



THE PATRIOT



439TH TACTICAL AIRLIFT WING

WESTOVER AIR FORCE BASE, MASS.

Vol. V, No. 4

April, 1978

A Wax Job After the Snow

731st Hangs Tough—Passes ORI

By Maj. Rudolph G. DiLuzio

It's said that nothing worthwhile ever comes easy. And the 731st Tactical Airlift Squadron's Operational Readiness Inspection (ORI) was no exception. On Friday afternoon March 3 before their ORI, Westover gets hit with another snow storm which dumps six inches. But this didn't stop the 731st who went on to pass their ORI.

The snow fell through the night. By midnight, snow removal operations were in full swing. For the next five hours, snow removal crews worked feverishly and cleared ramp areas and runways. Their extraordinary efforts and dedication were evident Westover had won another one from the elements.

The ORI kicked off at 7:30 p.m. Wind gusts from 15 to 30 knots brought the chill factor down below the zero level. Preflight activities on the ramp were no picnic but moved ahead smoothly. Still the winds posed a potential problem. What was it going to be like when the C-123s neared the Drop Zone with the daylight personnel drops and night container drops?

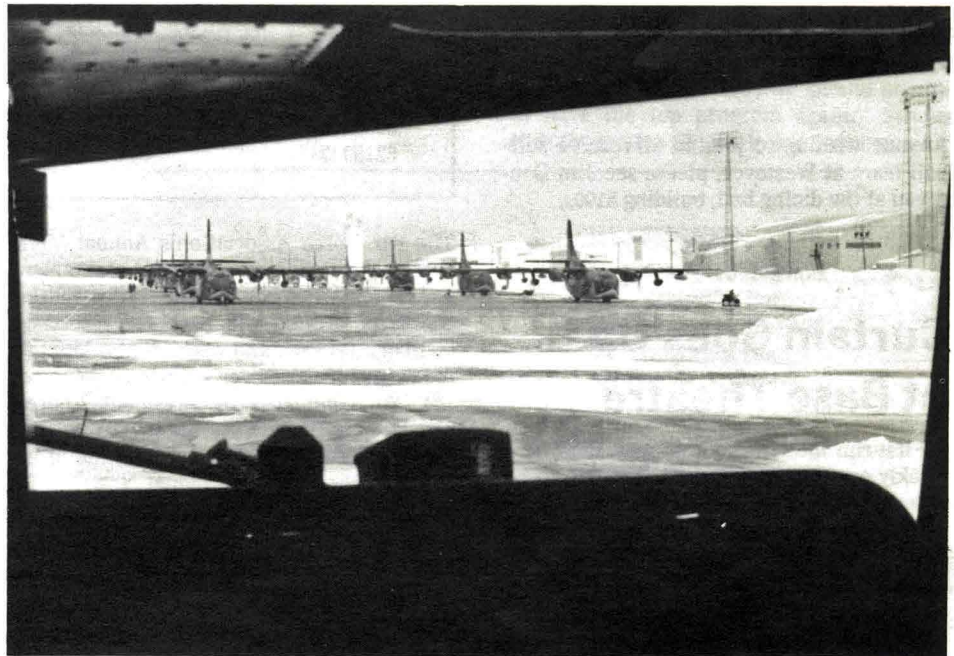
The first C-123 sorties took off at 3:30 p.m., followed by the rest of the flying elements. Ground observers at the Bean Bag drop zone waited with apprehension as the winds increased. Passing this phase, employment, required all the skill of the aircrews as well as that of the Army's 10th Special Forces paratroopers.

The rest is history. The required scores on personnel and container drops were achieved and the short-field landings were near perfect. It was an outstanding performance. As the exercise was a retake, the overall official rating was limited to Satisfactory.

Col. John Wenzelberger, representing Maj. Gen. Thomas M. Sadler '21 Air Force

commander, said it best, "The 731st ORI results were what had been expected by 21st Air Force. General Sadler considers the 439th one of the most operationally responsive wings that he would gain if called up."

Brig. Gen. Billy Knowles, 439 TAW commander, extended his personal congratulations to all the units and their personnel. "I know that a lot of hard work by many people went into this exercise. I appreciate it."



