 aircraft to Elms College student Cynthia Banas. (USAF photo by SrA. Sandra Bartosz)

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QUESTIONS

TSgt. Thomas P. Valley, 901st MOBSF: "As a family man, I'd like to see more in the line of childrens' articles. I'd like to buy things for my kids."
TSgt. John C. Tankis, 901st CAMS: "A better selection of clothing would be nice. Right now there isn't much offered."
SrA. Linda Gould, 439th TAC Hospital: "The food and snack lines aren't

very good. I'd like to see a greater variety of cookies, candies, and snacks in general."

SSgt. Lawrence J. Hoffman, 74th AES: "A larger selection of both sizes and styles of men's clothing is needed. If there were more to choose from, I would come in more often."

Amn. Julie A. Parris, 439th TAW: "I don't know what is on sale, or even

QUESTION: What changes would you like to see in the BX which would encourage you to shop there more often?"

what they have to offer at times. I'd like to see some type of advertisements sent out."

Lt. Col. Richard Doucette, 337th TAS: "There isn't enough of a selection of military clothing."

SSgt. Larry Jones, 439th TAW: "They need more cashiers working the UTA rush hours, such as lunch. The lines are way too long."

New exchange manager responds to comments

"If anyone has questions or suggestions, I want to hear them," says Mr. Ronald Martin, Westover's exchange manager since February.

True to his word, Martin readily responded to comments gathered for this month's "Ask the Airman" column.

"One of my first impressions of the exchange was the lack of variety in the clothing areas of the store," said Martin. "So we've already begun planning an increase in the quantity and selection for those departments."

As for military clothing, though, Martin points out that space is limited and most shoppers are dependents or retired personnel. Therefore he doesn't see any overall demand for increases in that department.

To offer further aid to customers, Martin encourages them to seek out the store supervisor should they be unable to find a garment in the proper size. "The supervisor should first check to see if the article is in stock. If not, they may be able to order it," Martin continues.

Clothing is not the only area considered understocked. Soon there should be a larger selection in the snack line and coffee will be on sale.

"I realize that clothing isn't the only area of concern," Martin says. "Those shopping on UTA weekends will be glad to hear that all cash registers will be open and baggers provided when needed." Martin also said that brochures will regularly be printed and available. He also pointed out that

shoppers should look for green logo tags which denote sale items.

Martin came here from an exchange in Hawaii where he served as retail branch manager for seven years.

Prior to serving in Hawaii, he was assigned to Vietnam. On the last day of the United States evacuation, he left Saigon on a helicopter after pulling out \$5 million worth of merchandise. In all, Martin has served for 17 years in the exchange system.

"We are here to serve by providing the customer with quality service and merchandise at the lowest possible price," he says, "and remind everyone that we are interested in their comments on the store."

AND ANSWERS

Detachment 5 receives achievement award

Detachment 5, 1st Aerospace Communications Group, located at Westover AFB, Massachusetts, received the Air Force Communications Command Commander's Achievement Award for 1981. This award gives recognition and appreciation to the men and women of Detachment 5 for the dedication and hard work extended in performance of their missions. While working with aging equipment and limited resources, the missions have been completed in an extraordinary manner.

Westover hosts hazardous cargo seminar in May

Westover Disaster Preparedness Division and the Base Fire Department, in conjunction with Springfield Technical Community College, hosted a hazardous cargo seminar on May 22 for 75 local and out-of-state civil authorities.

"This was the first hands-on seminar held in the northeastern area in response to hazardous cargo situations," explained John Wilson, disaster preparedness division chief. The seminar agenda was handled by Alan Valentine, professor of fire protection and safety technology at Springfield Technical Community College.

"The actual teaching was done by representatives from Boston & Maine Railroad, Peter Pan Bus Company, tractor trailer companies and Northampton State Police Recovery Service. Personnel in attendance included fire department representatives, state police, federal authorities, transportation units, rail units and local power companies," continued Wilson.

According to Wilson, "The seminar was an overwhelming success, the program ran smoothly and the feedback was positive."

Warehouse man is never too busy to smile

by Sgt. Deborah Elliot

Stanley Gula, known as Mr. Lee, is the keeper of Westover's "country store." He acquired the name Mr. Lee when one of his customers thought his name was Stan Lee. "Everyone thought it was a pretty good joke and the name just stuck," he says.

As warehouseman of the Base Service Store for 12 years, Stanley has created a unique country-store-like atmosphere in his section of the base supply building. He orders, receives, checks, and shelves his products. While conducting business, he chats with customers like a country store keeper would. On his wall behind the front counter of the store, there is a picture of the Pope, a poster of "Yaz", and an up-to-date baseball schedule. These "extras" reflect common interests that Stanley and many of his clientele share.

