

# PATRIOT

439TH TACTICAL AIRLIFT WING (AIR FORCE RESERVE)

WESTOVER AIR FORCE BASE, MASS.

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## AFRES Inspection team conducts 1984 M.E.I.

They came. They saw. They commented. Sometimes, they critically evaluated each of the sections.

A total of 39 Inspectors from AFRES Headquarters at Robins AFB, Ga. were at Westover from July 18-25 headed by Col. John O'Leary, AFRES Inspector General.

The final result of the inspection showed that the team was impressed by some areas of their inspection and recorded findings in others. During the outbrief, Col. Jack Ferguson, 439th TAW Commader, thanked the entire staff for their hard work in the preparation for the inspection and stated he was highly pleased with the overall appearance of the base.

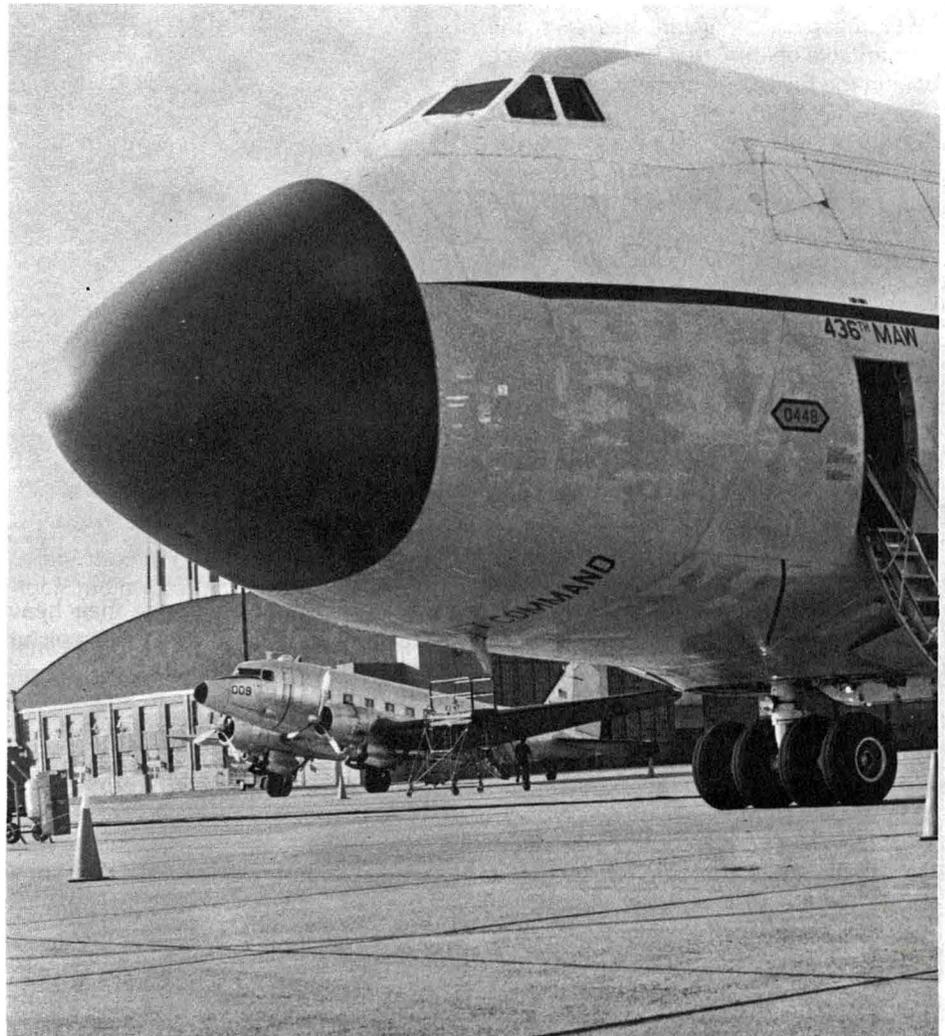
Maj. Gen. Allan G. Sharp, commander of 14th Air Force, flew in from Dobbins AFB to hear the final outbrief report.

The Management Effectiveness Inspections by the AFRES team is held approximately every two years. The findings recorded by the team will have to be cleared up and answered during the next couple of months.



The arrival of the M.E.I. team.

(USAF photo by SMSgt. C. Gallant)



A little old and a lot of the new were featured in air transports on the South Ramp at Westover on July 17 when a WW II C-47 and a giant C-5 Galaxy from Dover AFB were lined up next to each other. The C-47, owned by Foster MacEdward of Middlebury, Vermont, was in for routine maintenance at the Westover Airpark while the C-5 was being used in a Load Training Exercise by members of the Services Group at Fort Devens.

(USAF photo by Capt. Philip Weber)



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## EDITORIAL

## A man with the "Right Stuff"

The "Right Stuff" that's what Ron Martin of the Army, Air Force Exchange Service brought to Westover when he arrived on this base in January of 1982 from Hawaii. A native New Englander, he brought experience, knowledge, and the ability to motivate people along with a rack full of Aloha shirts and a couple of surfboards.

The Westover family which includes not only the military personnel who are assigned to the units on this base, but those serving on active duty in the area as well as the many retirees throughout Western New England, have been the recipient of this man's fine work.

Anyone who has been on this base over the past two years has seen the remarkable change that has taken place within the Exchange under Ron Martin's leadership. Under his guidance and the hard work of every member of the Exchange Staff, the Westover Exchange has turned into one of the finest facilities of its size in the entire AFFES system. Today, it is a part of the base we all take pride in.

During the two years plus that Ron Martin has been the Exchange Manager, he brought in major renovations to the entire facility and not once did the doors close to the eligible patrons. We all remember going through the pains of trying to locate an item that had to be moved to a new location. Throughout the remodeling, which required a lot of stocking and relocating of merchandise, Ron Martin's entire staff were always courteous despite their heavy workload. Which to me is a tribute to his ability to convey to his people the big picture of the end result of all their hard work; a completely modernized store.