PILOT'S EYE VIEW—C-123s wait for takeoff prior to their successful Operational Readiness Inspection, March 3, at Westover.

ARMED FORCES DAY—OPEN HOUSE
August 22, 1978

Don't Forget to Remember Armed Forces Day '78

By Amn. Debbie Elliot

With Spring around the corner, Westover's Armed Forces Day Committee will start the season off right. Our Armed Forces Day celebration on Saturday, May 6, will be a royal "blast" in more ways than one. Show planes above and the activities on the ground promise to keep the day roaring along.

One of the main attractions, if secured, will be a bright yellow '34 Stearman bi-plane in "mint" condition. Its daring stunt pilot, his scarf flapping from an open cockpit, may perform maneuvers that will perhaps increase a few heartbeats.

Another rare old plane, the ME-109, a World War II German Fighter, hopefully will be displayed. "We will disassemble it

at the Bradley Air Museum in Windsor Locks, Conn., transport it via flatbed, and reassemble it for the show," says Maj. Robert Hafner, Armed Forces Day Committee chairman.

Musical groups, different exhibits, radio-controlled model aircraft, recruiting, and various other activities are being planned. Also available will be many food concessions.

There is another side to Armed Forces Day, though. Designated by Presidential Proclamation, its main purpose is to inform. It is a time to show the taxpayer that his dollars are well spent while maintaining adequate military power.

On exhibit, hopefully, will be some new

fighter planes such as the F-14, the Navy's newest; the F-15 Eagle, with its advanced radar and unprecedented maneuverability; and the F-16, combining advanced technology and reliable system components.

Also, the world's largest plane, the C-5A, should be on display.

The 439th's C-123 and C-130 aircraft will put on an airshow during the afternoon, all as part of their training, with parachute drops of men and material.

Although occurring during the May UTA, friends and family members of Westover personnel are invited to attend the 10 a.m. through 4:30 p.m. event.

Let's all spring ahead into Armed Forces Day 1978!

BRIEFS

Air Force Regulation 35-10 forbids the wearing of fatigues off base other than travelling to and from work and making purchases at gas stations. Offenders will be reported to base officials for disciplinary action.

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Anyone wishing to join an all-reserve softball team at Westover, please see Jim Boudreau at the dining hall, building 5100.

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Curtain Goes Up at Base Theatre

First-run motion pictures may soon be a weekly event at Westover at the soon to be renovated base theater.

Plans call for the theater, closed for some time, to reopen in April or early May, says Mike McNicholas. The lobby will be redecorated and a new projector and sound system installed.

Plans call for first-run movies to be shown Friday and Saturday at 7 p.m. Older movies will be shown Sundays at the same time.

The tentative admission charge will be one dollar for children under 12 and \$1.50 for adults. All guard, reserve and active duty personnel, retirees, dependents and base employees can patronize the theater.

The interior of the theater is slated for renovation next year, McNicholas said. If the reopening is a success, live shows, such as music concerts, will be booked for the theater.

439 Tactical Airlift Wing Vacancies

The wing is seeking help in filling available vacancies as shown. Also, it is possible to change your career field and be reassigned to one of the positions shown. If you want to know whether you qualify for cross-training, call MSgt. Mary Paradise, X3037, for an appointment.

AFSC/No.	Auth. Grade	Title
42351 (2)	Sgt.	Acft Environmental Sys Mech
42353 (2)	Sgt./SSgt.	Acft Fuel Sys Mech
42753 (6)	Sgt./SSgt.	Fabrication & Parachute Spec
47251C (2)	Sgt./SSgt.	Materials Handling Eqp Mech
57150 (14)	Sgt.	Fire Protection Spec
6055 (35)	Sgt.	Air Cargo Spec
62150 (2)	Sgt.	Baker

The Air Force Association's Annual Membership Drive is underway. Col. John Newell, senior Air Force advisor, is distributing literature around the base for reservists, civilians, retirees and dependents. Monthly meetings of Westover's Chapter, number 164, are conducted by President Andrew Trushaw at the Open Mess. "If anyone wants information, they can call me at extension 3502," invites Colonel Newell. "I'll tell them about the many advantages of an AFA membership. Its Air Force magazine, alone, is worth the \$13 yearly dues."

