

P A T R I O T

439TH TACTICAL AIRLIFT WING (AIR FORCE RESERVE)

WESTOVER AIR FORCE BASE, MASS.

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Canadian CF-5 Crashes on Landing

By Capt. Philip Weber

A Canadian Forces CF-5 jet fighter trainer crashed while landing in the rain, sleet and snow on Westover's main runway Dec. 22.

After making an initial pass over the airfield, the Canadian plane set down in the only area of the runway that had not been plowed by the base's snow removal team. The aircraft swerved off the icy snow covered runway after collapsing its nose landing gear and came to a stop about 1,700 feet down the runway.

Prior to the accident, the base snow removal team had been on the runway clearing an early morning snowfall. It was clearing the runways when the Canadian aircraft arrived from a flight that originated at Wurtsmith AFB, Mich. The two pilots, Capt. Mark Leeson, a U.S. Air Force exchange pilot, and Lt. William Flynn, Canadian Forces, were on a cross country training mission acquainting them with various U.S. bases. The snow removal team had to be removed from the runway to clear the way for the landing.

Responding to the control tower's call for assistance, the Westover Fire Department's Crash Rescue Crew arrived at the scene a minute and a half after receiving the request. Headed by the on-scene fire chief, Don Cloutier, the team responded to the accident. "When we arrived at the scene," Cloutier said "the co-pilot was standing outside the aircraft. He told me that he was alright. The pilot informed me that he had broken both of his legs. He was conscious and coherent throughout the ordeal and able to assist us in getting himself out of the cockpit."

While firemen Brian Risner, Kenneth Levine, and Wade Tate were working on the removal of the pilot from the aircraft, the emergency rescue ambulance was summoned from the Chicopee Fire

Department under the base's mutual aid agreement.

No fire was associated with the crash and to make certain that none ignited while at the scene the Fire Department hosed down the area with chemical foam.

The ambulance arrived as the rescue team was preparing Capt. Leeson to be shipped to the hospital. Originally sent to Bay State Medical Center in Springfield, Leeson was later taken to the

Wesson Branch of that hospital.

The next day a six-man investigation team from the Canadian Forces headed by Lt. Col. George Macdonald arrived at Westover. For the next day they conducted their investigation, interviewing anyone involved in the accident. The team was composed of two pilots, an aerospace engineer, a medical doctor, an air frame technician and a safety technician.

(continued on page 2)



Wreckage of CF-5 awaits removal after crash landing on main runway.

(USAF photo by Capt. Phil Weber)

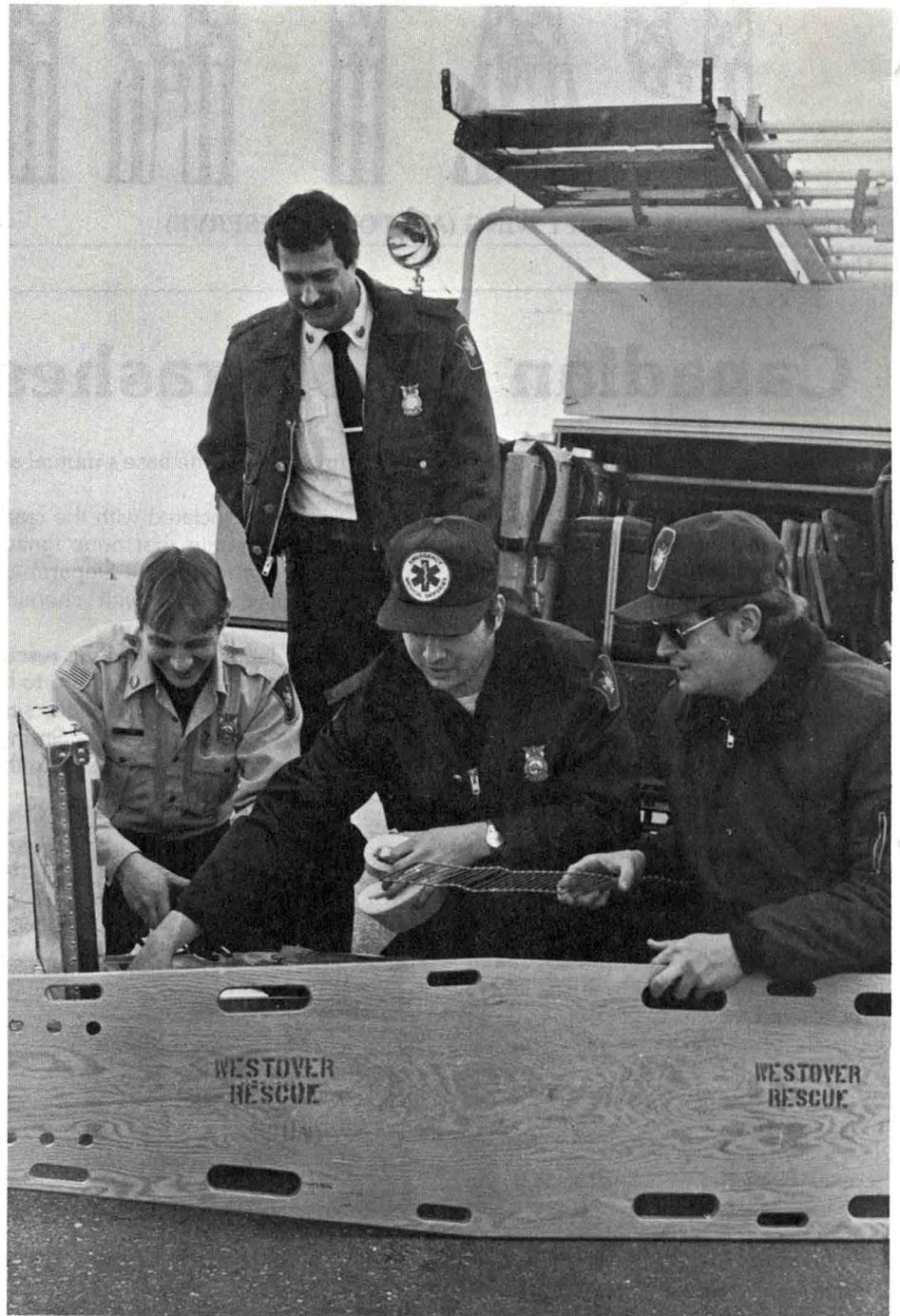


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Canadian Air Force Master Cpl. Jerald Belanger surveys the wreckage of the CF-5.
(USAF photo by Capt. Phil Weber)



Don Cloutier, assistant fire chief, observes three members of the fire department's rescue team, (kneeling L to R) Wade Tate, Brian Risner, and Terry Ready, repack the emergency medical kit.
(USAF photo by Capt. Phil Weber)

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Col. Louis Paskevicz

Deputy Commander Resources
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Base Public Affairs Officer
Capt. Philip Weber

Wing Public Affairs Officers
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Capt. Richard Dyer

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Crash continued . . .