Sure our Exchange doesn't carry everything, but I've never been in an exchange that did. But the number of items the Exchange carries today is greater than two years ago.

Because of his broad experience, Ron Martin has been transferred to the position of overall manager of two higher volume exchanges in the AFFES System at Fort Devens and Hanscom AFB. We're obviously going to miss his smiling face and so will his entire staff. He left us with a prime example of what experience, knowledge and the ability to motivate can bring to bear on any assigned task. He definitely has the "Right Stuff".



**Capt. Philip Weber**  
Public Affairs Officer

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## News around the Air Force Reserve

The Air Force has announced plans for an AFRES unit to convert to C-141 Starlifter transports beginning in mid-1986. AFRES will continue to provide 50 percent of MAC's C-141 crews but will gain eight unit-assigned Starlifters at the 549th TAW, Andrews AFB, Md., in exchange for a like number of C-130s.

The 934th TAG, Minneapolis-St. Paul IAP, Minn. will covert from eight C-130As to eight C-130Es. The C-130As will be assigned to the 907th TAG, Rickenbacker ANGB, Ohio increasing its inventory to 16 C-130As.

As a result of these changes, military construction will amount to \$6.2 million and AFRES forces will increase by almost 900 people.

### General Sharp promoted

Brig. Gen. Alan G. Sharp, commander, 14th AF, Dobbins AFB, GA., has been promoted to Major General. General Sharp has been at Dobbins since April 1981, first commanding the 94th TAW and then moving to his present position Jan. 1, 1983. General Sharp is a command pilot with more than 7,300 flying hours and thirty years combined service on Air Force active duty and in the Air Force Reserve. Prior to his assignment to Dobbins, he served as deputy commander of operations, 945th MAG, Hill AFB, Utah; and commander of the 940th TAG, McClellan AFB, Calif.; 445th MAW (associate), Norton AFB, Calif.; and 514th MAW (associate), McGuire AFB, N.J.

### SGLI Insurance premiums lowered

WASHINGTON (AFRNS) — Effective July 1, reservists began paying lower premiums for coverage by Servicemen's Group Life Insurance.

Veterans Administration officials in Washington announced that monthly premiums dropped from the current \$4.06 for \$35,000 coverage to \$2.08.

VA officials said premiums are going down because SGLI investment income has increased and members are living longer.

SGLI is one of the largest insurance programs in the country. VA supervises the program, but Prudential Insurance Company of America is the primary insurer. More than 99 percent of service members have SGLI protection.

# Tac Hospital stages casualty exercise

By SSgt. Gordon A. Newell

The first call came in to the 439th Tactical Hospital just after the working day began on June 3. A bomb had exploded in a bivouac area. The number of casualties was unknown.

The hospital's Medical Control Center team was immediately alerted and Response Team No. 1, a five member medical unit, was soon on its way to the site of the disaster.

"For many of our people, this was the first taste of what their actual jobs will be like in a disaster situation," said Major Joy Garland, educational coordinator for the hospital. "We have a lot of young people in the unit who haven't been here very long and this type of training exercise provides an excellent learning environment for them."

The drill's scenario further called for the alerting of Response Team No. 2 to assist in casualty management and transportation at the scene.

Triage (the sorting of patients according to wound priority) had been started by the first team which also began to stabilize, load and transport patients to the Air Transportable Clinic triage area.

To add a little spice to the exercise, Captain John Mulcay, medical plans officer, wrote into the scenario reports of a



Four members of the 439th Tactical Hospital prepare to lift patient TSgt. Dan Donofrio, into an awaiting ambulance during mass casualty exercise. Litter bearers are, from left front: TSgt. Allen Alward, and SRA Sarah Custoe. Rea, TSgt. Paula Tinnemeyer and SRA Tom O'Malley

(USAF photo by TSgt. Howard Garbarsky.)

probable incoming gas attack. At that same moment, the MCC was told that their radio was out of commission.

"We try to work some sort of chemical warfare training into all of these exercises," said Captain Mulcay

"It's worthwhile training especially for those people on mobility."

"We've had a lot of turn-over in the unit lately," said Capt. Mulcay "so we more or less walked them through this exercise, making sure that everyone knew exactly what to expect. All in all, it went pretty well."

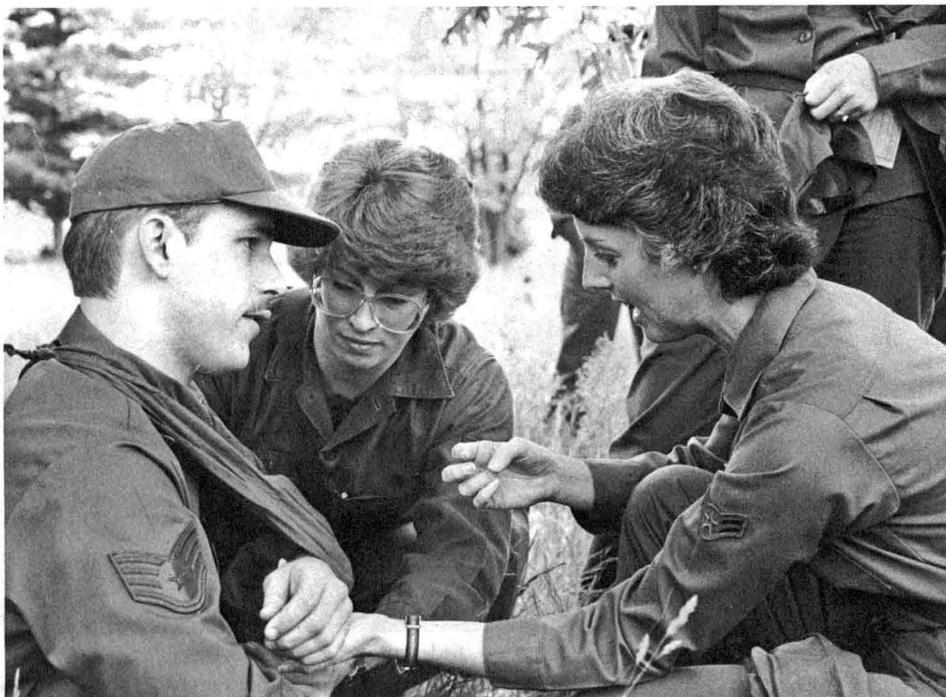
"What impressed me most," said Major Garland, "was the enthusiasm of our people. They weren't just going through the motions. They were really involved in what was taking place. It's obvious to me that our people are truly interested in their career fields."