Congratulations to SSgt. Birget P. Scott, 74 AES medical technician. She starts her studies at the University of Oslo (Norway) Medical School in August. The six year long program was the only one to which the Norwegian native applied!

* * * * *

Congratulations to CMSgt. Frank C. Pecka III on his recent promotion. Sergeant Pecka is an air transportation superintendent with the 58th Aerial Port Squadron.

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

439 TAW Commander
Brig. Gen. Billy M. Knowles

Base Commander
Col. J. Frank Moore

Wing Information Officers
Maj. Robert D. Hafner
Maj. Rudolph G. DiLuzio

Editor
MSgt. Lawrence H. Lentz

Base Information Officer
Miss Betty O'Connell

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SrA Dean M. Mauro
SrA Wanda Wood

Amn. Deborah Elliot
Amn. Patricia Joyce



Wing Commander's Message

By Brig. Gen. Billy M. Knowles

I am daily mindful of the manning, skill manning and RETENTION status of the 439th Tactical Airlift Wing. Overall manning is 90 percent, skill manning is 63 percent and retention is 30 percent, all well below necessary levels.

I can report to you that nearly 65 percent of my time is devoted to these three matters alone. I can also report to you that a great deal of pressure is exerted upon your unit commanders, first sergeants and career counselors, and rightfully so.

However, I wonder what our membership is doing about manning, skill manning, RETENTION? Have you brought in a bona-fide reliable referral for recruiting? Do you know that of our 240 enlisted vacancies, 100 are for air cargo specialists, 34 are for fire fighter specialists, 29 are in Aircraft Maintenance and eight in Food Service?

Have you realized that we are just as interested in nonprior service (NPS) candidates as prior service (PS)? You provide the referral—our professional recruiters will do the work. If you believe in the principle of citizen soldiery and the philosophy of a ready Air Force Reserve, then you must support its first tenet which is 100 percent manning.

For those of you who supervise or train fellow Reservists, how meaningful is your training plan or schedule? How attentive are you to the training requirements and progress of your people? Are you providing the quality program for them that you would expect for yourself? These are **our own people**, the unit's life-blood. We can't perform our ultimate mission without them—and their skills. That's the second tenet—skilled manning.

If these same members perceive that you and I are not interested enough in the mission and in them individually to bother to train them, how long will they remain? How many will reenlist? What single factor influences RETENTION more than any other? Interviews tell us that people stay who have a strong sense of purpose, who feel needed, who are confident in their skills and know those skills are the difference between readiness and nonreadiness. (A third tenet—stability.)

Who then turns off our members? Who helps—even encourages—bright young people out the gate? There's not a supervisor or trainer in the wing who doesn't know the answer to that question.

It's Spring Cleanup Time Again

The base commander has designated the week of April 16 to 22, 1978, as Spring Cleanup Week at Westover AFB.

During the week preceding the cleanup campaign, Fire Prevention Branch personnel will conduct inspections to determine existing conditions in all base facilities.

On April 24 and 25, these same personnel will inspect each unit to determine the extent of improvement made in each area. Awards will be given to those units demonstrating the greatest initiative during the Spring Cleanup Campaign.

Our "fresh start" approach applies to general cleanliness as well as removal of rubbish that could be an ignition source, and the proper storage of combustible and flammable liquids.

To publicize our all-out efforts, the Fire Department will conduct five evacuation drills, lectures, fire extinguisher demonstrations, and distribute fire prevention handouts.

As a result of everyone on base contributing cleanup efforts last year, the 439th won the AFRES award for the best fire prevention program. "With the same type of cooperation this year, we should be able to have the top program again," assures Fire Protection Chief, Haskel Jenkins.