Commenting on the assistance the team received during the investigation, Col. Macdonald said, "The overall cooperation we have received from Westover personnel has been outstanding. The maintenance people and recovery people came out in force on a day they would have normally been off. Throughout the investigation, we've received nothing but absolute cooperation in every respect." The results of their in-

vestigation will be compiled into a final report that will be released to the public later this year.

On Jan. 14, Capt. Leeson was aeromedically evacuated on a C-9 to the Malcolm Grow Medical Center at Andrews AFB. Upon his departure Capt. Leeson said, "I want to thank all the base personnel who visited me during my stay in the hospital here. They made me feel right at home."

TERRORISTS

By Capt. Rick Dyer

Recent terrorist attacks throughout the world highlight the need for increased vigilance by military personnel.

That's the message which Maj. Thomas Costello, 439th TAW director of intelligence, is stressing these days with wing members and base officials.

"Current events show us that it's not an academic subject," Major Costello said. "Everyone has to be very conscious of the fact that our installations and aircraft could be the targets of acts of violence."

For security reasons, the intelligence officer was unable to comment on the steps which the base and wing are taking to guard against terrorist attacks and other hostile activities, such as hijackings and kidnappings.

"Obviously, it's a real concern, both here and when our aircrews are deployed. And, we are obviously most concerned when our aircrews are on missions to countries where terrorist activities have been known to occur."

The major frequently briefs aircrews about "trouble spots" where terrorist activity is suspected, or where hostile acts have been directed towards Americans. He also instructs the crews on procedures designed to minimize their exposure to terrorism.

"But, it's not just a problem for aircrews," Major Costello emphasized. "Everyone here at Westover has to be on the lookout for people or things that look out of the ordinary."

The veteran intelligence officer has a rule of thumb for the type of situation that should be viewed as a warning sign. "If a person or thing looks as though he or it just doesn't belong in a given place, then it should be reported at once," he said.

Major Costello said suspicious activities should be reported to the base security police at once by dialing extension 3557. He urged base personnel to be on the lookout for any unauthorized person who may be seen on base, and particularly in or near restricted areas, such as the flight line.

He also cautioned that suspicious looking bags, packages, or envelopes — particularly those found in or near aircraft — should be left untouched and reported to the police immediately.

"I can't emphasize enough that everyone at Westover must become security conscious and report strange or suspicious activity at once, the major added. "An unfounded report may cause some temporary inconveniences, but that is much better than overlooking something that could result in a terrible disaster."

Chemical warfare exercise slated for February

Wing members will be tested on their chemical warfare readiness Feb. 4-5 when the 439th stages an exercise which officials hope will be "as realistic and demanding" as possible.

The exercise, similar to one conducted by the unit exactly one year ago, will subject Reservists to a full-scale attack by hostile forces using chemical and biological warfare gases.

"We are going to try to make the simulation as real as we can, because we really want to gauge how the unit will

respond to this type of situation," said Mr. Robert Motley, who will serve as the drill's Exercise Evaluation Team chief.

Mr. Motley indicated that all Reservists subject to mobilization deployment will be required to wear protective suits as they perform their duties. This will include aircrews and aeromedical evacuation technicians who will fly missions in the cumbersome garb.

Mr. Motley predicted that the scenario for the test would have "several sur-

prises" designed to test the wing's response to "the unexpected." Worldwide crises and terrorist activities will also be a part of the exercise.

The evaluator added that special emphasis will be placed on testing the wing members' proficiency in decontaminating areas and equipment affected by the deadly chemical agents.

All 439th personnel will be required to wear fatigue uniforms on both days of the exercise.

Fatigues mandatory for February UTA

Best in AFRES

Billeting has plans for future remodeling

Although the Westover Billeting Office was recently named the "AFRES Innkeeper of the Year", its personnel are planning many additional improvements and services for 439th members and guests of Westover.

The award recognized the staff's professional accomplishments in various customer service areas. These included cleanliness; utilization of space; and attitude.

"We're not content to rest on our laurels," said MSgt. Paul Gilman, recently appointed full-time housing man-

ager. "By June, we hope to have a microwave antenna installed at the former radar site on the hill between the VOQ, the VAQ; and the five dormitories. It will distribute television signals to both area sites.

"In addition, we expect to mount a 19 inch color television in every room, both the officer and enlisted dorms. Each set will feature an AM/FM clock radio as well."

The billeting staff also is planning for a major renovation. Plans call for the construction of bathrooms in between every

two bedrooms in the enlisted dorms. Then, the open bay latrines will be eliminated.

Other, less noticeable changes already have occurred in the VOQ office. "We significantly have increased the variety of convenience items available for purchase, Sergeant Gilman continued. "Various sundries, fresh sandwiches, newspapers, candies and drinks are available at competitive prices. We're very pleased that this expanded service has met with a great acceptance. We hope the other improvements meet with equal success."



Col. Clarence E. Smith

Smith selected for supply slot

Col. Clarence E. Smith Jr., 439th TAW assistant deputy commander for resource management, recently was appointed by Col. Roy Ayers, base commander, to become the Chief of Supply for the 439th Combat Support Group at Westover.

Colonel Smith has more than 25 years of experience in Air Force Supply Management. Previously, he was Chief of Supply for the Electronic Systems Division, Air Force Systems Command at Hanscom AFB. During his five year tenure, his organization was the Systems Command's nominee for the Air Force Supply Effectiveness Award for

five consecutive years.