While the pending gas attack never did materialize, the medics' problems were far from over.

After it had been determined that no gaseous poisons were present, personnel removed their gas masks and were soon faced with another dilemma. Several persons state they were now incapacitated with severe stomach cramps, nausea, vomiting and diarrhea. Food poisoning from contaminated C-Rations were suspected.

The ATC staff triaged those affected as casualties and notified the Environmental Office of suspected food poisoning.

"A lot of planning went into the exercise," said Major Garland. "And I feel we got a lot out of it."



SSgt. Bruce Cleveland, left, gets a little TLC (tender loving care) from SSgt. May Dessault, center and AIC Elizabeth Biery during recent Wartime Casualty Exercise held for the 439th Tac Hospital.

(USAF photo by Tsgt. Howard Garbarsky.)

## D-Day participant will soon retire at Westover

He had a front row seat for the D-Day invasion of Europe during WWII and flew on more than 25 combat missions as a gunner in a B-17. And now, after 37 years of Reserve and active duty with the Air Force, SMSgt. Peter Marchese is about to retire.

"The mission we flew on D-Day was one of the easiest that we flew in combat," said Sergeant Marchese, who was in the top turret of his Liberator aircraft on June 6, 1944 when thousands of allied troops stormed the beaches of France, opening the invasion of Europe.

"It was an unbelievable site," he remembers. "I never saw so many ships in the water at one time."

Born and raised in Brooklyn, N.Y. Sergeant Marchese entered the Army Air Corps in 1943 and served in England with the 379th Bomb Group of the Eighth Air Force for nearly three years.

After leaving active duty, Sergeant Marchese attended Porter School of Design, majoring in tool engineering. In 1950 he joined a Reserve squadron in Hartford as an administration specialist. He was later assigned to the 337th Troop Carrier Wing at Bradley Field as a first sergeant.

He came to Westover in 1967 with the 905th CAMS and in 1974 took over as chief steward at the Consolidated Open Mess, a position he holds today.

As chief steward, Sergeant Marchese is responsible for the overall management of all club functions. "I love dealing with people, so this has been a great job for me."

Retirement from the Reserve means free weekends for Marchese—and not just UTA weekends.

In addition to being chief steward at the club as a Reservist, Sergeant Marchese works parttime at the club all the other weekends as well.

"My wife is going to love my retirement," he said. "Now we can spend our weekends together." He will retire Aug. 22.

"It is the people I'll miss the most," Sergeant Marchese commented. "But I feel good about retiring."

In civilian life, Sergeant Marchese works for Kaman Aero Space in Bloomfield, Conn. as supervisor of tool engineering. He has worked there for 25 years often on government aircraft subcontracts.

He resides in Conventry, Conn. with his wife Lucia. They are the parents of three children.



SMSgt. Peter Marchese

(USAF photo by SSgt. Sandra Michon)



The Chicopee Chamber of Commerce held their annual "Salute to Westover" Breakfast at the Westover Open Mess on June 7 by saluting representatives from each of the services stationed on the base from (L-R) Jim Doyle, Chairman of the Military Affairs Committee, Cpl. Brian Mercier, Sgt. William Basinait, SRA Richard Messenger, PO1C Murray Gonzales and Lucille Kolish, Chamber President.

## "Tops In Blue" light up base hangar

The sound of music provided by the Air Force's traveling variety show "Tops in Blue" filled the Base Hangar at Westover on the evening of Thursday, July 19.

This year's show billed as the "Road to the Super Bowl" covered the entire spectrum of today's top musical entertainment including a show stopping choreographed rendition of Michael Jackson's "Thriller".

Headed by tour director, SSgt. Percy Lewis, the 28 performers arrived at Westover from a long trip from North Bay, Canada at one o'clock in the morning in the "Tops in Blue" touring bus. The next morning at 8'o'clock sharp the group showed up at base hangar to begin their preparations for the evening performance.

With the assistance of members of the Base Civil Engineering Department, electrical circuits were set up for the various electronic equipment the group uses in the show. Three flat bed trailers were used to set up a stage and the carpenters laid down a stage with heavy plywood for the many dancing numbers needed by the show's participants.

Throughout the day, "Tops in Blue" sound men were working on the acoustics for the evening's show and with the reverberations that were echoing throughout the hangar they had their hands full. But at showtime, all of the work came into fruition with the beautiful sound coming off the stage throughout the performance.