PROMOTED

Maj. Charles A. Saletta, Jr.
CMSgt. Frank C. Pecka, III
SMSgt. Leonard F. Dube
MSgt. Joseph R. LaFrance
TSgt. Jean H. Baillargeon
TSgt. David J. Pacheco
TSgt. Donna M. Schroder
TSgt. Robert A. Sousa
SSgt. Howard F. Cormier
SSgt. Gregory W. Cross
SSgt. John P. Lenotte
SSgt. Karen S. Martin
SSgt. Christopher J. Menard
SSgt. Leda G. Partridge
SSgt. Douglas J. Vile
Sgt. Bruce F. Caney
Sgt. Richard A. Denesha

Sgt. Walter R. Dixon
Sgt. Steven R. Roudi
Sgt. Richard J. Rouse
Sgt. Gregory J. Zakrzewski
SrA James A. Bray
SrA William M. Butler
SrA Kenneth L. Richards
SrA Edwin C. Villareal
A1C Paula M. Breyette
A1C Chris J. Cortigiano
A1C Robert L. Foley
A1C Maureen G. Haddock
A1C Leroy C. Jenkins
A1C Joseph E. Krajnak
A1C Michael F. LaCoste
A1C Carla A. Letourneau
A1C Charron A. Letourneau
A1C John A. Letteney
A1C Ronald F. McCloud
A1C Ralph E. Morrow, Jr.
A1C Nina B. Tomaszewski

ENLISTED

SSgt. Jonathan Q. Curtiss
SSgt. John A. Sudol
Sgt. Daniel J. O'Brien
Sgt. Sylvia L. Tirrell
SrA Stephen M. Caraker

SrA Galen M. LaFrancis
SrA Francis J. Malone
A1C Thomas M. Wright
AB Mary A. Bartunek
AB Christopher Boulais
AB Catherine M. Doulette
AB Jerome H. Mason
AB Debra A. Sola
AB Patti-Jo Stallworth
AB Sandra L. Walls
AB Gary A. Whetzel

REENLISTED

SMSgt. John C. Mulcay
MSgt. Richard A. Dolsay
MSgt. Leon Nicolliello
MSgt. Peter P. Wysocki, Jr.
SSgt. Karen Martin
SSgt. Wayne M. Martin
SSgt. Larry L. Santerre
SSgt. John J. Sullivan
SrA Betsy V. Rainville
SrA Beverly K. Shoridan

RETIRED

CMSgt. Mariano Del Monte
TSgt. James E. Stokes

REASSIGNED

1st Lt. Daniel J. Nichols
SSgt. Sandra L. Barrett
Sgt. William H. Hughes
Sgt. Gregory S. Nolder
AB Bonnie A. Gentile

DISCHARGED

SSgt. Richard L. Carr
Sgt. Peter E. Dahowski
Sgt. Philip R. Giroux

TO STANDBY RESERVE

Capt. Kurt R. Hyde
Capt. Mark D. Rafferty
2nd Lt. Steven Sabatini
TSgt. Raymond R. Marquis
SSgt. Bryan R. Eukers
SSgt. Joseph L. Mastergeorge
Sgt. David J. Allen
Sgt. Cody L. Codori
Sgt. Warren P. Piechowski
SrA David F. Grandshaw
AB Carl R. Brown
AB Joseph H. Goodrow, Jr.



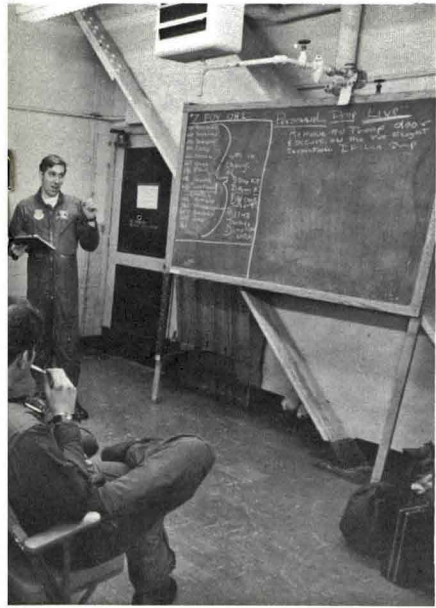
KEEPING WATCH TSgt. Donald Kosakowski, 901 WSSF, maintains flight line security outside Base Operations.