Colonel Smith, has had assignments at both Air Force Base and at Numbered Air Force levels in Logistics activities. He also has participated at the System Command Logistics Division in establishing the computerization of Air Force Equipment Management Accounting Methods. He has been an Training Command Supply Instructor and Supply Specialist at Air Force Department Level.

As a reservist, he is staff management of the Wing's Logistics and Transportation activities including the Mobile Aerial Port units.

Major Kocay named wing staff judge advocate

Maj. Andre Kocay, a 15-year veteran of the Air Force and Air Force Reserve, was recently named staff judge advocate for the 439th TAW.

The wing's chief legal officer is a lawyer in the New Britain, Conn. law firm of Januszewski, McQuillan & Denegris.

He was previously a mobilization augmentee with the Strategic Air Command at Pease AFB, N.H.

Major Kocay served on active duty as a staff judge advocate officer at Pope AFB, N.C. and at the Nakhon Phanom Royal Thai air force base in Thailand. He received the Bronze Star for his service in Southeast Asia during the Vietnam War.

The major resides in West Hartford, Conn. with his wife, Sharon, and their two children.



Maj. Andre Kocay, the wing's new staff judge advocate, ponders a legal problem during the January UTA.

(USAF photo by Capt. Phil Weber)

Loadmasters Great!

337th completes ASET visit

The inspectors were out inspecting the inspectors as Westover's 337th TAS was on the receiving end of an aircrew standardization and evaluation visit between January 4th and 8th.

The nine member delegation from the 21st Air Force at McGuire AFB, N.J. inspected the unit's standardization and evaluation program.

"The unit did well in all area's," reported Capt. Fred Castle, a wing stan/eval pilot. "The inspectors, at their Sunday-out briefing, praised the unit's flying capabilities and especially recognized the loadmaster section for their error-free performance on all sorties. Only minor discrepancies were noted in flight documentation and recording."

"Personally, I was very pleased with the high number of crew members who

successfully passed the 'closed book' examination. It tested all aspects of our job from procedures and regulations to aircraft performance. This reflected everyone's extra effort in preparing for this test," Captain Castle concluded.

The inspection was the first for the 337th since December 1980 and the first since the unit converted to the C-130E model.

"An ASET inspection ensures that everyone, in every unit, is operating the aircraft the same way according to regulation," explained Maj. Dave Crowther, the wing's stan/eval chief. "For example, aircrews following a pre-flight checklist is one form of standardization.

"The evaluation portion of the visit determines how well the unit is performing by measuring the unit's complying to

Military Airlift Command operating standards. The inspectors reviewed all flight documentation and training records, and also flew on all the unit's training missions which gave them a first hand opportunity to observe all flying procedures."

"The unit's ongoing standardization program ensures that our crews are operating within specific procedures such as crew coordination, aircraft system operation and combat tactics," says Lt. Col. Arthur Sorenson, Assistant Deputy Commander for Operations. "Thus any crew member from any unit could immediately and effectively join other crews in operating any mission, any where."

"The results of standardization are evident. Twenty-five years ago the Air Force accident rate was eight per one hundred thousand hours. Now it's down to 2.5."

914th gets new commander

Col. Robert J. Winner is the new Commander of the 914th Tactical Airlift Group and the Niagara Falls AFB.

His dual appointment returns to the tradition of having one rather than two commanders. Thus, Colonel Winner replaced Col. Frank J. Moore, base commander, who retired from the military after 30 years of service; and Col. Edwin Mench, group commander.

Colonel Moore the former Westover Base Commander, will remain at Niagara in a civilian position of base administrator. Colonel Mench accepted a military augmentee position at Wright Patterson AFB, Ohio.

Previously, Colonel Winner had served in various ART positions with the 514th MAW, at McGuire AFB, N.J., before becoming operations and training officer and later commander of the 732nd Military Airlift Squadron at McGuire. He also served as chief of the operational plans divisions at AFRES headquarters before his present assignment.



337th TAS Pilot Capt. Mark D. Halsor, left reviews his just completed mission with Capt. L. J. Willemsen, of the 21st AF Inspection Team. (USAF photo by MSgt. Larry Lentz)

"Patriot People"



Name: CONNIE RUEL

Rank: SSgt.

Age: 22

Address: 44 Stedman St., Chicopee, MA 01013

Unit: 439th TAW

Position: Staff Support Administrative Specialist

Civilian Occupation: secretary/student

Favorite Food: seafood, especially lobster

Favorite Beverage: Scarlet O'Hara

Favorite Sports: Softball, racquetball

Favorite Hobby: Sewing and cooking

Ideal Vacation: Florida

Best Way To Relax: Listening to good music

Preferred Entertainment: Having a good time with friends

Favorite Celebrity: Richare Gere

Favorite Music: Soft rock

Favorite Magazine: Cosmopolitan

Favorite Book:

Favorite Color: Green

Favorite Car: Honda Prelude

Pet Peeve: Getting up for school in the summer

Best Thing About Westover:

The people here

Worst Thing About Westover:

Too much paperwork

ART program celebrates 26 years of success

(AFRNS) — Employing 550 full-time personnel to train 2,000 reservists for 39 days a year was a costly and ineffective operation for the Air Force Reserve 26 years ago.

Needed was a corps of highly skilled reservists to train other personnel, cut costs and keep the units operationally ready for mobilization at all times.

This support, after three years of studying ways to improve the readiness of AFRES, was provided by the Air Reserve Technician program, adopted by the Air Force in January 1958.

Now, 25 years later, the program is termed the "backbone" of AFRES, according to Troy C. Gay, chief of labor/employee relations and staffing at Headquarters Air Force Reserve.

\$13 million saved

The ART program was implemented as an agreement between the Civil Service Commission (now known as the Office of Personnel Management) and the Air Force. It features a cadre of dual status personnel — civilian/reservist — working at and training with their respective units.

Day-to-day administration of the ART program is handled by Hq. AFRES and the ART Board of Examiners office in Macon, Ga. Overall guidance is provided by the Office of Air Force Reserve at the Pentagon.

Implementation of the ART program required that 17 percent of a wing's complement be converted into full-time positions, allowing vacancies for ARTs and releasing military personnel for other assignments. After the first year \$13 million was saved and the need to maintain military housing, recreational and medical facilities, commissaries and base exchanges was eliminated.