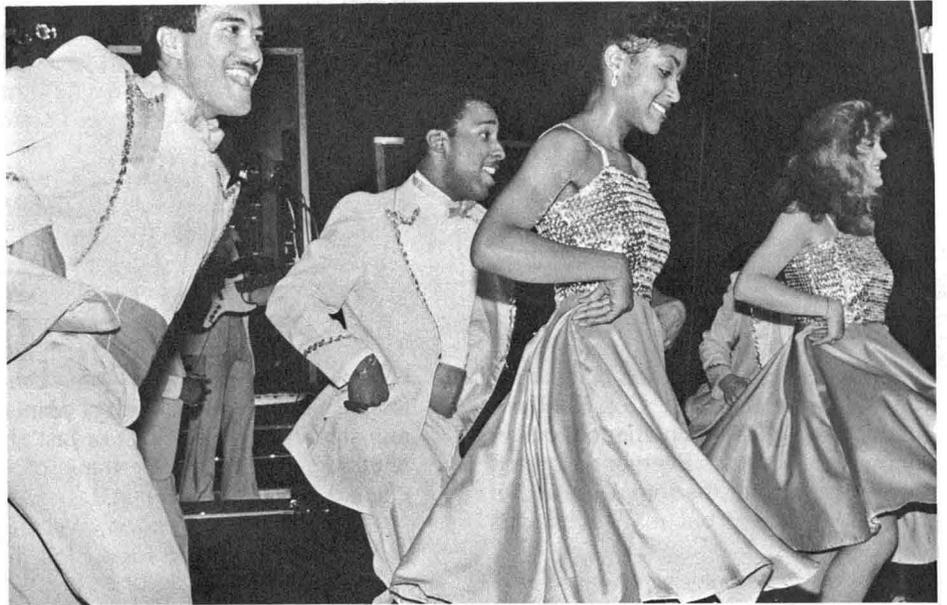
Members of the 42nd MAPS, and the 74th AES worked throughout the

day preparing the hangar. With the help of airdrop parachutes, the Hangar was converted into a fine showplace for the evening performance. Thanks to the Knights of Columbus, Fairview Chapter, who lent the base over 300 folding chairs, and chairs from the Base Dining Hall as well as the bleachers provided by MWR, seating was arranged well ahead of showtime.

Almost 600 spectators showed up for the show and they were not disappointed. As one base observer pointed out, "they really put on a fantastic performance. It was highly professional and had something for everyone who attended, young or old."

The members of the troupe were selected from an Air Force Wide Talent Contest held this spring at Shaw AFB, S.C. The contest is open to anyone on active duty who wants to be a member of the talent contest. This year's traveling troop will end up as the halftime entertainment at this year's "Super Bowl" in January 1985.

After the show, their work was not over for the evening after dinner the whole troupe returned to the Base Hangar to pack up for the next performance. They were on the road at 6:30 Friday morning for their next show that evening at Ft. Hamilton in New York City.



"Tops in Blue" cast entertain Westover Air Force Base personnel and their families during one of their stops on their way to the "Super Bowl". (USAF photo by Capt. Phillip Weber.)

## Wing NCOs full of PEP

Twenty members of the 439th TAW, at Westover, Pittsburgh and Niagara, are sporting additional stripes thanks to the newly created Promotion Enhancement Program.

Those receiving promotions to master sergeant at Westover were: Roderick T. Brooks, 439th CSG; George W. Caulton, 58 MAPS; Robert B. Fetherston, 905 CAMS; Daniel Hernandez, 439th CSG; and Joseph E. Kusiak, 439th TAW.

Two new technical sergeants are: Rudolph G. Benard, 905 CAMS and James Stone Jr., 905 WSSF.

The sergeants were among the first to be promoted under the new program

which recognizes those not eligible for promotion for advancement under existing regulations. (see June 1984 *Patriot*.)

Their supervisors had completed a one page letter recommending them which, in turn, had received the endorsement of their unit commanders. Next a promotion package was assembled which included the necessary forms and copies of their three latest Airman Performance Reports and sent to CBPO for review.

Last October, a board of four chief master sergeants, representing the wing's three locations and a colonel evaluated the requests. Based on the number of promotions allowed by 14th

AF, the board made its selections and sent their recommendations to AFRES for final approval.

"We expect a new promotion board to meet this November, said MSgt. Faith Longfield, base career advisor. Now is the time for supervisors to begin the process and consider who is eligible and worthy of this important honor. TSgt. Marg Schoonover, in the quality force section of the CPBO, has more information."

In addition to the Westover selectees, six 'tech' sergeants and four staff sergeants were promoted at Pittsburgh and two 'tech' sergeants and a staff sergeant at Niagara received the good news.

# Volant Rodeo: a spaghetti western

Story by SSgt. Gordon A. Newell  
Photos by SSgt. Newell and C...

The 439th TAW's team came home from Volant Rodeo on July 21 without a trophy but not without hope for claiming a top prize in the future.

"Although we didn't win anything when the final scores were posted," said Lt. Col. Gale French, Westover's team leader, "we picked up some invaluable experience that I'm sure we'll put to good use next year."

CMSgt. Charlie Fusco, the senior enlisted member of the maintenance crew echoed Colonel French's words. "We saw a lot of techniques that we were unfamiliar with. But we watched and learned. Next year we'll have a better chance of winning because of it."

For the second time in three years, the Italian Air Force walked off with the overall top prize, garnering 5,946 points out of a possible total of 7,040 for all events. In second place was the 437th MAW, a C-141 unit from Charleston AFB, S.C. with 5,882. New Zealand captured third place with 5,861 points.

Westover's team finished near the middle of the 41 teams according to Colonel French and with a very 'creditable' fourth in the short field landing portion of the competition.

"We didn't have a lot of time for fun and games," said Lt. Col. Hal Lawrence, who was maintenance officer during the exercise. Everybody busted their hump to get the things done that had to get done, but that's what this whole thing is all about."

"We were involved in a number of

arbitrations during the week. Some we won and some we lost," said Colonel Lawrence. "On one, the 'forces of evil' cost us a six point discrepancy over a cam lock. But that's all part of the game. Overall we did well and I'm proud of the work done by our guys."