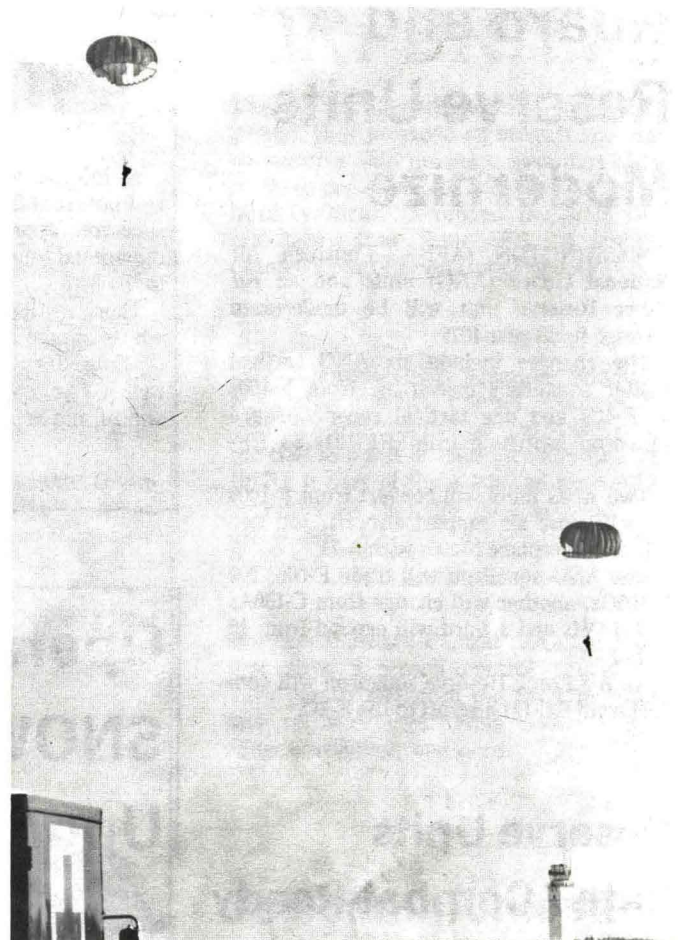
LOADMASTER BRIEFING—TSgt. Donald Kosakowski briefs the loadmaster corps prior to the ORI.



PACKING IT IN SSgt. John Prechtl, 731 TAS life support section, repacks a survival kit, like those on a C-123, as part of the ORI.



Cowern briefs the 731st loadmaster



TROOP DROP Members of the Army's 10th Special Forces from Ft. Devens float gracefully to earth as part of the inspection.



HOT AIR Maintenance crew member Amn. Steve Boutin, left, and TSgt. Harvey Cook, crew chief, 901 CAMS, place heater hose in a C-123 to provide needed warmth for the electrical equipment.

Guard and Reserve Units Modernize

WASHINGTON (AFNS)—Fourteen Air National Guard (ANG) units and an Air Force Reserve unit will be modernized through fiscal year 1979.

The changes include six ANG tactical fighter squadrons converting from F-100s to F-4Cs and one tactical reconnaissance squadron switching from RF-101s to RF-4Cs.

Two ANG units will convert from F-100s to A-10 close air support aircraft, and two others will replace F-100s with A-7s.

One ANG squadron will trade F-100s for F-105Gs, another will change from C-130As to C-130Bs and a third will expand from 18 to 24 F-4Cs.

An Air Force Reserve squadron will convert from EC-121 aircraft to the F-4C.

Reserve Units

Rated Combat Ready

Robins AFB, Ga. (AFNS)—The Air Force Reserve (AFRES) concluded 1977 with all of its 35 units with assigned aircraft rated combat ready and capable of meeting their wartime mission.

AFRES Commander Maj. Gen. William Lyon said the accomplishment was the result of the dedicated efforts of all personnel in the command.

"It's gratifying to see that in spite of conversions, recruiting hurdles in an all-volunteer climate, and other obstacles, some unique to the Reserve, we ended 1977 in such a high state of combat readiness," said General Lyon.