"high skill level . . . critical factor"

ARTs are assigned in a variety of operational and support fields; the predominant area in which they are employed is aircraft maintenance. In times of peace and war, the technicians' reserve assignments are compatible with their civilian duties.

"The high skill level and stability of the technician force are critical factors in sustaining our operational readiness and capabilities in support of the active

force," said Maj. Gen. Sloan R. Gill, chief of Air Force Reserve. "Their unique military contribution to readiness places them apart from the general category of civilian personnel. The program has proven to be a cost-effective, practical means of managing the Air Force Reserve and has resulted in a strong readiness posture," he added.

"The average experience level of technicians is from 10 to 12 years," Mr. Gay explained. "The stability of the program is proven with an annual turnover rate of 7.5 percent, lower than other civilian employees, and 99 percent of the force is ready to mobilize."

The dual status of ARTs brought forth problems unique to any other facet of the Air Force's programming. Conflicts involving mobility, uniform wear, military requirements versus civilian requirements, test prerequisites, sex discrimination and status quo began at the program's inception. However, the 1979 program revision resolved most problems and improved management capabilities.

national security enhanced

Mobilization became a condition of employment, as did military age requirements. In 1971 women were allowed to join in non-combat positions and in 1977 mobility for the technician force was changed to require mobility only for officer level technicians.

"The uniqueness of the program's mission involves preparing for mobilization and providing a service for the community where the technicians are stationed," Mr. Gay said in reference to missions conducted by reservists such as hurricane reconnaissance and emergency rescue. "The ART program adds a needed dimension to national security."

At Westover, 216 ARTs carry on the day to day mission of the 439th. They fill positions in every aspect of the base's overall operation.

The largest number of ART personnel at Westover are assigned to aircraft maintenance with 154. They cover every aspect of maintaining the sixteen C-130's assigned to the base. ARTs are also assigned to the 439th Combat Support Group, operations, and the two medical units.

Former wing members wing home wearing wings

By MSgt. Larry Lentz

It was a homecoming only possible in the Air Force. They had left the 439th as C-130 loadmasters. Now, they were returning in the cockpit of an F-4 jet.

Between 1976 and 1981, Anthony Rebello had been making the long commute from his South Burlington, Vt. home to the 905th MAPS. He had hoped to earn pilot's wings but had not completed the required college education for officer training. When he learned that, near his home, an Air National Guard unit, the 158th Tactical Fighter Group was replacing its EB-57 aircraft with F-4s, he seized the opportunity. They had a need for pilots and accepted him for officer and flight training.

Then his friend and 439th colleague, Dwight Cook, of Colchester, Vt., and a loadmaster with the 337th TAS decided to pursue the same career path. He joined as a weapons systems officer with plans for cross-training to the pilot's seat.

Soon, both were off to school. Rebello went to Williams AFB, Ariz., Holloman AFB, N.M. and Homestead AFB, Fla. Cook completed his training at Mather AFB, Cal., Holloman and at McConnell AFB, Kan.

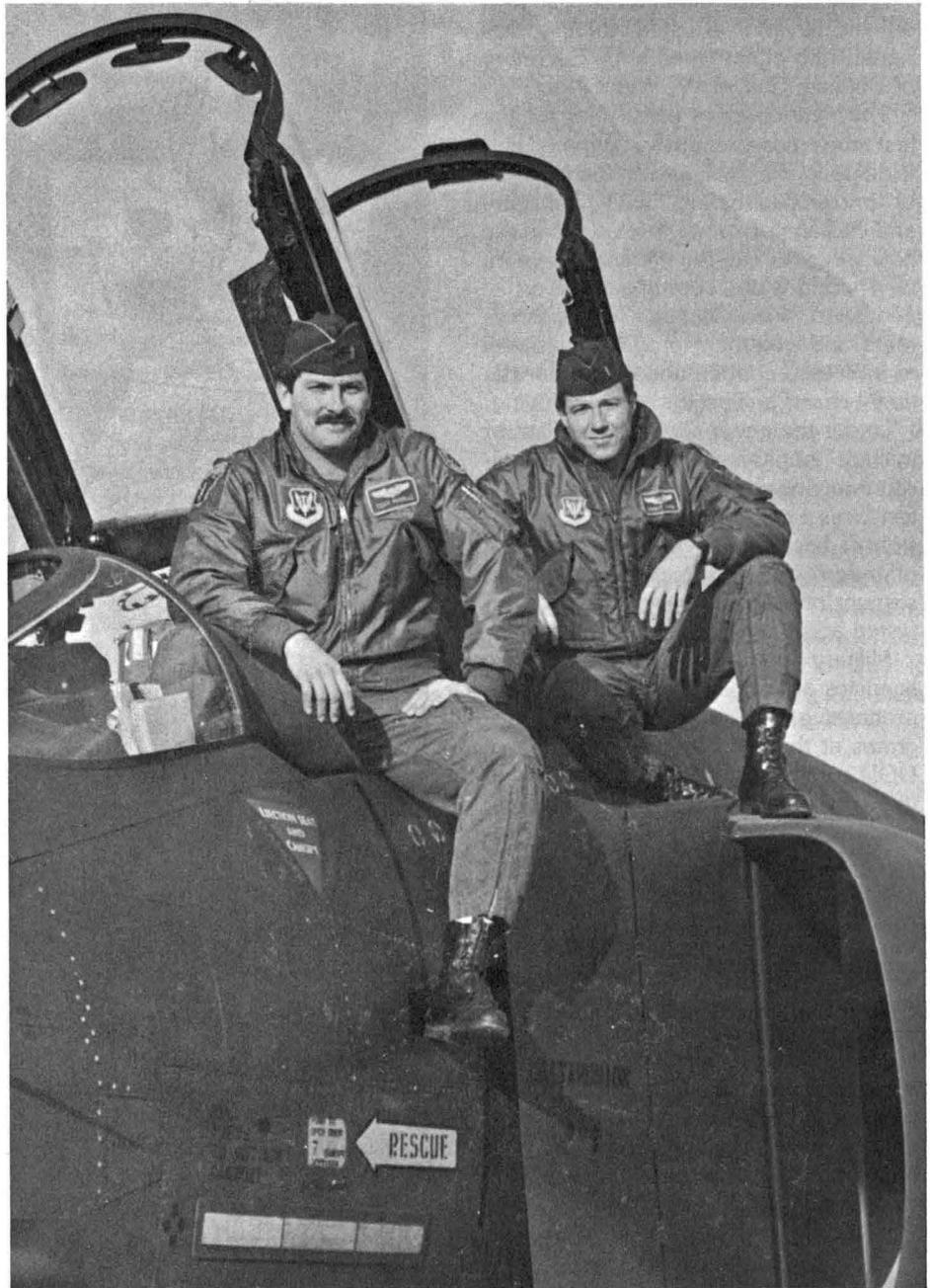
"There's a strong sense of camaraderie and friendship."