## -Maintenance Woes-

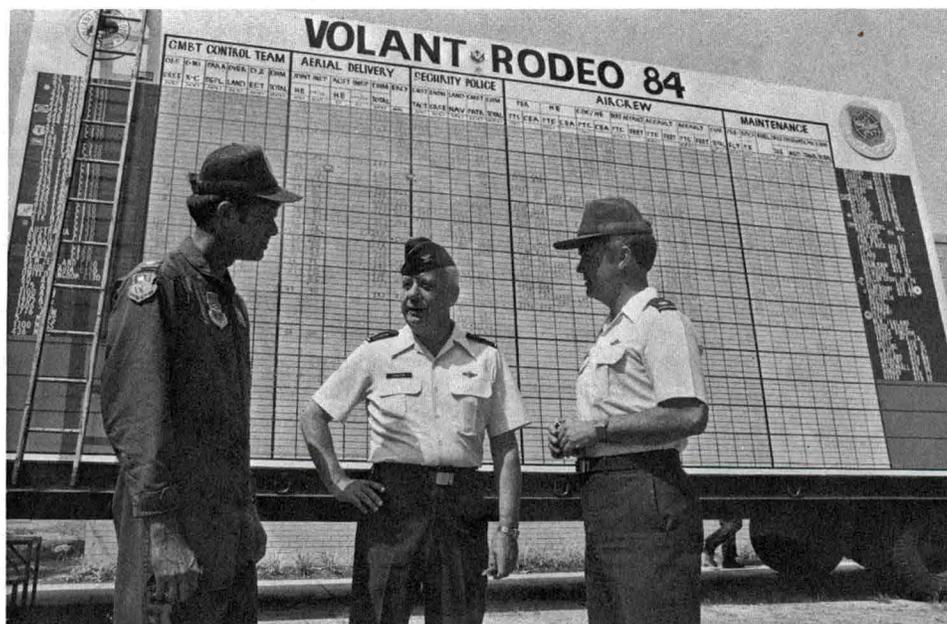
"Out of a possible 600 points in the pre-flight inspection, maintenance crews scored 577½," explained Colonel Lawrence. "We lost points when inspectors discovered that our right nose tire was over-inflated by three pounds. The over-inflation was caused because the tire was sitting in the sun all day." They lost some more points because of a broken cam lock and more when a loose screw was found inside the engine firewall. "Overall, though, our score was excellent," said Colonel Lawrence.

During the re-fueling portion of the competition, held on July 17, the Westover contingent scored a perfect 200 points. They also recorded perfect 100 on daily observations Tuesday, Wednesday and Thursday. This consists of 12-hours of visual inspection conducted by rodeo officials who, as acknowledged nitpickers, will deduct points for any safety violation, FOD or just about anything else they can think of, explained Colonel Lawrence.

Wednesday afternoon, Westover's aircraft was scheduled for a BPO (basic (continued on page 9)



Clockwise, bottom left: (l. to r.) Maj. S. Col. Gale French discuss results. CM plans with the Rodeo Maintenance team of the C-130 for retouch-up. Westover's Lt. Col. French give the "thumbs-up" to



## Volant Rodeo Competitors

Team members representing Westover at Volant Rodeo were:

Team Chief: Lt. Col. Gale French  
Aircrew: Maj. Elmer Whittier, 1st.

Lt. Michael Marten, Maj. Thomas Grenham, SSgt. Richard Turpin, TSgt. John Missale and SSgt. Robert Motley.

Maintenance: Team leader: Lt. Col. Harold Lawrence, CMSgt. Charles Fusco, TSgt. Raymond Gehm, TSgt. Francis Simone, SMSgt. Ted Gilfoy, TSgt. Michael Major, TSgt. William Hubbard, TSgt. Francis Favara, TSgt. Robert Bolduc and TSgt. Richard Stula.

Aerial Port (Joint Inspection Team): SMSgt. Charles Arvin, TSgt. Thomas Dzwonkus.

ERO: TSgt. Donald Judd, TSgt. Diane Wise, SSgt. Michael Brunetti and SSgt. Sigmund Skawski.

ell  
apt. Philip Weber



andy Whittier, Col. Jack Fergeson and Lt. Sgt. Charlie Fusco discusses preparation. TSgt. Robert Bolduc masks the propeller maintenance team stands in formation as their 130 as it left for airdrop competition.



## AFRES awards; no disaster for the 439th TAW

The 439th won four of the six AFRES Disaster Preparedness Awards for 1983. Westover's John Wilson took Outstanding Disaster Preparedness Manager honors while Lt. Col. Harold Lawrence was named the Outstanding Disaster Preparedness Air Reserve Technician.

In addition, the Wing's 911th TAG, at Greater Pittsburgh IAP, was credited with the best AFRES Base Disaster Preparedness Program and the Outstanding Disaster Preparedness Support Team.

The award for Wilson marked the

third time in five years he has earned the command recognition. He is a graduate of numerous Air Force and civil defense sponsored courses on all phases of disaster prep. He serves as the chief technical advisor to the commander and coordinator of all disaster preparedness activities on base.

Recently, he established procedures for an on-site communications center between civilian agencies and the Baystate Medical Facility using the Mount Tom Radio Association to relay communications between area hospitals and the crash site.

The award also recognizes Wilson's expert guidance to local emergency agencies and the laudatory comments received during the unit's May 1983 ORI.

Colonel Lawrence received his commendation for efforts as Disaster Preparedness Officer for the maintenance squadron. His unit was the first on base to complete their Initial Chemical Warfare Defense Equipment training and Task Qualification training.

He also is credited with arranging for a mutual assistance agreement for explosive ordinance disposal. A capability not available at Westover.

## Telephones come to Dogpatch

By TSgt. Mark LaFrancis,  
905th CF

"It's slow, dogged work, laying a mile-and-a-half of telephone cable. And it seems even slower when the temperature climbs above the 90 degree mark and the sun bakes the ground," said TSgt. Arthur Gutierrez, telephone equipment maintenance technician.

Members of the 905th Communications Flight and the 905th Civil Engineering Squadron found that out during the July UTA.