AFRES Volleyball

The annual AFRES Volleyball Championship Tournament will be held at Westover AFB for the second year in a row April 8 and 9.

The Westover team will have to top 10 to 12 other teams to defend its title won last year.

Mike McNicholas, base recreation director, said teams from Richards-Gebaur AFB, Mo.; Selfridge ANGB, Mich.; Dobbins AFB, Ga.; and from the 914th have already expressed interest in participating.

UNIT TRAINING ASSEMBLY CHANGES

At the suggestion of the Enlisted Advisory Council and the Air Force Sergeants Association, approval has been given to have the annual tour in August run from the 12th to the 26th.

There will be no UTA in August for those whose annual tour runs through this period of time. Instead, they will participate in two UTAs the following month—Sept. 9 and 10, and Sept. 16 and 17.

For those who are scheduled to perform their annual tour at any other time, the normal UTAs will be Aug. 12 and 13 and Sept. 9 and 10. These changes are to avoid, as far as possible, any necessity for Friday night training periods.

Announcement also has been made that the NCO/Airman Dining Out will be held on Saturday evening, Aug. 12, when the majority of the Reservists will be on base.

Operation SNOWBLOW Update

(AFNS)—Military Airlift Command, Air National Guard and Air Force Reserve aircrews flew 127 blizzard relief missions in "SNOWBLOW II", Feb. 8-10. (As reported in the March, 1978 *Patriot*, two C-130s from Westover's 337 TAS participated in the operation.)

More than 1,100 passengers and 2,504 tons of equipment were airlifted to Boston, Hartford, Conn., and Providence, R.I., during the three days. C-141s, C-5s and C-130s provided airlift. Cargo included scoop loaders, graders, wreckers, ambulances, trucks, communications gear, compressors and generators.

New Policy for Members of Guard and Reserve

(AFPS)—Army National Guardsmen and Reservists must now report for active duty upon mobilization, unless personal or community conflict has arisen since the most recent inactive duty training periods.

Members of ARNG/USAR units who anticipate a permanent personal or community hardship upon mobilization should apply for transfer to the Standby Reserve, Retired Reserve, if eligible, or discharge under appropriate regulations.

Associate Program Celebrates 10th Anniversary

ROBINS AFB, Ga. (AFNS)—The Air Force Reserve (AFRES) Associate Program celebrated its 10th anniversary March 25.

Under the program, 18 AFRES units are collocated with active duty Military Airlift Command wings. Most AFRES units operate their own aircraft, but reservists in the associate units fly in C-5, C-141 and C-9 aircraft of the MAC units.

Gen. Howell M. Estes Jr. (ret.) was the MAC commander when the program began in 1968. He said the purpose of the program was "to directly couple Reserve units, not individuals, with regular units flying modern aircraft so that in future times of emergency we are capable of achieving the maximum capability inherent in modern aircraft."

Associate wings are located at Norton and Travis AFBs, Calif.; McChord AFB, Wash.; Charleston AFB, S.C.; Dover AFB, Del.; and McGuire AFB, N.J. All units meet the same training levels and requirements as their active duty counterparts.

The associate program provides MAC with nearly 50 percent of its total authorized strategic airlift flight crews and about 35 percent of its maintenance force, according to AFRES officials.

Maj. Gen. William Lyon, AFRES commander, has termed the program "a major factor in convincing people that we belong in the forefront of national defense planning."

Since the program began, associate units have participated in a variety of global missions ranging from Vietnam airlift to 'round-the-clock flights during the Israeli airlift.

ORI COMMENTS AND VIEWS

Following the 731st TAS's successful ORI, some of those who participated commented:

Lt. Col. F. Robert Heyner, 731 TAS commander, "When we were at Gulfport, we made a number of mistakes. However, to be effective you must accept new challenges and grow from the experience. The mistakes made must never be repeated. And that is the story of this ORI retake. Now the squadron is better trained in all aspects of tactical airlift operations. We can now be more responsive to any operational requirements levied on us.

"I think it is important too, that we recognize all the Group and Wing elements who supported our effort. They all did an outstanding job. Additionally, the 10th Special Forces from Ft. Devens, the Combat Control Team from the 317th TAW at Pope AFB, Bradley Approach Control, and the 1917th Communications Squadron were all just superb. We couldn't have done it without them."