Now as second lieutenants, the pair returned to Westover, during the January UTA, for an overnight stay as part of a cross-country training mission.

"Sitting in the cockpit is a lot different than working in the back of a C-130, explained Lieutenant Cook to TSgt. Richard Esslen, a 337th loadmaster and one of their many friends on hand to greet them. "Every move at the controls has very specific consequences. We have to be alert every second throughout the flight."

"What's also different is the diverse aspects of our flying," continued Lieutenant Rebello.

"Unlike a C-130 pilot, we're also concerned with gunnery, refueling, and night formation flying. Also, the attitude among the members of the fighter unit seems to be very intense. If we were ever put into a combat situation, we



2nd Lt. Anthony Rebello and 2nd Lt. Dwight Cook in the cockpit of their F-4.

(USAF photo by MSgt. Larry Lentz)

realize the chances are great that some of us wouldn't be coming home. Therefore, among the pilots and even the wives, there's strong sense of camaraderie and friendship."

The two guardsmen hope to merge their Air Force past with their present role. "We're trying to set up a joint training exercise with the two units. When the C-130s are practicing their low level flying I would like to fly above them and determine their camouflage and evasive flying abilities," said Lieutenant Rebello.

"It could be invaluable training for all the crews."

But mostly, the new pilots spent the weekend renewing old acquaintances. Before they landed, they saluted their former colleagues with a low level pass over the base runway. They, in turn, received a special greeting from the loadmasters and engineers of the 337th.

"It was a great feeling to be back," said Lieutenant Cook. Although we're in a new unit, a little part of us will always remain at Westover."

Drunk driving directive signed by Weinberger

A Department of Defense directive on drunk and drugged driving was signed into effect recently by Secretary of Defense Caspar W. Weinberger.

The new directive establishes for the first time a comprehensive, department-wide policy for dealing with the problem of "intoxicated driving" by DOD military and civilian personnel. Provisions of the new directive call for the establishment of a world-wide, coordinated effort of education, identification, law enforcement and treatment programs, as well as increased cooperation with other national efforts against intoxicated driving.

Under the new policy, any civilian or military employee arrested for intoxicated driving or refusing a blood alcohol test faces a mandatory one year suspension of base driving privileges. Repeat offenders will face mandatory, longer suspensions of driving privileges if arrested again within five years.

Military departments and the defense agencies are directed to establish comprehensive, traffic safety education programs at the local level. A network of DOD community leaders to take part in the program include commanders, medical personnel, club system managers, public affairs officers and law enforcement officers. The new programs will be integrated into existing leadership programs to ensure that DOD personnel are reminded of the potentially serious consequences of intoxicated driving.

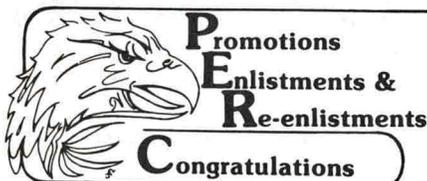
The directive also outlines procedures for notifying civilian authorities of DOD personnel convicted of intoxicated driving. DOD will notify civilian licensing authorities from the state in which the violator is licensed, as well as the state in



which he or she is based.

"Today drunk driving represents the greatest single threat to the health and welfare of our military families," said Secretary Weinberger. "Last year, nearly 850 active-duty personnel were killed

in motor vehicle accidents, making this the leading single cause of peacetime death in the military population. Indications are that more than half of these deaths involved a drunk or drugged driver."



PROMOTIONS

Maj. Glenn F. DeForge

ENLISTMENTS

SSgt. Francis J. Desjardins Jr.
 SSgt. Michael J. Groccia
 SSgt. Glenn L. Herdendorf
 SSgt. Paul E. Huckins
 SSgt. Bruce E. O'Keefe
 SSgt. Richard F. Robinson
 Sgt. Frederick Daniel Fraini Jr.

Sgt. Michael L. Gibson
 Sgt. Francis Robert Newfield
 SrA. Geoffrey H. Goldberg
 A1C. Elizabeth P. Biery
 A1C. Patrisha J. Henry
 A1C. Linda M. Zordan
 AB Timothy P. Callahan
 AB Michelle A. Menard
 AB Kerri Jo Rauschmier

REENLISTMENTS

MSgt. John J. Forgetta Jr.
 MSgt. Gary E. Gladu
 MSgt. Richard S. Kurek
 MSgt. Ronald A. Ploof

MSgt. Allen M. Sanders
 TSgt. Allen G. Alward
 TSgt. Alan W. Cannon
 TSgt. Mona P. Donofrio
 TSgt. Ronald B. Galvagni
 TSgt. Wilbert E. Guilford Jr.
 TSgt. David H. Gundersen
 TSgt. Michael B. Horton
 TSgt. Francis J. Komloski
 TSgt. James F. Lynch
 TSgt. Edward T. Moynihan
 TSgt. Paul A. Petersante
 TSgt. Ann T. Roberto
 TSgt. Alan P. Rogers
 TSgt. Eugene Rup
 TSgt. Alan J. Sorensen

TSgt. George Yiannacopoulos
 SSgt. Frederick E. Amidon Jr.
 SSgt. Joseph M. Berthiaume
 SSgt. Timothy P. Biros
 SSgt. Karen J. Bullock
 SSgt. Vincent R. Chiodo
 SSgt. Martin J. Dumont
 SSgt. Michael A. Fortier
 SSgt. Alan E. Jarry
 SSgt. David W. King
 SSgt. Donald E. Kobis
 SSgt. Edward R. Lorgan
 SSgt. George H. Porter
 SSgt. John F. Wilson
 SSgt. Kevin E. Rice
 Sgt. David F. Lewis

It's just plane love

SSgt. Deborah Elliot

He's like the planes he's worked on for the past 25 years. "We've become highly advanced and more sophisticated over the years," says SMSgt. Henry A. Lapa, 905th CAMS fabrication shop chief. "There's one difference between us though," he says. "The planes are getting faster and faster and I'm beginning to slow down."