Even for a machine (the Charles Machine Works "Ditch Witch"), digging a trench about seven inches wide and a foot-and-a-half deep takes time, moving at about a foot per minute.

Despite the handicaps of time and heat, members of both units accomplished their task in one weekend. They worked all day and into the evening on Saturday and again all day Sunday.

Once all electrical connections were made, the cable will provide the Dogpatch area with 25 separate telephone lines, a convenience which should allow for much improved communications during special exercises.

Previously, communications flight members had to string thousands of feet of wire through the Dogpatch area and the base just for one telephone line.



Members of the 905th Communications Squadron joined efforts with CE personnel to lay a telephone cable. The two Reservists in the forefront are TSgt. Keith Randall and SSgt. Ann Bilodeau.  
(USAF photo by Capt. Phillip Weber)

## AFSA advises L.C. Mays of award

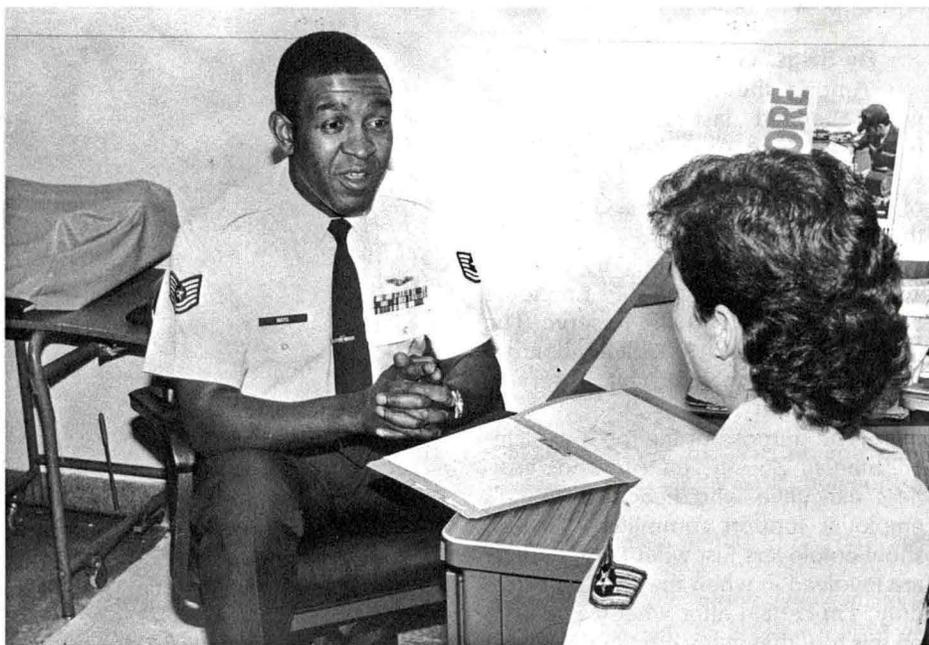
TSgt. L.C. Mays has advised many Reservists with the 74th AES, so it was a pleasant surprise when Air Force Sergeants Association officials advised him that he had been selected AFRES-wide as the Outstanding Unit Career advisor.

After winning at the 14th AF-level, Sergeant Mays went on to cop honors at AFRES-level. He has been the unit career advisor with the 74th AES since 1980.

Sergeant Mays, a medical technician/flight instructor since 1979, was selected by his commander to the additional duty assignment. He maintains career counseling forms on all 74th AES members and pays special attention to any re-enlistment problems. He also counsels Reservists on their military benefits and refers them to other Reserve agencies for help in specific areas. Sergeant Mays has attended three advisor workshops to help him with his assignment.

"I help them out any way that I can," commented Sergeant Mays. "I enjoy the work, and our retention record (over 80 percent) at the 74th AES indicates that it helps.

"I really believe that just caring about other Reservists can make a big



TSgt. L. C. Mays, counsels a Reservist at the 74th AES. (USAF photo by Capt. Philip Weber)

difference in their attitude," he said. Sergeant Mays is scheduled to be flown to the AFSA International Convention in Grand Rapids, Michigan to accept his award. His wife and daughters will accompany him to share his honor.

Sergeant Mays has been with the

Reserve since 1979 and has also served active duty with the Army as a track and wheel mechanic. He currently works for the Springfield Fire Department as a firefighter. He resides in Springfield with his wife, Region, and their two daughters, Doreatha and Lenora.

### Strakes to improve C-130 performance

ROBINS AFB, Ga (AFRNS) — Installation of strakes on Air Force C-130 Hercules transports within the next two years will save about \$3.5 million per year, according to Capt. Patti Sugarman, logistics management specialist at the Warner Robins Air Logistics Center here.

The detachable strakes, resembling seven-foot fins, are designed to smooth the wake caused by C-130s and thus reduce fuel consumption. The Air Force will spend \$14 million on designing and manufacturing the strakes, which will be used on all AFRES C-130s except gunships and "A" models.

"Fuel savings should average about 3.4 percent annually at normal speeds and altitudes, making up the \$14 million within four years," said Captain Sugarman.

### Volant Rodeo . . .

(continued from pages 6-7)

post-flight inspection). Maintenance crews were given four hours to ready the plane.

"With about 25 minutes to go," said Colonel Lawrence, "we discovered a defective warning detector loop that had to be replaced. The job usually takes four hours but somehow we got the job done within the 25 minutes. It was a remarkable thing to see," he enthused.

Out of a total of 1,700 points, Westover's maintenance people scored 1,669. The West Germans, who won the event, scored 1,698.5.

#### — Flying Portion —

The aerial team spent most of its first day at Pope preparing flight plans, said Colonel French. On Tuesday the flying competition began in earnest.

The first event was a heavy equipment drop. "Our load landed 129 feet from the point of impact," said the colonel. "That's a pretty good drop and we placed in the top half of the crews in that

event."