Sgt. Stella Nine, 731 TAS administration section, was justifiably proud of her squadron's performance. "We know that the 731st aircrews are among the best in the Air Force. I never doubted that they would pass this ORI. Everyone worked long, hard hours to achieve what we did. The feeling of this ORI success is one of accomplishment. It was made possible by everyone pulling together as a team."



Maj. Edward Lincoln, 731 TAS flight commander and squadron chief of standardization, reflected on the significance of the ORI. "The squadron proved what we knew all along . . . that given the tools, training, and support, our people can do the job under the severest of conditions. The lessons learned from Bold Eagle really proved out."



SSgt. Paul LaCombe, 901 CAMS flight line mechanic, spoke for all section supervisors: "We can't say enough for the work done by our mechanics. The weather conditions were bad, but they handled the job beautifully. The training we've had paid off. This ORI showed that the Reserves have the ability and willingness to produce, regardless of how tough the conditions. They gave 100% effort, and it showed."



ORI BRIEFS

The 337 TAS participated in a support capacity. They provided an aircraft and crew for weather ship missions, gave part of the briefing presentations and transported the Military Airlift Command Inspector General teams from Scott AFB, Ill. and the Combat Control Team from Pope AFB, N.C.

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1917 Communications Squadron commander, Capt. Michael Choffel, commented, "My air traffic control personnel welcomed the ORI as a test of their own abilities. The 1917th is part of the 439th and we were so very pleased that the 731st and the wing did so well."

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Bradley Approach Control (FAA) provided innovative approach control procedures. They greatly enhanced the 731 TAS launch and recovery capabilities under a wide range of weather conditions.

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Telecommunications Center Gets Award

Westover's Telecommunications Center (TCC) received the Defense Communication Agency's Certificate of Excellence on Feb. 27. It maintained an error rate of less than one percent for 1977.

The 1917 Communications Squadron operates the TCC under the supervision of Mr. Richard Heffernan.

The error rate is determined by the number of transmitted messages rejected by the major relay at Hancock Field, N.Y.

The recognition is the second consecutive Certificate of Excellence awarded to the 1917th.

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With sincere apologies, **The Patriot** corrects an oversight in the March, 1978 edition. **Lt. Col. Charles R. Parrott**, 439 TAW vice commander, was inadvertently omitted from the list of those officers promoted to Colonel. While his name was absent from **The Patriot**, his ability and dedication insured his name on that all-important promotion list.

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Westover Volunteers Zero in on History

By MSgt. Larry Lentz

Part of a plane's fuselage sits strangely out of place in Westover's 901/905 CAMS Hydraulic Shop. Its bright silver paint and miniature size, about ten feet from cockpit area to tail, resemble an overgrown toy model.

But its no replica and it wasn't designed for a child's imagination. Rather, it was built to destroy an American warship during World War II. The metal is part of a Japanese Kamikaze aircraft now undergoing extensive restoration by Hank Lapa; his father, MSgt. Henry Lapa, 905 CAMS; members of the 439th and other volunteers.

"The aircraft, number 23186, is the only known A6M7 Type 63 Zero in existence, one of a handful of Zeros left in the world," says Hank. "It was apparently built in 1945. By its tail markings, we think it was stationed at the Yokosuka Naval Air Base. Perhaps it was to be used as part of a large Kamikaze fleet of suicide dive bombers against the expected American invasion of Japan. The plane's mission and that invasion were cancelled, of course, with the destruction of Hiroshima and Nagasaki."

After the war, it was brought to the United States. How and when remains a mystery. It remained at the Willow Grove (Penn.) Naval Air Station in its original condition, but outdoors, subject to the effects of weather, until 1962. The Navy then transferred the plane to the Smithsonian Institute, who in turn loaned it to the Connecticut Aeronautical Historical Association at the Bradley Air Museum in 1975. (The Smithsonian's other Zero, an A6M5 Model 52, was restored and is on display at Washington's National Air and Space Museum.)