Sergeant Lapa, who has continuous active duty since 1959, retired from his Air Reserve Technician position in January. He has the distinction of being the last member of the 337th Troop Carrier Squadron at Hartford's Bradley Field. He will keep his reserve job, however, for five more years. "My job as shop chief represents the culmination of my career," he says. "I supervise highly technical maintenance shops and highly trained personnel."

. . . the old shake, rattle and roll . . .

"Things are a lot different today than they were in the early days," says the WWII veteran who began his career as a landing gear mechanic on the C-119 Flying Boxcar. "The planes were simpler. I tenderly called the C-119 the old 'shake, rattle and roll' because of the severe vibrations on landing. She needed a lot of attention. That's for

sure.

"Everything is much more technical today and people know so much more," he says. "In the 50s, when an aircraft was inspected, the inspector would look it over, check the manufacturer's manual, and use what we called 'know how' and judgement to decide if it would pass or not. Today, we use x-rays to examine where the eye can't see and chemicals to detect possible flaws in materials before they can cause structural damage. Amazing.

337th has come a long way

"Yes, aircraft and knowledge have come a long way and so has the 337th. When we were first established, we were very unsophisticated. At first we didn't even have an airplane to work on," says Lapa with a smile. "There was no hangar or base supply system either. We brought our own tools and worked out of an old passenger bus because that was the only place to hang our coats and lock our tools."

Soon, however, the fledgling unit got its first airplane, a hangar was built and a base supply system was established. They were on their way!

After eight years of growing pains, the 337th received the C-124 Globemaster. "That was a huge, awesome, monster of an aircraft," remembers Sergeant Lapa. "It was the C-5 of that era."

"As aircraft developed and became more advanced," remembers Lapa, "maintenance people were required to learn more and more." One of the early training schools he attended was Aviation Mechanic's School.

"I've always tried to do the best job I could and as I learned more, I could contribute more," he says. "I've felt a strong commitment to developing more efficient and cost saving systems. Twelve of Sergeant Lapa's suggested improvements have been accepted by the Air Force Suggestion Program.

"One of the improvements I'm most proud of," he says, is the anti-skid system layout for the C-113. The Air Force accepted the system and later adopted it for the C-118.

Another improvement for which he received \$1000 was a modification on the C130B brake assembly. The assembly had a problem with leaking brakes and Sergeant Lapa found a way to place a seal in such a way as to minimize leakage while maximizing the life of the brake.

"My association with the Air Force has been long and meaningful," says Sergeant Lapa as he reminisces. "I can sincerely say I'm proud of my work and achievements. I've grown and developed with the planes I worked on and they have become a part of me."

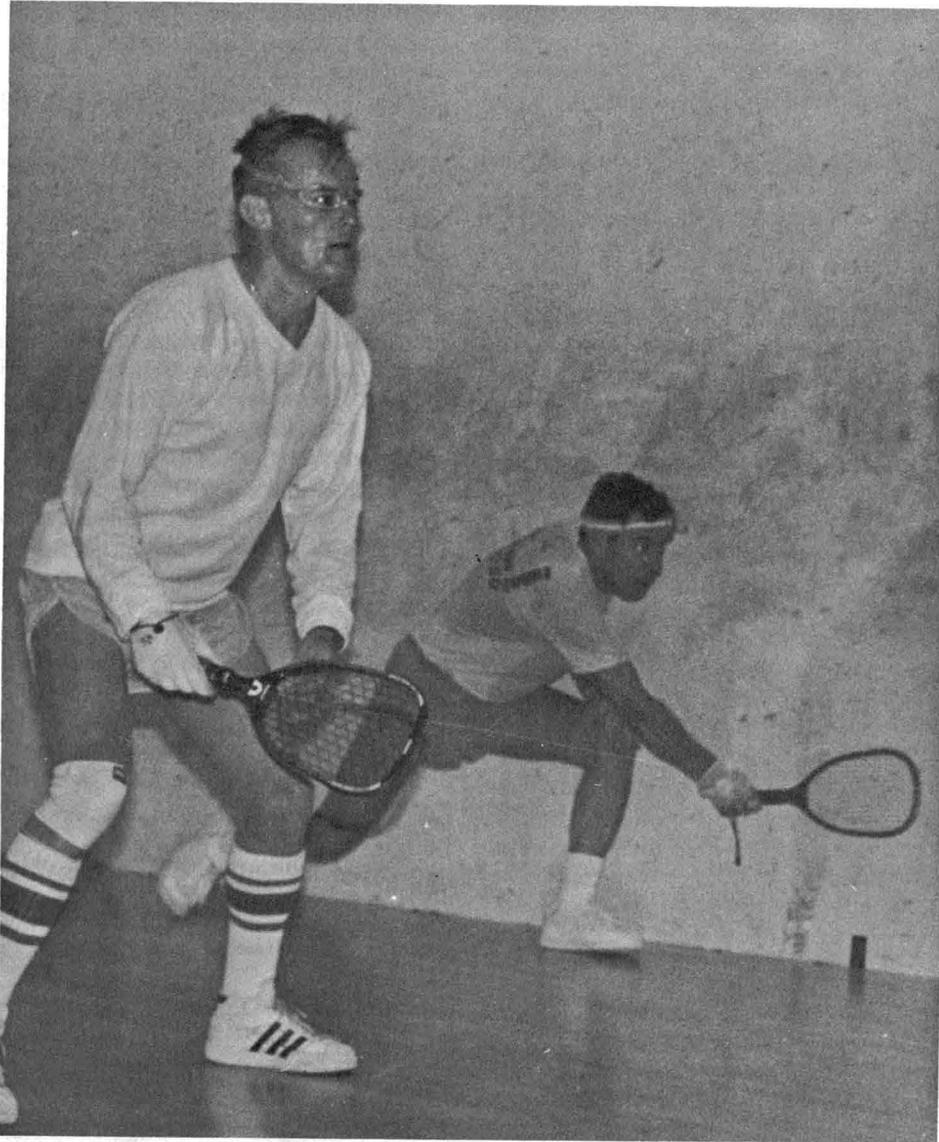


SMSgt. Henry A. Lapa, fabrication shop chief, watches TSgt. Paul Yankus and SSgt. Mark Baker, 905 CAMS sheet metal technicians, install rivets into the side of a C-130 engine mount assembly.