Quite a "hot ticket"

Stanley Gula is a man who enjoys a good joke. Hanging on the door of the base service store is a foam rubber life preserver with the words "USS Supply" written in black marker on it. "Remember that big rain and snow storm we had in April?" he asks. "We hung that on the outside door to rescue the drowning people."

Although he's quite a "hot ticket" according to Jim Faye, the retail sales supervisor and Stanley's boss, "There's not a better supply man around. He has control over his stock which is the number one priority in a job like this," explains Mr. Faye. "We are required to maintain records that are at least 98 per cent accurate but Stanley is usually less than one tenth of a per cent off. That says it all."

You name it, we've got it.

The base service store carries three types of stock — tools, household items, and office supplies. "We have roughly 1,000 different types of tools — everything from razor blades to socket sets. You name it; we've got it," says Gula. Customers who purchase tools include aircraft maintenance personnel, grounds keepers, and members of DET 5.

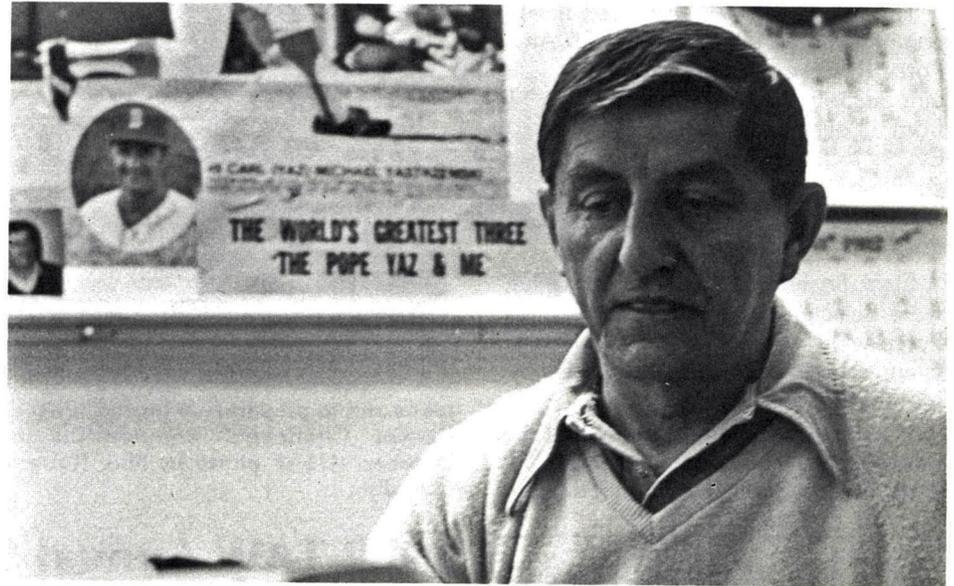
The NCO club, dining hall, and dormitory staff frequently stop by to refuel on sponges, mops, hand cleaner, wax, and general cleaning supplies. "We also stock backup supplies of styro-foam cups and disposable plates for the

dining hall in case their dishwasher breaks down or any other 'disaster' occurs," he jokes.

Mr. Gula enjoys his work as a warehouseman. He has been a civil service employee for 33 years and could have retired three years ago. "But, every time I say I'm going to retire, I change my mind. This is a pleasant job," he says. One of the reasons Stanley loves his job is that he loves people. "I love every-

thing and anything about them. I like to talk with them and joke with them," he remarks with a smile.

The next time you go to the "country store," look for Mr. Lee. He's the one with the smile. He'll be busy stocking shelves, reordering supplies, and updating records but he'll have time to chat. He's Westover's "store-keep" and, according to Jim Faye, "We're lucky to have him."



Westover's "country store keeper," Stanley Gula, totals up a customer's order in the Base Service Store. (USAF photo by SrA. Sandra Bartosz)

Commander's call column

A number of awards and certificates were presented to Combat Support Group personnel by Col. Roy E. Ayers, deputy commander for resources, during the June UTA.

An Air Force Commendation Medal was presented to **MSgt. Stuart E. DeGray**, 439th CSG, for his accomplishments as NCOIC of traffic management and the recruiting and retention program. Sergeant DeGray's ability to identify problems and implement projects to solve these problems earned him this award.

TSgt. Walter F. Feller, 58th MAPS, also earned an Air Force Commendation Medal. While NCOIC of telephone maintenance with the 901st CF, Sergeant Feller distinguished himself with his expert skills in training and maintenance.

A Meritorious Service Medal was awarded to **SMSgt. Paul F. Joachim**

for his superior performance as chief of operations and maintenance for the 905th CEF. Sergeant Joachim displayed outstanding leadership and devotion to this assignment.

Three certificates of excellence in the area of MWR were presented to **Mike McNicholas**, recreation director, and **1st Lt. Thomas B. Gray**, MWR chief. These were awarded in the areas of Recreation Equipment Supply, Westover Sports Program, Westover Recreation/Gymnasium complex, and Westover Recreation Supply. This is the second year in a row for these awards.