During this period, the plane's ten coats of paint were applied to prevent further deterioration. Recently, with this paint's removal and detailed investigation, came the realization that the aircraft wasn't an A6M5 model as believed, but the much rarer A6M7.

The Lapa family became involved with the plane while it was at Bradley. Hank and his brother Mike had helped restore, in 1975, a K-16B, an experimental plane built by Kaman Aircraft between 1960 and 1963. Hank took over the Zero's restoration which he sandwiches in between his mechanical engineering studies at Worcester Polytechnical Institute.

Another member of the Lapa family is also interested in aviation and the 439th. A1C Cynthia Lapa is a medical technician with the 74 AES.

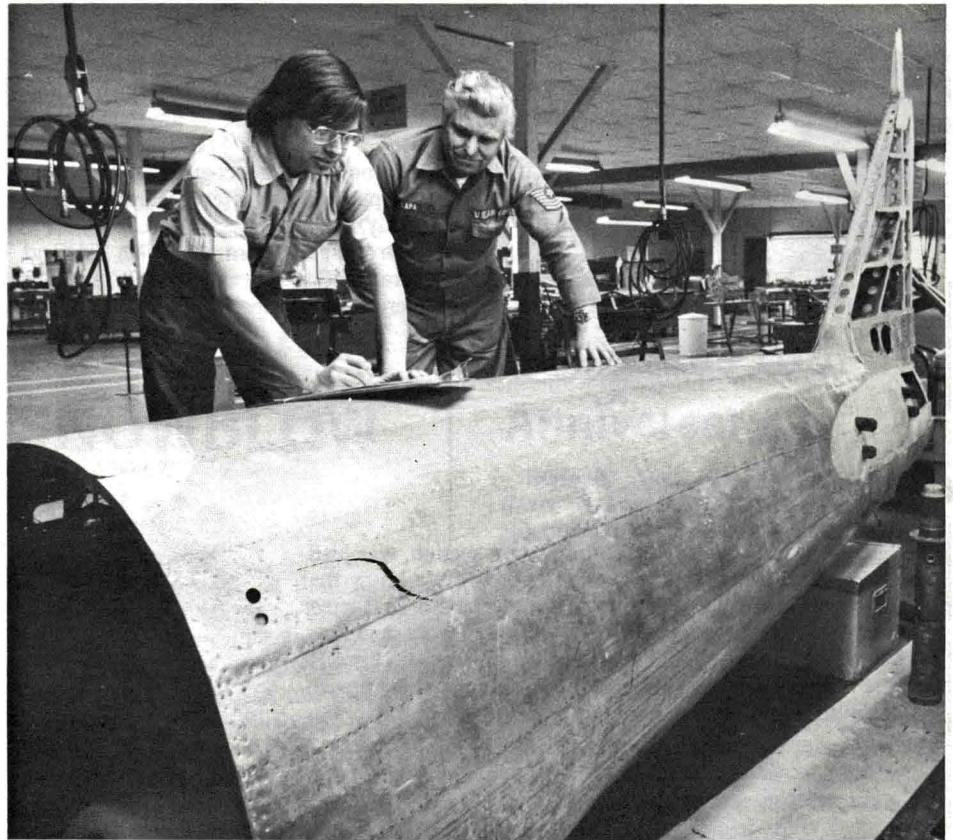
With base officials' approval, the Lapas brought part of the Zero to Westover where the Smithsonian's strict preservation policies could be followed.

"We have 90% of the original plane—all

but the nail cone, spinner and tires," says Hank. "We started disassembling the rear fuselage and several assemblies and documenting each piece. In this way, the plane's complete history will be pieced together.

"We're getting help and expertise from many 439th personnel, especially from the

sheet metal, hydraulic, welding and paint and corrosion control shops," reports Sergeant Lapa. "But we're looking for more volunteers," his son adds. "All they need are some free Saturdays and a willingness to help and become a small part of this unique plane's heritage."



ZERO ERRORS—Hank Lapa, left, and his father, MSgt. Henry Lapa, carefully document every piece of the Japanese Zero, from its smallest bolt to its fuselage, during the plane's restoration.

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