(USAF photo by SSgt. Deborah Elliot)

After two months

Racquetball Championships decided



Burke Lynch, anticipates a shot as Bob Latulippe scoops a return.

(USAF photo by Sgt. Sandra Michon)

"That's the way the ball bounces" was an appropriate adage as racquetball victors were announced following almost two months of competition.

Seventy-six men and women finished a series of 66 matches to determine winners in each of the four classes. Competition ran from late November through early January, and was open to all military, dependent and DOD personnel.

The tournament was held at the base gym in four classes divisions: men's open, intermediate and novice and women's.

In first round play, a winning match required best two out of three games. After a loss in the first round, losers moved to a consolation bracket.

First and second place was determined through the first round bracket, and the winner of the consolation bracket placed third.

Trophies and prizes were awarded to first, second and third-place finishers, which were: **Men's open:** Bob Hann, Burke Lynch, Dave Anderson; **Men's intermediate:** Ken Wolf, Art Gutierrez, (incomplete); **Men's Novice:** Mike Halpin, Ron Salafia, Ray Adams; **Women's:** Kim Cook, Sue Martens, Sandi Michon.

TSgt. Rick Oliver, recreation supervisor, organized and monitored the tournament. "I feel the participation was good — too good; I had to turn away nearly 50 people!" he said.

"The tournament went very well. I was impressed with the caliber of play and especially with the consistent show of good sportsmanship."

Reserve commissary privilege program begins

Members of the Reserve units at Westover are eligible to participate in a new test program allowing them to use commissaries up to 14 days, at their discretion, throughout the year.

"Once the 14 days of commissary privileges are exercised, reservists could use the existing procedures while on active duty for more than 72 hours," explains Lt. Col. Edward Seilius, director of personnel.

All New England Guard and Reserve units may participate. They'll join mem-

bers from units in the San Antonio, Texas, and Los Angeles areas in the pilot program.

At Westover, letters were distributed during the January UTA which introduced the new benefit. It instructed reservists to complete the necessary information about their dependents and return it to the Customer Service Center at CBPO. Information about the program will be mailed to those completing that letter.

1983: A good year for the air force reserve

By Ken Murdock

Hq. AFRES Public Affairs

1983 brought a new threshold of activity and readiness for the Air Force Reserve.

The evacuation of Americans from Grenada and the airlift of wounded U.S. Marines from Lebanon were two of the most significant missions.

An AFRES C-141 crew brought back the first American evacuees from Grenada to Charleston AFB, S.C. Other Reserve aircrews and augmenters flying with active duty Military Airlift Command crews completed the airlift, returning 622 U.S. and 87 foreign students. The Grenada support involved 20 strategic airlift missions, four tactical airlift missions and 11 tanker sorties in 329 flying hours.

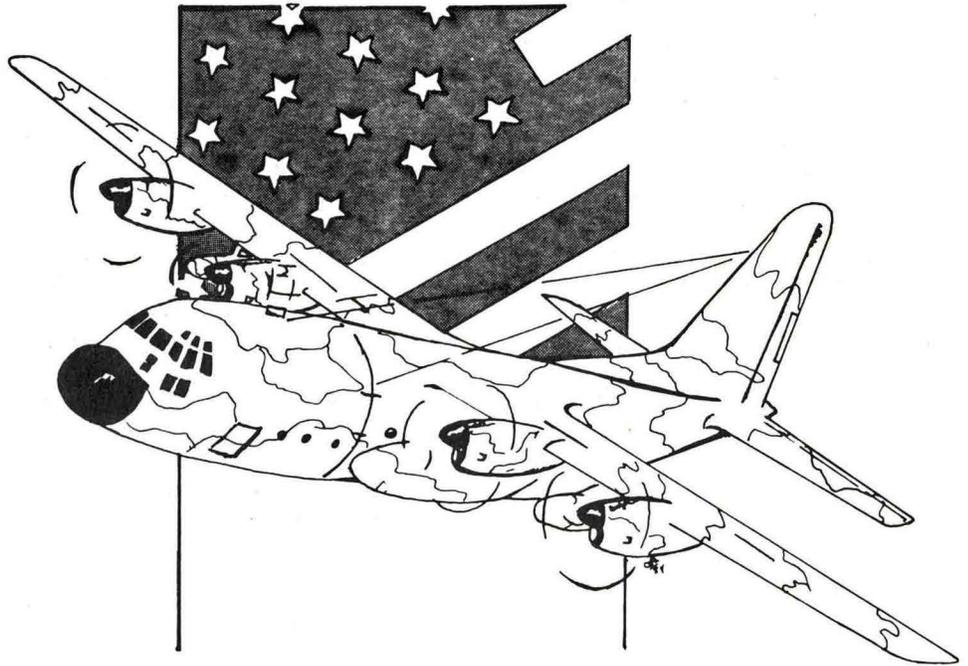
Reservists also were actively involved in support of U.S. forces in Lebanon. Six strategic airlift missions were flown in support of U.S. Marines after the destruction of their Beirut headquarters. These missions transported supplies and casualties into and out of Beirut during 63 hours of flying time.

Other noteworthy missions included the 301st Aerospace Rescue and Recovery Squadron, Homestead AFB, Fla., and the 919th Special Operations Group, Eglin AFB, Fla., supporting the space shuttle program; the 440th Tactical Airlift Wing, Gen. Billy Mitchell Field, Wis., airlifting 220,000 pounds of disaster relief cargo to earthquake victims in Popayan, Columbia; four CH-3 helicopters from the 302nd Special Operations Squadron, Luke AFB, Ariz., evacuating more than 50 residents of Maricopa, Ariz., after floods in the area; and the 907th Tactical Airlift Group aerial spray branch from Rickenbacker ANGB, Ohio, spraying about one-third of Minnesota in response to a western equine encephalitis public health emergency.