On Wednesday morning, the Westover aircraft took off for a personnel drop. Over the target area things began to go awry. The jumpmaster was given the green light but the trooper in the door hesitated for five seconds before exiting the plane, thus forcing a request for a re-drop. The request was granted and the mission was re-flown later in the afternoon. The re-take was apparently worth the effort. "The jumper finished 200 yards from the point of impact," said Colonel French, which placed us within the top ten.

In the short-field and assault landings, Westover's fliers felt they did pretty well.

"On the assault landing using a dirt strip, we touched down 40 feet from what was considered perfect which again put us in the top ten," Colonel French stated.

The 439th's Joint Inspection Team, whose task it is to find planted errors in heavy and CDS loads, also finished in the top ten of their events.

# Employers observe their Guardsmen, Reservists

By SSgt. Gordon A. Newell

Among the hundreds of people who attended last month's Volant Rodeo at Pope Air Force Base, N.C. were 39 bosses who employ members of the Reserve and National Guard from the New England area.

The trip was sponsored by the Massachusetts Committee for Employer Support of the Guard and Reserve. The group flew to North Carolina aboard a C-130 aircraft manned by Reservists from the 439th TAW.

"The purpose of the trip," explained Stanley Zucker, an Agawam business executive who heads the state's employer support committee, "was to show employers just what their workers are involved in when they are on active duty. I'm certain after what we've seen on this trip, that many employers have a better understanding of what the Guard and Reserve are all about."



Zucker on the line.

(USAF photo by SSgt. Gordon Newell)

In addition to observing Volant Rodeo events, the group was briefed by Maj. Gen. Donald Brown, chief of staff for operations of the Military Airlift Command. The general told the employers that more than 50 percent of the Airlift capability of the Air Force, rests with units of the Guard and Reserve as-



Getting an up-date on the competition from the 439th TAW Volant Rodeo Team were the contingent of Massachusetts employers at Pope AFB, N.C.

(USAF photo by Capt. Philip Weber)

signed to the Military Airlift Command.

"The experience vested in the Reserve units is much greater than the present active duty force. The Guard and Reserve programs are places where we can retain much of the experience the active duty loses when one of its members decides to return to civilian life," he pointed out.

"We at MAC are very proud of the relationships that we have established with the airlift units assigned to the Guard and Reserve."

The employers also toured an Air Force security police tactics course on Pope and later visited the 82nd Airborne Museum on nearby Fort Bragg.

"I've been impressed by the professionalism of all of the service organizations that we've come into contact with," said David Musante, mayor of Northampton which employs several members of the Guard and Reserve.

I'm amazed by the amount of responsibility for our military readiness that has been placed in the hands of National Guardsmen and Reservists," he said.

"This trip has been an eye opener for me," the mayor went on. "It seems that all we hear about our young people is drug and alcohol abuse. But none of that is evident here. Everyone here seems to be attending to his or her mission in a competent and efficient manner."

For James Roberts, president of the Gordon College Foundation of Danvers, and WWII combat bombardier, the visit to Pope was a learning experience. "I never dreamed that the active duty military worked so closely with the Guard and Reserve. I have newfound admiration for these young people for their hard work and their military professionalism," he said.

## Space "A" Travel reg changes

Reservists who fly space available should be alerted to a major change in Air Transportation Regulation DOD 4515.13R that has a direct impact on your future use of the Space "A" system.

The change states that DD Form 1853, Authentication of Reserve Status for Travel Eligibility, is valid only for a 30 day period.

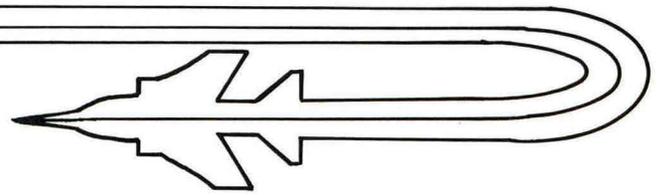
In the future, DD 1853's authorizing travel in excess of 30 days will not be honored by Base Operations or at any MAC Passenger Terminal. According to Robert Motley, assistant Airfield Manager at Westover, "The change is designed to eliminate a non-drilling reservist from utilizing the Space "A" system and insures their active participation in a reserve unit. Any reservist who intends to sign up for a space "A" flight should be aware of this new requirement and have their commander sign the DD 1853 prior to their departure."

## Medical coverage expanded

Reservists now will receive medical and dental care for injuries incurred while traveling to and from inactive duty training. The new policy authorizes the appropriate treatment as well as subsistence allowance during hospitalization unless the injury is the result of the member's own gross negligence or misconduct. Lt. Col. Edeard Seilus, Westover's director of personnel, has more information.

# Know your Rights

## Time off for Training



ARLINGTON, Va. (AFRNS) — A Rand Corporation study, conducted for the Pentagon, confirmed what Reservists have known all along: hassles with their bosses cause reenlistment offers to get turned down.

Many bosses fully support the military training needs of their employees. More than 380,000 employers have pledged that support. Many employers, both public and private, pay Reservists their full salaries during annual training. Many others voluntarily make up the difference between the employee's regular civilian pay and two-week military money.

But other employers are no help at all. Quite the contrary, in fact. Some don't understand the law; a few actively seek ways to avoid it. The Rand study reported that almost 31 percent of a sample population of former Reservists cited employment conflicts as the reason they quit the ranks. Only a slightly higher percent cited family and leisure time demands as their reason for getting out — but Department of Defense analysts believe that these pressures from the family and lure of time off frequently relate to employment conflicts as well.

Employer conflicts take many forms. A common one is the problem of getting the word of a firm's support down to the level where it really counts, to the first-line supervisors. Too often, the chief executive officer may support the Reserve but lower-level bosses never hear of it.

Reservists may find themselves overlooked at promotion time for no apparent reason, while some find that their bosses require them to use paid vacation time to go on annual training.