A special presentation of a plaque was made to **CMSgt. Henry J. Scott**. Chief Scott was recently appointed Senior Enlisted Advisor for the Air Force Reserve by General Bodycombe. He served 10 years as first sergeant of the 439th CSG.

He said, "I'll be back."

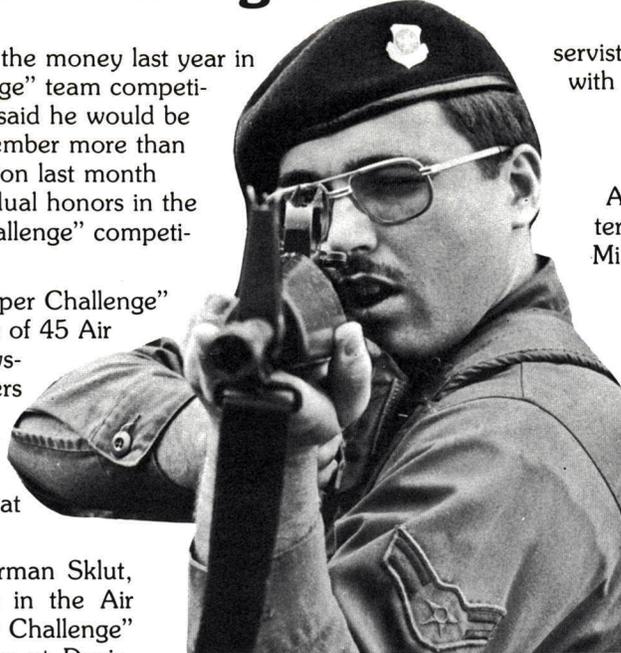
Sklut shoots straight to win AFRES Contest

When he finished out of the money last year in the "Peace Keeper Challenge" team competition, SrA. Daniel G. Sklut said he would be back. The 905th WSSF member more than made good on that prediction last month when he earned top individual honors in the AFRES "Peace Keeper Challenge" competition at Fort McCoy, Wis.

The five day "Peace Keeper Challenge" competition tested the skills of 45 Air Force Reserve Weapons System Security Flight members from all over the country. Events included target shooting, physical endurance tests, and mock combat drills.

Eight finalists, led by Airman Sklut, were selected to compete in the Air Force wide "Peace Keeper Challenge" event scheduled in October at Davis-Monthan AFB, N.M.

"I've always felt that I was one of the people who was meant to get the job done," said Airman Sklut. The Re-



SrA. Daniel G. Sklut, of the 905 WSSF, takes aim in preparation for the "Peace Keeper Challenge" competition in October. (USAF photo by Maj. Robert Carroll)

servist, who was the top scorer in the competition with 262 points, has been shooting since he was five years old. "My father was a great influence in teaching me to have the utmost respect for weapons and their use."

Airman Sklut, who in civilian life is a computer technician for Data General Corporation in Milford, Mass., is a life member of the National Rifle Association, a certified fire arms instructor through the Smith and Wesson Academy, a member of the Worcester Pistol and Rifle Club, a certified instructor of fire arms at the Police Marksman Association and a special police officer in Shrewsbury, Mass.

Airman Sklut is happy with his performance and looks forward to the Air Force wide competition in October. His membership will entail a sacrifice however, he'll miss his sister's wedding on October 23rd. "My sister and family are excited for me but I'm disappointed that I will miss her ceremony." Airman Sklut hopes he will have the opportunity to bring home a special honor to his family.

Rain, rain, rain

The June UTA was a wet one as more than five inches of rain fell from June 4-7. Below, a Reservist sprints from his car trying to avoid the downpour.



1982 TAW Annual Spring Golf Scramble

Fifty-nine golfers played in the wing's annual golf scramble June 9th, at the Westover Golf Course.

Bob Hoffman 439CSG/DE and Marilyn Caldwell 439CSG/LGTT took the "nearest the pin" category. "Longest drive" went to Dale Altman 439CSG/LGT and Jeanette Whittier, dependent.

Four players won first, with a low gross of 68. They were: Lt. Col. Stama Papantones, USAF Ret., Maj. Sandy Whittier, 337 TAS, Capt. John Martin, 337 TAS, and Jennette Whittier, de-

pendent.

Second low gross of 71 was carded by: Dale Altman 439 CSG/LGT, Gerry Palco, USAF Retired, Dave Michaud, 439 CSG/SV, and Blanche Schwartz, 439 CSG/SSC.

With a low gross of 72, Maj. Nino Nistri, 439TAW/MAO, Chet Pupek, DCASMA, and Dean Meals, 191CS/DONR, took third.

A fourth low gross of 72 was won by: TSgt. Jim Mayo, Maj. John Fuller, and Capt. Dan Duffey of the 3512 USAF Sq., and Mary Duffey, a dependent.

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

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