In addition to routine missions, AFRES units took an active role in 56 training exercises, both in the United States and overseas, 20 of which were Joint Chiefs of Staff sponsored.

In the tactical airlift arena, C-130s from the 439th TAW, Westover AFB, and the 459th TAW, Andrews AFB, Md., supported NATO exercises in Europe during September and October.

Real-life situations, humanitarian missions and training exercises were not the



only events in 1983.

The 920th Weather Reconnaissance Group headquarters, Keesler AFB, Miss., was deactivated and the 403rd Rescue and Weather Reconnaissance Wing, Selfridge ANGB, Mich., transferred to Keesler.

An A-10 training unit, designated the 46th Tactical Fighter Training Squadron, was activated at Barksdale AFB, La., and the 8050th Military Training Squadron was activated at Lackland AFB, Texas.

The 908th TAG, Maxwell AFB, Ala., converted from C-7A to C-130E transports while the 419th Tactical Fighter Wing, Hill AFB, Utah, began conversion from F-105 aircraft to the F-16.

The 8078th Electronic Security Squadron was activated at Offutt AFB, Neb., to support Strategic Air Command headquarters as the second AFRES defensive command, control and communications countermeasures unit.

AFRES increased its wartime medical capability with the activation of the 12th USAF Contingency Hospital at Travis AFB, Calif.

A change announced in 1983 was inactivation of the 442nd Tactical Fighter

Group and activation of the 442nd Tactical Fighter Wing at Richards-Gebaur AFB, Mo.

Recruiters once again gave an excellent performance and set a new personnel record, bringing the total number of selected reservists to 67,230 as of Sept. 30.

Anniversaries and other special events also made 1983 a significant year for Hq. AFRES, which celebrated its 15th anniversary. Other milestones included the 25th year of the Air Reserve Technician program and the 10th year of the Civil Defense Mobilization Designee program.

Conversions, new missions and activities are programmed for 1984, characterized by what Maj. Gen. Sloan R. Gill, AFRES commander and chief of Air Force Reserve, termed the "cando" spirit which he describes as bringing real meaning to the AFRES motto, Ready Now. Speaking about AFRES recent involvement, General Gill said, "The recent events in Grenada have once again brought to the fore the value of the peacetime Total Force partnership and the readiness of the Air Force Reserve to support the active force whenever and wherever needed."

New Mayor seeks closer ties

By Sgt. Sandra Michon

The city of Chicopee has a new mayor who feels Westover is a "vast resource" to his city.

Richard S. Lak, Chicopee's 34th mayor highlighted Westover in his inaugural address, and although he spoke of the planning and development of surplus base property, he also recognized the importance of the military function.

No stranger to the military, Mayor Lak has prior active duty with the Marines and presently is an Air Guardsman with the intelligence section at Barnes Municipal Airport in Westfield.

"Mayor Lak would like to develop a closer relationship with the military side of Westover," explained Col. Roy E. Ayers, base commander. "He was out to see me even before he was sworn in as mayor!

"Westover AFB has a very positive impact on the surrounding communities," continued Colonel Ayers. "For instance, Westover employs almost 1200 civilians and nearly 5000 Reservists. 181 of whom reside in Chicopee. More



Three-year-old Jeremy Jenkins proudly shows off his official-looking Air Force fatigue uniform. Jeremy received the uniform as a Christmas present from his grandfather, CMSgt. Albert Aniello, a member of the 905th CES and a 32-year veteran of the military.

(USAF photo by Capt. Phil Weber)

than \$5 million are spent each year in local contracts and school subsidies total approximately \$173,000.

"Westover's benefit is not only monetary, we also contribute in areas such as our mutual assistance agreements with local fire and police departments and disaster preparedness agencies and periodic use of our facilities," said Colonel Ayers. "This past summer, Westover hosted the national competition of the Academy of Model Aeronautics which drew thousands of spectators and provided an estimated million dollars in tourist revenue to Chicopee and the surrounding areas.

"Westover has maintained an active community relations program, and the surrounding communities are much more aware of our value to them."

With respect to Westover's surplus property, Mayor Lak would like to work closely with agencies that would situate new, high tech business on the property. He referred, in his inaugural address, to development of the property under negotiation by the Western Mass. Development Corporation and General Services Administration to possibly accommodate a civilian passenger terminal. He also mentioned using the housing property declared excess by the Department of Defense for development by prospective businesses.

"We are happy about the attention that Westover receives," commented Colonel Ayers. There is a good relationship between the military function and the business use of the excess property. Their expansion in no way hampers our mission, and our mission is accomplished independent to their activities.

"We anticipate continued good relations with Chicopee and the surrounding communities and feel that Mayor Lak will be instrumental in its accomplishment."

Westover Briefs

Intelligence officer named to Chicopee legal post

Maj. Thomas G. Costello, the 439th's director of intelligence, has recently been appointed associate city solicitor by Chicopee Mayor Richard S. Lak.

In that civilian capacity, the major will serve as an attorney for the city, and will also advise the mayor and other officials on legal matters.

A member of both the New York and Massachusetts bars, Major Costello resides in Chicopee and also operates a private law practice in Springfield.

ROA stages membership drive

Chapter 50 of the Reserve Officer's Association at Westover is currently conducting its annual membership drive.

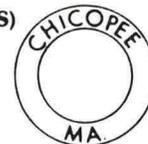
According to Col. James Thomas, the 439th's deputy commander for operations, all wing officers are urged to join the organization.

"The ROA works on a national level to improve the status of the Reserve forces and undertakes many projects and programs which directly affect each of us," Colonel Thomas said. It is truly most worthwhile for every officer at Westover to join and actively support ROA," he added.

The local chapter meets every month on Sunday of the UTA at the Consolidated Open Mess. During the February meeting, Mayor Richard S. Lak of Chicopee will address the meeting. Prospective members may contact Colonel Thomas at extension 3881.

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