Reservists often cause problems themselves. Members who need to take time off from work to go to training must give their bosses as much advance notice as possible — a requirement too often ignored. Some members have been known to exploit the law as well, signing up for repeated tours of active duty not essential to their skill development or unit mission.

When it comes to taking time off from the job for Reserve duty, Reservists have rights. So does the boss, although they are fewer and not quite so elaborate. With the rights go responsibilities for both the Reservist and the boss. And it's all grounded in law.

### The Law:

Under the rights and responsibilities conferred by the law, Reservists:

- *Must be released* from work to attend military training.
- *Cannot be fired* because of their military status or because they seek time off to go to training.
- *Get their vacation.* Normally, military training time cannot be charged against vacation.
- *Can belong to any service.* Army or Air National Guard members and Army, Marine, Naval, Air Force, or Coast Guard Reservists enjoy the same protection.
- *Can perform voluntary duty* with the same rights.
- *Have no limit on the number of times* they can go to training.
- *Will get their jobs back*, or the equivalent, when they return from military duty.

- *Retain their benefits*, such as seniority, status, vacation, rate of pay and other benefits, as if they had never been away.

### Reservists must in turn:

- *Ask for the time off.* They cannot simply fail to show up for work and use the excuse that they had military duties to attend to.
- *Report back to work* on the next scheduled workday after completion of duty. *Employers have rights, too.* They are entitled to:
  - *Know their employees' military training schedule*, as far in advance as possible.
  - *Require paperwork.* The boss may ask to be provided copies of orders or other military paperwork.
  - *Deny pay or special work scheduling arrangements* to Reserve member employees. Though the Department of Defense urges employers to help their employees make up regular work time, overtime or pay lost because of military duty, the law does not require them to do so. *Employers have responsibilities.* They must:
    - *Let Reserve member employees go to training.*
    - *Take the employees back* when their military training is completed.
    - *Not fire, demote or deny promotion or benefits to employees* because of their military duties.
    - *Grant employees their earned vacation time in addition to any military leave they require.*

## C-130 Reaches 30th Birthday

ROBINS AFB, Ga. (AFRNS) — August 23 will be the 30th anniversary of the first C-130 Hercules flight, which took place from Burbank to Edwards AFB in California.

The C-130 was designed for transporting cargo and people and has been used in emergencies all over the world, including the recent rescue of American students from Grenada.

The first production "Herky" was finished by Lockheed Georgia Company seven months after the initial test flight. It is now assigned to the 919th Special Operations Group, Duke Field, Fla., and has been converted to a gunship. The Air Force accepted its first C-130 in December 1956. This aircraft is still in service with the 928th Tactical Airlift Group, O'Hare ARFF I11.

The Air Force Reserve added the Hercules to its inventory in 1968. Twenty-one AFRES units fly 165 C-130s the largest number of Reserve aircraft. Version of the C-130s include air refueling, rescue and recovery, aerial fire suppression, weather reconnaissance and the standard cargo and personnel transport.

# Westover visitors continue sentimental journey

By Capt. Rick Dyer

When World War II fighter pilots Rodger Currie and Ed Willman dropped by for a visit at Westover recently, it appeared to onlookers as though someone had turned back the calendar 40 years.

The former Marine aviators landed at the base in a 41-year-old Ryan PT-26 fighter, which looked as though it had just rolled off an assembly line. The pair, who flew together in the South Pacific, were on the first leg of a journey to the Air Force Museum at Wright-Patterson AFB, Ohio.

## Seven-year restoration

Currie, a 60-year-old dentist and real estate developer from Chelmsford, Mass., has spent the last seven years restoring the vintage aircraft. He had actually flown the plane on many of his World War II combat missions.

Along with Willman, who is now a 61-year-old real estate broker from Sidney, Ohio, Currie was transporting the plane to its new home at the Air Museum.

Currie was donating the aircraft to the Wright-Patterson facility in memory of his son, Christopher, who died in 1981. Christopher was an aviation buff who had been accepted to the Air Force Academy preparatory school prior to his death.

## "Flying Goldbricks"

Currie and William flew alongside each other on many fighter missions in the South Pacific, where they won a combined total of 48 medals. Each flew more than 100 combat sorties, serving as lieutenants in an aviation squadron nicknamed the "Flying Goldbricks".



Roger Currie and Ed Willman pose proudly beside their restored Ryan PT-26 Fighter. (USAF photo by Capt. Philip Weber)

Wearing flight suits and "Mae West" life jackets like they did four decades ago, Currie and Willman attracted plenty of attention when they parked the PT-26 on a flightline near Westover's C-130 cargo aircraft.

Currie has lavished plenty of love and attention on the fighter over the years. He completely overhauled its Fairchild engine, and restored the airframe to mint condition.

The plane has a shiny new paint job, replete with a shark's teeth design near the propeller and three miniature enemy flags stencilled just beneath the cockpit.

"The guys who flew the plane before I did shot down three enemy fighters," Currie explained.

"It has been a labor of love," Currie admitted. "Both Ed and I really became attached to the PT-26 during the war."

Much of the refurbishing work has been done at an airport near Hyannisport, Mass. where the dentist has a summer home. During the past several years, Currie has given "orientation flights" in the aircraft's back seat to several of his Hyannisport neighbors, including Senator Edward M. Kennedy, Jacqueline Onassis, John F. Kennedy Jr. and Caroline Kennedy.

Currie and Willman said that they planned to make several other stops prior to their arrival at Wright-Patterson. "We're taking it slow and enjoying the scenery," Currie said. It really is a sentimental journey."

## UTA DATES

Sept. 8 - 9  
Oct. 13 - 14  
Nov. 3 - 4  
Dec. 1 - 2  
Jan. 5 - 6  
Feb. 2 - 3  
Mar. 2 - 3

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